

DAILY SHIPPING NEWSLETTER 2003 – 158



Number 158 ****DAILY SHIPPING NEWSLETTER**** Sunday 14-09-2003

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EVENTS, INCIDENTS & OPERATIONS

Sealand Express makes a move

Cape Town - A trio of tug boats managed to tow the stranded Sealand Express 250m out to sea in the early hours of Saturday morning, spokesperson for the salvors Clare Gomes said.



"Unfortunately she then hit an area of shallow sand," she said. The bow of the vessel had, however, moved further to port so she was now facing virtually straight out to sea.

The dredger **HAM 316** would move back in to remove more sand and another bid to shift the ship would be made on Saturday afternoon.

High tide is just before 17:00. The

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American registered [Sealand Express](#), a container vessel, grounded off Sunset Beach in Table Bay on August 19 after dragging her anchor in a storm

Sealand Express free at last

The [Sealand Express](#), which ran aground in Table Bay during a storm last month, is free at last.

Two salvage tugs pulled her off a sandy bottom shortly after 3pm on Saturday afternoon, to the joy of watchers on shore. "We jumped up and down," said Clare Gomes, spokeswoman for salvors Smit Marine. "We're thrilled its the first time I've shed a tear for a ship."



The [SEALAND EXPRESS](#) re-floated and enroute to Robben Island – [Photo : Aad Noorland ©](#)

All previous bids failed

Several previous bids to refloat the 33 000 ton vessel had failed, and authorities had at one stage considered building a cause-way through the surf to take off her cargo of containers.

The American registered [Sealand Express](#), a container vessel, grounded off Sunset Beach in Table Bay on August 19 after dragging her anchor in a storm.

Gomes said on Saturday the dredger HAM 316 worked throughout Saturday to clear a channel for the ship after she moved some 250 metres on a high tide at 4am.

As the afternoon high tide approached two tugs, the Pacific Worker and the Pacific Brigand, were connected to her waiting for a third, the John Ross, to secure a tow.

The pair applied 40% power and the ship moved.

Waved goodbye

"At 3.20pm we waved her goodbye and off she went," Gomes said. The tugs would take the Sealand Express one nautical mile west of Robben Island where she would be fully inspected.

There she would be ballasted again to keep her steady and the two lines reconfigured preparatory to entering Cape Town harbour, probably in the next 24 hours. Western Cape environment MEC Johan Gelderblom congratulated everyone involved in ferrying the vessel.

"What could have been a difficult situation has been averted, and my personal thanks to the team from the province, the municipality, and harbour authority who took advantage of the wind and the swell today (Saturday) to get the vessel free," he said.

Ook theater, nachtclub en casino op ss Norway

AMSTERDAM - Het langste passagiersschip ooit gebouwd krijgt een permanente ligplaats in Amsterdam-Noord. De zeereus zal geëxploiteerd worden als hotel, theater, nachtclub en casino.

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De nieuwe eigenaar, **Amsterdam Maritime Resort**, hoopt het stoomschip **Norway** nog dit najaar naar Nederland te halen. Het ligt nu voor onderhoud in Bremerhaven, nadat het in mei tijdens een bezoek aan Miami averij opliep toen een ketel ontplofte. Bij dat ongeval kwamen vier opvarenden om het leven.

Dinershows

Het 316 meter lange schip, dat in 1960 als de **ss France** door mevrouw de Gaulle gedoopt werd, wordt in Amsterdam een maritieme attractie voor onder meer dagjesmensen. Bovendien wordt de **Norway** met 2370 bedden het grootste hotel van ons land.

Het volwaardige theater aan boord zal gebruikt worden voor dinershows en congressen. Daarnaast zijn er diverse restaurants, met in totaal 1500 zitplaatsen, winkels en sportfaciliteiten.

Als ligplaats is een insteekhaven langs de t.t. Vasumweg aan de noordelijke IJ-oever in beeld. Het havenbekken is de enige plek waar het schip zonder overlast afgemeerd kan worden. Voorwaarde is dat het water tot ruim tien meter wordt uitgediept en aan de wal verschillende faciliteiten aangebracht kunnen worden. Tussen de **Norway** en het Centraal Station met een reguliere verbinding komen omdat de bereikbaarheid niet optimaal is. Ook is er nu nog volstrekt onvoldoende parkeerruimte.

Initiatiefnemer Joop Post uit Driehuis verwacht dat de overname van de **Norway** binnenkort wordt afgerond. "Er is een voorovereenkomst gesloten en in september moet de levering in Bremerhaven een feit zijn." Hij heeft zijn plan al twee keer toegelicht bij Stadsdeel Amsterdam-Noord, maar wil er pas over tien dagen mee naar buiten komen.

De nieuwe bestemming van het schip geeft in eerste instantie aan 350 mensen werk. Op termijn zijn 600 personeelsleden nodig. Bij toeleveringsbedrijven en de naburige werf Shipdock zullen door opdrachten veel extra werknemers nodig zijn.

De verslechterde economie ten spijt verwacht ondernemer Joop Post dat in Nederland voldoende belangstelling bestaat voor de mogelijkheden die het schip biedt. Amsterdam Maritime Resort vergelijkt het project met de **ss Queen Mary** die in de havenmond van Los Angeles attracties biedt die in relatie met de zeevaart staan.

Stadsdeel Noord onderzoekt de kansen van het plan. Belangrijk is of de activiteiten op het schip in de omgeving passen.

STATEMENT REGARDING THE DEATH OF A WOMAN ABOARD THE P&O FERRY "AQUITAINE" WHILST ON EXERCISE

On behalf of the MCA, we would like to express our deepest sympathies to the family and friends of Mrs McCabe-Jones.

As a result of this inquest the Coroner has made three recommendations to the MCA.

1. That the lifejackets should be suitable for descent in the sechutes. The MCA has already raised at the International Maritime Organization (IMO) the difficulties of compatibility of some life saving equipment. We will at the earliest opportunity return to IMO regarding the specific problems associated with these chutes / lifejackets, in order to reach international agreement over chute / lifejacket combinations. In the interim all operators of UK ships fitted with these systems are ensuring that the lifejackets are suitable.

2. Sweeper training and equipment levels. The UK manufacturers of this equipment are already upgrading the units currently in use so as to enhance the rescue equipment associated with the chute and make it easily available. They are also including further instructions for rescue personnel (sweepers) in their documentation for use in training. There is already a requirement for all crew

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involved in deployment and use of life saving equipment to be suitably trained. The MCA monitors all of this type of training, and will be looking closely at this particular aspect.

3. More effective gathering of data on accidents in chutes. At the earliest opportunity the MCA will take to IMO recommendations to enable effective collection of data on a world wide basis involving accidents in all types of Marine Evacuation Systems.

PDV tanker fire reveals breaches

VENEZUELAN authorities have revealed that PDV Marina tanker **Morichal** was in breach of international safety standards when one of its boilers caught fire in Lake Maracaibo on 7 September. The surveyor's report by the Maracaibo Port Captaincy was issued on the same day that PDV Marina president Fernando Camejo Arenas announced the restructured company has achieved savings of 60% in the chartering and movement of vessels. Blaming the \$1.5M fire on inadequate water levels in the boiler, the surveyor cited five certificate violations including safety construction, loadline, ship safety management and pollution prevention. The incident in Puerto Miranda sparked a denouncement of "extreme concern" by Venezuela's 13,000-member Merchant Marine Officers' Guild about what it called the deteriorating condition of PDV Marina's 13 nationally flagged and managed tankers. Admiral Camejo Arenas says the parent company's new management, which replaced executives sacked for striking last December, neglected repairs on the 13 ships for three years, and this is still causing problems. Camejo Arenas, who helped Venezuela's president Hugo Chávez survive an April 2002 coup, was Navy commander-general when Chávez appointed him PDV Marina president two months ago.

Maersk to review procedures

MAERSK Sealand told ABC News last night that it was reviewing its security measures after the network smuggled a small shipment of depleted uranium from Jakarta to Los Angeles on board a Maersk vessel. "Any important deviations from normal procedure will be rectified immediately," Maersk said in a statement. John Hyde, a Maersk spokesman, told ABC the line does not inspect containers loaded at sites outside a terminal and "relies on screening by government authorities to validate shipping contents." The depleted uranium was packed in a suitcase and then loaded into a container at a furniture shop and retrieved by Maersk as part of its door-to-door service. Asa Hutchinson, the undersecretary for Border and Transportation Security at the Department of Homeland Security, chided ABC for "trying to carry out a hoax on our inspectors," and said Customs inspectors decided the depleted uranium, which is apparently legal to import, could not be used to make weapons. "We targeted it, we inspected it, we confirmed that it was not a danger to America," Hutchinson said. But the reporter said the shipment was discovered when a truck driver alerted by ABC told inspectors they had missed the cargo in their screening process.

CASUALTY REPORTING

Collapsed Mississippi Gulf Rig Leaves 8 Injured

A Coast Guardsman and a Gulfport Fire Department paramedic aboard a Coast Guard helicopter tend to an injured worker from the jack-up rig Parker 14 J that collapsed off the Mississippi-Louisiana coast yesterday.

The 41 people aboard an offshore drilling rig that collapsed off the Mississippi-Louisiana coast yesterday afternoon have been rescued.

Eight people were injured in the accident and were taken by New Orleans-based Coast Guard helicopters to Gulfport Regional Airport for further transfer by awaiting EMS personnel to Gulfport Memorial Hospital. With the extent of the injuries still unknown, it was reported that a sheen

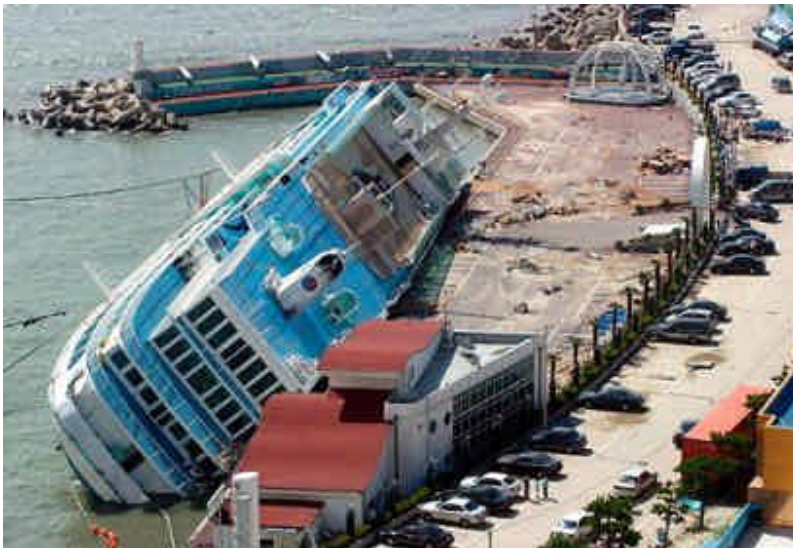
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measuring approximately 200 yards wide and four miles long is now visible at the accident scene, drifting away in a southeasterly direction.

Three commercial vessels rescued the 36 remaining survivors and are transporting them to Venice, La. The supply vessel LCD picked up 27, the crew boat David McCall picked up six, and the crew boat Brazos Express picked up six people.

The rig, Parker 14 J, an 85-ft. (25.9-m) jack-up rig owned by Parker USA Drilling Co., based in New Iberia, La., collapsed at about 3:20 p.m. yesterday in 40 ft. of water in an area known as Chandeleur Block 27. There is reportedly 10,500 gallons of diesel fuel on board the rig, however there have not yet been any reports of pollution.

Coast Guard marine investigators on scene reported that the rig is partially submerged, however the exact cause of the accident remains unknown and will be investigated by the Coast Guard Marine Safety Office New Orleans.



A ferry-shaped hotel is toppled over sideways after Typhoon Maemi hit Busan Port, Busan, south of Seoul, Saturday, Sept. 13, 2003. Gale winds and heavy rain from a powerful typhoon lashed South Korea overnight, killing at least 19 people and forcing thousands of others to seek emergency shelter Saturday, the anti-disaster office said

ZANG ZA SAN CHONG NYON HO (NORTH KOREA)

Bulk **Zang Za San Chong Nyon Ho** (9003 gt, built 1980), Chongjin for China with 11,150 tonnes magnetite in bulk, and chem.tank **Eiho Maru No.35** (493 gt, built 1987), Shimotsu for Ulsan, were in collision in the Tsushima Strait, about 40 km off Okino Shima, at about 0130, Sep 11. Zang Za San Chong Nyon Ho began taking water in the engine-room through small hole in the port side shell plating. The water ingress was brought under control by using the vessel's pump. A towing contract was signed between Nippon Salvage Co Ltd and the vessel's owners, and the vessel left the site at about 0620, Sep 12, in tow of salvage tug Koyo Maru, and safely arrived and anchored at Hesaki Anchorage, Moji, at about 1430 the same day. A diving survey will be carried out at the anchorage and fractured area will be made watertight. **Eiho Maru No.35** sustained minor bow damage and proceeded to its destination. No injuries or oil leakage were reported as a result of the collision

MOBY MAGIC (ITALY)

Genoa, Sep 12 -- Passenger ro/ro **Moby Magic** (13331 gt, built 1976),Leghorn for Olbia, struck a submerged rock/object about three miles from Olbia at about 1930, Sep 11, resulting in a hole in the vessel's hull in way of the engine-room. The vessel developed a list of about nine degrees at about 2300 hrs, due to flooding. The 85 passengers and 80 crew members on board were evacuated by Olbia Port Authority. The vessel was taken in tow by two tugs owned by Rimorchiatori Sardi Spa and taken

to Golfo Aranci pier, where it is presently safely moored. An official inquiry has been commenced by Olbia Port Authority and the Sassari Tempio Pausania Court.

SHIPYARD NEWS

Decision day for Alstom

SENIOR managers of French engineering group Alstom meet EU Competition Commissioner Mario Monti today in an attempt to reach agreement on a salvage plan. Alstom, which controls shipbuilder Chantiers de l'Atlantique, has been engaged in a series of meetings throughout the week with French and EC authorities to sort out how such a plan can be put in place. The French have already implemented a €2.8Bn (\$3.15Bn) plan, which would ultimately involve the French state taking a 31.5% stake in the group, and have responded to EC requests not to go ahead with this plan by saying that approval from Brussels takes several months, and time is no longer on Alstom's side. If Monti orders a complete suspension of state aid, Alstom will slide into bankruptcy. Potential customers have said they are reluctant to place new business with the group until the impasse is resolved, and that short-term measures are not enough. Today's meeting is therefore critical for the future of the group.



Oil tanker **KAPITAN OSTASHEVSKIY**, as seen Friday Sept 12th 2003 at berth Nr 2 of Eleusis shipyard in Greece.

Ship's data: IMO 7921344, built in 1980, 78546 DWT, radio call sign UDTB, Russian flag

Photo : George Grekos ©

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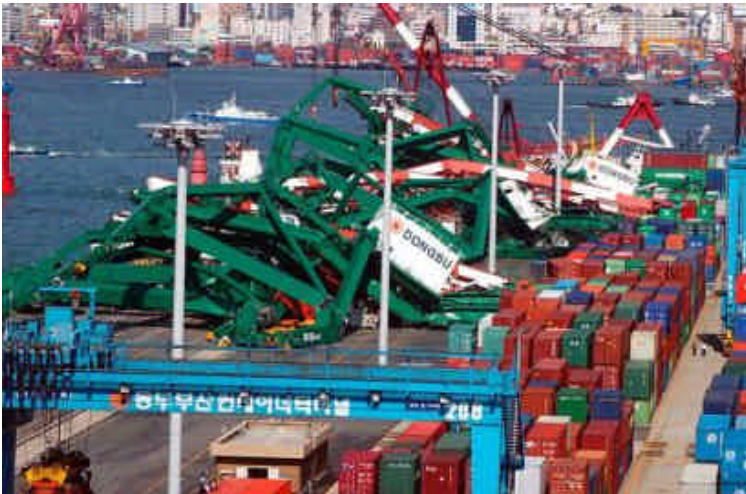
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Great Lakes on the market

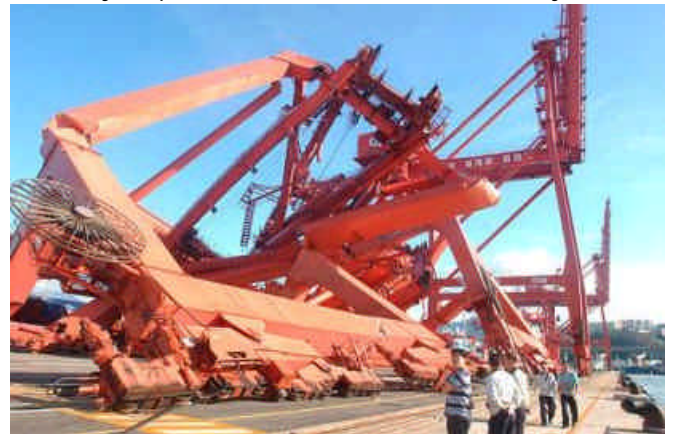
GREAT Lakes Dredge and Dock Company, the largest provider of dredging services in the US, refuses to comment on reports that the 123-year-old company has been put up for sale by Citicorp Venture Capital. CVC owns 84 per cent of the privately-held company's stock via Vectura Holding Company. A spokesman for Doug Mackie, Great Lakes Dredge and Dock president and chief executive officer, said he was out of the office and the company had no comments on a report by a US-based marine finance publication that CVC had hired CSFB to sell the company. US and foreign capital port dredging projects comprise just under half its revenue. The company reported contract revenues of \$362.6M and net income of \$13M for 2002 to the Securities and Exchange Commission. It owns or has under long-term lease, 228 pieces of equipment, including dredges, tugs and cranes.

TYPHOON MAEMI HITS KOREA



rain from a powerful typhoon lashed South Korea overnight, killing at least 19 people and forcing thousands of others to seek emergency shelter Saturday, the anti-disaster office said.

Container cranes collapsed after Typhoon Maemi hit Busan port in Busan, south of Seoul, Saturday, Sept. 13, 2003. Gale winds and heavy



Adsteam rejects cooperative agreement with AMS

ADSTEAM Marine insists that it is not prepared to enter into a cooperative agreement with rival towage operator AMS in Melbourne that some industry interests argue would improve the operational efficiency of the port.

A spokesman for the company was commenting after concerns had been raised about the P&O **Nedlloyd Adelaide** being held-up in Swanson Dock for four-and-a-half hours on Wednesday night awaiting a second tug.

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The second tug was not available because a member of her crew was sick. Pilotage and ships agency interests claim the present situation where vessels have to wait for a second tug from one operator while its rival's tugs may be idle is hindering efficiency.

AMS has stated that it would be prepared to come to a cooperative agreement to sub-contract one of its rival's tugs in such circumstances. However, a spokesman for Adsteam Marine this morning ruled out such a move, arguing that the industry had wanted competition in towage and this was an inevitable result of it.

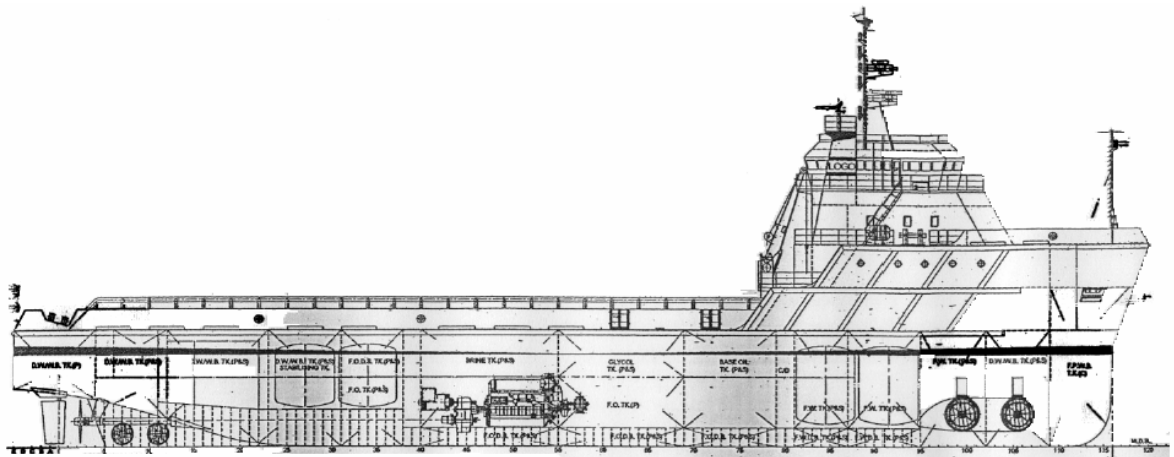
"As far as we are concerned, we have a fleet of tugs in the port, which satisfies the needs of the port," he said. "If another operator comes in who doesn't put that same capital investment into the port, why should we be expected to help them out?"

In this particular instance, engine repairs had been carried out on the ship while she was alongside and the agent had advised that only one tug would be required.

However, the pilot, on being advised of the repairs, insisted that a second tug be called.

P&O Nedlloyd said the vessel sailed within her window and the delay had not severely affected her schedule.

NEW SUPPLIERS FOR VROON



The line drawing of the new suppliers which will be built in China for Vroon in Breskens

Nine ships to be ordered in KOTC modernisation drive

KUWAIT Oil Tanker Company, a subsidiary of the Kuwait Petroleum group, will shortly float a global tender for the construction of nine ships consisting of two very large crude carriers, three product tankers, two liquefied petroleum gas carriers and two bunker barges.

The VLCCs are expected to have tonnage of more than 300,000 dwt, while the product tankers will be of the Long Range 2 type. One of the LPG carriers is expected to be around 40,000 dwt and the other in the 18,000-20,000 dwt range.

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"We have been feeling a need to modernise our fleet and with 2003 having been a profitable year for us we felt it was time we got in some new ships," said Abdullah H Al-Roumi, chairman and managing director of KOTC.

"Again, with the Iraqi market opening up in a big way due to the reconstruction going on there, we see a need for this particular mix of vessels in the foreseeable future."

The company's existing fleet of 25, weighing 3.4m dwt — substantially down from the high mark of 38 vessels of 4.5m dwt in 1992 — includes eight VLCCs, two of them double-hulled in line with the new requirements of the International Maritime Organisation.

"Two of our Japanese-built crude carriers are now more than 20 years old, and have outlived their economic life," said Mr Al-Roumi. "We would like to retire them soon so that the age profile of our fleet comes down."

Yang Ming orders miss 2006 target

YANG Ming Marine Transport has finally put pen to paper and joined the 8,000 teu ship club, writes Sam Chambers in Hong Kong.

The Taiwanese line is thought to be paying in the region of \$78m to Hyundai Heavy Industries for each of four 8,000 teu ships. It appears Yang Ming dithered too long in deciding to go to HHI. Officials at the company had told Lloyd's List in the run-up to the order that the overriding factor would be nailing 2006 deliveries. With yards hanging out "full up" signs everywhere, Yang Ming will be disappointed that only two of the ships will be ready by the end of 2006, with the second pair complete by the end of June, 2007.

Danube blues

SHIPOWNERS in countries along the Danube have suffered heavy losses after the river slumped to low levels in this summer's heat wave, impeding the passage of larger river vessels, writes David Osler .

Bulgaria is thought to have been hit to the tune of E 534,000 (\$616,000) in August alone, according to French news agency AFP. Losses for the May-August period may exceed E 4m. Croatia lost an estimated E 781,000, while Hungarian and Romanian companies have also seen profits hit.

Cabotage plea

JAPAN is seeking to persuade China to ease cabotage rules as it has done for US and European owners, writes Sam Chambers in Hong Kong. The ministry of land, infrastructure and transport is sending the head of its international shipping division, Masaaki Kobashi, to Beijing, at the end of this month to discuss the matter with his Chinese counterpart.

Record for GL

GERMANISCHER Lloyd is enjoying a record year, with new orders for the classification of seagoing ships in the period January to August hitting 5.6m gt, writes David Osler . The additions mean that total orders have now reached around 10m gt, corresponding to 11.3% of the world order book.

BP picks Aker

AKER Kvaerner Offshore has secured a £15m (\$24m) contract from British oil major BP for planning and operations support on subsea wells in the Atlantic Margin, writes Martyn Wingrove .

Bluewater coup

DUTCH contractor Bluewater Energy Services has clinched a contract to supply a conventional buoy mooring system for the Canical marine terminal off Madeira, writes Martyn Wingrove .

The terminal, a joint venture led by Petrogal, will be the main import facility for liquefied petroleum gas and other petroleum products including gasoline, diesel and fuel oil.

MOL joins service

MITSUMI OSK Lines has signed a space charter agreement with Heung-A Ship-ping to offer a new service from Pusan to Haiphong in the north of Vietnam. The service will start on October 3, writes Sam Chambers in Hong Kong . Two 1,000 teu class containerships will be used for this service, which will call at Pusan, Hong Kong and Haiphong with a total transit time of just five days.

Cruise ambition

TOWNSVILLE Port Authority in northeastern Australia is looking for a partner to develop and build an ocean cruise terminal, according to local reports.

The authority has completed a number of vessel manoeuvrability trials and found that the port can accommodate a cruise terminal without interfering with the movement of other vessels.

Behaviour study

NORTHERN Marine — the shipmanagement wing of Stena based in Glasgow — is introducing new safety arrangements on all its managed vessels, writes David Osler .The model being used is known as Behaviour Based Safety Process, or BBS. It works by identifying why people behave in a certain way and what causes this behaviour, using the findings to increase safety measures.

NAVY NEWS

Follow-on Greek success for VT



VT (formerly Vosper Thornycroft) Group has signed a contract with Elefsis Shipbuilding extending its agreement for the construction of 62m Fast Attack Craft for the Hellenic Navy. The contract marks the conversion of two options, which will be worth about £100m to the VT Group. Delivery will take place in 2006 and 2007.

Three Super Vita Class ships are already under construction, with VT providing design, procurement services and other assistance. The first-of-class vessel, HS Roussen, is undergoing trials and the second ship in the class was launched in July.

VT and Elefsis are also in negotiations with the Hellenic Navy for the supply of up to two Corvettes.



Left :

The Belgian Frigate **F 911 WESTDIEP** which is getting a midlife conversion is already a long time in drydock in Antwerp, the propellers and shaft which were laying for a long time on the quayside are laced back again as can be seen at the picture.

Photo : Willem Kruit ©

MOVEMENTS

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The **MSC DYPHNA** seen here in the Zandvliet locks – **Photo : Willem Kruit ©**



Saturday afternoon the second part of the new to built HSL tunnel under the Oude Maas was towed from the building dock in Barendrecht to the installation site in Zwijndrecht

Photo : Piet Sinke ©



The **PELICAN I** departed in tow of the **ALPHONSE LETZER** from Flushing bound for Poland, the transport was assisted by the **MULTRATUG 9**

Photo's : Willem Kruit ©



AIRCRAFT / AIRPORT NEWS

Politie ontruimt deel vliegveld Gatwick

LONDEN (ANP/AFP) - De Britse politie heeft vrijdagavond een deel van de zuidelijke terminal van de Londense luchthaven Gatwick ontruimd. De politie sloeg groot alarm omdat in een park naast de terminal een verlaten verdacht voertuig was aangetroffen, zo meldde de Britse omroep BBC. Experts zijn ter plaatse om eventuele bommen onschadelijk te maken. De politie heeft de A23 naar het vliegveld en spoorlijnen rond Gatwick gesloten. Gatwick heeft geen vluchten geschrapt. Veiligheidsbeambten laten passagiers passeren, die vanaf de zuidelijke terminal moeten vliegen. Een woordvoerder van Gatwick zei dat passagiers nog altijd kunnen inchecken. Wel adviseerde ze reizigers eerder te komen, omdat het inchecken langer kan duren dan anders. Politie-inspecteur John Dunkling wilde voor de BBC niet ingaan op de vraag of naar aanleiding van een tip was besloten de zuidelijke terminal te ontruimen. Hij zei dat de plaats waar het voertuig was neergezet, reden was voor de politie zich zorgen te maken.

RIJMOND WEATHER

Vooruitzichten van zondag t/m woensdag:

HET BLIJFT NAZOMERS!

Morgen en maandag zonnig, daarna naast zon ook bewolking maar het blijft wel droog.
Middagtemperatuur eerst rond 22 graden, vanaf dinsdag iets lager.

© Ed Aldus 2003	ZO-14	MA-15	DI-16	WO-17
Maximumtemperatuur:	22	22	21	20
Minimumtemperatuur:	6	10	11	12
Zonnekans in %:	90	80	50	50
Neerslagkans in %:	0	5	10	10
Windrichting kracht:	ZO-2-3	OZO-2-3	ZW-2-3	ZW-3-4

.... PHOTO OF THE DAY



Sunset over the Oude Maas , The **SMIT FINLAND** pulling on the second part of the HSL tunnel
Photo : Piet Sinke ©

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