

DAILY SHIPPING NEWSLETTER 2003 – 137



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The MERCY SHIPS vessel **ANASTASIS** which will visit the port of Rotterdam during the havendagen 2003

EVENTS, INCIDENTS & OPERATIONS



4 x 1800 hp **SMIT** harbour tugs (**Smit Denemarken**, **Smit Finland**, **Smit Ierland**, **Smit Portugal**) and pusher tug **Maas** completed Saturday the towage of the 1st section of the HSL railway tunnel. The 1st part (150 metres long and with a draft of 9.8 mtr) was towed from the building dock in Barendrecht to Zwijndrecht where it was turned 90 degrees and positioned and pulled into its position for sinking to its berth on the bottom of the river Oude Maas.



Photo's : Hans de Jong – Maritime pictures ©



Sealand Express has 50 tons of uranium on board



The **SEALAND EXPRESS** as seen 22-8-2003 09:30 hrs LT
photo : Ian Shiffman © – Table Bay Underway Shipping

The Nuclear Fuels Corporation of South Africa has revealed that there are 50 tons of uranium ore concentrate on board the grounded **Sealand Express** in Table Bay. The material was being shipped from South Africa for processing in the United States, where it was destined to be turned into nuclear fuel. The revelation coincides with a threat by the department of environment affairs to arrest the ship if its cargo is not fully disclosed. The **Sealand Express**, which has over 1 000 containers on board, was blown into a sandbank in foul weather on Tuesday morning, and has firmly resisted attempts since then to refloat her. The owners of the ship have ties with the US military.

Environmentalists fear chemical leak from stranded ship

A U.S.-flagged cargo ship blown aground off Cape Town this week is carrying 56 tons of unprocessed uranium bound for the United States and is leaking a flammable chemical, industry officials admitted yesterday.



The **SEALAND EXPRESS** as seen 22-8-2003 with the **Pacific Brigand** taking fuel at the stern.
photo : Ian Shiffman © – Table Bay Underway Shipping

Environmentalists said yesterday that the stranded **Sealand Express** poses no great environmental risk at the moment but were concerned that the ship's cargo had not yet been fully disclosed and that a cold front expected to move in today could bring new storms that might cause breaches in the vessel.

"The concern, under these conditions, is what happens if the other containers start leaking," said David Chown, a spokesman for Earthlife, a South African environmental group. "The port authority initially

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said there were no hazardous materials; then we started getting other information. Now we need a full disclosure of what is on the ship." The **Sealand Express**, which ran aground Tuesday in stormy seas near Cape Town, is carrying 5,000 tons of crude oil, containers of industrial chemicals, including leaking propyl acetate, and 59 sealed drums of uranium oxide, a by product of gold mining and the raw material for nuclear fuel rods, port and industry officials said yesterday.

A spokesman for AngloGold, whose subsidiary Nufcor exports a thousand tons of uranium oxide from South Africa each year, said the uranium shipment was low in toxicity and radiation and would simply disperse in the sea if the ship foundered and the drums somehow opened. "It represents a low ecological threat because of its very low radiation," said Steve Lenahan, the spokesman. "We're not concerned it poses a substantial threat."

But environmentalists said the ship's grounding, on a sandbank near shore, shows the risks of nuclear cargo passing through the sometimes treacherous waters off Africa's gusty southern cape. At least two ships a year run aground in the area, they said, and cargo ships of much more highly radioactive waste - spent nuclear fuel traveling from Europe to Japan for disposal - regularly pass south of Cape Town.

"People say there's no problem with that, but there's always a chance something is going to happen," Chown said. "This is exactly a case in point. If that [European material] went into the water, we'd be in serious trouble." Activists also worry that oil carried aboard the **Sealand Express** could leak into the sea if the ship, which appears firmly lodged on a sandbar, founders. Yesterday, workers taking advantage of calm seas began pumping the vessel's load of fuel to shore, in an effort to refloat the ship. The process could take days and would probably be stopped if storms picked up again, experts said.

Previous efforts to tug the ship back out to sea have failed, which suggests its cargo may need to be taken off, analysts said yesterday. The vessel is grounded in Table Bay about 500 feet off Sunset Beach in Milnerton. The uranium shipment was being made in accordance with international atomic energy regulations and with local mining and energy rules, Lenahan said.

VIARSA RETURNS TO MONTEVIDEO



Uruguayan-flagged ocean trawler, **Viarsa**, carrying what is believed to be a valuable cargo of Patagonian toothfish flees from an Australian patrol boat in the storm-lashed Southern Ocean. The Australian patrol boat began chasing the trawler more than a week ago after it was spotted fishing in Australia's waters off about 4,000 kilometres (2,500 miles) southwest of the Australian mainland. The chase headed for a diplomatic standoff as Uruguayan authorities ordered the boat to return to Montevideo

Douane haalt tientallen verdachte pakketten uit ruim van zeesleper

door Edith Ramakers

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VLISSINGEN - Het Openbaar Ministerie (OM) heeft een onderzoek ingesteld naar de lading van de zeesleper **Otton**, die sinds maandag in de haven van Vlissingen ligt. Het verdachte schip dat onder Panamese vlag vaart, wordt al vier dagen intensief op smokkelwaar gecontroleerd.



De **OTTON** afgemeerd in de binnenhaven van Vlissingen – foto : Wim Kosten ©

De douane heeft gisteren tientallen pakketten uit het ruim van het schip gehaald en in gepantserde geldwagens afgevoerd. De geldwagens werden begeleid door motoragenten. Dat bevestigen enkele vissers, die `schrokken van de grote politiemacht toen ze donderdagnacht wilden aanleggen in de binnenhaven van Vlissingen`. „We werden teruggestuurd. Ik heb zeker vier agenten met automatische wapens gezien.` Het OM onthoudt zich van commentaar, maar bevestigt wel dat het de zaak in onderzoek heeft. „We kunnen verder niets zeggen. Niet wat er gevonden is en ook niet hoeveel. Dat is in het belang van het onderzoek. Ik mag ook niet zeggen of er al arrestaties zijn verricht`, zegt E. Boot van het OM.

Het schip is woensdagnacht onder politiebegeleiding verplaatst van een steiger aan de Piet Heinkade in Vlissingen naar de nabijgelegen Binnenhaven. „Vanochtend (vrijdag, red.) heeft de douane veertig balen afgevoerd`, zegt een visser. „Die balen waren stevig ingepakt en er zaten gele netten omheen. Ze waren ook redelijk zwaar. Twee mannen moesten ze dragen.` Het vermoeden bestaat dat er nog meer pakketten in het schip verborgen zitten. Een ploeg was gistermiddag bezig om scheepswanden open te slijpen.

Shell oil field's spill is Norway's third largest

(OSLO) A leak from a Royal Dutch/Shell Group-operated field in the Norwegian Sea in May was the third-biggest on the country's continental shelf and larger than previously estimated, Norway's Petroleum Directorate said.

New estimates show that between 500 and 800 cubic metres of oil leaked from the Draugen field on May 19, compared with a previous estimate of about 100 cubic metres, the directorate said in a statement on its Web site. The spill took place when Garn Vest, an underwater well linked by pipeline to Draugen, was put into operation.

The directorate and Norway's pollution control authority plan to complete a joint report on the leak in September. Rescue workers collected about 180 cubic metres of oil from the sea after the spill, and a similar amount probably evaporated, the directorate said.

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The biggest oil leak in Norwegian history came from the Ekofisk Bravo field in April 1977, when about 12,700 cubic metres of crude was lost. The second-largest, amounting to 900 cubic metres of oil, was in 1992 in the North Sea Statfjord area.

Shell, based in London, holds 26 per cent of the field. Other partners include Petoro AS with 48 per cent, BP plc of London with 18 per cent and ChevronTexaco Corp, based in San Ramon, California, with 7.6 per cent.

CASUALTY REPORTING

LEVANTGRACHT (NETHERLANDS)

Aug 20, general cargo Leventgracht (5998 gt, built 1988) grounded 1.2 nautical miles south-east of Comeau Bay government wharf, on Manicouagan reef, in lat 49 13.06N, long 68 06.24W. The vessel was later refloated and anchored for underwater inspection.

SEA-LAND EXPRESS (U.S.A.)

There are 50 tons of uranium ore concentrate on board grounded c.c. [Sea-Land Express](#) in Table Bay, the Nuclear Fuels Corporation of South Africa confirmed today. The material was being shipped from South Africa for processing in the United States, where it was destined to be turned into nuclear fuel, Nufcor operations director Paul Fitzsimon said. The revelation coincided with a threat by the national department of environment affairs to arrest the vessel if its cargo was not fully disclosed. Fitzsimon told radio station Cape Talk that the uranium was packed in "high integrity drums" which in turn were inside industrial containers. It would take a "fairly catastrophic" event to breach the containers, he said. Salvors were today readying equipment to pump some 4 000 tons of fuel oil off the vessel. South African maritime Safety Authority operations manager Bill Dernier said another attempt to refloat the lightened vessel would be made in about eight days, at the next spring tide. Dernier also revealed today that there are no voice recordings of exchanges between Cape Town port control and Sea-Land Express. He said "something went wrong" at Port Control, which normally records all ship-to-shore and shore-to-ship exchanges on its multi-million rand, state of the art communications system. Dernier said port control did however have the vessel's radar plots stored in digital form, and he was going to view these this afternoon. A two-person US Coast Guard investigative team has arrived in Cape Town, and has already made contact with the master of the vessel, which sails under an American flag. Clare Gomes, spokesperson for salvors Smit Marine, said a string of hoses several hundred metres long to pipe off the fuel was being assembled at Smit Marines' quay in Cape Town harbour. If the operation could start tomorrow, two tugs, Pacific Worker and Pacific Brigand, would be used to take off the fuel. Otherwise an oil tanker would be available from Saturday (Aug 23). Three anchors had been placed as "ground tackle" to secure the receiving vessels. Under ideal conditions, the pumping could take place at about 50 tons an hour. People should not be surprised if it was still continuing seven days down the line. "You can't play around with oil: we don't even begin pumping if the weather is not in our favour," she said.

TASMAN SPIRIT (MALTA)

Bad weather and high tides have halted efforts to siphon off thousands of tonnes of crude oil from crude oil tanker Tasman Spirit grounded off Pakistan's port city of Karachi, government officials said today. About 150 government workers and foreign experts are still cleaning up nearby beaches, removing dead wildlife and blackened sand after about 12,000 tonnes of crude spilt from the vessel last week. "We cannot say when the draining operation will resume as the weather forecast for the next two days is not very encouraging," Iftikhar Ahmed, a senior official at the Karachi port, told Reuters. Officials say about 23,500 tonnes of crude oil remain on Tasman Spirit, which ran aground in July and split in two last week. They do not see any immediate danger of further spills as the tanks have been sealed. A 16 km stretch of Karachi's eastern coastline has been badly affected by the spill

and authorities have prohibited people from visiting the area. Foreign experts from several European countries and local aid workers have been helping the clean-up effort, which another port official said would last for more than a month. "It will take five to seven weeks to complete the cleaning," the official said.

SHIPYARD NEWS

China's yards expanding rapidly

IT JUST so happens that no contract at a Chinese yard is featured in this week's new orders list. But China is winning an increasing share of the global shipbuilding market, a fact underlined in a new report published last week.

If the Chinese shipbuilding industry continues to develop at its current rate, it could increase its share of the market from about 7 per cent now to 16 per cent, in compensated gross tonnage (cgt) terms within three years, according to UK-based Drewry Shipping consultants. Its study 'China's Shipyards' predicts that the country's capacity is considerably larger, and growing more quickly, than earlier OECD assessments.

A Drewry press release promoting the new study quote the report's author, Sue Hall, as saying: 'The OECD estimated that capacity in 2000 was 1.4 million cgt, but our assessment of capacity at the end of 2002 for the top 20 yards only, based upon their recent performance, is 2.4 million cgt. Actual output from those same 20 yards between 1999 and 2001 averaged just under 1.2 million cgt per annum, representing about 55 per cent utilisation. 'Taking into account other facilities, our assessment of current capacity is closer to 3.2 million cgt.' Ms Hall adds: 'By comparison Korean capacity in 2000 was assessed at 6.5 million cgt and Japan's at 7.2 million cgt. China however is winning an increasing number of newbuilding orders and there is little doubt that the output will continue to grow. In fact there are problems with using cgt as a measure. Although it was specifically devised to give a truer picture of the amount of shipbuilding work actually being done, it tends to understate the market position of a country, like China, that mainly builds fairly uncomplicated vessels.'

For a long time European shipbuilders still looked impressive in cgt terms, as they were building sophisticated high-value passenger ships, ferries and gas carriers. What was really happening was that they had lost the bread and butter market and very soon found themselves under considerable pressure in even the speciality markets. It is perhaps unlikely that South Korea and Japan will be hit as badly by China as they, and especially Korea, hit the European yards. Nevertheless, China is making great progress towards increasing even further its market share.

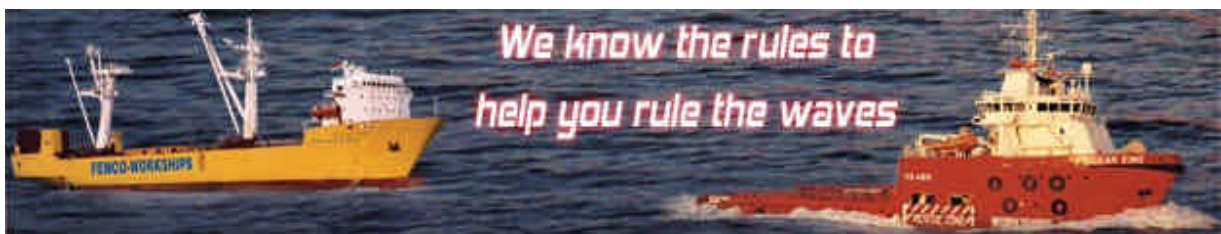
The Drewry report predicts Chinese capacity will have reached 3.5 million cgt by 2006 and will have boosted significantly its ability to build VLCCs (very large crude carriers) and ULCCs (ultra large crude carriers). Chinese expansion is bad news for other shipbuilding countries mainly because it is likely to undermine what had started to look like a sustained newbuilding price increase.

Drewry director John Harris said of developments in China: 'The impact on the world market of this rapid growth is likely to increase the level of competition dramatically and pressure on margins will be significant.'

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Geef Antwerpse haven een kans

door Ton van Lierop

ANTWERPEN - Zijn kennis van de Nederlands/Belgische geschiedenis komt meerdere malen bovendien. „Sommige Nederlandse ambtenaren stellen voor om voor elke container die per schip naar Antwerpen gaat in Zeeland een `heffing` te laten betalen voor milieu en veiligheid. Dat lijkt precies op de tol die in 1863 is afgeschaft. Of sterker nog: dat komt in de buurt van het stapelrecht dat de graven van Zeeland vanaf 1405 vroegen, om verplicht goederen voor Antwerpen in Middelburg op kleinere schepen over te laden.``

Een gesprek met de Antwerpse `havenscheper` (wethouder) Leo baron Delwaide over de recente ongelukken op de Westerschelde is hoe dan ook aanleiding om veel wrok over het Nederlandse ambtenarenapparaat te ventileren. „Het werkt in Nederland echt anders dan bij ons. Politici hebben hier hun eigen kabinet of politieke staf die het beleid uittekent. Wij bepalen het beleid.``

„In Nederland is het beleid heel consequent. Als er een nieuwe regering komt, maakt dat niets uit. Rijkswaterstaat bepaalt hoe dan ook de gang van zaken.`` Tot meerdere keren toe: „Rijkswaterstaat is in Nederland echt een staat in de staat. Vanuit de historische strijd tegen het water is een zeker protectionisme ontstaan, ter voortdurende bescherming van Nederlandse belangen. Politici hebben daarop weinig grip. Ik wens de nieuwe Nederlandse verkeersminister Peijs veel succes, maar ik vrees dat ook zij haar tanden hierop zal stukbijten.``

Kans

Delwaide denkt dat Rijkswaterstaat alle registers opentrekt om meer scheepvaart naar Antwerpen onmogelijk te maken. „Terwijl het scheepvaartverkeer naar alle West-Europese havens fors zal groeien. Geef Antwerpen dan ook een kans door uitdieping van de Westerschelde. Geef ons ook een plaats op die West-Europese kaart. Rotterdam en Vlissingen zullen er echt niet onder lijden als wij meer vracht krijgen.`` Bovendien vraagt de markt ook om toegang tot Antwerpen. „Onze haven ligt honderd kilometer landinwaarts. Dat zorgt voor lagere vervoerskosten, omdat alles wat je per schip vervoert veel voordeliger is dan vervoer over land.`` Natuurlijk is de internationale scheepvaartwereld maar klein en heeft ook die vernomen van de ongelukken op de Westerschelde. Delwaide: „Dat leidt daar zeker tot vragen en een imagoprobleem, maar die `markt` wil nog steeds naar Antwerpen varen. Daar verandert ook Rijkswaterstaat niets aan.``

Ongelukken

„Ik krijg de indruk dat de recente ongelukken worden aangegrepen om te zeggen dat het onveilig is om uit te diepen, omdat dan nog grotere schepen met mogelijk gevaarlijke lading naar Antwerpen komen. Dat veiligheidsprobleem is grotendeels op te lossen. Laat ons samen de Westerschelde beheren. Volledige veiligheid is nooit te garanderen. Maar door betere afspraken en een permanent overleg of vast bestuur is een veiligheid van bijna 100 procent wel te geven.``

Het aantal ongelukken op de Westerschelde is laag, meent Delwaide. In enkele weken tijd waren er twee aanvaringen. „Dat kan toeval zijn.`` Een derde ongeluk met een sleepboot, waarbij één opvarende om het leven kwam, staat los van de problematiek van de Westerschelde, stelt hij.

„In de jaren zeventig had je tot 250 ongelukken per jaar. Nu tussen de nul en zes, zo blijkt ook uit cijfers van Rijkswaterstaat. Vroeger kende je aan de Antwerpse balie nog een `natte advocatuur`, die zich speciaal richtte op rechtszaken rond scheepsongelukken. Nu zou ik een jonge advocaat niet meer het advies geven zich daarop te richten.``

Besluit

De voormalige christen-democraat, maar al jaren liberale wethouder, is niet uit op een langdurig conflict met Nederland over de Westerschelde. Hij vreest dat de zogeheten Proses-werkgroepen van Nederlandse en Vlaamse ambtenaren echter niet zullen leiden tot veel duidelijkheid, terwijl eind volgend jaar een politiek besluit moet vallen over de uitdieping. Dat hebben toenmalig minister van Verkeer en Waterstaat Netelenbos en haar vroegere Vlaamse collega Stevaert van de Vlaamse regioregering zo besloten. Topambtenaar Post van Rijkswaterstaat, die Delwaide al de gordijnen injoeg met het 'tolvoorstel', heeft laten weten dat Nederland altijd weer onder afspraken uit kan. Er zou namelijk geen juridische basis voor zijn, waardoor Den Haag volgens Delwaide een voor Nederland tegenvallend resultaat snel zal negeren. Om vervolgens een nieuwe procedureslag te beginnen. „Daarom zie ik ook geen andere oplossing dan een juridische. Hetzij via het Internationaal Gerechtshof of via de Europese rechter zal er een besluit moeten vallen. Dat zal uiteindelijk minder lang duren. Of wellicht dat arbitrage, zoals dat nu gebeurt rond de goederenspoorlijn IJzeren Rijn gaat gebeuren, een oplossing biedt.``

Stena expects a small loss as half-year figures approach

DESPITE specialist Stena Group operator Concordia Maritime having a good first half due to a strong market at the beginning of the year, the company says that operations are expected to generate a small loss during the second half of the year. The forecast for the full year is however for a net profit SeK50 million (US\$6 million). For the first half net profit was SeK60.8 million against a SeK86.0 million loss in the corresponding period last year. Concordia says continued safe and cost-efficient ship operation is its priority.

Frontline sells two tankers, raises dividend forecast

Sale is expected to double third quarter dividend to 50 US cents a share

(OSLO) Frontline, the world's biggest operator of large oil tankers, agreed to sell two of its very large crude carriers for US\$150 million to free up cash and pay a larger-than-expected third-quarter dividend. Bahamas-based Frontline will sell its two supertankers to German limited partnerships promoted by Dr Peters GmbH, with delivery due next month, the company said in a statement to the Oslo exchange. Frontline will lease the units back for 12-and-a-half years. The company doubled its third-quarter dividend forecast to 50 US cents a share because of the sale, it added.

'A further dividend increase for the third quarter may come from improved market conditions in the rest of the third quarter or in the beginning of the fourth quarter,' Frontline said. Other refinancing may also boost the dividend, the company added. It's the second such transaction by Frontline in three months as the company seeks to free up cash for dividends. The company aims to pay shareholders an average quarterly dividend of 25 US cents a share. The 50 US cents planned for this quarter comes on top of US\$3.10 a share paid out earlier. Frontline holds the right to buy back the Front Tina and Front Commodore from the end of the eighth year, the company said. The buy-back price would equal a 7.7 per cent annual interest for the transaction, which frees up about US\$70 million in cash. About US\$50 million of this will be used to boost cash holdings, Frontline said. The transaction will raise Frontline's cash break-even rate to about US\$21,200 a day on its two-million-barrel tankers. The cash flow break-even was US\$20,581 in the second quarter. Five of Frontline's eight-million-barrel tankers, which can also carry dry cargoes such as ore, have won contracts in the dry bulk market lasting between 30 days and 6 months at rates yielding earnings of US\$30,000 to US\$40,000 per day, the company added.

BP strikes up charter deal with Jubilee for 10 vessels

BP has spiced up the race to fill shipbuilding slots available before the end of 2005 by striking a charter deal with UK-based Jubilee Ships calling for the construction of up to 10 product and chemical carriers. Indicative of the distances owners are having to go to achieve delivery over the next 16 months, Jubilee has ordered the ships from Japanese shipbuilder Miura Shipbuilding, hitherto principally serving the domestic market. The order is reported as a five plus five options deal, calling for double hull tankers of between 1,550 dwt and 5,000 dwt, with the initial contract worth \$83.3m.

A BP spokesman said that the first delivery would arrive as early as March 2004. The last ship is expected by November 2005. BP said that the ships would be employed in general group trading and would most likely replace older tonnage. The world's third largest oil major already has a massive \$3bn fleet renewal programme running to 2006.

NAVY NEWS

Rotor blades on Sea King helicopter damaged while landing on frigate

The rotor blades of a Sea King helicopter were damaged Thursday afternoon while it was landing on the frigate **HMCS Calgary** in the Arabian Gulf. A navy news release said no one was injured in the incident and the aircraft landed on deck without any further problems. The helicopter's rotor blades came in contact with one of the ship's communications antennae while the pilot was maneuvering to land on the frigate.

The ship, based in Victoria, B.C., is currently deployed on Operation Apollo in the Arabian Gulf, as part of Canada's military contribution to the international war on terrorism. It is just the latest incident for the aging Sea Kings. On Feb. 27, a Sea King crashed onto the deck of the destroyer **HMCS Iroquois**, forcing the ship to return to Halifax harbour and delaying its deployment to the Gulf region.

The Sea Kings have suffered four fatal crashes in which 10 people have died. The original fleet of 41 aircraft has been culled to 28 because of crashes and ditchings. Replacement aircraft were ordered in 1992 but were cancelled by the new Liberal government in 1993. The government has promised but not yet ordered new helicopters in a lengthy and controversial procurement process. An investigation team has been dispatched from Canada to investigate the circumstances of the latest incident.

MOVEMENTS

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The **ADONIA** seen here arriving in Amsterdam Saturday – photo : Joop Marechal ©



The former Customs vessel **DOLFIJN** seen here departing from Rotterdam Friday still under her original name but with a new owner – photo : Piet Sinke ©



The DAMEN newbuilding **NEMED** running full speed astern in the Europort during trails
Photo : Frans Sanderse ©

AIRCRAFT / AIRPORT NEWS



The crash site of a Russian Mi-8 helicopter is seen at Mount Asacha, south west of far eastern city of Petropavlovsk-Kamchatsky, August 23, 2003. The governor of Russia's oil-rich Sakhalin Island and 19 other people were killed in the crash officials said on Saturday after the wreck was found following a three-day search. The search for the Mi-8 helicopter, found on a remote hillside, was hampered by bad weather in Russia's far east. Traffic controllers lost track of the craft flying from the Kamchatka peninsula to an island in the Kuriles chain in the Pacific.

RIJNMOND WEATHER

Vooruitzichten van zondag t/m woensdag:

AF EN TOE ZON!

De komende dagen krijgen we een afwisseling van zon en bewolking. Het blijft vrijwel overal droog. De wind waait hoofdzakelijk uit noordelijke richting.

© Ed Aldus 2003	ZO-24	MA-25	DI-26	WO-27
Maximumtemperatuur:	22	22	22	21
Minimumtemperatuur:	12	13	13	13
Zonnekans in %:	50	40	40	30
Neerslagkans in %:	20	20	20	30
Windrichting kracht:	N-1-3	N-1-3	N-1-3	NW-2-4

.... PHOTO OF THE DAY



The **SCHOUWENBANK** seen here operating in the port of Flushing – photo : Willem Kruit ©

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