

DAILY SHIPPING NEWSLETTER 2003 – 153



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Telephone: (+31)105018000
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The tug **EIDE REX** – Photo : Oddgeir Refvik ©

EVENTS, INCIDENTS & OPERATIONS

Repair to dredger in Sealand rescue drama

The **Ham-316** dredger working around the grounded **Sealand Express** suffered damage to its port rudder at the weekend, but salvors were able to repair it and the dredger got back to work.



Left : A file photo of the **HAM 316** during drydocking at the Niehuis & van den Berg shipyard in Rotterdam December 2002.

Photo : Piet Sinke ©

Clare Gomes of Smit Marine said divers with a video camera had inspected the dredger's rudder to assess the damage.

"They don't know exactly what caused it. She is really pushing the edge of the envelope and working under extreme conditions, and may have touched the bottom.

"Fortunately she didn't have to go into dry dock. They were able to bring the rudder shaft inside the dredger and it was repaired there," Gomes said.

Yesterday the Mi8 helicopter started removing 25kg drums of turpentine substitute from one of the hazardous cargo containers - the ninth container to be emptied since the airlift operation began.

On Friday they cleared a container of metal oxide, packed in 10 bags each weighing two tons. On Saturday they cleared a container of highly toxic fungicide, which the International Maritime Organisation classifies as class 9 in their hazardous cargo grading from class one, the least hazardous, to class 10. There are 1 037 containers on board, of which 33 contain hazardous cargo.

It will be three weeks tomorrow since the US-owned **Sealand Express** ran aground, and the public's fascination with the big ship stuck on the sand shows no sign of abating.

Now that the sensitive dunes have been cordoned off from the public and are patrolled by police and traffic officials, sightseers have a much longer walk than before to reach the ship, but it does not seem to have dented their enthusiasm.

Yesterday there were crowds on the beach again, many armed with cameras and binoculars. They trudged through the sand to try to get as close to the ship as the security officials would allow.

With any luck this may be the ship's last few days on the sand, as salvors hope to refloat her on the full-moon spring tide around Thursday.

Onderzoek loodsplicht grote trawlers

IJMUIDEN - Het Centraal Nautisch Beheer (CNB) laat de mogelijkheid onderzoeken om vissersschepen langer dan 70 meter (veelal trawlers) met IJmuiden als bestemming een loodsplicht krijgen. Volgens CNB-directeur C. Oudendijk komen schippers van dergelijke schepen niet vaak genoeg in de haven, waardoor zij onvoldoende op de hoogte zijn van mogelijke knelpunten. Hierdoor hebben zich volgens Oudendijk in het verleden verscheidene bijna-ongelukken voorgedaan.

Het CNB, een organisatie die het scheepvaartverkeer in het Noordzeekanaalgebied begeleidt, voert hierover overleg met onder meer het directoraat Generaal Goederenvervoer van het ministerie van Verkeer en Waterstaat. Voor het verplicht stellen van een loods aan boord van vissersschepen is een wijziging van de uit 1953 stammende wet noodzakelijk. Deze wet stelt dat vissersschepen vrij zijn van het hebben van een loods omdat het vaak kleine vaartuigen betreft die met een hoge frequentie de haven aandoen.

De situatie is inmiddels gewijzigd, aldus de CNB-directeur. Oudendijk stelt dat door de enorme schaalvergroting in de scheepvaart er veel vissersschepen zijn met een lengte van ruim 140 meter. „En die komen nog zelden in de thuishaven." Gewone schepen met een lengte boven de 70 meter zijn loodsplichtig (bijvoorbeeld koelschepen). Het CNB wil, stelt Oudendijk, bekijken hoe deze ontstane situatie kan worden bijgesteld.

Manager J. Klinkenberg van de IJmuidense scheepsagent Reefer Agencies noemt de plannen 'waaninnig'. „Elke trawler die in de haven van IJmuiden afmeert, wordt al begeleid door twee sleepboten die bekend zijn met de situatie. Een schipper die hier eens in de twee weken komt, kan als het ware de haven wel dromen. Die man heeft geen begeleiding nodig." Klinkenberg noemt de mogelijke loodsplicht 'zuiver een financiële kwestie.' „Het Loodswezen verdient hier alleen maar aan. Dat zijn aanzienlijke bedragen. Het zou mij niet verbazen als die organisatie hierachter zat."

Voorzitter J. Bronshoff van het district Amsterdam-IJmond van het Loodswezen ontkent dit laatste stellig. „De hoeveelheid vissersschepen die wij dan eventueel zouden beloodsen valt weg in vergelijking met onze totale omzet op het Noordzeekanaal." Over het onderzoek van het CNB heeft hij 'zijdelings gehoord'. „Ik wil mij niet met hun beleid bemoeien. Maar ik juich wel alle maatregelen toe die de veiligheid van de scheepvaart kunnen verbeteren."

Binnen het CNB zelf wordt kritisch naar het onderzoek bekeken. De Velsense raadsleden Kouthoofd (VVD) en Ebbeling (Velsen Lokaal), die namens de gemeente in de organisatie zijn vertegenwoordigd, hebben al laten weten dat er eerst overlegd moet worden met de rederijen of er echt een probleem is. Zij zeiden dit deze week tijdens een raadscommissievergadering waarin de kwestie ter sprake kwam.

Alang closes as prices crash

SHIPBREAKING in Alang, India came to a standstill today after members of Gujarat Ship Breakers ' Association responded to a crash in steel scrap prices by closing yards for three days. A senior official at the association said the closure is aimed at curtailing productivity following the sudden drop in the price of re-rollable steel scrap. Alang will continue to work on a four-day-week schedule for two weeks. The scrap prices have fallen to Rs11,000 (\$240) per tonne from Rs12,800 (\$280) on Monday and about Rs14,000 (\$300) last week. Cash buyers and breakers are stuck with a few vessels bought at \$240-260 per ldt, while some are going ahead with deals at \$220-\$240 per ldt. "We struck a deal yesterday for a 3,900-ltd general cargo vessel with 200 tonne bunker for \$220 per ldt," said a prominent Alang breaker. Another breaker said the decision to close at 5pm rather than the usual 7pm deadline would hit the 30,000-plus daily wage workers badly. Most yards are full with about 90 vessels being demolished at Alang. August was a busy month with more than 450,000 ldt broken as against a monthly average of 250,000 ldt. "This has led to a huge pile-up of scrap," said the breaker.

Japan goes for mixed crews on LNGs

THE All Japan Seamen's Union has agreed to allow mixed manning of the ten Japanese LNG carriers to be deployed to haul gas from Kuwait. The vessels will be placed on Japan's international ship register, which now has 33 ships, including two LNG carriers, the 112,069-gt LNG Jamal and the 20,017-gt Surya Satsuma. Under the agreement hammered out this week by the union and the Japanese Shipowners' Association, the number of Japanese crew on each of the 10 ships will be reduced to less than six from 10. Details, such as the total crew size and the number of foreign seafarers to be allowed on the ships, will be decided through negotiations between the union and individual shipping companies. As for the LNG carriers to be deployed under Indonesia's Badak II and Arun II LNG projects, it was agreed to abolish the fixed Japanese crew composition – three deck officers, two engineers and one purser – on condition that Japanese get one position in each of the three job segments.

Dominicans fail to detect stowaway

DOMINICAN Republic authorities have failed, for the third time in a year, to detect a stowaway bound for the US: A body has been discovered in a container aboard the Panamanian-flagged **Titan Express** in Miami. US Customs & Border Patrol (USCBP) says the 2,602gt ship's Miami owner-operator Antillean Marine alerted the agency to a potential security breach after it arrived yesterday from Boca Chica, about 40km east of DR's capital Santo Domingo. Agency spokesman Zachary Mann said a specially trained USCBP dog immediately took his handler to one of the containers of women's clothing and accessories as it was being unloaded. The death is being investigated by police. A Santo Domingo shipping agent says the Titan Express also calls at Rio Haina. Mann told Fairplay the container could have been breached at many points in the DR and he credited Antillean Marine for taking "appropriate action" to mitigate against stowaways following two other such incidents - non-fatal - since April 2002. Three months ago the US government placed the DR, its fifth-largest trading partner, on a list of 15 nations that could lose aid unless they make greater efforts to stop human trafficking.

'Taranaki' leaves Port Chalmers

The container ship **P&O Nedlloyd Taranaki**, which was assisted into Otago harbour by three tugs on Friday after experiencing steerage problems, sailed yesterday for Lyttelton.

As a further precaution, three Port Otago tugs were in attendance when **Taranaki** left Port Chalmers wharf at about 11.30am yesterday.

The container ship was understood to have had several steerage problems since it left Melbourne on its current voyage, possibly related to an electrical fault. In spite of being closely shepherded into Otago harbour by three tugs, it came in under its own power and steerage.

Taranaki entered Otago harbour about midday on Friday, after a risk management plan was devised in association with Port Otago to ensure the ship could be stopped and prevented from grounding if it lost steerage.

On Friday, the Maritime Safety Authority [MSA] said the vessel would be detained in port until the steerage problem was identified and fixed.

CASUALTY REPORTING



A cargo ship is seen stranded on concrete wave breakers as Typhoon Dujuan broke loose its mooring last week in Taitung, 300 km southeast of Taipei, Taiwan. Dujuan blacked out thousands of homes, uprooted trees and drenched Taiwan early last Tuesday before churning toward Hong Kong and China's mainland.

SHIPYARD NEWS

Noorden laat scheepsbouw doorlichten

De provincies Groningen en Friesland hebben een onderzoek aangekondigd naar de precare positie van de noordelijke scheepswerven. Aan de hand van de conclusies daarvan wordt nagegaan hoe de sector kan worden gered. Als onderzoeker is professor Nienhuis, hoogleraar scheepsproductie aan de Technische Universiteit Delft, aangetrokken.

De scheepsbouwsector in Noord-Nederland zit in zeer zwaar weer. Vier jaar geleden al kwam Frisian Shipyard Welgelegen in Harlingen in de problemen. Het bedrijf werd overgenomen door haar Groningse collega Volharding van scheepsbouwer Geert-Jan Bodewes. Recent ging de werf van Bijlsma in Wartena failliet, evenals Tille in Kootstertille en Scheepswerf Harlingen van Cees van der Schoot. Ook bij de noordelijke jachtbouwers doen zich problemen voor.

Uitgangspunt van het onderzoek van Nienhuis is de vraag wat de noordelijke werven precies nodig hebben om een gezonde bedrijfstak te worden die de concurrentie met het buitenland aankan. Verder moet duidelijk worden hoe de werven en hun belangrijkste toeleveringsbedrijven de toekomst zien en waar ze nog meer behoefte aan hebben.

Cape Town Invests in Ship Repair Facilities

The Port of Cape Town is poised to expand the port's ship repair facilities to meet current and future demand for ship repair work. The port is inviting proposals for the construction of a multi-million rand ship repair facility at the Elliot Basin in the Ben Schoeman Dock within the port. The National Ports Authority (NPA) will award a concession for the development and operation of the facility to a private consortium, at the conclusion of the tender process. The current ship repair infrastructure is predominantly used by offshore vessels, research vessels and local and foreign fishing vessel fleets.

Mr. Billy Cilliers, planning manager of the Port of Cape Town, said present facilities, namely the Syncrolift, Robinson Dry Dock and Sturrock Dry Dock, regularly have to turn vessels away. Bookings are being made as far as eight months in advance. He said the port needed additional capacity to service the smaller vessel market and the construction of a new ship repair facility was the best solution. The alternatives of expanding existing facilities or building the required four floating docks were not viable, as there was inadequate space for development within the respective facility areas. The port's under-capacity in facilities servicing smaller vessels has prompted the ineffective use of the larger Sturrock Dry Dock, as it accommodates the overflow of smaller vessels, while the dock is intended for the more lucrative, larger vessel shiprepair market. The development could take place over 18 months.

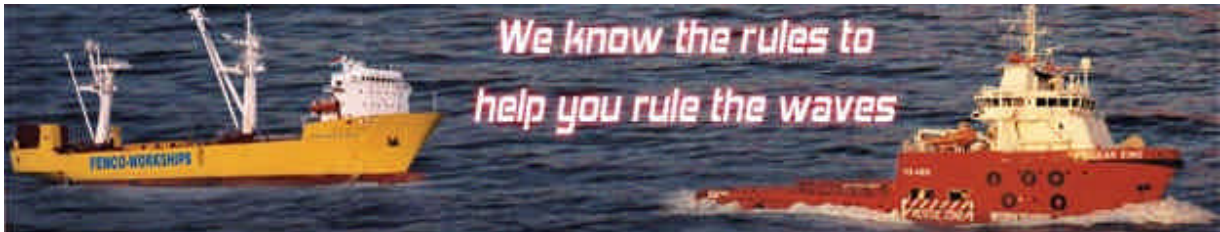
Chantiers reassures Cunard over QM2

FRENCH shipbuilder Chantiers de l'Atlantique has given its assurance that the dispute with subcontractor Avco Marine will not delay the delivery of the newbuilding Queen Mary 2. Hand-over remains scheduled for 15 December. A spokesman explained that terminating the Avco contract was the correct course of action. "Continuing with this company could have created real delays in the ship's construction," he said this morning. On Wednesday Chantiers ended the contract with the company chosen in July 2001 to install the QM2's airconditioning system because it was not satisfied with Avco's performance or its handling of relations with its own sub-contractors. Avco said it would bring the case to court. Other Chantiers subcontractors will complete the work. QM2's first sea trials will take place off the Brittany coast on 25-27 September

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Open Scheepvaartdagen voor het laatst aan Kattendijkdok

ANTWERPEN Op het museumschip 'Angèle' werd in de afgelopen weken nog druk vergaderd om de laatste details af te werken van de 'Open Scheepvaartdagen', die dit jaar van 12 tot 14 september worden gehouden. Een aantal bedrijven werd door fusies uitgeschakeld als afzonderlijke standhouder, maar dit wordt ruim gecompenseerd door het aantreden van nieuwe standhouders. Opvallend is dat alle sectoren van de toelevering aan de binnenvaart er ruim vertegenwoordigd zullen zijn.

De ploeg van dr. Van Cleempoel heeft die laatste weken heel wat werk verricht om alles in goede banen te leiden. De standplaatsen moesten naar de wensen van de standhouders worden verdeeld, maar ook aangepast aan de mogelijkheden van de tent. Er waren de afspraken met de brandweer, met de verzekering, met de drukker. Extra voorbereiding kwam er ook omdat een nieuwe tentenverhuurder werd aangezocht, en omdat heel wat standhouders ook hebben gekozen voor andere standenbouwers. En dan was er nog de voorziene sponsor, die zou instaan voor financiering van de academische zitting, en die uiteindelijk moest afhaken. Met de vervanging door Ingo Luypaert van het contactforum voor erfgoedverenigingen werd voor de vzw 'Rijn- en Binnenvaartmuseum' meteen de band gelegd met de oorsprong van het initiatief. Deze vereniging wil namelijk de aandacht trekken voor de inspanningen van de binnenvaart om zoveel mogelijk het 'industriële erfgoed' te bewaren. Want de oude

binnenschepen hebben in de vorige generaties veel bijgedragen tot de economische ontwikkeling van België.

Zorgenkind

Een ander zorgenkind voor de organisatoren is het centrum voor onderwijs aan de schipperskinderen 'De Schroef'. Dank zij sponsoring vanuit de binnenvaart, gesteund door het Antwerpse Havenbedrijf, konden enkele jaren geleden op een nieuwe locatie moderne gebouwen worden opgetrokken. Daar is ruimte voor het kleuter- en kinderonderwijs, terwijl ook de bibliotheek voor varenden en de naschoolse opleidingen er een plaatsje kregen. De voorbije jaren kreeg 'De Schroef' steeds een gratis stand ter beschikking, waar kinderen van de bezoekers konden worden opgevangen. Omdat dergelijk onderwijs blijkbaar niet past in het stramien van het nieuwe onderwijsnet, dreigde nu ook voor 'De Schroef' de officiële geldkraan te worden dichtgedraaid, net zoals het voordien al is gebeurd voor de collega's in Gent.

Voor de organisatoren bleef het tot het laatste ogenblikken afwachten of de voorziene plaatsruimte inderdaad zou worden opgevuld.

Cees Rademakers van het museum zag het sober in. "De schippers worden gelijk gesteld met zigeuners en foorkramers (kermismensen). Dat die kinderen onmogelijk in het klassieke onderwijspatroon kunnen worden ingepast, wil men blijkbaar niet begrijpen. In dit geval zijn het niet alleen de uren in de klas die moeten worden aangerekend. Die kinderen krijgen onderwijspakketten mee, waarmee ze onderweg kunnen verder studeren. We hebben die organisatie altijd graag gesteund door een gratis stand ter beschikking te stellen. Indien het onderwijzend personeel niet opnieuw wordt bekrachtigd gaat een mooi, en voor de schipperij belangrijk initiatief verloren." Lees meer over deze beurs en Antwerpen in de extra dikke editie van De Scheepvaartkrant.

Nieuwe regels voor schutten in IJmuiden

De regels voor het schutten in de Kleine- en de Zuiderluis in IJmuiden zijn vanaf 11 augustus 2003 veranderd.

De Kleine sluis is nog uitsluitend bestemd voor de pleziervaart en de Zuiderluis voor de beroepsvaart. Bovendien zal de Kleine sluis, afhankelijk van het aanbod van pleziervaartuigen, nog maar enkele malen per uur naar binnen en naar buiten schutten. Het Gemeentelijk Havenbedrijf heeft deze nieuwe regels ingesteld omdat het aanbod van te schutten zandvaart sterk is verminderd door teruglopende of afgeronde bouwprojecten. Tevens is de bediening van de twee sluizen terug gebracht van twee naar één sluiswachter als gevolg van bezuinigingen bij het Havenbedrijf.

Frontline presents split plan

THE management of Frontline, the tanker giant, is planning to split the company in two to cater for different kinds of investors. In the current corporate structure, both its ship owning and trading activities are under the same umbrella. However, director Tor Olav Troim has unveiled plans for a new structure in which these would be separated. In the scheme, which was presented in New York, Frontline Shipping would take care of ship owning and charter its fleet on long term contracts to a vessel operating company. This would allow Frontline Shipping to obtain steadier income than the existing company can, thereby attracting "yield investors" who are looking for lower risks. Those with an appetite for a higher risk profile could buy shares in the vessel operating company, with earnings exposed to fluctuations in freight markets. Troim told the imarkedet.no business news website that the planned corporate structure would open the doors for share prices to exceed net asset value. However, Frontline Management managing director Ola Lorentzon told Fairplay that no decision had been made as to whether the plan will be implemented.

K Line joins 8,000teu elite with four-ship order

K LINE has ended weeks of speculation by confirming an order for 8,000 teu tonnage.

The Japanese line, which until now has always preferred to operate smaller ships, will build the ships in Japan rather than Korea where all the other ships of this size have been ordered until now.

K Line said this morning that a quartet of 8,000 teu ships would be built by IHI Marine United. They will be the largest containerships ever built in Japan and will be delivered between mid-2006 and early 2007.

At the same time, K Line will have another five vessels of 5,500 teu capacity built by Hyundai Heavy Industries in Korea.

The 8,000 teu ships will be operated in the Asia-Europe trades in cooperation with alliance partner Yang Ming which is also said to be planning to order ships of that size

Tidewater embarks on \$100m newbuilding plan

LEADING offshore support vessel company Tidewater is to spend \$100m on the purchase of eight new boats, saying a newly completed refinancing will give it the flexibility to respond to market opportunities when they arise far into the future.

The company said in a statement that it had expanded its existing revolving credit facility by \$95m to \$295m and extended it by four years from its existing expiry date of April 30 next year to April 30, 2008.

Chief executive Dean Taylor said that the move, "in combination with our recently announced placement of \$300m of private placement notes, has secured Tidewater's ability to expeditiously respond to market opportunities for many years to come."

Tidewater announced the issue of those notes in July. Mr Taylor added that its more secure financial position would "enable Tidewater to systematically replace its fleet on a timetable of its choosing".

The company at present has a fleet of 570 vessels and claims to be the largest operator in the market.

The latest eight-vessel order includes six anchor-handling towing supply boats of between 5,500 and 9,000 bph and two more 175 fast supply vessels. Tidewater said the fast supply vessels would be built in the US while the orders for the towing supply boats had gone to "various international shipyards".

The contract also includes options to build further vessels at the same price. Tidewater has weathered the tough market of recent years better than many of its competitors, generating consistent profits while engineering a substantial renewal of its fleet.

For the first quarter of its latest fiscal year, ended June 30, it reported earnings of \$18m on revenues of \$164.8m compared with \$23m on revenues of \$160.3m in the same period last year.

Tidewater's announcement of fresh investment in new tonnage comes as Florida rival Seabulk International also moves to rejuvenate its fleet. Last Wednesday, it announced the addition of a new 226 ft anchor-handling tug supply vessel, the fifth newbuild in the company's fleet renewal programme for this year.

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The 10,850 hp Seabulk South Atlantic was built by Brevik Construction in Norway and comes on a five-year bareboat charter that includes a purchase option when the contract ends. It will go into service off West Africa. The new arrival follows the addition earlier this year of a newbuild platform supply vessel, also for the vibrant West Africa market, an AHTS and a PSV, both newbuilds on bareboat charter, for Indonesia, and a new line-handler for Brazil.

Seabulk has also ordered two newbuild PSVs for delivery in 2004 and 2005 that will go into the Brazilian market.

NAVY NEWS



The Dutch Frigate **DE ZEVEN PROVINCIE** outward bound from Rotterdam - **photo : Piet Sinke ©**



The Dutch minehunter **VLAARDINGEN** outward bound at Maas pilot station
Photo : Piet Sinke ©



The Dutch submarine **BRUINVIS** seen here departing from Rotterdam
Photo : Bert Bolhuis ©

MOVEMENTS

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MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>

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Refrigerated cargo M.V. **FUJI STAR**, imo 7812177, Bahamas flag, radio callsign C6PZ9, built in 1979, 7095 GT, as seen Sunday Sept 7th at Elefsis outer anchorage. (ship works between November to March carrying fresh fruits from South America and Carribean to Europe)

Photo : **George Grekos** ©



The **SAFMARINE ASIA** outward bound from Rotterdam – photo : **Piet Sinke** ©



The pirate motorship **GIONA**, Honduras flag, arrested and captured a year before, at Aegean sea. Giona was fully loaded by 287 immigrants, Kurds, Iraqis, Pakistanis, and 3 stolen luxury Mercedes 300 CLK ! She had 5 crew members from Ukraine, while master was Russian. In photo as seen on Sept '03 aground at a scrap yard in Elefsis Greece. – photo : **George Grekos** ©



The German tug **HANS** arrived with a dredger in tow in Rotterdam

Photo : Piet Sinke ©

AIRCRAFT / AIRPORT NEWS

SkyTeam woos KLM to boost transatlantic network

KLM partners Northwest and Continental waiting to join alliance

The SkyTeam alliance of airlines led by Delta and Air France is still trying to persuade Dutch carrier KLM to join, but the prize if it is successful is likely to be the creation of the industry's biggest transatlantic network.



What's at stake: If KLM's talks with Air France for a tie-up result in a deal for the Dutch carrier to enter SkyTeam, the alliance will quickly grow its ties across the Atlantic and possibly in Asia

Airlines are increasingly turning to alliances as they battle to lower costs and extend their reach in a slower global market.

And if KLM's current talks with Air France seal a deal for it to enter SkyTeam, industry officials and analysts believe the alliance could quickly boost its ties across the Atlantic and possibly in Asia as well.

KLM's longstanding transatlantic partners Northwest Airlines and Continental Airlines are both waiting to be invited to join SkyTeam, having already teamed up with Delta Air Lines in a separate alliance covering the huge domestic US market.

'This is all awaiting resolution of the European picture. KLM is trying to define its plans. . . once that is settled, the other pieces will fall into place,' Continental Airlines spokesman

Dave Messing told Reuters. 'Our expectation is that we and Northwest, who have had an alliance for a number of years, will receive an invitation to join SkyTeam.'

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A spokesman for SkyTeam confirmed that the possibility of them joining had been discussed by the alliance's governing board.

SkyTeam would then boast four of the world's 10 largest carriers.

'It will be quite a sight,' said Jan Brueckner, a University of Illinois professor of economics who has done studies on the impact of alliances on airlines. He said having three US carriers versus just one in each of the rival 'global' alliances would mean more airlines feeding into each other and reaching deep into the US market for connections onto their international routes.

'You basically get all these new linkages,' said Prof Brueckner. While Northwest and Continental already cooperate with Delta in the United States domestic market, KLM would give SkyTeam another European base in Amsterdam.

'The connectivity of the network would start to look so much more compelling for many European business travellers,' said Nick van den Brul, airlines analyst at BNP Paribas.

'It would make it much more attractive as a partner for a major Asian airline,' he said, referring to a region where SkyTeam's only partner is Korean Air.

With the growth of global air travel slowing and low-fare airlines grabbing market share, alliances offer top carriers a way to fight back. 'The low-cost carriers are slowly developing a foothold at Paris Orly (airport),' UBS analyst Damien Horth wrote recently. 'The continued development of the SkyTeam alliance should protect Air France to a certain degree.'

Alliances allow airlines to offer 'interline' trips, meaning travellers can buy one ticket yet make connections using two or more airlines. 'It helps sell tickets,' said Mr van den Brul.

SkyTeam includes Aeromexico, Italy's Alitalia and CSA Czech Airlines.

RIJNMOND WEATHER

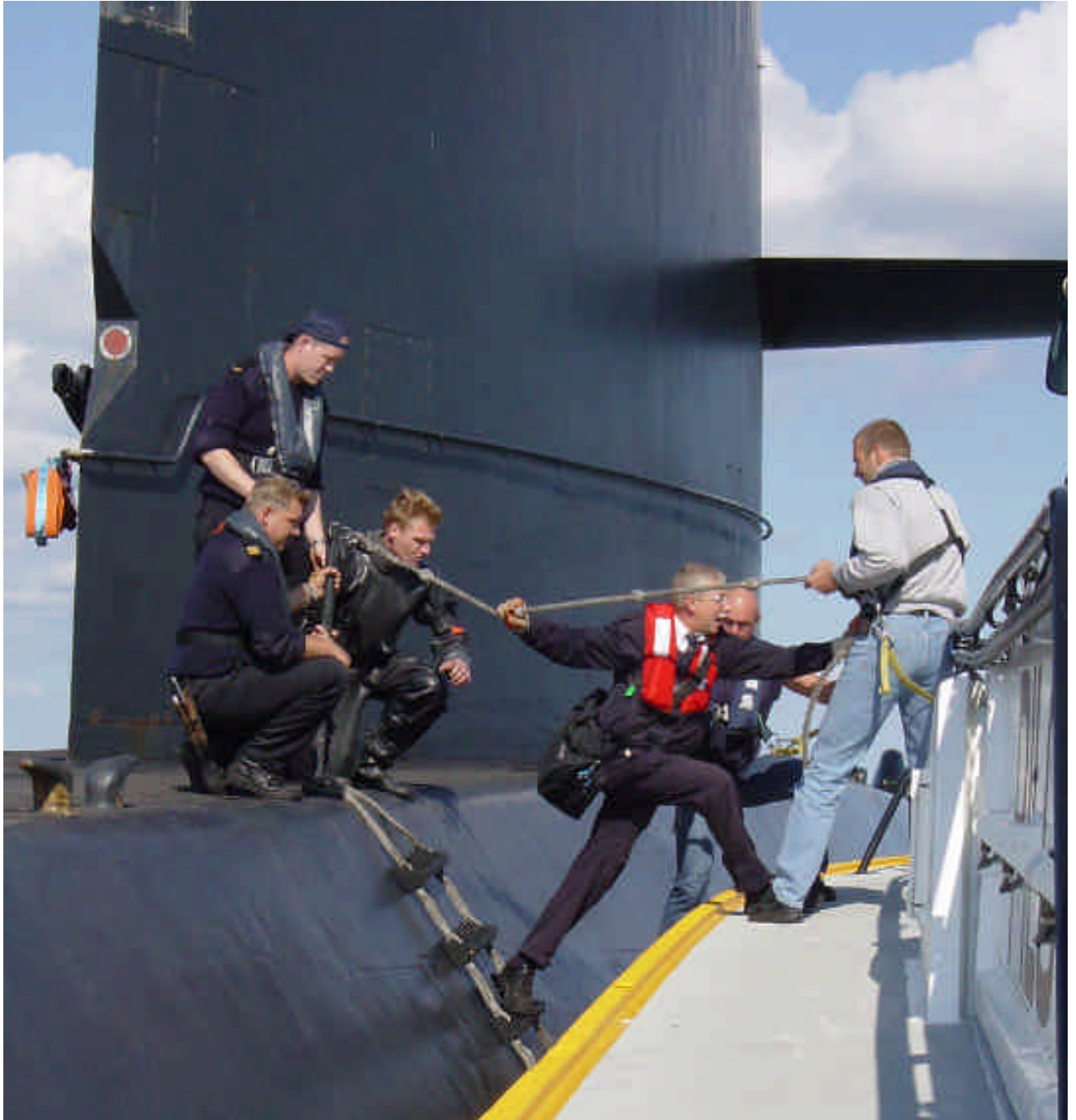
Vooruitzichten van dinsdag t/m vrijdag:

LATER IN DE WEEK DROOG!

Morgen en woensdag half tot zwaar bewolkt en enkele buien. Vanaf donderdag perioden met zon, rustig en droog.

© Ed Aldus 2003	DI-09	WO-10	DO-10	VR-11
Maximumtemperatuur:	18	18	19	20
Minimumtemperatuur:	12	11	11	11
Zonnekans in %:	30	30	50	50
Neerslagkans in %:	50	40	10	20
Windrichting kracht:	NW-3-4	NW-2-3	NO-2-3	NO-2-3

.... PHOTO OF THE DAY



Pilot Piet Veenman disembarks from the Dutch Submarine **BRUINVIS** at Maas pilot station
Photo : Piet Sinke ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com



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ALERT 8 vn Beachy Head nr Catania,
ALEXANDERGRACHT 6 60 zw Savona nr La Pallice,
ANJELIERSGRACHT 8 te Bilbao,
AQUATIQUE 7 te C Bougaroni nr Drogheda,
ARKLOW RALLY 8 57 nw Le Havre nr Leith,
ARKLOW RAMBLER 8 60 w Cherbourg nr Rouen,
ARROW 8 70 zw Plymouth nr Santander,
ARTISGRACHT 8 te Engels Kanaal nr Tanger,
ASSI SCAN LINK 6 53 nno Visby nr Bremen,
BALTIC 9 verw te Antwerpen,
BANJAARD 8 te Sta Cruz De Tenerife,
BOTHNIA 8 te Antwerpen,
CETUS 8 15 z Sri Lanka nr Perz Golf,
CHRISTINA 8 pas Gotland nr Tornio,
CLARISSA 7 pas Damianyannick nr Rotterdam,
COASTALWATER 8 25 nw Milford Haven nr Stanlow,
CORAL OBELIA 8 te Porvoo,
CORAL RIGIDA 8 65 zo Kyushu nr Chiba,
DANIEL 8 t a rede Plymouth,
DANIELLA 8 800 o Somalie nr Montreal,
DELFBORG 7 vn Garrucha nr Brevik Strait,
DEPENDENT 8 t a Steenbank,
DIAMONDE 8 135 w Bristol nr Schiedam,
DIEZEBORG 8 45 w Rotterdam nr Casablanca,
DOGGERSBANK 8 te Vlissingen nr Harlingen,
DONGEBORG 8 vn Livorno nr Voltri,
DUTCH AQUAMARINE 8 te Huelva,
DUTCH EMERALD 8 25 n Cap de la Hague,
DUTCH FAITH 8 t a Huelva,
DUTCH MARINER 7 t a Grangemouth,
DUTCH MATE 8 80 w Medemblik nr Rotterdam,
DUTCH NAVIGATOR 8 te Cartagena,
DUTCH PILOT 8 te Cork,
DUTCH PROGRESS 8 te Thames nr Dagenham,

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DUTCH SUN 8 te Izmit,
EDAMGRACHT 7 90 o Gibraltar nr Langkawi,
EDISONGRACHT 8 te Dampier,
EEMSDIEP 8 t a Vallcarca,
EEMSGRACHT 8 840 no St Maarten nr San Juan,
EGELANTIERSGRACHT 7 200 no Manilla nr Brisbane,
EGMONDGRACHT 8 120 zw Carnarvon nr Ujung Padang,
ELANDSGRACHT 7 te Algiers,
EUROGRACHT 7 te Liverpool,
FAIRLIFT 8 100 o Pt Elizabeth,
FAIRLOAD 7 te Ras Laffan,
FAST SUS 9 te Hull,
FLINTERDUIN 8 300 w Belem nr Vlissingen,
FLINTERHAVEN 8 20 n ANholt,
FLINTERSKY 8 300 wnw Ouessant nr Tilbury,
FLINTERSPIRIT 8 70 nw Lissabon nr Pt Vesme,
GENUA EXPRESS 7 290 zzo Siracusa nr Salerno,
GEOPOTES 6 pas Gibraltar Strait nr Banjul,
GIESSENBORG 8 te Pasajes,
GOOREBORG 6 50 zo Stockholm nr Kemi,
GOTLAND 8 vn Papenburg nr Ladebow,
GRACHTBORG 8 te Elbe nr Oostzee Kanaal,
GRIEND 6 nr Stavanger,
HAPPY RANGER 8 te rede Luanda,
HAPPY RIVER 8 240 zw Seoul nr Masan,
HEEREBRUG 8 te Kherson,
IJSEL TRADER 8 210 z Sjanghai nr Kwangyang,
INGER 8 230 n Stolp nr La Rochelle,
IRINA 8 vn Klaipeda nr Antwerpen,
IVER EXACT 7 75 w Cuba nr Pt Arthur,
IVER EXAMPLE 7 270 zw Santa Domingo nr Puerto Jose,
IVER EXCEL 7 te Acapulco,
IVER EXPERIENCE 6 15 w Pt Spain,
IVER EXPERT 6 t a Balboa Panama,
JACO TRADER 8 pas Gotland nr Belfast,
JACOBUS BROERE 7 60 wnw Hoek van Holland,
JO CALLUNA 7 80 nw Brest nr Aspropyrgos,
JO SPRUCE 7 te Cristobal,
JO SYPRESS 7 1 wzw Ierland nr Le Havre,
JUMBO SPIRIT 7 60 Noordoost vn Middle Caicos nr Brownsville,
KASTEELBORG-3 8 te Duluth,
KEIZERSBORG 8 240 zw Lissabon nr Monfalcone,
KLIPPER STREAM 7 700 zo Bermuda nr Setubal,
KONINGSBORG 8 100 z Cork nr Auginish,
KWINTEBANK 8 zw Brest nr Aberdeen,
LADON 6 120 n Friesland nr Rotterdam,
LELIEGRACHT 6 420 w Lissabon nr Alexandrie,
LUMARE 8 te Wicklow,
LUZON STRAIT 6 vn Kaapstad nr Sheerness,
MAGDALENA GREEN 8 325 w Halifax nr Grundartangi,
MAINEBORG 8 110 ozo Washington nr Savannah,
MAKIRI GREEN 8 te Gijon,
MARGARETHA GREEN 8 te Mobile,

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MARIA GREEN 8 te rede Paranagua,
MARINUS GREEN 8 te Newport,
MARION GREEN 8 40 ozo Dondra Head nr Shanghai,
MARLENE GREEN 6 100 z Kreta nr Tuticorin,
MARNEBORG 8 160 wnw Ile De nr Bilbao,
MERWEBORG 6 pas Bornholm nr Mantyluoto,
MIGHTY SERVANT-3 7 120 zo Grand Caymaneiland,
MISSOURIBORG 8 90 w Kithira nr Ambarli,
MOEZELBORG 8 65 w Esbjerg nr Philadelphia,
MORRABORG 8 vn Reykjavik nr Kotka,
NEDLL ASIA 8 te Pt Klang,
NEDLL EUROPA 8 300 zo Suez nr Jeddah,
NEDLL HONSHU 7 60 z Socotra nr Singapore,
NEDLL OCEANIA 7 200 zw Brest,
NES. 8 60 nw La Coruna nr Gunness,
NORA 8 30 w Noordkaap nr Amsterdam,
NORDLAND 7 te Emden,
NORMED BREMEN 7 te Biskaje nr Izmir,
NORMED IZMIR 8 vn Eregli nr Istanbul,
NORMED ROTTERDAM 6 pas Gibraltar nr Moerdijk,
NORTHERN EXPLORER 8 400 ozo Okinawa nr Tokyo,
OLGA 9 verw te Tornio,
P&O NEDLL HOUSTON 7 140 z Rio de Janeiro,
P&O NEDLL KOWLOON 7 240 z Jeddah nr Suez,
P&O NEDLL MERCATOR 8 820 w Cochin,
P&O NEDLL STUYVESANT 6 950 wzw San Fransisco nr Kao Hsiung,
PACIFIC 7 145 zw Lima nr Valparaiso,
PALMGRACHT 7 120 no Bonaire nr Matanzas,
PARKGRACHT 8 te Melbourne,
PIJLGRACHT 8 te Istanbul,
POLAND 7 te Gdynia,
PRINS JOHAN WILLEM FRISO 7 te Terneuzen,
PRINSENBORG 8 25 zw Nisos Kerkira nr Bandirma,
PROJECT EUROPA 6 vn Milwaukee nr Montreal,
RETRIEVER 7 240 ozo Bermuda,
RHONEBORG 7 220 o Shanghai nr Keelung,
SCHELDEDIJK 8 vn Bremerhaven nr Hamburg,
SCHELDEGRACHT 8 12 zw Santo Domingo nr Puerto Limon,
SCHUITENDIEP 7 pas Hallstavik nr Kotka,
SINGELGRACHT 8 te Rauma,
SIROCCO 8 pas Sicilie nr Harwich,
SLOTTERGRACHT 8 35 n Guernsey nr Baltimore,
SLUISGRACHT 6 pas Finisterre nr Rauma,
SMARAGD 8 te Tofte,
SPAARNEDIEP 6 pas Nordvalen nr Kotka,
SPIEGELGRACHT 6 180 zo Boston nr Baie Comeau,
SPRING PANDA 8 te Camden,
SPUIGRACHT 7 te Rostock,
SWING 8 pas Dover nr Bordeaux,
TANJA 8 te Hamburg,
TORNE 8 pas Skagen nr Lubeck,
TRINITAS 8 20 z Almeria nr Randers,
UAL AFRICA 8 te Vera Cruz,

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UAL TEXAS 8 vn Itaqi nr New Orleans,
VAASABORG 6 240 o zo Newfoundland nr Pt Alfred,
VANCOUVERBORG 8 70 o Saint John nr Montreal,
VARNEBANK 8 20 no Bornholm nr Vigo,
VEDETTE 8 te La Coruna,
VICTORIABORG 7 te Mantyluoto,
VIRGINIABORG 8 te Marseille,
VISCOUNT 8 te Hull,
VISSERSBANK 8 te Stettin,
VLIEDIEP 8 25 z Almeria nr Funchal,
VLISTBORG 8 15 zo Oland nr Tornio,
VOORNEBORG 8 8 7 nw Visby nr Bollsta,
WAAL TRADER 8 nr Busan,
WESTERSCHELDEBORG 8 te Kaliningrad,
WISAFORST 8 te Pietarsaari,
ZEUS 8 60 o Stockholm nr Bremen.