

DAILY SHIPPING NEWSLETTER 2003 – 143



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The **ASIAN HERCULES II** and **SMIT MADURA** loaded onboard the **TEAL**
Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

'Pirate' ship may come to South Africa

An armed group of South Africans and Australians boarded the fleeing Uruguayan vessel **Viarsa** on Wednesday night and arrested the captain and crew for suspected toothfish poaching. This dramatic outcome to the pursuit of a suspected modern-day pirate ship ends a 21-day chase through the icy Southern Ocean. The Australians, in the **Southern Supporter**, pursued the Uruguayan vessel after it was spotted in Australian fishing zones around the isolated sub-antarctic islands of Heard and McDonald.



The **Viarsa** fled when the Australians asked to inspect the vessel, which led to one of the longest high seas chases yet. Marcel Kroese of South Africa's Marine and Coastal Management said on Wednesday night: "They've boarded the **Viarsa**. The captain is co-operating. No one was injured; they're all okay, both the boarding party and the Viarsa crew. "They're about 2 000 miles southwest of Cape Town. They're going through the vessel now to see if there are toothfish on

board." The arrested **Viarsa** will be escorted back to Cape Town and should arrive in about seven days. "She won't have the option of returning to Uruguay. The Australians will probably wait for another crew to come to Cape Town and then take the **Viarsa** back to Australia," Kroese said. Heard Island, like South Africa's subantarctic islands Marion and Prince Edward, are home to the highly-prized Patagonian toothfish, a slow-growing fish also called "white gold" because of the high price it commands. A fishing vessel such as the Viarsa could carry a toothfish catch of \$700 000 (about R5-million). The Australians called in the assistance of South Africa's department of environmental affairs, which dispatched the SA Agulhas from Marion Island to join in the chase. Smit Marine's **John Ross** tug, one of the fastest tugs in the world, was also asked to assist. The **John Ross** left Cape Town on Thursday last week.

The **John Ross** came alongside the **Viarsa** late on Wednesday, but waves of up to 10m and heavy snow initially prevented a boarding, according to Australian and South African officials. "The weather has been really terrible," said Phindile Makwakwa, an environmental affairs spokesperson. The incident has provoked a diplomatic stand-off between Australia and Uruguay. Australian Fisheries Minister Ian Macdonald said earlier that Australia had put pressure on Uruguay to convince the **Viarsa** to surrender, calling in the ambassador in Canberra to lodge protests. The ambassador, Pedro Mo-Amaro, said his government had tried to make the Viarsa comply with instructions to head to an appropriate port but the ship's Uruguayan captain and Spanish crew cut all communication. But Australia was perturbed to learn on Wednesday that there was a Uruguayan official, said to be a scientific official, aboard the Viarsa. It lodged a protest with Mo-Amaro and called on the government to take more responsibility for ships sailing under its flag. Australia has also accused the **Viarsa** crew of being irresponsible by following a route along which it has been forced to dodge icebergs. The **Southern Supporter** reported that at one stage it was surrounded by 70 icebergs in a 20-mile radius. The chase has put the spotlight on organised gangs illegally plundering Patagonian toothfish. marine conservationists warn that the deep-sea fish could become commercially extinct by 2007. Macdonald

defended the 4 600 mile chase after the **Viarsa**. "It's a very expensive operation, but it's important to Australia," he said. "The Patagonian toothfish is a very rare and valuable species, and the illegal fishing in the Southern Ocean - we believe - is part of a criminal conspiracy." If caught, poachers must surrender their vessels and face penalties of up to \$500 000 (about R4-million).

ANGLIAN SOVEREIGN CHRISTENED

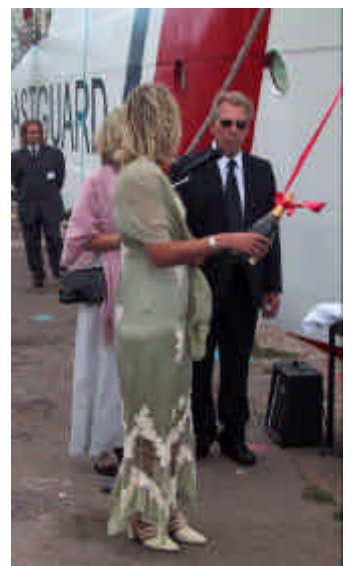


In Lowestoft the new Klyne tug **ANGLIAN SOVEREIGN** was christened on Wednesday August 27th, by **Waveney Ley** the daughter of **Roger Klyne**,

At the picture left **Roger Klyne**, his wife **Bridget**, **Waveney Ley** and **Carl Beare**.

Photo's :

**Richard Janssen ©
SMIT Salvage**



Cruise Ship Sexual Assault

SEATTLE - The **Star Princess** holds about 2,600 passengers. Princess Tours dubs it as the largest most amenity-filled ship on the west coast. But just a short time after the **Star Princess** left Seattle, a dreamvacation turned into a nightmare.

A 15-year-old boy traveling with his grandmother tells police he was attacked in the sauna by 51-year-old John Johnson of Pacific. Greg Wilkinson, an Alaska State Trooper says the victim reported the incident immediately after it happened. Police arrested Johnson Tuesday night when the **Star Princess** docked in Skagway, Alaska.

Wednesday, Johnson was arraigned in Juneau on charges of first-degree sexual assault and first-degree sexual abuse of a minor. Wilkinson says he's heard of this sort of thing before. "We've had a number of sexual assaults on board cruise ships," said Wilkinson.

The **Star Princess** was on its weekly Southeast Alaska voyage from Seattle. We're told the boy is still on the ship with his grandmother. Johnson is in jail. "He was arraigned Wednesday and has to come up with \$20,000 cash for bail," said Wilkinson.



Children walk past the stricken **Sealand Express**, August 28, 2003. Salvage helicopters dropped equipment aboard the vessel, which ran aground off Cape Town's Sunset Beach on August 19, in an effort to remove containers of hazardous cargo before attempting to free the ship.

Hr. Ms. Vlaardingen ruimt zware mijn in Eurogeul



De mijnenjager **Hr. Ms. Vlaardingen** heeft 26 augustus in de Eurogeul voor de haven van Rotterdam een mijn uit de Tweede Wereldoorlog geruimd. Deze was eerder opgehaald en daarna weer overboord gezet door het vissersschip "**Goeree 58**", dat vervolgens keurig de positie doorgaf. De Vlaardingen lokaliseerde de mijn met behulp van sonar, en stelde daarna via de PAP, een op afstand bestuurbaar onderzeebootje met camera, het merk vast. Het bleek een zwaar type van Duitse makelij te zijn met maar liefst 700 kilogram springstof. Omdat de mijn midden in de druk bevaren aanlooproute van Rotterdam lag, moesten er de nodige voorbereidingen

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worden getroffen alvorens [Hr.Ms. Vlaardingen](#) met de vernietiging kon beginnen. Het veiligheidsvaartuig "RPA 15" van de Rotterdamse havendienst assisteerde bij het op afstand houden van de scheepvaart en tussen mijnenjager en de verkeerscentrales in de Maasmonding bestond nauw contact. Toen alles in gereedheid was gebracht, werd de mijn met behulp van een vernietigingslading opgeblazen. Een flinke dreun en een hoge waterzuil waren het gevolg. Op de bodem van de Noordzee liggen nog verscheidene mijnen, een erfenis uit met name de Tweede Wereldoorlog. Zij vormen geen gevaar meer voor de scheepvaart, doordat hun ontstekingsmechanismen al lang niet meer werken. Toch worden ze bij ontdekking uit voorzorg door de Mijndienst van de Koninklijke Marine geruimd.

NEPTUNE VISITED THE SMITWIJS LONDON



Neptune the ruler of the Oceans and his wife **Neptunia** visited by surprise the **SMITWIJS LONDON** which is at present together with the Chinese tug **De-Da** enroute with the **P-43** from Singapore to Rio de Janeiro , 4 crew members passed for the first time the equator and were christened by **Neptun**, they received the names : **Zeepeuk** , **Zeesprongetje**, **Stekelbaars** and **Pollux**.

CASUALTY REPORTING

Salvors switch to Tasman aft section

SALVORS' attention will switch to pumping cargo from the aft section of the **Tasman Spirit** which is estimated to still hold about 7,000 tonnes of crude oil in three tanks. The splitting of the tanker in two halves last week ended hopes of transferring cargo from aft tanks to the fore section, while putting even a small lightering vessel alongside the aft half has also been ruled out. Instead, said the operation manager for the Tsavliris salvage firm, hoses from the package of pumping equipment that removed cargo from the wreck of the **Erika** will be used to transfer oil to the newly-arrived 6,500 dwt tanker **Sea Angel**, which will be alongside the fore section. According to Nikos Pappas, the operation faces heavy swells caused by spring tides in Pakistan. In the most optimistic analysis, two of the compartments could be drained of cargo by tonight but the salvors will have to inert these before proceeding to the next compartment. The piping equipment will have to transfer the cargo to the lightering tanker a distance of about 120 m, even though the two sections of the tanker are thought to be lying only five to eight m apart. As of Thursday evening, a Pakistani naval vessel and commercial barges had taken off all but an estimated 500 tonnes of oil from the fore section and this remaining amount could be unpumpable.

SHIPYARD NEWS

DAMEN NEWBUILDING UNDER TRAILS



The **TASSINA 4** seen here during trails in the Caland Canal – photo : Piet Sinke ©

Gdynia yard starts to claw its way back from crisis

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TROUBLED Polish shipbuilder Stocznia Gdynia is seeking Zloty175m (\$47m) in fresh capital from its shareholders, among whom are ousted former president Janusz Szlanta and a number of his colleagues. The yard's general assembly, now dominated by the government, approved the increase from the present capital of Zloty210m to Zloty385m.

"It will be interesting to see who will pay up and who will not," said the yard's deputy chief executive Andrzej Czech in an interview with Lloyd's List. He indicated that it might well be possible that Mr Szlanta, who, through Stoczniowy Fundusz owns 16.5%, and through Evip Progress another 3.6%, might have his stake reduced further.

The Polish government owns 24.9%, Kredyt Bank — which is controlled by KBC Bank of the Netherlands — 22.4%, shipping line Polish Steamship 9.5% and insurer Warta 6.6%. The Gdansk municipality has 1.4%, and the remaining 15.2% is owned by small shareholders, including the yard's workers. In April Gdynia, which owns neighbouring Gdansk, was put under special protection from its creditors similar to Chapter 11 in the US.

"For two years no court can declare us bankrupt," said Mr Czech. This new status was introduced in Poland after the spectacular bankruptcy of the Szczecin Shipyard last year. It is only available to companies so big that job losses would have a severe impact on local economies. The status must be declared by the government's industrial agency Agencja Rozwoju Przemyslu and lasts for a maximum of two years. Gdansk has received similar protection from creditors, also agreed by ARP.

"We have banks and suppliers as creditors," Mr Czech explained. Gdynia's total debt stood at Zloty470m. "We have agreed repayments over one to four years," he added. The yard is under no obligation to pay interest on the debt.

Mr Czech said a number of factors created the crisis for the shipbuilder: "There was the key problem of low capitalisation, and thus a lack of funds." Some contracts taken on by the former management "proved a disaster in financial terms". He referred to four 45,000 dwt general cargoships for US operator Westwood Ship-ping Lines as well as ro-ro ships for [Stena](#).

The fall in the US dollar against the zloty and the euro had also cost it a lot of money. "All customers pay in US dollars, but we have many suppliers who charge in euros," Mr Czech said. In consequence, the yard was unable to continue production for several months earlier this year. It still owes workers 2.5 months of wages on average, but he said: "We plan to have that repaid by the end of the year."

With the help of advisers Roland Berger and Accenture, the yard has now embarked on a cost-cutting and efficiency drive. "Some 500 white-collar workers are to go. Our total workforce is now 7,000, but two years ago it was 7,800," said Mr Czech. The figures do not include the Gdansk yard. "We should have done the cost-cutting in better years," he added.

The present management came in on March 28. "One of our first tasks was to negotiate with owners over new delivery dates and finance," said Mr Czech. This was successful. The government helped, too. The export credit agency KUKE granted the group export credit volumes of \$170m and the government guaranteed a rolling programme for newbuilding finance of Zloty750m.

The new management also took a close look at its predecessors' accounting methods and, as a consequence, restated the 2001 results. The group has now published a loss of Zloty477m for 2002 compared with a loss of Zloty133m in 2001. Turnover fell from Zloty2.34bn to Zloty1.725bn. The former management had published a small profit for 2001.

One problem was that Gdynia had experimented too much with prototypes, said Mr Czech. "We will not do that in future. We basically have two types of ship, container vessels of various sizes and car carriers." In addition, the yard would build LPG carriers or certain types of product tanker "but only on very special occasions".

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"I am confident that we will survive if we stick to our programme of cost-cutting and focus on certain types," Mr Czech said.

The present order book for both Gdynia and Gdansk consists of 33 ships worth a total of \$1.3bn. Several contracts are close to signature, including more containership orders from German owners, who form the mainstay of the customer base. The Gdynia yard has 10 car carriers of 57,700 gt on order. Two 78,500 cu m gas carriers have been ordered by Ocean Gas while Westwood Shipping awaits four 45,000 dwt general cargoships.

Hansa Treuhand and Gebr Winter, both of Germany, have each ordered one 2,670 teu container vessel. Companies connected with Peter Döhle of Hamburg have ordered five 4,420 teu containerships, while Hermann Wulff is to receive two 4,530 teu container carriers.

In Gdansk, the order book consists of four 48,000 dwt general cargoships for Gearbulk Holdings, two 2,670 teu container vessels for Hansa Treuhand and two 7,350 dwt mini-bulkers for Pol Levant of Gdynia. Total value of the Gdansk orders is \$189m.

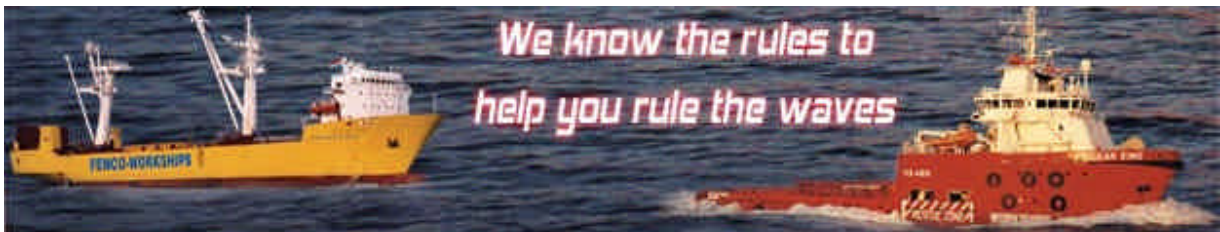
IHC Caland blasts European shipbuilding subsidy policy

THE president of IHC Caland Sjef van Dooremalen has branded the European handling of the shipbuilding subsidy policy "a shambles". The Dutch company announced the closure of one of its yards at the beginning of this week, van der Giessen-de Noord, which will result in the loss of nearly 400 jobs. Mr van Dooremalen said subsidy policy certainly played a role in the closure of the yard. Owners and yards had been rushing orders in a bid to get them before the end of direct subsidies. The subsidies were considerable, running to a maximum of 9% of the contract value, he added and they all ended abruptly. There was a hurry to place contracts, the complexity of several orders was underestimated and there were several overruns before the end-2000 deadline, said Mr Dooremalen.

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Containership that hit the Tricolor to be sold for scrap

KARIBA, the containership that collided with the Tricolor in the English Channel last December, has been sold for scrap to Chinese interests. The 1982-built, 998 teu vessel owned by Bolloré subsidiary Otal Investments, suffered serious bow damage in the accident that sank the Tricolor, but was able to continue under its own power to the port of Antwerp to unload its cargo.

Subsequently, it was repaired and resumed service in West Africa before being sent by Bolloré's liner company Delmas to the Far East. The shipping group considered putting it in service on one of its Asia-Africa services but finally decided to sell it to Chinese interests for scrap. No-one was available at Delmas to comment on the reasons for the sale but a source close to the company said that the Kariba was part of a generation which the line was in the process of replacing following the recent delivery of nine newbuildings.

The source also indicated that Delmas is continuing to contest claims that the Kariba was responsible for the collision, which took place in thick fog in the early hours of December 14 as it and the Tricolor were proceeding westwards away from the port of Antwerp. The Bahamas Maritime Authority, which had authority over the Bahamas-flagged Kariba, said in January said that the accident appeared to have been the result of an error of judgement on the part of the vessel's master, discounting Delmas' argument that the Kariba had veered to starboard to avoid another vessel.

The other vessel, identified as the 12,165 gt Singapore-flagged bulk carrier, **Clary**, was more than two miles away at the time but Delmas is continuing, apparently, to maintain that it caused the master of the Kariba to swing starboard towards the Tricolor.

The **Kariba** was built by France's Chantiers de l'Atlantique under the name, **Nathalie Delmas**. It was renamed **MSC Jessica** between June 1997 and July 1999 and then, in October 1999, **Nordana Benefactor**. It took the name **Kariba** in April 2000.

Yang Ming in line for record

A SEVENFOLD increase in half year profits has put Yang Ming Marine Transport Corp on course for a record year, writes Sam Chambers.

The Taiwanese liner company saw net profit improve to T\$2.322bn (US\$67m) over the same period last year while revenues were up from T\$21.55bn to T\$28.02bn.

A month ago it signalled in a statement to the Taiwan Stock Exchange it was on course to quadruple net profits for the year to T\$3.96bn. Now, even that revised figure looks surpassable.

Echoing many other liner executives around the world, Winsor Huang, of Yang Ming's president's office, said yesterday the fantastic interims were "because of the rates coming back to a normal standard and we have expanded our service and our capacity".

The company now has eight ships on order and will shortly announce where it will order four 8,000 teu ships for delivery in the final quarter of 2006.

According to ci-online figures, Yang Ming has 32 owned ships and 23 chartered in. Asia-Europe and transpacific mainline trades make up 80% of its business, with officials reporting in excess of 95% load factors this year.

The firm has undoubtedly been bolstered by its inclusion in the Asian super-alliance with Cosco, Hanjin and K Line.

In terms of percentage growth Yang Ming could be the star performer among all container lines this year.

NAVY NEWS

Submarine Fire Injures 4 in Va. Shipyard

PORTSMOUTH, Va. -- Fire broke out Wednesday near the reactor on a nuclear submarine, slightly injuring four people but causing no major damage, officials said. The blaze started as construction crews cut the **USS Florida's** hull just above the reactor compartment, officials told The Virginian-Pilot of Norfolk. The fire was extinguished in about 10 minutes and did not damage any of the submarine's equipment, they said. Four people, including a sub crew member, were treated at the Portsmouth Naval Medical Center for smoke inhalation and other minor problems. All were later released. The Navy notified state officials of the fire, the cause of which remained under investigation. The reactor had been shut down for more than two months. The submarine is undergoing a major overhaul and conversion at the Norfolk Naval Shipyard, including replacement of its nuclear weapons with cruise missiles. The construction work will also make enough room to carry dozens of Special Operations forces. In addition, the **Florida** will have its core reactor refueled, giving the submarine another 20 to 25 years of possible service. It was commissioned 20 years ago.

ESG-1 GROUP DEPARTED



USS Ogden (LPD 5) leaves Naval Station, San Diego to begin a regularly scheduled deployment. The



Germantown (LSD 42), USS Port Royal (CG 73), USS Decatur (DDG 73), and USS Greeneville (SSN 772). The amphibious landing dock ship is named after the great city of in Utah and was commissioned on June 16, 1965.

569-foot-long amphibious warfare ship is part of the first Expeditionary Strike Group (ESG-1). An ESG constitutes a new naval strike force designed to equip amphibious forces with added firepower and operational capabilities. The seven ships of ESG-1 include, the **Ogden, USS Peleliu (LHA 5), USS Jarrett (FFG 33), USS**

MOVEMENTS

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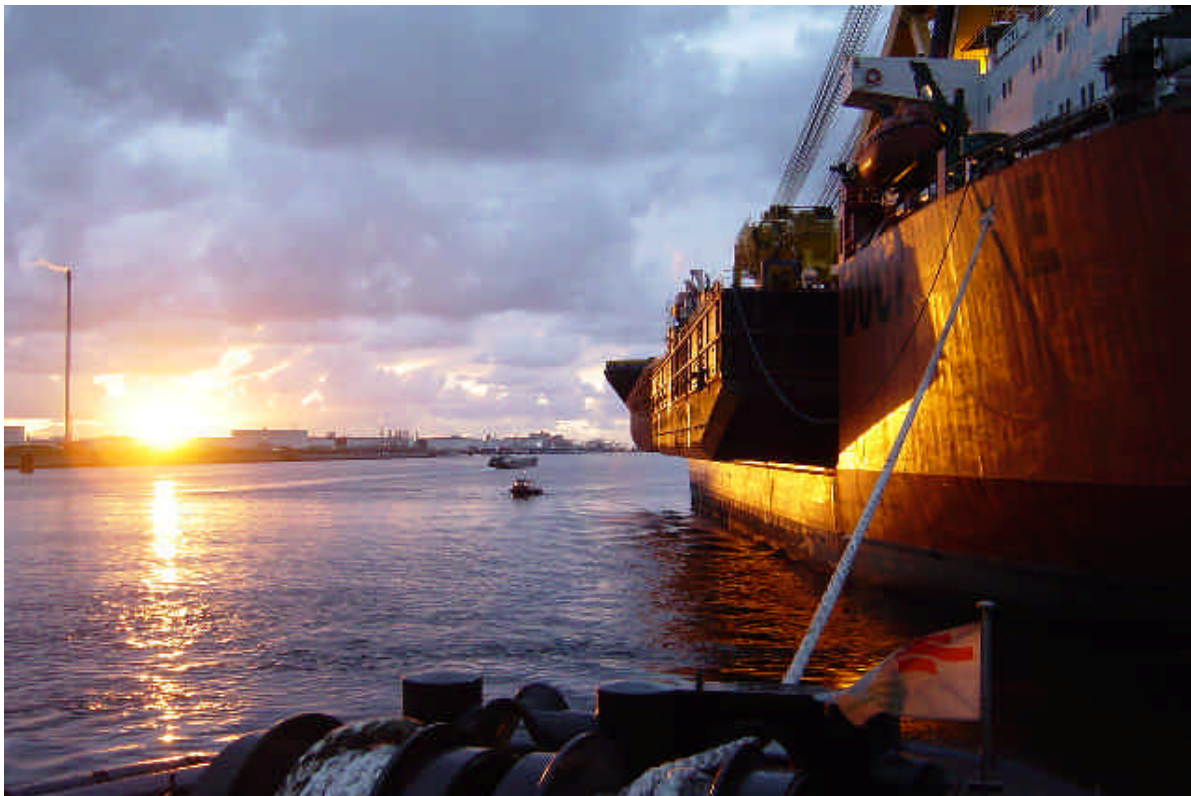
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The **TEAL** departed Friday evening 21:00 hrs from the Europort bound for Singapore loaded with the **SMIT MADURA** and the **ASIAN HERCULES II**, the **TEAL** was assisted by the **SMIT RHONE** during the departure from buoy 81 in the Caland canal

Photo's : Piet Sinke ©

Left :

Capt Krijn Wielaard manoeuvres the **SMIT RHONE** close to the **TEAL**



The tug **FAIRPLAY 21** at full speed at the Waterweg – photo : **Piet Sinke** ©

AIRCRAFT / AIRPORT NEWS

French airline adds Airbus aircraft

Star Airlines, a charter and limited scheduled airline, will add an Airbus A330-200 aircraft to its fleet in November 2004. The aircraft will be leased from International Lease Finance Corporation (ILFC) until November 2011, and will be powered by RR Trent 772B engines. Star Airlines employs 300 personnel and is estimated to carry 823,000 passengers for its year ending 31 October 2003.

LATEST FLIGHT OF BOEING 707 “DASH 8”



The **367-80**, the **Boeing 707** prototype better known as the '**Dash 80**,' lands for the last time following its final flight, August 27, 2003 at Washington Dulles International Airport. The **Dash 80**, which first flew in 1954, is one of the most significant aircraft in the world, helping to usher in affordable jet transportation to the masses. The aircraft, which was preceded by less

successful British and Russian jet airliners, became even more noteworthy when in 1955 test pilot Alvin 'Tex' Johnson performed a double barrel roll during an air show in Washington state, astonishing thousands of people, including officials from the airlines and from Boeing, who had no idea Johnson was going to perform the maneuver. The aircraft, which led to production versions of the KC-135 air refuelling tanker and several of Boeing's famous 'seven' series of airliners such as the 707, 727, 737

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and 757, will reside inside the [Smithsonian Air & Space Museum's Steven F. Udvar-Hazy](#) annex at the airport, never to fly again.



.... PHOTO OF THE DAY



The [SMIT ORCA](#) seen from the [SEAWAY FALCON](#) – photo : Jan Plug ©

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SCHEEPVAARTBERICHTEN

AALSMEERGRACHT 28 te Algiers,
ACHTERGRACHT 28 te Douala,
ADMIRALENGRACHT 28 50 n Texel,
ALDEBARAN 28 30 n Terschelling nr Lidköping,
ALEXANDERGRACHT 28 120 zw Isle of Wight nr Gibraltar,
AMSTELGRACHT 28 400 ono St Helena nr Dakar,
ANJELIERSGRACHT 28 15 no Anholt nr Gdynia,
APOLLOGRACHT 28 270 zo Mindanao nr Saganoseki,
AQUATIQUE 27 te Batin Limani,
ARKLOW RALLY 28 te Chatham,
ARKLOW RANGER 28 te Dublin,
ARROW 28 pas Brest nr Hamburg,
ATHOS 28 pas Gotland nr St Petersburg,
ATLASGRACHT 28 420 ozo Okinawa nr Fremantle,
BARENT ZANEN 27 200 z Rhodos nr Gibraltar,
BASTIAAN BROERE 28 15 no Great Yarmouth,
BORNRIJF 28 pas Kieler Kan nr Kolding,
COMOROS STREAM 27 vn Antwerpen nr Sta Marta,
CORAL MILLEPORA 28 15 w Texel nr Antwerpen,
CORAL OBELIA 27 40 w Brest nr Aveiro,
CORAL RIGIDA 28 180 nno Brunei nr Merak,
DANIEL 28 pas Dover nr Arosa,
DELFBORG 27 pas Dover Strait nr Casablanca,
DEO VOLENTE 28 vn Marseille nr Pt la Nouvelle,
DIEZEBORG 28 55 o Gavle,
DOGGERSBANK 29 pas Oland nr Mantyluoto,
DONGEBORG 28 vn Voltri nr Gioia Tauro,
DUTCH AQUAMARINE 28 te Engels Kanaal nr Livorno,
DUTCH EXPRESS 28 te Ashdod,
DUTCH PROGRESS 28 te Aveiro,
EDAMGRACHT 27 50 no Stockholm nr Hainan,
EEMSDIEP 28 te Mersin,
EENDRACHT 28 vn Great Yarmouth nr Den Helder,
EGELANTIERSGRACHT 27 te Kaohsiung,

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ELANDSGRACHT 28 pas Str Bonifatius nr Gioia Tauro,
EMMAGRACHT 27 5 n Cap Corse nr Lissabon,
EMUNA 28 pas Quessant nr Antwerpen,
ERASMUSGRACHT 27 te Ft Lauderdale,
ESPRIT 28 15 zw Cabo de Sao Vicente,
EUROGRACHT 27 vn New Orleans nr Houston,
FAIRLIFT 28 1700 o Mauritius nr Kaapstad,
FAIRPLAY 28 120 w Esbjerg,
FLINTERHAVEN 28 160 zo Madeira nr Carino,
FLINTERSPIRIT 28 pas Bornholm nr Vlissingen,
FLINTERZEE 28 te Terneuzen,
GENUA EXPRESS 27 87 o Siracusa nr Alexandrie,
GOOTEBORG 28 te Northfleet,
HANSA LYON 28 pas Skagen,
HAPPY RANGER 28 t a rede Luanda,
HAPPY ROVER 27 20 n Lubeck nr Le Trait,
HEEREBRUG 28 te Palma de Mallorca,
HEEREPOORT 27 te Rotterdam,
HUSKY 28 140 w Monrovia nr Pt Gentil,
IJMUIDEN 28 14 zo Almeria nr Cartagena,
IJSEL TRADER 28 te Hongkong,
INGER 28 pas Kieler Kan nr Rauma,
ISABEL 28 40 zw Stavanger nr Archangel,
ITASCA 28 te Amsterdam,
IVER EXAMPLE 27 110 no Bonaire nr St Rose,
IVER EXCEL 28 pas Panama Kanaal,
IVER EXPERIENCE 27 te Moored Nassau nr Clifton Pier,
IVER EXPERT 28 120 zw Balboa nr Acapulco,
JACOBUS BROERE 27 pas Zeebrugge nr Terneuzen,
JO CEDAR 28 vn Yokohama nr Yosu,
JO CLIPPER 27 535 o Soqutra nr Suez Kanaal,
JO EIK 28 540 zo St John nr New York,
JO LONN 27 te Freeport nr Houston,
KAAPGRACHT 27 130 nw Nouakchott nr Gijon,
KARLSBORG 28 te Bolsta,
KASTEELBORG 28 vn Albany nr Duluth,
KATJA 28 te Teesport,
KONINGSBORG 28 te Bollsta,
KWINTEBANK 28 120 ozo New Foundland nr Motril,
LAURIERGRACHT 28 te Livorno,
LELIEGRACHT 28 te Botwood,
LOMBOK STRAIT 28 te Durban,
LOOIERSGRACHT 28 135 n Dampier nr Osaka,
LUZON STRAIT 29 te Durban,
MAASBORG 28 te Curacao,
MAGIC 27 380 no Newfoundland nr Bay Roberts,
MAINEBORG 28 600 wnw Cork nr Philadelphia,
MARGARETHA GREEN 28 15 z Tobago nr Veracruz,
MARIA GREEN 28 te Rio de Janeiro,
MARINUS GREEN 28 70 no Ilha do Sal nr Newport,
MARION GREEN 28 in Suez Kanaal,
MARLENE GREEN 27 70 zw Skagen nr Tuticorin,
MARNEBORG 27 te Raahe,

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MERWEBORG 28 te Setubal,
MIGHTY SERVANT-3 27 pas Yucatan Kanaal,
MISSOURIBORG 28 200 wzw St John's nr Ambarli,
MOEZELBORG 28 te Muuga,
NEDLL AMERICA 27 105 z Jeddah nr Jeddah,



NEDLL EUROPA 28 vn Rotterdam nr Southampton, **Photo : Piet Sinke ©**

NES. 28 vn Gaeta nr Sfax,
NORMED ROTTERDAM 27 te Eregli,
NORTHERN EXPLORER 28 180 ono Luzon nr Shanghai,
OLGA 29 te La Coruna,
P&O NEDLL HOUSTON 27 vn Gartagena nr Rio Grande,
P&O NEDLL HOUTMAN 28 260 z Nagasaki nr Long Beach,
P&O NEDLL KOWLOON 28 212 zo Ho Chi Minh nr Singapore,
P&O NEDLL MERCATOR 27 53 wzw IJmuiden,
PACIFIC 27 815 nno Fortaleza nr Cristobal,
PIJLGRACHT 28 30 no Annaba nr Reijka,
POLAR SEA 29 pas Quessant nr Rostock,
POOLGRACHT 27 pas Finisterre nr Bonny,
PRINS JOHAN WILLEM FRISO 28 te Skagerak nr Gdansk,
SAMBRE 28 15 zo Cartagena nr Livorno,
SCHELDEDIJK 28 te Hamburg,
SCHOUWENBANK 28 60 zo Stockholm nr Kotka,
SEA NORDICA 28 te Kotka,
SEA RHINE 28 pas Lands End nr Newhaven,
SINGELGRACHT 28 te Gdansk,
SIROCCO 28 80 z Dakar nr Pt Gentil,
SLOTGRACHT 28 70 w Brest,
SLUISGRACHT 28 pas Gibraltar nr Gandia,
SMARAGD 28 te Rostock,
SNOEKGRACHT 27 700 nw Cabo Verde nr Kotka,
SPIEGELGRACHT 28 340 o St John nr Baltimore,
SPRING PANDA 27 40 o C Hatteras nr Turbo,
SPUIGRACHT 28 950 w Hebride Eilanden,
STELLA LYRA 27 40 n Quessant nr Leixoes,
STELLA POLARIS 27 350 wzw Casablanca nr Leixoes,
STELLA POLLUX 28 t a Le Havre,
STELLA RIGEL 27 20 zw Kristiansand nr Noordkaap,
STELLA WEGA 27 te Augusta,
SWING 28 te Rotterdam,
TANJA 28 te Gdynia,
THEODORA 28 60 nw Bergen nr Brunsbittel,
TORNE 28 te Mantyluoto,
TRINITAS 28 30 w Finisterre nr Cartagena,

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UAL TEXAS 28 700 z Liberia nr Houston,
VAASABORG 28 t a Casablanca,
VECHTBORG 28 20 w Cabo Finisterre nr Antwerpen,
VEDETTE 28 te Vlissingen,
VEERSEDIEP 28 30 nw Algiers nr Waterford,
VELOX 28 te Sharpness,
VIRGINIABORG 28 150 zzw Ibiza nr Ravenna,
VISCOUNT 28 65 w Brest nr Cadiz,
VLIEBORG 28 300 nw Ierland nr Menominee,
VLISTBORG 28 260 z Halifax nr Tornio,
VOSSDIEP 28 te Taranto,
WAAL TRADER 28 vn Busan nr Vostochny,
WESTERSCHELDEBORG 28 15 o Great Yarmouth nr Aberdeen,
ZEUS 28 95 z Ushant nr Oulu,