

## DAILY SHIPPING NEWSLETTER 2003 – 154



Number 154 \*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\*\*Wednesday 10-09-2003

THIS NEWSLETTER IS BROUGHT TO YOU BY :



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The **PETROBRAS 43** which is enroute from Singapore to Rio de Janeiro under tow of the tugs **SMITWIJS LONDON** and the Chinese tug **DE DA**.

Photo : Henk Doornheim ©

## EVENTS, INCIDENTS & OPERATIONS

### België vraagt hulp bij opruimen olie Tricolor

DEN HAAG/ZEEBRUGGE (ANP) - België heeft Nederland om hulp gevraagd bij het opruimen van de olie die zaterdag, zondag en maandag uit het wrak van het Noorse vrachtschip Tricolor in Het Kanaal is gestroomd. Een woordvoester van het ministerie van Verkeer en Waterstaat heeft dat dinsdag gezegd.

Het gaat om eerder uit de tanks gelekte olie, die zich over het schip heeft verspreid. De olie is vrijgekomen tijdens de bergingswerkzaamheden en vormt een spoor van 3,5 bij 40 km. Maandag bevond de vlek zich op 26 mijl ten west-noordwesten van de Belgische kust, aldus de woordvoester. De Nederlandse oliebestrijdingsschepen Arca, Frans Naerenhout en Rotterdam waren al in het gebied aan het werk. België heeft Nederland en Frankrijk nu officieel gevraagd vaartuigen in te zetten. Het heeft Groot-Brittannië verzocht vanuit de lucht te helpen. België heeft zelf de oliebestrijdingsschepen Valcke en Ter Streep aan het werk gezet.

Ook de Combinatie Berging Tricolor (CBT) is bezig met het opruimen van de olie. De bergers hebben constant de Union Beaver in de buurt, die meteen ingrijpt als er lekkage wordt geconstateerd. De bergers zijn de afgelopen dagen bezig geweest met het afzagen van het vijfde stuk van het 190 meter lange schip. Het karwei was maandagavond laat klaar, aldus woordvoerder L. Walder van Smit, dat de bergingsoperatie leidt. Het gaat om de boeg. Het stuk wordt op een ponton gehesen en naar Zeebrugge gesleept om te worden verwerkt. CBT moet nu nog drie keer zagen om het restant van het schip in zeven stukken te krijgen. Volgens Walder bestaat het resterende deel van het schip voornamelijk uit schroot.

### Sealand: Final countdown?

Cape Town - The next bid to refloat the grounded [Sealand Express](#) will take place at high tide this Friday afternoon, the joint operations committee overseeing the salvage said on Tuesday.

The container ship, which was stranded off Table Bay's Sunset Beach last month, has resisted several attempts to get her off. The committee said forecast conditions for Friday, including a spring tide, were "deemed to optimise the casualty's chances of being refloated".

The dredger [HAM 316](#) would stop work on Thursday evening so a tug could be connected to hold the [Sealand Express](#) in place as the seawater used to ballast her was pumped out overnight.

### Gotland bribery case underway

PROCEEDINGS have begun in Sweden in the case of the technical director of shipowner Rederi AB Gotland and a surveyor of the same company who are alleged to have taken bribes from two former employees of Rolls-Royce. Media reports say the case, being heard in the Gotland regional court in the town of Visby, could last for several days. The director, Bo Pettersson, and his colleague Mikael Andersson are accused of taking almost \$243,000 in connection with a contract to supply propulsion machinery for two ro-pax ferries under construction in China. A police officer investigating the case said on Friday that several other major companies in addition to Rolls-Royce and Wärtsilä Corp, whose names have arisen in the case so far, would come up as the investigation proceeds further.

### Ghost fleet deal under spotlight

A TEXAS congressman has asked the investigative arm of the US Congress to audit the controversial transaction between the Maritime Administration (MarAd) and Able UK, which was recently contracted to demolish 13 ageing US ships in the UK. The request comes amidst an uproar about the deal from

lawmakers and shipyard supporters, who say the work should have been awarded to a US company. MarAd should "let all of us know exactly how much money was wasted in this bad decision," said Democrat representative Solomon Ortiz of Texas in a letter to the General Accounting Office (GAO). "We are paying people in another country to do [the job] while our industry in the US is deeply hurting." Ortiz also wants the GAO to conduct a general review of MarAd's shipbreaking programme, which is conducted jointly with the US Navy. Ortiz's letter was reported today by the Baltimore Sun. The Sun said the recent bankruptcy of Baltimore Marine Industries shipyard was partly linked to a slowdown in government work. BMI was one of four US companies that participated in a five-year pilot programme on scrapping old ships. Ortiz is a senior member of the House Armed Services Committee.

### Customs breaks Alang tax racket

INDIAN Customs has clamped down on a massive tax evasion scam run by vessel cash buyers in Alang who operate through their dummy companies registered in tax havens such as Malta and Liberia. "All the big cash buyers – over a dozen of them – operate through dummy companies, and carry out under-invoicing. While the government loses tax income, there are concerns regarding maritime lien," an official from Gujarat Maritime Board said. Customs officials have issued written warnings to major cash buyers, who are believed to have under-invoiced deals by \$20-30 per ldt when the rates touched peaks of \$270 per ldt about two weeks ago. Now the rates have fallen to \$220-230, and some cash buyers are stuck with vessels. India levies 15% customs duty on all imported vessels. "Some genuine ship-breakers have found it difficult to operate after some unscrupulous parties who have taken over at Alang," said one breaker. The Customs has now made it mandatory for all breakers and cash buyers to produce an additional document of original purchase contract from first seller.

### Tasman salvors fear tanker arrest



RUMOURS that six cargo underwriters are about to seek the arrest of the tankers Tasman Spirit and Endeavor II through a local court in Karachi appear to have discouraged the signing of salvage contracts for the wreck of the former vessel. Fairplay has been unable to confirm the speculation, but it is known that four international salvors – including one based in Dubai – are interested in the project. Observers believe the complex operation will take at least three months to accomplish. Salvor Tsavliris says the stern section has been stabilised. Meanwhile the government of Pakistan's Sindh province is looking to hire experts from the UN Environment Programme and the country's Atomic Energy Commission to control oil spill damage. The move has

been prompted by criticism from a high level co-ordination committee of Tsavliris' performance, and of efforts to clean beaches. Last week the committee said it was disappointed there had not been enough booms, skimmers and oil dispersant sprays to avert the disaster. The Atomic Energy Commission will attempt to control the damage through methods that include growing bacteria that eat hydrocarbons.

## **CASUALTY REPORTING**

### **Choppers, ships join ferry search**

MORE helicopters and ships were deployed today to search for at least four people still missing after an Indonesian ferry sank off Bali island with the death of five people, an official said.

Ketut Sujana, a rescue co-ordinator at Padang Bai harbour in east Bali, said no new bodies had been found as of mid-morning. "The death toll remains at five and the number of people rescued at 135."

He said three more boats and another helicopter have joined the search, making a total of eight boats and two helicopters. The **Wimala Dharma** vehicle and passenger ferry sank in rough seas about 3.30am yesterday some seven nautical miles off Padang Bai on its way to the port of Lembar on Lombok island. Officials said it was hit by a huge wave.

## **SHIPYARD NEWS**

### **IHI Marine wins Japan's first 8,000 teu orders from K Line**

A JAPANESE shipyard has won the country's first order for 8,000 teu tonnage, with K Line choosing IHI Marine United rather than a Korean builder.

K Line, the smallest of the three Japanese shipping groups, has beaten its two arch rivals with an order for four 8,120 teu ships to be delivered between mid-2006 and early 2007. Alliance partner Yang Ming also said yesterday that it was ordering a quartet of 8,000 teu vessels but did not reveal the shipyard.

The two lines ended several weeks of speculation by confirming the investment. K Line has also signed a separate order for another five ships of 5,500 teu capacity to be built by Hyundai Heavy Industries of Korea.

These latest orders for ships with a nominal capacity of more than 8,000 teu brings the orderbook for this size ship to 63, according to Clarksons figures. Some other brokers put the number even higher.

Ships in excess of 8,000 teu capacity now account for 28% of the total containership orderbook, Drewry Shipping estimates. Yang Ming said yesterday that its four ships on order would be delivered late 2006 and early 2007 and be deployed alongside K Line's newbuildings.

The largest ships now in the K Line fleet are 5,500 teu, and the line has always insisted until now that it was not interested in operating anything larger.

But as its partner lines Cosco and Hanjin Shipping already have ships of around 8,000 teu in the pipeline through long-term charter commitments with German owners, K Line and Yang Ming had little choice but to follow suit, industry analysts said.

K Line mulled building in Korea before deciding on Japan, which was considered preferable for a number of reasons, including payment terms, the company revealed.

P&O Nedlloyd, which has a series of 7,500 teu ships on order at IHI Marine, said recently that Japanese shipbuilders were now price competitive with Korean yards.

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The K Line ships, earmarked for the Asia-Europe trades, will be 336 m in length, 45.8 m wide, and have a service speed of 24.5 knots. Yang Ming's will be 335 m long with a speed of 25.6 knots.

K Line's additional five 5,500 teu ships ordered yesterday will bring the line's fleet of that size ships to 18. They are operated in both the Asia-Europe and transpacific trades.

The Japanese carrier also recently ordered a series of eight 4,000 teu vessels.

This fleet expansion has put K Line back up alongside NYK and MOL in container shipping capacity.

NYK, ranked 9th in the world with box fleet of 204,000 teu, operates ships of 6,200 teu but has not yet decided to go for the next size up, even though its Grand Alliance partners have all made the move.

The largest ships in MOL's container fleet are 6,400 teu, with the line now ranked 13th in the world and its New World Alliance partners apparently unconvinced about the case for 8,000 teu tonnage.

K Line, the smallest of the Japanese container lines until recently, now operates the world's 11th biggest boxship fleet of 189,000 teu, according to ci-online.

The rush to order large post-panamaxs is not just being driven by demand considerations but by the need to secure newbuilding berths at a time when the tanker fleet also needs to be renewed, Drewry analyst John Fossey said yesterday. Furthermore, newbuilding prices are starting to harden, and lines are anxious not to be squeezed out of a rising market.

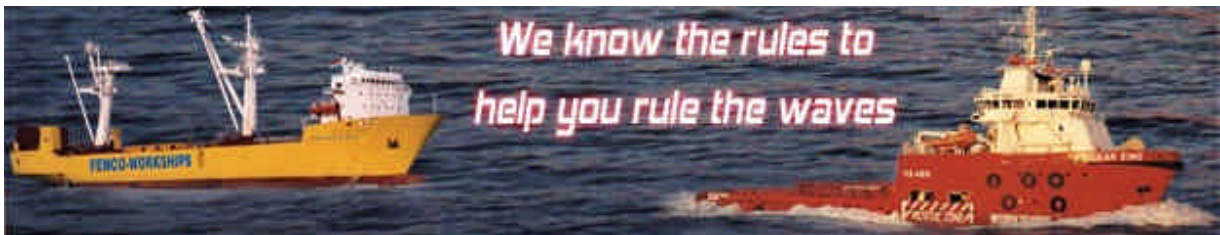
Only two ships now in service have a declared capacity in excess of 8,000 teu, the **OOCL Shenzhen** and the **OOCL Long Beach**, although the Seasearcher data base puts the latest Maersk Sealand ships, including the just-delivered **Arnold Maersk**, at 10,150 teu.

The Danish line has never revealed the true size of its post-panamax ships and so they are not included in Clarksons figures.

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## Shenzhen to double box capacity

THE municipal government of Shenzhen in China's booming southern region has earmarked CNY15Bn (\$1.8Bn) for construction of a new container terminal, which would double Shenzhen's current annual capacity of 7.6M TEU by 2020. Situated in the west of Shenzhen, the Dazhan Wan site is the only remaining location suitable for constructing deep water berths. The first phase of the project, due to be completed by the end of 2009, will include building five berths, three of which will be able to take in 8,000 TEU ships. Total annual capacity after the first phase would be 2M TEU. At present, Shenzhen's port facilities comprise terminals at Yantian, Shekou and Chiwan. China's Ministry of Communications has emphasised that the role of both Shenzhen and Guangzhou ports in the southern Guangdong province would be to complement Hong Kong's status as a container transshipment hub. Hong Kong's Modern Terminals will be investing in developing the new port area, but its equity share in the joint-venture with the Shenzhen government's Dachanwan Port Investment has yet to be determined.

## HH-Ferries buys ferry

Danish Difko has sold its last Superflex ferry, "**Gitte 3**" which has been laid up in Nakskov for several years. The buyer is the Helsingborg-Elsinore operator HH-Ferries. The price is about DKK one million (EUR 130,000), according to Søfart. "**Gitte 3**" was built in Sunderland in 1989. She will be modernised and refurbished before next season.

## Maersk Sealand to bid for Fos

MAERSK Sealand is expected to respond to the rapid growth of its activity at the Mediterranean port of Marseilles by bidding to run a 700m-long box terminal. The facility is part of the ambitious Fos 2XL project. The carrier's container throughput at Fos is expected to hit 100,000 TEU next year from 30,000 in 2003 as the result of its strategy to direct more cargo arriving from the Far East and cargo going to North Africa to use the terminal. Maersk Sealand recently launched a full container service from Marseilles/Fos to Asia using eight 4,000-TEU ships, while services to the West Indies and West Africa also operate from the port with vessels of 1,300-1,700 TEU. The first phase of Fos 2XL has already been awarded to CMA CGM and P&O Ports, and a successful bid from the Danish giant – with bidding conducted by its terminal operating division and the French stevedore Seayard – will complete the project. Fos 2XL aims to double the number of boxes handled by Marseilles/Fos, which handled 813,000 TEU in 2002.

## Wilhelmsen upbeat on growth

NORWEGIAN car carrier giant Wilh Wilhelmsen yesterday ordered a third \$50m vessel and expanded its potential orderbook with Japan's Mitsubishi Heavy Industries by \$150m.

The Lysaker-based shipowner converted an option for a third newbuild to a firm order and announced another three options at Japan's leading heavy machinery facility. In a statement to the Oslo Stock Exchange, the group said each order was worth almost \$50m, which brings its potential six-vessel building programme with the Japanese yard to \$300m. Wilh Wilhelmsen's decision to exercise the option agreed in June follows the doubling of its second quarter net profits compared with the same period last year.

In June, the Norwegian company posted a net profit from its liner and car carrier division of \$22.3m in the second quarter compared with \$13.5m a year earlier. The fleet expansion also follows the loss of the **Tricolor** in the English Channel last year and the sale in December of container/ro-ro carriers to Wallenius. The three 6,400-car newbuilds will be delivered next October and in January and July 2005. Oslo-listed stock was up 0.65% or Nkr1 just before close yesterday to Nkr155 (\$21).

## Grimaldi-Naples Launches RoRo Grande Amburgo

The launching ceremony for the Grimaldi-Naples new RoRo occurred on September 6 at Fincantieri with Iliana Grimaldia, the wife of Emanuel Grimaldi the managing director of Grimaldi-Naples Group, serving as the vessel's Godmother.



Top : The **GRANDE EUROPA** at the Westerscheldt river – photo : Willem Kruit ©

**Grande Amburgo** is the fifth of a series consisting of **Grande Europa**, **Gran Bretagna**, **Grande Mediterraneo** and **Grande Francia** all of which were built at Fincantieri's yard at Castellammare di Stabia.



Top : The **GRANDE ATLANTICO** at the Westerscheldt river – photo : Willem Kruit ©

In little more than five years and in addition to **Grande Amburgo**, Grimaldi-Naples Group has ordered 12 ships from Fincantieri. These are **Grande Nigeria** and **Grande Buenos Aires** from the Ancona yard and **Grande America**, **Grande Africa**, **Grande Atlantico**, **Grande Argentina**, **Grande Brasile** and **Grande San Paolo** from the Palermo yard.

As an ultra large vessel of 56,000 tons, **Grande Amburgo** measures 702 ft. (214 m) with a beam of 105 ft. (32 m). 25,000 hp gives it a service speed of 19 knots.

The size of **Grande Amburgo** enables it to carry 2,500 cars as well as 2,500 lane m for heavy vehicles and 850 containers of 20 ft. all below deck. This capacity combined with two mobile decks, which can be adjusted for height depending on the type of load reflects the special research carried out by Grimaldi-Naples for all the ships they build resulting in open uninterrupted deck areas which reduce handling damage to a minimum.

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Flexability in cargo type, frequency and regularity of departures, number of port called upon although essential were not considered by Grimaldi-Naples top management to be sufficient. Accordingly staff training courses are held to improve handling operations and these have produced results much appreciated by customers especially car manufacturers and their dealers which use Grimaldi-Naples ships to carry their product the length and breadth of the world.

An additional RoRo awaits; **Grande Buenos Aires** will be delivered by December 2003 from Fincantieri's Ancona yard.

## NAVY NEWS



A Mexican Federal policeman watches a navy warship patrolling the shore off Cancun, September 9, 2003 ahead of the World trade Organization ministerial meeting. Security in Cancun is very tight one day ahead of the start of formal trade meetings



The **L12 – HMS OCEAN** departed from Rotterdam – photo : Dirk Kleijn ©

### Submarine collision report criticises captain and crew

AN ILL-trained submarine crew, a master absent from the conning tower, and the distracting presence on-board of a squadron commodore all contributed to last November's near-disastrous collision between a US nuclear-powered submarine and a liquefied natural gas tanker near the Strait of Gibraltar, writes John McLaughlin in New York.

Both vessels sustained damage, and the US Navy has agreed to pay for repairs to the tanker . A newly-released US Navy report on the incident, in which the **USS Oklahoma City** struck the 50,992 dwt Leif Høegh tanker **Norman Lady** as it rose to periscope depth in one of the world's most crowded



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waterways, identifies a string of executive and operating failures stretching up the chain of command.

Coming less than two years after the USS Greeneville sank a Japanese fishing vessel during an emergency surfacing manoeuvre, killing nine, the collision raised serious questions about procedures and discipline aboard US Navy submarines. However, the report judges that the incident stemmed from failures specific to the Oklahoma City, rather than any system-wide deficiency. The report describes the watchstanders on duty at the time as inadequately trained, their "specific knowledge deficiencies exacerbated by the watch team's lack of practice and familiarity with the unique characteristics of surface contacts in a busy narrow strait".

It describes the officer of the deck as experienced and well-trusted but over-confident, finding that he "should have recognised the high-contact density and his inability to effectively track the entire surface picture" as the submarine surfaced. He also failed to question inaccurate reports from the watch team, leading him to guide the submarine unnecessarily into more heavily trafficked waters. But it reserves its most severe criticism for the submarine's commanding officer, who it charges performed negligently in failing to prepare his crew effectively for what was a complicated manoeuvre. The report also charges that he failed to provide personal back-up to the officer of the deck in the run-up to the collision and, more broadly, that he failed to create a "questioning" environment on-board in which his watch team felt comfortable seeking assistance.

## MOVEMENTS

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The Salvage vessel **ONRUST** seen here with the funnel painted in the **URS** colours.

**Photo : Wim Kosten ©**

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The **ONRUST** was built at the de Haas shipyard in Maassluis under yard number 154 during 1955 as **VEERDIENST 13**, during 1989 she was renamed **ONRUST**, the vessel has a length of 39 meter and a width of 9,5 meter, the vessel measures a DWT of 23 ton



The **ESVAGT OBSERVER** during the rigmove of the **ENSCO 70** – photo : Capt Hans Bosch ©

The **ESVAGT OBSERVER** is built during 1999 at the Baltia shipyard in Klaipeda under yard number 700, the 56 meter long vessel is powered by 2 MAK diesels for a maximum speed of 13.6 knots, she measures a DWT of 1863 tons.



The **SEAFOX 4** arrived last week in tow of the **ESVAGT GAMMA** and a URAG tug in Ijmuiden  
Photo : Ko Rusman ©

The **ESVAGT GAMMA** is built as the **POSEIDON** in 1985 at the Tito shipyard in Serbia & Montenegro under yard number NB 445, the same year she was renamed in **SMIT LLOYD 92** under which name she sailed until 1998 when she was sold to Esvagt and renamed **ESVAGT GAMMA**

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The 64 meter long and 13.8 meter width vessel is powered by 2 Sulzer diesels with a total output of 9000 hp for a max. speed of 14.9 knots.



The **MOL ELBE** moored at Felixstowe – Photo : David Hazell ©

The **MOL ELBE** is built in 1990 and measures 59045 DWT, she was built under the name **ELBE** under yard number 2993 at Ishikawajima in Kure (Japan) ,in 2001 she received the name **MOL ELBE**, the vessel is 292 meter long and 32.2 meter width and is powered by 1 Sulzer diesel of 46.800 hp for a maximum speed of 22.5 knots, the capacity is 3613 TEU and



The **MSC BELEM** arrived in Santos (Brazil) – photo : Marcello Lopez ©

The **MSC BELEM** is built in 1995 under the name **TRADE HARVEST** at the Hyundai yard in Ulsan under number 871, in 2002 she was renamed **MSC BELEM**, the 2227 TEU vessel has a length of 196 meter and is powered by 1 B&W diesel of 26730 hp



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The **WD MEDWAY II** comes to the river on an annual basis and works for a couple of weeks. She is seen here downriver of the Erskine Bridge on the river Clyde.

Photo : Tommy Bryceland, Scotland ©



The VOPAK tanker **DUTCH MATE** inward bound at Maas Pilot station

Photo : Piet Sinke ©

The **DUTCH MATE** is built at the Verolme yard in Heusden under number 1016, the 6259 DWT vessel has a length of 118 meter and a width of 17 meter, the vessel is powered by 1 Wartsila diesel of 4588 hp for a speed of 15 knots

## AIRCRAFT / AIRPORT NEWS

## Frankrijk overweegt verkoop belang Air France aan KLM

PARIJS (ANP/AFP) - De Franse regering overweegt een deel van haar belang in de luchtvaart maatschappij Air France aan KLM te verkopen. Dat heeft de Franse onderminister van Transport, Dominique Bussereau, dinsdag aangegeven.

Volgens de bewindsman is het ook mogelijk dat de regering aandelen op de markt brengt. Voor het einde van dit jaar valt hierover een beslissing, aldus Bussereau. KLM praat met Air France over een eventuele samenwerking. De Nederlanders stellen als eis dat de Fransen op korte termijn privatiseren. De Franse overheid heeft nu nog een belang van 54 procent in de luchtvaartmaatschappij, maar wil dit terugbrengen naar 20 procent.

KLM heeft lange tijd met British Airways (BA) gesproken over een alliantie. Deze gesprekken zijn echter onlangs opgeschort, omdat beide partijen „weten wat ze aan elkaar hebben". Toch houdt KLM nog steeds de deur naar BA open. Bussereau zou niet vreemd opkijken als KLM samenwerking met Air France aangaat. „De keus is geheel aan de maatschappij zelf. Maar de Staat moet wel als grootaandeelhouder deze keuze goedkeuren." Daar voegde Bussereau wel aan toe dat KLM, ondanks de moeilijkheden bij het bedrijf, nog steeds een van de grote namen in de luchtvaartsector is. Volgens de onderminister heeft KLM met Schiphol een prima thuisbasis met goede verbindingen met de

luchthaven Charles de Gaulle bij Parijs, de thuisbasis van Air France. KLM wilde dinsdag niet op de uitlatingen van Bussereau reageren.



A **Eurofighter** jet will be on display at the Defence Systems/Equipment International (DSEi) show at the Royal Docks in east London

## RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

### LICHT WISSELVALLIG!

Af en toe zon en voorlopig nog kans op een bui. Op zaterdag volgt een weersverbetering maar of dit de aanzet is tot een nazomerse periode is nog lang niet zeker.

© Ed Aldus 2003	WO-10	DO-11	VR-12	ZA-12
Maximumtemperatuur:	17	18	18	20
Minimumtemperatuur:	10	11	12	12
Zonnekans in %:	30	30	40	50
Neerslagkans in %:	80	30	30	10
Windrichting kracht:	ZW-2-4	NW-2-4	NW-3-5	Z-2-3



## .... PHOTO OF THE DAY ....



The Dutch LPD **L 800 Hr Ms ROTTERDAM** seen here at Maas pilot station outward bound

Photo : Piet Sinke ©

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