

DAILY SHIPPING NEWSLETTER 2003 – 150



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The **SMITWIJS ROTTERDAM, MATADOR 3** and vessels from the **Port of Rotterdam** participating in pumping 1 million liter of water in the air – **photo : Piet Sinke ©**

EVENTS, INCIDENTS & OPERATIONS

KIZOMBA UPDATE

The **KIZOMBA-A** platform departed Friday evening from the Heerema jetty in the Caland canal and is at present in the 7th Petroleum harbour to do the stability tests, if everything goes as per schedule the platform will be towed from the 7e Petroleum harbour to the "offshore put" in the 8th Petroleum harbour on Monday morning 04:00 hrs (departure) where the platform will be loaded onboard the **MIGHTY SERVANT 1**, after the loading the **MIGHTY SERVANT 1** with her cargo will be shifted again from the offshore put to the Heerema jetty in the Caland canal where the seafastening will be done.

Auto-onderdelen drijven richting De Panne

Zoals gevreesd ligt de zeebodem voor De Panne vol auto-onderdelen. Sommige daarvan spoelden de voorbije twee dagen al aan op de kusten van Noord-Frankrijk. Omwille van olie en aangespoelde bumpers en oliefilters van Zweedse Volvo's werden de stranden tussen Calais en de Frans-Belgische grens gesloten. Bij ons spoelde, op enkele spatten olie na, nog niks aan.

De berging van de Tricolor kon de vloedlijn wel eens aardig van uitzicht doen veranderen de komende wintermaanden. Sinds twee dagen spoelen op de Noord-Franse kust, tot vlak op de grens met De Panne, tal van onderdelen van auto's aan: van oliefilters tot bumpers, bedradingen en vooral olie.

Oliesmurrie op acht Franse strandzones

Zondag al werden acht strandzones voor het publiek gesloten omwille van de oliesmurrie en werd het plan Polmar, het Franse anti-pollutieplan, ontvouwd. De Belgische overheid, noch de Beheerseenheid Mathematisch Model Noordzee, noch de Kustwacht, noch de politie Westkust, noch de brandweer van De Panne werd over een mogelijke pollutie op de hoogte gebracht. In ons land spoelden enkele spatten olie aan, maar die waren te verwaarlozen. "We vrezen echter wel dat op de zeebodem, tussen het wrak van de Tricolor en het strand, tal van onderdelen en verhakkelde wagens rondrijven. We hadden even geluk dat de windrichting veranderde en mogelijke olievervuiling uitbleef, maar we zijn daar niet van af", verzekert een natuurliefhebber, die dagelijks de stranden van de Panne, Koksijde en Nieuwpoort afloopt. In Frankrijk zijn al honderden olievlekken met een diameter van 10 centimeter aangespoeld. Omdat er ook vlekken, afkomstig van de Prestige, op zee rondrijven en nu inmiddels het nauw van Calais passeerden, wordt elk staal aangespoelde olie er onderzocht.

Maar wat vandaag op de grens aanspoelt, is zonder twijfel afkomstig uit de Tricolor. Dat bewijzen de auto-onderdelen.



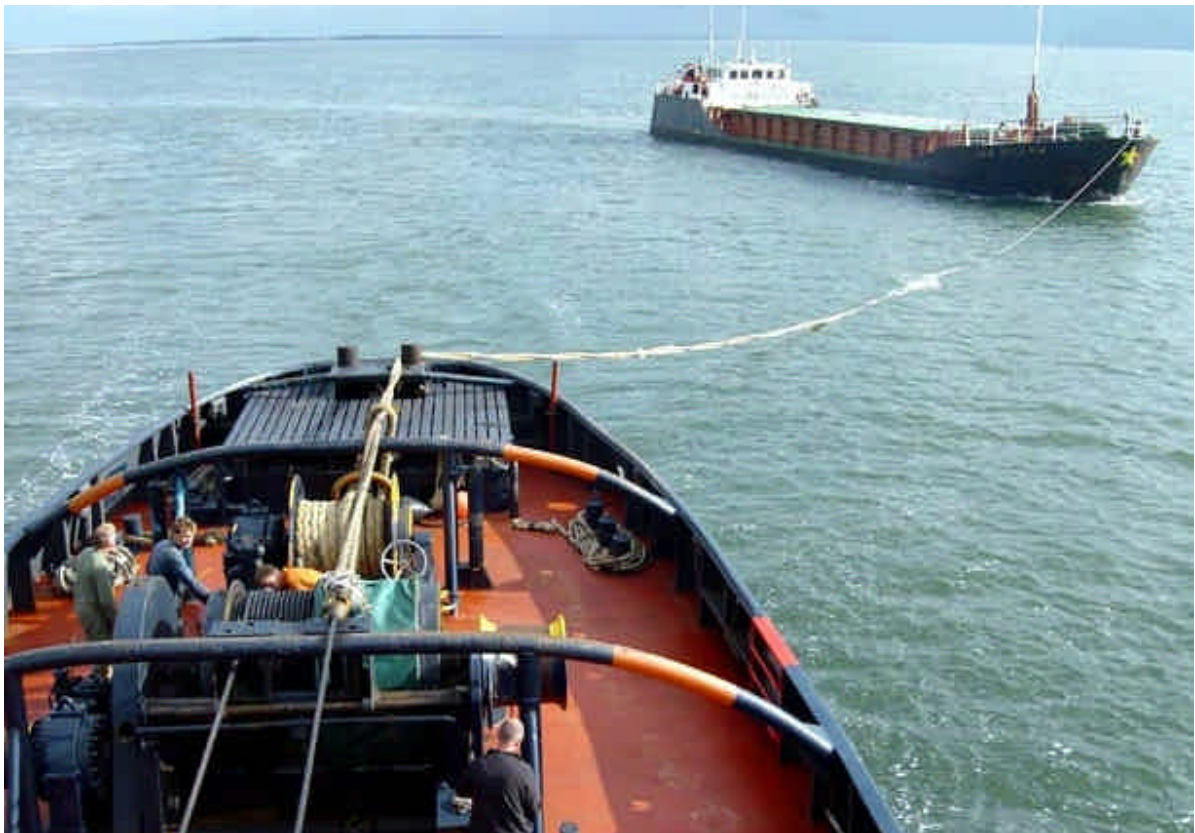
A fishing boat passes a U.S. warship off the coast of Liberia, September 5, 2003. U.S. Marines are backing up a regional West African peacekeeping force trying to end 14 years of civil war in the country, originally founded by freed slaves from the United States.

9/5/2003

Veerbootpassagiers ongedeerd na aanvaring

RIDDERKERK (ANP) - Zeventig passagiers van de snelle veerboot tussen Dordrecht en Rotterdam zijn vrijdagochtend met de schrik vrijgekomen na een aanvaring op de Noord bij Ridderkerk met een containerschip. Door de aanvaring is een groot gat geslagen in de fast ferry. De veerboot verliet vrijdagmorgen de steiger in Ridderkerk in de richting van Rotterdam. Tijdens deze manoeuvre kwam de fast ferry met onvoldoende voorwaartse snelheid voor het binnenschip te liggen. Door volle kracht vooruit te varen probeerde de schipper de aanvaring nog te voorkomen, maar dat mislukte. Van achter ramde het containerschip de passagiersboot. Volgens het Korps Landelijke Politiediensten zijn de passagiers weer op de steiger afgezet en met andere vaartuigen verder vervoerd. De veerboot is uit de vaart genomen voor reparatie.

HUNTER IN ACTIE



Boven : De **Hoo Willow** achter de **Hunter** – foto : Gerrit Knop ©

De eerste klus van de sleper **Hunter** van rederij Noordgat zit erop. Vorige week woensdagavond om 19.00 uur voer het schip samen met de Typhoon uit naar de **Hoo Willow**, een Engelse geladen coaster, die boven Schiermonnikoog in de problemen was.

Beide motoren waren uitgevallen, maar omdat er diverse pijpleidingen op de zeebodem lagen, mocht er van de kustwacht niet geankerd worden. Daardoor dreef het schip stuurloos met een snelheid van 3 knopen naar de kust van de Waddeneilanden. De reddingboot **Arie Visser** voer de sleper op de heenweg voor in het ondiepe Thomas Smitgat de Noordzee op. De **Typhoon** maakte omstreeks 22.30 uur vast aan de **Hoo Willow** op 7 mijl uit de kust en na ongeveer anderhalf uur kon de **Hunter** vastmaken. Koers werd gezet naar Harlingen, waar de sleep de volgende dag omstreeks 13.00 uur binnenvoer.

Giant tanker anchors at Gadani to get scrapped

KARACHI: A French oil tanker weighing 75,000 tonnes, which will take around five months to be scrapped and is the biggest and heaviest ship ever entering Gadani ship breaking yard dropped anchor at the yard on Thursday. The ship breakers said the tanker booked by a local company a few months back reached the yard safely. The scrap work will kick off within a month after some formalities are fulfilled, they said.

"The tanker reached Thursday at 3.00 PM. It will take a month to start scrapping and five months to finish," said Chaudary Abdul Majeed, Chairman Pakistan Ship Breaking Association. He said the scrapping activity would provide employment to thousands of poverty-hit area people.

"Scrapping of a ship is always a big business activity not only for the company concerned but also for the area people who get employment," Majeed said. The tanker built in 1979 is over 1,300 feet long, 180 feet wide and around 80 feet of its body dips into sea during sailing. "This is the biggest we have ever scrapped. We had scrapped a 72,000 tonnes cargo ship a few months ago and thought it was the biggest. But this one has broken its record," he said.

Pakistan's ship breaking industry was in doldrums a few months ago after dozens of ships, which were expected to enter ship breaking yards started cargo operations to reap benefits of handsome oil supply charges. Over 250 ships around the world were expected to anchor at different ship-breaking yards including Pakistan during March-April this year. But they put off plans to disappear after global shipping lines raised freight charges and cut operations in the wake of US-led invasion of Iraq providing an opportunity to them to resume cargo operations.

The ship breakers hoped the industry would grow in the days to come since the US has officially ended major war in Iraq and the Pakistan government has cut down taxes on the industry.

"We are really thankful to the government for reducing taxes. The industry has great potential and I think it will benefit us as well as the country," Majeed said. He looked confident as he said dozens of ships and oil tankers would soon start anchoring at Gadani, the heart of country's once-thriving ship-breaking industry about 60 kms north west of Karachi. Meanwhile, Gadani was busy scrapping Neptune, an oil rig, which the ship breakers said would disappear in a couple of months. "We started work last week and most probably complete the job by the end of October," said Dewan Rizwan Farooqi, owner of the company, which booked the rig. He said the 10,000 tonnes rig was built in 1974. He said about 3,000 area people had got employment through rig scrapping activity.

Salvors to refloat Sea-Land Express next week

SALVORS are optimistic that the grounded containership **Sea-Land Express** will be refloated late next week. Work is now continuing to remove as much hazardous cargo as possible from the vessel before another attempt is made to pull it off a sandbar where it has been stuck for more than a fortnight.

By this morning, six of the 33 containers loaded with freight classed as hazardous had been emptied, while the contents of a seventh were being removed and airlifted to a secure facility in the port.

Meanwhile, dredging is proceeding very well, said salvage master David Main of Smit Salvage South Africa, with weather conditions now ideal after heavy rain had slowed progress earlier.

A dredger is clearing sand that has built up around the **Sea-Land Express** since it dragged its anchor in a storm and became wedged. Salvors now plan to have another go at freeing the ship at the next spring tide this coming Thursday. Mr Main said he was "optimistic" that this effort would be successful.

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Maersk Sealand, which has the **Sea-Land Express** on charter, has since brought another ship into service to fill the gap in the schedule.

SHIPYARD NEWS

A UNIT of SembCorp Marine has tied up with Pacific Carriers in a joint venture to operate and service offshore supply boats, writes Marcus Hand in Singapore.

SembCorp's Dolphin Shipping has formed a S\$500,000 (US\$284,730) joint venture with Pacific Carriers called Pacific Workboats.

Both companies have a 50% stake in the venture, which operates and services offshore supply boats in southeast Asia.

Record orders for GL

GERMAN classification society Germanischer Lloyd has 44 ships of 8,000 teu in its newbuilding books. In total, the orderbook of the Hamburg-based society contains vessels with a record volume of 10m gt, writes Nina Zipplies, Cologne.

This corresponds to 11.3% of the world order level, GL said. Between January and August this year GL has orders for seagoing ships with a volume of 5.6m gt. According to HSH Nordbank, the world's largest shipping bank, more than 60 vessels with more than 8,000 teu were ordered worldwide since the end of 2002.

Vessels of this size will develop the new standard in container shipping, said GL managing director Hans Payer. This gives GL a market share of more than two thirds in this size segment.

Fillip for Volkswerft

AP MØLLER'S German shipbuilder Volkswerft Stralsund has received an order from Hamburg shipowner Claus-Peter Offen, writes Katrin Berkenkopf in Cologne. The yard will build two 2,500 teu boxships, which will be delivered by August 2005.

This will secure Volkswerft full utilisation until early 2005, a spokesman said. The vessels are number 10 and 11 in the orderbook.

The price was not revealed. According to the spokesman "measures designed to enhance productivity" enabled the yard to submit an offer competitive with that of Asian shipbuilders. "These ships will not produce a loss for us," he added.

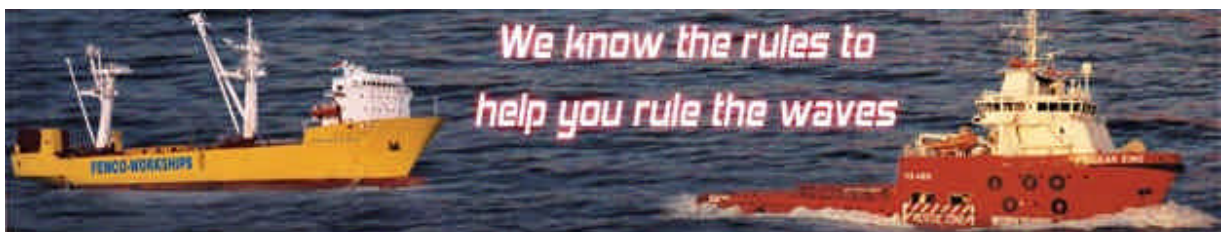
Earlier this year, Volkswerft had already received boxship orders from Belgium's Safmarine and German owner Schepers.

Mr Offen has already ordered about a dozen large container vessels in South Korea this year.

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'Ships of 8000 TEU in Waalhaven'

The new generation of container ships, with capacities of about 8000 TEU, will be able to dock at the terminals in the Port of Rotterdam's Waalhaven area. Hans Vervat, Director of Hanno/Uniport, says that this has been confirmed by a study conducted jointly with Rotterdam Municipal Port Management (RMPM). But some minor technical modifications will be needed to accommodate such large vessels. Once they have been completed, ships of 8000 TEU will be able to enter or leave Waalhaven four times a day. Until now it had been assumed that these vessels would not be able to use the area's docks. The results of this study could be critical for the survival of the container terminals in this part of the port. Those shipping lines which currently use Hanno/Uniport facilities for Far East services – China Shipping, 'K' Line and Yang Ming – have already either ordered ships of 8000 TEU or announced plans to do so. The ECT Home Terminal could also benefit from the study's findings.

Value hungry owners may split Frontline in two halves

Frontline, the Fredriksen controlled tanker giant, said at a Lehman Brothers annual energy conference in New York that plans are being drawn up to divide the tanker giant in two separate halves. This would be a move to bring out underlying values in the company, and make the firm attractive to two different investor profiles - the yield investor and the risk investor. "We want a structure where investors are prepared to pay more than the net asset value for the company", Tor Olav Trøim at Frontline told www.iMarkedet.com. According to the structure being presented, Frontline would be split into two distinct and separate halves where one half is focussed on ownership and the other on operations and chartering.

Trøim says: "We've said this before, but the way to structure the shipping company of the future has to be along the lines of how you would structure hotel groups, airlines and other industrial service groups.

The structural model shows a shipowning company called "Frontline Shipping", to be financed by investors looking for tax efficient and depreciable asset investments either in the bond markets, the German KG market, financial leasing or other highly leveraged finance. The aim is to leverage (the ratio of owned equity to financial borrowing) the owning company for maximum cash dividend payments to its owners.

The operational and chartering half of the company would under the new structure, hire the vessels on long term charter contracts from the owning company, and retain the same ownership structure as today's Frontline, but without the current debt. The aim here is to create a "risk investment" company where investors would gain or lose purely from movements in charter earnings, and without the influence of asset values, interest rates and Forex.

Only a few weeks ago, Frontline leaked plans to refinance its assets which could give shareholders a bumper payout of close to US\$1 billion. In order to make this happen the company would need to increase its already high gearing (debt/asset) ratio. This appears to be possible under the new structure being proposed. As John Fredriksen owns such a large proportion of the company (appr: 47%) he could effectively cash in his investments without having to sell the company.

Costa to invest E7m in dedicated Barcelona terminal by 2005

COSTA Crociere, the Italian subsidiary of the Carnival Corporation, plans to invest Euro7m in a dedicated cruise terminal in the Port of Barcelona.

Costa's vice president cruise operations, Giovanni Onorato, and Barcelona port authority president, Joaquim Tosas, signed a letter of intent today and indicated that the project, though still in its very early stages, is scheduled for completion by 2005.

The terminal will be located on 200,000 sq m of newly reclaimed land in the port's Muelle Adosado, in which the port authority has invested Euro12.5m.

Costa is the leading player in Barcelona's vibrant cruise sector, which last year alone handled 843,000 cruise passengers and pushed it to the top of the European league table.

The new terminal will be primarily for the use of Carnival companies and will be run by Costa itself, though the port authority will be able to use the berths for other companies when these are available.

The contract, which already envisages a phase-two expansion, will also include long-term commitments by Carnival to maintain minimum passenger numbers at the Catalan port.

Carnival companies expect to handle about 300,000 passengers through Barcelona this year.

Scandlines ferry fire

SCANDLINES has temporarily stopped its service between Karlshamn in Sweden and Liepaja on the Latvian side after a fire broke out on board the ferry Petersburg, writes Katrin Berkenkopf in Cologne.

The operator said it was seeking to reopen the service as soon as possible — if necessary with another ship. The 25,353 gt Petersburg is chartered in from German shipowner Reederei Laeisz.

NAVY NEWS



Nadezhda Zhadan, mother of Juri Zhadan, a seaman who died when the Russian nuclear submarine **K-159** sank in the Barents Sea last week, weeps at the funeral of her son at the Serafimov cemetery in St.Petersburg, Russia, Friday, Sept. 5, 2003. The submarine **K-159** sank Saturday during a storm while being towed to a port on the Kola Peninsula, where its reactor was to be removed and dismantled. Nine of the 10 men aboard were killed.

NIPIGON scuttled to become first artificial reef in Quebec

HMCS NIPIGON, the last St. Lawrence class destroyer in the Canadian Navy to be built and the last to be decommissioned, has become the first artificial reef ever sunk in Quebec.



After four simultaneous explosions on each side, the ship was sunk about eight kilometers from the village of Sainte-Luce-sur-Mer near Rimouski. It now sits at the bottom of the St. Lawrence River, where the river runs into the gulf.

"It will be a veritable playground for divers," said Jean-Pierre Bouillon, professional diver and president

of the Société des récifs artificiels de L'Estuaire du Québec, the group that spearheaded the plan to transform NIPIGON into an underwater ecosystem and divers' paradise. "We will also be able to follow the evolution of the marine life, the flora and fauna of the river that will attach itself to the ship."

The ship, decommissioned in 1998, was purchased by the group from the Navy in September 2001, towed from Halifax and then stationed at the marina in Rimouski, where it was stripped of heavy metals, copper wiring, brass parts and leftover electronics. The ship was also cleaned of leftover oil and fuel and holes were opened in its hull to allow divers easy access.

While there are some 180 000 diving enthusiasts across Canada, Mr. Bouillon estimates Quebec has a population of 12 000 scuba divers.

CORRECTION



As mentioned in the newsletter 149 from yesterday, the new name of the **HMS SHEFFIELD** which is sold to Chile is not VANESSA but **ALMIRANTE WILLIAMS (F 19)** - photo : Ian Denton ©

MOVEMENTS

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The **RYAN** at PORT TALBOT with capt Danny Lynch on the controls – photo : Chris Jones ©



The **AGIA THEODORA** which connects Igoumenitsa to Corfu island (Kerkyra), while she leaves Igoumenitsa harbour September 2nd bound to Corfu.

Photo : George Grekos ©

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The tug **HOLLAND** enroute to Rotterdam to participate at the Wereldhavendagen 2003
Photo : Bert Bot ©



The **ROYAL PRINCESS** arrived Friday evening in Amsterdam – **Photo : Joop Marechal ©**



The **GRANDE BRASILE** at Flushing pilot station – **photo : Willem Kruit ©**

AIRCRAFT / AIRPORT NEWS



The Dutch navy **Westland Lynx SH-14C 262** takes off for one of the demo's at the wereldhaven dagen in Rotterdam – **photo : Piet Sinke ©**

RIJNSMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

WISSELVALLIG!

Morgen half tot zwaar bewolkt en enkele buien. Zondag geregeld zon en droog. Maandag en dinsdag veel bewolking en buiig.

© Ed Aldus 2003	ZA-06	ZO-07	MA-08	DI-09
Maximumtemperatuur:	20	20	18	18
Minimumtemperatuur:	14	13	14	13
Zonnekans in %:	30	40	20	20
Neerslagkans in %:	60	20	80	70
Windrichting kracht:	ZW-2-4	ZZW-3-5	ZW-4-6	W-4-5

.... PHOTO OF THE DAY



Landfalls **THOMAS DE GAUWDIEF** delivered the **ISKATEL** at Ravenna and went full speed to the Black Sea to collect a double tow, the shortest route was via the Canal of Corinth
photo : Capt Joop Stoer – Master Thomas de Gauwdief

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SCHEEPVAARTBERICHTEN

ACHTERGRACHT 4 te Takoradi,
ADMIRALENGRACHT 5 100 zzw Tornio nr Rauma,
ALBLASGRACHT 6 verw te Yokohama,
ALDEBARAN-12 7 verw te Amsterdam,
ALERT 5 20 n Guernsey nr Tilbury,
AMELAND 5 34 w Kaskinen nr Oulu,
AMSTELGRACHT 4 te Dakar,
AQUATIQUE 3 op Aegean Sea nr Drogheda,
ARKLOW RAMBLER 5 25 w Lissabon nr Rouen,
ARKLOW RANGER 5 vn Stavanger nr Cuxhaven,
ARKLOW SAND 5 pas The Smalls nr Dagenham,
ARKLOW SEA 4 10 zo Lizard Point nr Rotterdam,
ARTISGRACHT 5 pas Grote Belt ne Tanger,
ATLASGRACHT 5 400 n vn Broome nr Fremantle,
BANJAARD 5 te Sevilla,
BARENT ZANEN 4 25 wnw Lissabon nr Gijon,
BATAVIER 4 vn Bornholm nr Antwerpen,
BOTERDIEP 5 t a Rede Valencia,
BOTHNIA 5 te Oslo,
CAPRICORN 4 37 zzw C Lookout nr Savannah,
CETUS 4 300 w Sri Lanka nr Dubai,
COMOROS STREAM 5 pas Taganga nr Sta Marta,
CORAL ISIS 5 350 zw St Helena nr Buenos Aires,
CORAL RIGIDA 5 270 wnw Manila nr Chiba,
DANIELLA 5 270 zw Sri Lanka nr Montreal,
DELFBORG 4 te Str Gibraltar nr Garrucha,
DEO VOLENTE 5 te Casablanca,
DIAMONDE 5 te Birkenhead,
DIEZEBORG 5 62 no Stockholm nr Casablanca,
DOGGERSBANK 5 pas Skagen nr Vlissingen,
DONGEBORG 5 vn Gioia Tauro nr La Spezia,
DUTCH AQUAMARINE 6 verw te Huelva,
DUTCH EMERALD 4 te Terneuzen,

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DUTCH FAITH 5 5 nw Lissabon nr Huelva,
DUTCH PILOT 4 vn Odda nr Cork,
DUTCH PROGRESS 5 te Dordrecht,
EDAMGRACHT 4 40 nw Quessant nr Langkawi,
EDISONGRACHT 5 100 n Darwin nr Dampier,
EGELANTIERSGRACHT 4 te Kaohsiung,
EKEN 5 pas Gothenburg nr Antwerpen,
ELANDSGRACHT 4 te Algiers,
ERASMUSGRACHT 4 1000 zo Acapulco nr La Paz,
ESTIME 6 verw te Le Havre,
EUROGRACHT 5 te Liverpool,
FAIRLANE 5 te Montreal,
FLINTERHAVEN 4 25 n Cherbourg nr Gent,
FLINTERSKY 5 495 nnw Corvo Acores nr Tilbury,
FLINTERSPIRIT 4 te Dublin,
FLINTERZEE 5 zw vn Vaasa nr Immingham,
FRISIAN LADY 5 te Amsterdam,
GENUA EXPRESS 4 75 zo Rhodos nr Izmir,
GIESSENBORG 5 pas Elbe nr Pasajes,
GOOTEBORG 4 pas Bornholm nr Kemi,
HAM-317 4 te Palm Island,
HAPPY RIVER 6 verw te Lianyungang,
HAPPY ROVER 4 te Le Trait,
HEEREBRUG 5 te Derince,
HEEREPOORT 5 te Greenore,
HERON 5 te Frederikstad,
HUSKY 5 te Pt Gentil,
IJSEL TRADER 5 240 zo Danang nr Kaohsion,
INGER 5 te Uusikaupunki,
ISABEL 4 te Archangel,
IVER EXACT 4 vn Aruba nr Pt Arthur,
IVER EXPERIENCE 4 320 nnw Antigua nr Trinidad,
JO CEDAR 5 130 w Nagasaki nr Taichung,
JO SELJE 4 120 ozo Madeira nr Pt Gentile,
JO SYPRESS 4 380 ozo New Foundland nr Le Havre,
KASTEELBORG-3 5 te Lake St Claire Huron nr Duluth,
KEIZERSBORG 5 280 z Flores nr Monfalcone,
KONINGSBORG 5 te Santander,
LAURIERGRACHT 4 140 z Las Palmas nr Onne,
LEVANTGRACHT 5 pas Belle Isl Strait nr La Guaira,
LOMBOK STRAIT 4 270 zw Walvisbaai nr Sheerness,
LUZON STRAIT 5 te Kaapstad,
MAASBORG 4 70 w Esmeraldas nr Guayaquil,
MAGDALENA GREEN 5 40 zo Cape Hatteras nr Grundartangi,
MAGIC 5 te Pt Canaveral,
MAKIRI GREEN 5 te Rede Gibraltar nr Gijon,
MARGARETHA GREEN 4 te Veracruz,
MARGARETHA GREEN 5 te Veracruz,
MARINUS GREEN 5 t a Rede Newport,
MARION GREEN 5 720 w Cochin nr Shanghai,
MARLENE GREEN 5 230 w Kreta nr Tuticorin,
MARNEBORG 5 rede Gothenburg,
MERWEBORG 5 pas w Denemarken nr Mantyluoto,

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MISSOURIBORG 5 80 zo Cartagena nr Ambarli,
NEDLL EUROPA 4 70 zo Cagliari nr Port Said,
NEDLL OCEANIA 4 20 zo Dover nr Southampton,
NES. 5 pas Gibraltar nr Gunness,
NORTHERN EXPLORER 5 35 zo Davao nr Tokyo,
OCEAAN KLIPPER 5 80 no Isla Da Trindade nr Antonina,
OLGA 4 80 wnw Helgoland nr Tornio,
P&O NEDLL MERCATOR 4 te Jeddah,
PACIFIC 4 230 nw Buena Ventura nr Valparaiso,
PANDA 5 te Bilbao,
PARKGRACHT 5 te Sydney,
PAUWGRACHT 4 240 no Galapagos Eilanden,
PIJLGRACHT 7 verw te Istanbul,
POLAND 5 25 o IJmuiden nr Gdynia,
POLAR SEA 5 pas Texel nr Sevilla,
POLAR SNOW 4 nr Stavanger,
PRINCE OF SEAS 4 510 wzw Flores nr Fernandia Beach,
PRINS JOHAN WILLEM FRISO 5 te Tees,
PRINSENGRACHT 5 240 zo Port Sudan,
REGULUS 5 te Vlaardingen,
RHONEBORG 5 te Kwangyang,
RUBYN 5 25 w Hoek van Holland nr Helsingborg,
SABORG 5 450 nw Finisterre nr Philadelphia,
SAMBRE 5 50 w Palermo nr Porte Empedocle,
SCHELDEDIEP 5 vn Tallinn nr Scheveningen,
SIROCCO 4 550 nw Pt Gentil nr Pt Gentil,
SLUISGRACHT 5 130 zzw Ibiza nr Rauma,
SMARAGD 5 te Bremen nr Tofte,
SMITWIJS LONDON 5 75 zo Lucia nr Rio De Janeiro,
SNOEKGRACHT 4 pas Texel nr Kotka,
SPIEGELGRACHT 5 45 ono Norfolk nr Baie Comeau,
SPRING PANDA 4 100 ozo Jamaica nr Camden,
SPUIGRACHT 5 te Gdynia,
STADIONGRACHT 5 480 n Flores,
STELLA LYRA 4 15 nz Isl Man nr Belfast,
STELLA POLARIS 5 35 nw Ile d Ouessant nr Lissabon,
STELLA POLLUX 5 pas Pt Jerome nr Shellhaven,
SWAN 4 80 zzw Setubal nr Cork,
SWING 5 pas Bornholm nr Bordeaux,
TANJA 5 te Gdynia,
THIALF 3 3084 z Zwaluwkamp nr Pt Gentil,
TRANSMARE 4 dw Liepaja nr Kaliningrad,
UAL AFRICA 5 te Vera Cruz,
VAASABORG 5 520 wnw Azoren nr Pt Alfred,
VANCOUVERBORG 5 900 o New Foundland nr Montreal,
VARNADIEP 4 te Eemshaven,
VARNEBANK 5 35 w Kaskinen nr Haraholmen,
VECHTBORG 5 te Stettin,
VELOX 5 te Antwerpen,
VICTORIABORG 5 pas Helsingor nr Mantyluoto,
VIRGINIABORG 5 5 nno vn Bari nr Fos,
VISCOUNT 5 110 no Finisterre nr Hull,
VISSERSBANK 5 vn Rotterdam nr Stettin,

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VLIEBORG 5 te Montreal nr Menominee,
VLISTBORG 5 20 n Schotland nr Tornio,
VOORNEBORG 5 te Sheerness,
VOSSDIEP 5 vn Finisterre nr Moerdijk,
WISAFORST 5 te Riga.