

## DAILY SHIPPING NEWSLETTER 2003 – 165



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The sheerlegs **TAKLIFT 1** assisted by the tug **VIKINGBANK** seen here lifting a part of the sunken rig **ROWAN HOUSTON** in the Gulf of Mexico – **photo : Jaap Striegel ©**

## EVENTS, INCIDENTS & OPERATIONS



Another beautiful shot of the [Hurricane ISABEL](#) – photo : [via Arno Post](#) – [Hermod](#)

### Pakistan mulls rejected sheep offer

THE fate of more than 50,000 rejected Australian sheep is still in the balance today as the Pakistani government appears reluctant to accept an offer from Canberra to take the animals for free. The sheep are stranded on the livestock carrier [Cormo Express](#) near Dubai port. Australia's acting High Commissioner yesterday offered to donate thousands of sheep, which had been turned away by Saudi Arabia – and subsequently by the UAE – for quarantine concerns. Pakistan has not yet rejected the offer. Instead, Islamabad said it would take a decision after consulting Saudi Arabia and the UAE, and with the consent of its provincial governments. However, Pakistan has agreed to send a two-member quarantine team for physical inspection of the stranded sheep. The Australian envoy who made the offer to Pakistan's food, agriculture and livestock minister Yar Mohammad Rind at a meeting yesterday, has also offered Australia's co-operation to Pakistan to promote its livestock sector.

### Evergreen won't pull out of Busan despite typhoon loss

**Operations diverted to nearby port after its terminal seriously damaged**

(SEOUL) Evergreen Marine Corp, the world's third-largest shipping firm, will not pull out of South Korea's Busan port despite serious damage caused by last week's typhoon, a company spokesman in Taiwan said yesterday.

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In Typhoon Maemi's wake: 5 of Evergreen's 8 cranes at Busan collapsed but it's not moving its port of call

His comments came after an import official at Evergreen Marine's Seoul office said the Taiwan shipping giant was considering moving its port of call to a Chinese port, after five of its eight cranes at Busan collapsed during Typhoon Maemi.

'Typhoon Maemi, the worst typhoon on record to South Korea, did serious damage to Busan port including Dong Bu Container Terminal (DPCT). The contingency plan made by Evergreen Marine Corp is to divert operations from DPCT to the Busan East Container Terminal,' Evergreen said in a statement in Taipei.

Evergreen is the biggest foreign shipping company stationed in the port city of Busan, about 300 km south-east of Seoul, followed by Maersk Sealand, a unit of Danish shipping and oil group AP Moeller-Maersk.

The Korea Economic Daily said yesterday Evergreen was considering moving to the Chinese port of Ningbo from Busan.

But an Evergreen spokesman in Taipei said operations had returned to normal after the move to the Busan East Container Terminal and the company had no plans to move to Ningbo.

Typhoon Maemi, the most powerful typhoon to hit South Korea in a century, caused 4.02 trillion won (\$\$6 billion) in damage, killing 111 people and leaving 16 people missing, the country's anti-disaster agency said on Wednesday.

The damage to Busan port meant Evergreen had failed to fulfil its shipping schedule because of a lack of berths. Evergreen operates nine ships in Busan, the second-biggest city in South Korea, handling 300,000 containers a year.

Separately, a Seoul branch of Maersk Sealand, the world's biggest shipping firm, said the company had suffered less from the typhoon than Evergreen, given that the Danish company uses a Korean shipping company's cranes.

## CASUALTY REPORTING

### Vietnam recovers four bodies from sunken ferry

Authorities have recovered four bodies from a river after a ferry capsized in central Vietnam, an official said Friday. The boat was loaded with about 20 people, plus motorbikes and bicycles when the incident occurred Monday in Tan Ky District in Nghe An province, 217 miles south of Hanoi, said Phan Thi Ly of the district People's Committee.

Fourteen people were rescued by villagers who live near the Con River, Ly said. Authorities are still looking for one to three people believed to be still missing, she added.

The bodies of a woman and three men were found this week along with nine motorbikes and four bicycles, she said. The river level rose following heavy rains during the area's wetseason. Flooding kills hundreds in Vietnam every year.

## Zambezi ferry bodies found

Botswana police divers have recovered five bodies from the Zambezi river border after a ferry capsized.

The accident occurred on Wednesday at Kazangulu, as the ferry was crossing from Zambia to Botswana. A truck carrying a heavy load of copper on board caused the vessel to tilt over, tipping a number of people and the lorry into the water. Six people managed to swim ashore, but at least 15 are feared drowned.

Scuba divers from Namibia and Zimbabwe and a rescue team from Botswana's and Zimbabwe's defence forces are still searching for them. Police suspect that some of the bodies might be under the truck. Police say most of those on the ferry were cross-border traders – many of them women with small children. Most traders use the ferry on this very busy route linking Botswana, Zambia and Zimbabwe.

Just a month ago plans were approved to build a bridge at Kazangulu following years of protracted talks between Botswana and Zimbabwe.

## "Silja Opera" in channel collision



Wednesday night, "**Silja Opera**" collided with three moored vessels when departing from St Petersburg. The accident occurred in the narrow entrance channel when the cruise vessel drifted to port in the fairway. Four lifeboats were damaged. "**Silja Opera**" had a pilot aboard. After inspection the vessel was cleared to depart to Helsinki where it arrived Thursday morning. She is planned to leave for Tallinn Thursday afternoon. - The capacity of the remaining four lifeboats and the liferafts is sufficient, says Silja Line's Tuomas Nylund. The passenger capacity has temporarily been limited to 1,000.

## SHIPYARD NEWS

### Bollinger Completes Conversion of Ned Ferry

Bollinger Shipyards, Inc., has completed a major conversion of the Crescent Towing tug, **NED FERRY** that transformed the boat from a single engine vessel with 3500 HP, to a twin-engine vessel with 4,000 HP. It is the third of eight Crescent Towing 105-foot sister ships to undergo the same upgrades and modifications at Bollinger Algiers LLC, the New Orleans based repair and conversion shipyard facility. Her old engine was replaced with two Caterpillar 3512B engines coupled to Reintjes WAF673 reduction gears driving 83-inch Bollinger stainless steel propellers. They were installed in 84-inch type 37 kort nozzles with stainless steel inner rings and leading and trailing edges. It has a 45-degree rudder angle for better maneuverability and its new power package is designed to generate 100,000 pounds or 50 tons of bollard pull. The boat's stern was modified to accommodate the new propulsion

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system. Bollinger has reconstructed the tug's wheelhouse with low profile stacks for maximum visibility and has installed new radars, GPS, depth sounders, hailers, VHF radios, fax machines, sound powered telephones, fuel emergency shut off systems, and remote control start and stops for the main engines. New Coast Guard approved oil and water separators and sanitary systems have been installed and channel coolers were replaced with keel coolers. Living spaces and the galley were refurbished and new air conditioning and heating installed. Mike Ellis, executive vice president and chief operating officer of Bollinger said, "This modernization project for Crescent Towing is similar to the U. S. Navy's SLEP (Service Life Extension Program) in which ships receive upgrades to their design as well as the installation of new leading edge machinery and electronic technologies. Executives at Crescent have told us their two other tugs, **LOUISIANA** and **FLORIDA** (formerly **LOUISE**) that have already been converted, are performing beyond expectations. Conversions such as these extend the productive life of vessels while helping to keep their owners costs down without the higher costs of newbuilds." The **G. SHELBY FREIDERICHs, MISSISSIPPI, MARGARET F. COOPER, TEXAS** and **GLENN SMITH** will follow the **NED FERRY**. Each is 105-feet in length with a 26-foot beam and 13.5 foot depth. They were built in the late 1950s and early 1960s. New Orleans-based Crescent Towing is part of the Cooper Group of companies ([www.coopertsmith.com](http://www.coopertsmith.com)). Its twenty-four tugs provide harbor towage for vessels on the Mississippi, Mobile and Savannah rivers.

### Offshore demand boosts ASL profit 28% to \$9m

STRONG offshore industry demand boosted ASL Marine Holdings' FY2003 net profit 28 per cent to \$9.1 million, with an even brighter outlook ahead. The local shipbuilding, repair and chartering company earned \$78.9 million in revenues in the year to June 30, up 22 per cent on FY2002, and saw gross profit climb 23 per cent to \$14 million.

Earnings per share rose 13 per cent to 5.4 cents, and the company will pay a tax-exempt dividend of 1.4 cents per share. ASL, which was listed on the main board in March at 21 cents per share, has ridden high on the current wave of upgrades and outperform ratings that analysts have bestowed upon Singapore's buoyant marine industry.

The stock closed 1.5 cents higher at 63.5 cents this week. ASL's two shipyards - in Singapore and Batam, Indonesia - primarily build and repair tugs and barges, with key customers in the offshore and dredging sectors, two booming areas in this region with stronger demand going forward.

Lower margins in shipbuilding saw that division contribute 44 per cent of revenue, but just 16 per cent of gross profit - blamed on tough competition from lower-cost yards in China and India, and higher steel costs which rose about 10 per cent in the second half, chairman and managing director Ang Kok Tian told reporters.

ASL built and sold nine tugboats and 24 barges in the year. In contrast, ASL's ship repair division made up 18 per cent of sales but contributed 40 per cent of gross profit, as the group took on less work and focused on higher value-added jobs.

A new floating dock under construction at ASL's Batam shipyard will be operational in 2004, and enable construction and repair of bigger and higher-tech vessels which generate better margins, Mr Ang added. Ship-chartering earned 38 per cent of revenues, and contributed 44 per cent of gross profit - boosted by increased demand and higher charter rates. ASL charts out a fleet of 48 tug boats and 59 barges.

Mr Ang said that ASL's outstanding order books remained healthy, with \$58.2 million worth of shipbuilding to be completed in FY2004 and the start of FY2005, and \$12.5 million in firm chartering contracts. Associate company ASL Energy recently won a \$127 million Indonesian coal transport contract, which ASL will service by adding 20 tugs and 20 barges to its current charter fleet by FY2005.



## BURCHT AT ANTWERP SHIP REPAIR



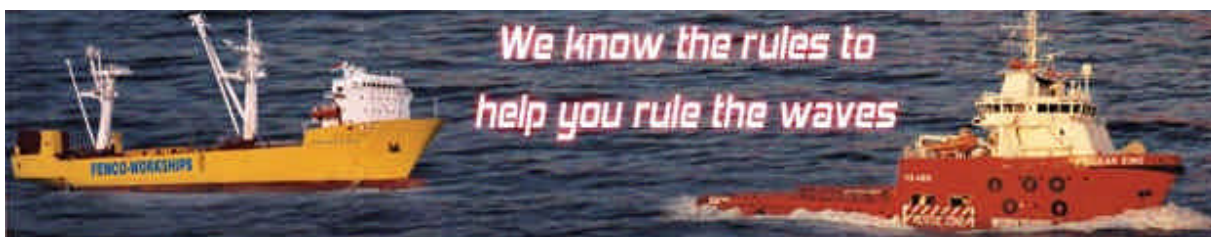
Top : The damaged URS tug **BURCHT** as seen September 19<sup>th</sup>, 2003 at the Antwerp Ship repair yard

Photo : Stefaan Joris ©

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## **Terminal plans collapse**

INDIA'S plan to develop an international container transshipment terminal at Vallarpadam in Kochi port has collapsed. Today the port's board of trustees rejected the two proposals submitted by Maersk and CSX World Terminals. "Instead of submitting financial bids, the two short-listed bidders have given letters raising technical objections and clarifications on the proposed project. Their apprehensions are baseless and unfounded and we have rejected their letters," a trustee disclosed after the meeting. Both Maersk and CSX have blamed the soil condition of the terminal's proposed site, the Kerala government's parallel plan to develop Vizhinjam into a transshipment terminal and Kerala's history of labour troubles for not quoting price bids. However, the trustees believe these are excuses made in order to get out of the project. "They knew all these issues very well," the trustee said. The board reiterated its commitment to developing a transshipment hub at Cochin and said the delayed Rajiv Gandhi container terminal should be given priority status.

## **PSA plans to expand ro-ro facilities at Pasir Panjang**

### **Wallenius Wilhelmsen renews three-year service deal with PSA**

(SINGAPORE) Eager to tap the growing automotive export business in the region, PSA Corporation said yesterday it plans to expand its Pasir Panjang Wharf's ro-ro (roll-on, roll-off) capabilities to position itself as the regional ro-ro hub.

PSA Singapore president and CEO, Ng Chee Keong made the comments yesterday during a signing ceremony with Wallenius Wilhelmsen (WW) for a three-year renewal of the world's largest deep sea ro-ro operator's terminal services agreement with PSA.

Mr Ng also said PSA's Singapore container terminals stood a 'good chance of doing better' than the 6 per cent growth for the first eight months this year, for the full year, 'but I think because of our base, 6 per cent is very credible'.

While acknowledging that the international terminal operator is best known for its container operations - which comprise up to 80 per cent of its business - Mr Ng affirmed the corporation's commitment to providing conventional and ro-ro cargo handling services.

'PSA is optimistic about the growth of the conventional and ro-ro business in the region in the years ahead. The car making business for example, is very robust in Thailand and the region and there is therefore a lot of potential in the logistics transportation business,' he said.

Noting the changing patterns of vehicle manufacturing with cars increasingly produced in regional countries like Thailand, China, Indonesia and India, Wallenius Wilhelmsen Asian region head, Anders Boman, said Singapore's position as a ro-ro and car carrying hub would grow as a result.

## **SHIP SALES**

### **BULK CARRIERS:**

**United Sage:** 72,610 Tdw Blt 3/98 Sasebo reported sold region US\$18,800,000 to clients of Laeisz.

**Sibulk Premier:** 53,609 Tdw Blt 1/03 Iwagi Crs 4/30 ts reported sold region US\$20,500,000 to German buyers combined with timecharter back to the sellers for 3/5 years region US\$9,750 daily (completed in June).

**Sea Orion:** 47,260 Tdw Blt 10/97 Oshima Crs 4/30 ts reported sold region US\$15,700,000 to undisclosed buyers.

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**United Purpose:** 43,988 Tdw Blt 1/95 Daewoo Crs 4/25 ts reported sold region US\$13,600,000 to undisclosed buyers.

**Pacific Governor:** 43,222 Tdw Blt 11/95 Hyundai Crs 4/25 ts.

**Pacific Premier:** 43,200 Tdw Blt 10/95 Hyundai Crs 4/25 ts reported sold region US\$13,000,000 each to European buyers, thought to be German.

**Otello Manship:** 42,244 Tdw Blt 10/85 Mitsubishi Crs 4/25 ts reported sold region US\$7,250,000 to Chinese buyers.

### TANKERS:

**Atlantic Ruby:** 258,000 Tdw Blt 12/93 Sasebo Cow Igs Sbt reported sold region US\$24,300,000 to clients of Cido in Japan.

**Eastern Honor:** 134,430 Tdw Blt 7/87 Hyundai Coiled Cow Igs Sbt reported sold region US\$12,000,000 to Avin Oil.

**Velimir Skorpik:** 86,593 Tdw Blt 11/85 Astano El Ferrol Coiled Cow Igs Sbt.

**Vukovar:** Sistership Blt 12/85 Astano El Ferrol rumoured to be working firm with PNSC at around US\$17,000,000 'en bloc'.

**Charles B Renfrew:** 78,656 Tdw Blt 8/88 Mitsubishi Cow Igs Sbt.

**R Hal Dean :** Sistership Blt 3/88 Mitsubishi reported sold region US\$19,500,000 'en bloc' to clients of Liquimar combined with a 3 years timecharter to Heidmar region US\$15,000 daily.

### DEMOLITION: all prices per ton lightweight

**Mt Strimon:** 88,359 dwt, blt 1981 Japan, 14,719 lwt reported sold region US\$236.50 with delivery China.

**Mt Express:** 81,275 dwt, blt 1980 Japan, 15,548 lwt reported sold region US\$240 with delivery India, believe concluded last week.

**Mt Gold Sand:** 16,540 dwt, blt 1970 Russia, 5,472 lwt.

## NAVY NEWS

### Navy to Make Big Wave With New Fleet

*SAS Amatola and other corvettes set to boost SA's blue-water combat capability*

THE South African Navy's first corvette, the **SAS Amatola**, sails into Simon's Town in November, improving SA's ability to exercise more fully a role as a regional power at sea.

Contracts associated with the corvettes have been the focus of allegations of arms-deal bribery. A Scorpions investigation centres on allegations that Deputy President Jacob Zuma sought a payoff from contractor Thales, via Schabir Shaik's company African Defence Systems, for the choice of their information-management system to control the weapons. Some critics ask whether SA really needs the corvettes, while others question technical aspects of the weapons to be placed on board. But those favouring the acquisition argue the navy was so depleted that the decision to buy the new ships about the very existence of a serious navy. And then there is the cost. Based on initial defence department figures and current exchange rates, payments to contractors will total about R7,3bn. That is about a quarter of the budget deficit expected by the national treasury this year, which some critics say could have been better spent on development.

The debates and allegations are likely to continue, but there is broad agreement that the ships' stealth capabilities and its two engines, one diesel to drive propellers and the other gas to power water jets, are significant advances in naval engineering. A second corvette is expected in South African waters next February, the third around the middle of next year and the fourth some time later. It will take two years to fit the combat suites, but when they are fully operational and the three new submarines are delivered by the end of 2008 the navy will have a bluewater combat capability, something that the



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current strike craft fleet cannot provide. While there is debate on the combat suite the information technology and weapon systems that determines the ship's ability to fight and defend itself naval experts agree its hull and superstructure design is among the world's most advanced. Angular features of the corvettes' construction allow radar waves to be deflected into the ocean rather than back to a transmitter. The absence of portholes also increases its stealth qualities, as does the emission of exhaust fumes near the waterline. If stealth is required, the water-jet engine can be used, and sonar cannot detect the propellers.

Water jets raise speed, making the corvettes an effective tool for chasing ships in a fisheries protection role. Corvettes are not specialised vessels like frigates, and the new ships will have functions ranging from fisheries law enforcement to disaster relief and peace operations support.

The weapons on board SA's corvettes will not amount to a highly offensive posture, in line with the government not wanting to overplay its hand in Africa and to save money. But the German Frigate Consortium says upgrades can be carried out easily, given the modular construction of the vessel. The corvettes will have 20mm and 35mm guns as well as 76mm guns lifted off the strike craft. French Exocet missiles will be on board for attacking other ships, but do not have the distance of more modern missiles.

Denel subsidiary Kentron's Umkhonto missile will also be aboard to provide defence against missiles and aircraft. Helicopters, which will lift off from the aft decks of the corvettes, will help guide missiles as well as provide a role detecting submarines, if that upgrade is chosen. The deck can also take the air force's Oryx transport helicopter, but only in calm seas.

Jane's Defence Weekly SA correspondent Helmoed Heitman says the ship is extremely well suited to the rough conditions of winter seas in the south Atlantic and is a leap in naval design. But he has concerns about the crane on the ship possibly raising its radar signature from some angles and the location of engine rooms that may affect its degree of redundancy if hit. Naval historian Prof Renfrew Christie, dean of research at the University of the Western Cape, says the corvettes are "remarkable ships". He says the combat suite "is not the most advanced", but is suitable for SA's existing requirements and budget limitations.

Richard Young, whose firm C'I' bid against Thales and lost, is full of praise for the corvettes' hull, calling it "an extremely sophisticated platform". But he views the Exocet missiles, the guns and the French-designed command and control system as outdated 1970s technology and not powerful enough. Young charges that an absence of "plug and play" attributes will make the system difficult to upgrade later. With the departure of many weapons officers from the navy during the 1990s for jobs in the communications sector, there is widespread belief that there is not enough manpower to run the corvettes.

But the navy's director of fleet force preparation, R-Adm Arne Söderlund, rejects this, saying that technically qualified crews will be ready by 2005. He boasts that SA's naval training is among the best in the world.

## Navy to buy up big

Indonesia plans to buy two submarines as part of a 10-year shopping spree to improve its navy.

The first submarine would be bought in 2005 and the second in 2009, said Rear Marshal Lambertus Silooy yesterday. Mr Silooy said the submarines, which would cost about \$330.9 million each, were part of the Government's \$2.93 billion defence project to boost its navy, according to the *Jakarta Post*.

The navy has 117 ships, including two submarines and 44 battleships. Mr Silooy said the Government was also shopping for four destroyers, which would cost \$113 million each. The navy also wants two

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mine-sweepers and French-made Exocet missiles, which would cost about \$218 million. Mr Silooy did not reveal from which countries Indonesia would make its purchases.

In April, Indonesia struck a deal to buy four Russian-made Sukhoi jets and two Mi-35 assault helicopters worth \$290 million. The decision to buy Russian military hardware was seen as a move away from Indonesia's traditional dependence on US military equipment in the face of a US embargo on military sales to the South-East Asian nation. Jakarta military analysts have wondered how Indonesia will pay for its new military hardware.

The country owes \$196 billion and the Government's decision to withdraw from the International Monetary Fund program by the end of this year means its debt repayments are rising. Analysts have also wondered about the nature of the military purchases. They point out, for example, that the navy must guard the archipelago's 17,000 islands and so is more in need of small patrol boats to stop smuggling and illegal fishing.

## MOVEMENTS

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The **Oosterdam** with in the background the **Stena Discovery** moored in Harwich Saturday morning  
**photo : via Master Stena Discovery**

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Top : The **OPDR PORTO** inward bound towards Rotterdam passing the Maeslantkering  
Photo : Piet Sinke ©



The URS tug **BOXER** arrived Saturday in Rotterdam —photo : Piet Sinke ©



The **LEXA MAERSK** seen at the Westerscheldt pilot station  
Photo : Willem Kruit ©



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The tug **EVERGEM** seen off Flushing – photo : **Peter Andriessen** ©



Donderdag zijn er door Muller Zwaar Transport 2 staalconstructies middels RoRo aan boord van pontons gereden in Dinteloord. De constructies, elk circa 100 ton wegend, zijn bestemd voor het nieuwe voetbalstadion van Düsseldorf. De driehoekvormige secties dienen ter ondersteuning van het dak van het nieuw te bouwen stadion aldaar.

**Foto : Hans de Jong – Maritime Pictures** ©



The **DMS BEAGLE** seen here working at the third element of the Oude Maas HSL tunnel  
**Photo : Piet Sinke ©**



The newest container vessel of OOCL, **OOCL Long Beach**, visited on her maiden voyage the port of Rotterdam. Sunday morning it left the Europoot/Amazone harbour again, bound for Port Kelang. The **OOCL Long Beach** was assisted by the tugs **SD Jacoba** and **ZP Montelena**.

**Photo : Hans de Jong – Maritime pictures ©**

## **AIRCRAFT / AIRPORT NEWS**



An Indonesian soldier watches a Russian-made **Mi-35** combat helicopter during a flight demonstration at Jakarta's Halim Perdana Kusuma Air Force Base, September 20, 2003. Indonesia purchased **two Mi-35** helicopters and **four Sukhoi jets** in a counter-trade deal involving an assorted batch of commodities



## Airbus wins preliminary US\$850m Aer Lingus order

**Irish carrier renewing fleet with 17 A320 planes**

(PARIS) Airbus SAS, the world's second-largest planemaker, won a preliminary order from Ireland's state-owned **Aer Lingus** for 17 A320-series planes worth an estimated US\$850 million to replace the carrier's Boeing Co and BAE Systems airliners.

Aer Lingus plans to sign a firm contract once its board and shareholders approve the order, the airline said in a faxed statement, without specifying a date. Ten of the planes will be leased from International Lease Finance Corp. The airline will also take options for a further 10 aircraft.

## Shandong Air to buy 15 Boeing 737s

**The order is worth as much as US\$967.5m**

SHANDONG Airlines Co, a regional carrier based in China's second-richest province, said it plans to purchase **15 Boeing single-aisle 737s**, an order worth as much as US\$967.5 million, as it upgrades its fleet and expands its routes.

The airline, based in the eastern city of Jinan, has secured delivery slots for the planes from the world's biggest airplane maker, Gao Zhu, Shandong Air's general manager, said in an interview during the Aviation Expo 2003 in Beijing. That includes B737-700s and B737-800s passenger jetliners.

## RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

**KANS OP EEN BUI NEEMT TOE!**

Geregeld zon en vanaf zondag een toenemende kans op een bui. Middagtemperatuur dalend naar een normale 18 graden.

© Ed Aldus 2003	ZA-20	ZO-21	MA-22	DI-23
Maximumtemperatuur:	24	23	21	18
Minimumtemperatuur:	14	13	13	13
Zonnekans in %:	70	50	30	40
Neerslagkans in %:	10	30	40	30
Windrichting kracht:	ZW-2-4	ZW-2-4	ZW-4-6	W-4-5

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



The Sheerlegs **TAKLIFT 6** seen here moored in Rio de Janeiro where she will commence working soon together with the **TAKLIFT 4** (in the background) at the Barracuda-Caratinga project  
photo : **Albert Snoei** ©

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