

## DAILY SHIPPING NEWSLETTER 2003 – 171



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The **TAKLIFT 1** lifted the first bow section of the sunken **ROWAN HOUSTON**, the 29 x 24 mtr with a height of 6.70 section weighted 750 ton was loaded onboard a transport barge.

Photo : **SMIT Salvage** ©

## EVENTS, INCIDENTS & OPERATIONS



Black smoke billows out of an oil storage facility at a refinery in Tomakomai on the northern main island of Hokkaido, Japan after powerful earthquakes hit the island September 26, 2003. The quakes injured more than 160 people, caused widespread damage and blackouts and prompted officials to issue tidal wave warnings

## Sealand reveals shipwreck

When a fierce north-west gale drove the container vessel [Sealand Express](#) aground off Sunset Beach in Table Bay last month, she came to rest on or against an old shipwreck.

According to SA Heritage Resources Agency maritime archaeologist John Gribble, the wreck is likely that of a wooden sailing ship, dating from the first half of the 19th century.

The first hint there might be a wreck near the stranded ship came on the morning of August 19, when the same Cape storm that swept it onto a sandbank also tossed ashore several pieces of old timber.

Some of these were picked up at the time by Gribble, who had gone to the beach to see the [Sealand Express](#). Other pieces of timber were found by the salvage company Smit Marine, which waged a 25-day battle to refloat the 33 000-ton vessel before a brace of tugs dragged it to safety on September 13.

### Cause of damage uncovered

However, the wreck's existence was confirmed earlier this week when the *Sealand Express* was taken into Cape Town harbour's Sturrock drydock for inspection. There it was discovered she had damaged her starboard bilge keel, a triangular channel that runs below the waterline along the length of the ship and acts as a stabiliser.

This was surprising because the sea floor in the area she was stranded is supposed to be sandy, with no rocks. However, a closer inspection soon showed the cause of the damage. Smit Marine salvage director Dave Main confirmed on Thursday that lodged in the channel were what appeared to be two broken cannon balls, some pieces of pig iron, used as ballast in old sailing ships, and a piece of old wooden hull planking.

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It appeared that the **Sealand Express** has been "rolling against a wreck", which caused the damage to the bilge keel, he said at a Cape Town Press Club lunch. Gribble said he suspected the wreck was that of a merchant vessel, although the presence of the "cannon balls" was strange.

### Cannons used to defend

"Due to the presence of the Royal Navy, few merchantmen at the time carried cannons to defend themselves." Gribble said relatively fewer shipwrecks lay off the Sunset Beach area than further south in Table Bay closer to the harbour.

This would hopefully make identifying the wreck somewhat easier. The hull timber collected so far - some was also found by the salvors - had tiny holes in it, suggesting the ship was "sheathed" with copper sheets. "Copper sheet was used below the waterline from 1780 onwards as an anti-fouling device," Gribble said.

Together with other evidence, this suggested the ship was from the 1850s or 1860s, possibly earlier. Gribble said he was keen to identify the wreck, which meant waiting for a period of calm weather and diving on the site. Wrecks along the South African coast older than 60 years are protected by of the National Heritage Resources Act. Anyone found recovering or taking items from such a wreck site without a permit faces a fine of R10 000 or more.

## Pilot 'asleep' when ship hit Reef

THE pilot of the bulk carrier **Doric Chariot** was asleep when the vessel ran aground on the Great Barrier Reef north of Cooktown last year, according to investigators. They found that Willem Boot had sat down on a day bed on the bridge of the 74,000-tonne ship and fallen asleep in an "inappropriate area of the passage".

The Australian Transport Safety Bureau said the Greek-owned ship went aground about 3.30am on July 29 near the Piper Reef light where it lay for a week before tugs pulled it clear.

There was no environmental damage and after inspection the ship proceeded to India with coal that had been loaded at Hay Point, near Mackay. As well as the bureau investigation, the Australian Marine Safety Authority and Australian Federal Police inquired into the incident which happened in a section of the Inner Passage where the use of pilots is compulsory.

Criminal charges have now been laid against the owners of the ship, its master, Vasilas Lerias, the officer of the watch Christos Biskinis and Boot, who lost his licence as a result of the incident, although it has since been reinstated.

The charges, to be heard in the Cairns Magistrate's Court next month, allege the ship and its personnel damaged the Reef. If found guilty, the Doric Chariot Corporation faces a \$1.1 million fine and individuals are liable to \$220,000 penalties, under the federally administered Great Barrier Reef Marine Park Act.

The ATSB report released yesterday said that, while the pilot had fallen asleep, the officer of the watch allowed the ship to stray from the intended northern course. It said Boot was likely to have been experiencing a significant level of tiredness "because of his personal fatigue strategies".

Before boarding the ship at Hay Point he had visited a friend during a 30-hour stopover and had been on the bridge for long periods before the incident. Boot had left instructions to be called but it is claimed the position he identified for the reminder was too close to the approaching danger near the Piper Reef light.

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The report claimed Biskinis did not maintain an effective visual watch, allowed the carrier to stray off course. It also claimed he did not fix the ship's position consistent with safe navigation.

When Boot was aroused, he stood up, recognised the vessel was heading into danger and called for a course correction as well as for the engine to go full astern. The master was not on the bridge at the time, having retired just after midnight.

But there was no apparent reason for him to be there as the weather was fine and clear and the vessel's navigation appeared well under control. The report says the ATSB was now establishing an alternative route for part of the Inner Passage which provided more open water and fewer course changes. In its report, the ATSB said its investigation was "significantly complicated" by the number of other government agencies seeking to exercise jurisdiction.

### Summary

On 26 July 2002 Doric Chariot sailed from Hay Point, Queensland on a voyage to India via the Great Barrier Reef inner passage and Singapore. A pilot was engaged for the Reef passage.

The voyage initially proceeded normally and, on 29 July, as the ship approached Eel Reef light, the pilot requested a slight course alteration to allow more sea room for passing a south-bound ship. After passing this ship the pilot requested another course adjustment to bring the ship back toward the planned track. He then spoke with the OOW (Officer of the Watch) about the time he should next be called and sat on the daybed at the side of the wheelhouse to take a rest before the ship arrived at the next reporting position near Piper Reef.

The ship continued under the direction of the OOW until the pilot was next called. When the pilot stood up and looked at the ship's position with reference to the two beacons ahead at Piper and Inset Reefs, he immediately realised that the ship was to the west of the two-way route and approaching the southern end of Piper Reef. He ordered, 'hard-a-starboard' and, shortly afterwards 'full astern' but it was too late. The ship started to swing to starboard but, within about one and a half minutes, at about 0335, the ship ran aground to the south of Piper Reef light.

The ship was successfully refloated on 6 August 2002. No injuries or pollution resulted from the grounding.

The report concludes that the pilot:

1. sat down intending to rest but fell asleep, in an inappropriate area of the pilotage passage;
2. instructed that he should next be called in a position too close to the approaching dangers for any successful corrective action to be taken should it be required;
3. was likely to have been experiencing a significant level of fatigue, based on the FAID program measurement, that affected his performance. This was predominantly as a result of his personal fatigue strategies before and during the passage and;
4. did not provide the OOW with sufficient clear, unambiguous, instructions regarding the course between Eel Reef and Piper Reef and made assumptions as to the OOW's actions that were not justified.

The report also concludes that the OOW:

1. did not maintain an effective visual watch and allowed Doric Chariot to stray from the intended course;

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2. did not adjust the ship's course to follow the route drawn on the chart;
3. did not fix the ship's positions at intervals that were consistent with safe navigation and;
4. did not fully understand the pilot's intentions.

Additionally,

1. The bridge resource management exercised by the pilot and the OOW was ineffective.

The report makes three recommendations involving clearer understanding between pilots and officers; a fatigue management policy by pilots; and a paper to the IMO.

## Suspect freighter blocked

A SHIP blocked by animal rights activists is linked to a company that has been banned from exporting livestock.

Protesters on kayaks stopped the [Al Kuwait](#) from entering the port of Portland.

About 28,000 sheep bound for Kuwait remained in containment outside the southwest Victorian town last night.

The ship was anchored about 2km off shore. A special exclusion zone has been placed around the ship by Marine Safety Victoria, banning people and vessels from coming within 200m.

Police called in reinforcements. Another docking attempt was expected today. The [Al Kuwait](#) is owned by the same Kuwaiti company that owns Rural Export and Trading (WA), which has been banned from exporting livestock since January. At the time, Agriculture Minister Warren Truss described the company's recent record as poor.

From June to December last year, four RETWA shipments recorded death rates of more than 2 per cent, including one of over 6 per cent, Mr Truss said. "This is clearly unacceptable and puts at risk Australia's hard-won reputation as a reliable and responsible supplier of healthy livestock," he said at the time. Mr Truss's spokesman last night said RETWA was not the exporter.

"They are not involved in the preparation of the sheep or the export of the animals," spokesman Tim Langmead said. "They remain suspended from trading. The actual crew of the ship are a different entity to the vet and stockmen on board." According to *Lloyd's Register of Ships*, the [Al Kuwait](#) is owned by the Kuwait-based Livestock Transport and Trading Company, which also owns RETWA.

The company refused to comment yesterday. A spokeswoman for Livecorp, a co-ordinating authority for exporters, refused to name the exporting company, citing privacy concerns. Animal Liberation campaign manager Ralph Hahnheuser said 50 protesters on 11 canoes and three motorised boats were involved in yesterday's action. They intercepted the ship about 6am, forcing it to return to sea.

Port of Portland marketing manager Peter Klein said the berthing was aborted because of safety concerns. Mr Hahnheuser said protesters want the live export trade banned. "Live exports are intolerable to modern Australian society," he said. "The broader community have had enough of Mr Truss washing his hands of this." Live exports from Portland were suspended during October last year over high mortality rates.

The Portland showdown came as officials said 54,000 Australian sheep stranded on board a ship in the Middle East could be in Iraq within 24 hours.



Mr Truss offered the suffering livestock aboard the MV **Como Express** free to any country that would have them after seven weeks on the high seas in extreme heat. But Mr Truss was still holding out for a potential buyer last night. Saudi Arabia rejected the shipment in mid-August, claiming the sheep were infected with a condition known as scabby mouth.

## Queen Mary 2, largest cruise ship afloat

The world's largest passenger ship – featuring a planetarium, 22 elevators and the largest floating library – tested the open water for the first time Thursday as it began a three-day cruise off the French coast. The **Queen Mary 2**'s trip was in preparation for a maiden voyage across the Atlantic early next year. The QM2 -- the world's longest, tallest and most expensive passenger ship -- will accommodate 2,600 passengers on its first trip, scheduled for January from Southampton, England, to Fort Lauderdale, Fla.

Capt. Ronald Warwick, surveying the interior of the ship before it set sail, said it was a cut above the Queen Elizabeth 2, on which he served 14 years as captain. Passengers can enjoy six restaurants, 14 bars and clubs, a library, theater, pools, a disco and casino. The 1,310 cabins include duplexes with private gymnasiums and penthouses with butler service. Tickets for a six-day trans-Atlantic trip start at \$1,499. The ship is being built by Alstom Marine's Chantiers de l'Atlantique for the British ship operator Cunard Line, which is owned by Carnival Corp.

## EARTHQUAKE WITH TIDAL WAVE IN JAPAN



A fishing boat is beached on the pier of Tokachi port, on Hokkaido, on Friday September 26, 2003 after a tidal wave hit the area. A powerful, magnitude-8 earthquake rocked Japan's northern island of Hokkaido early Friday, injuring more than 246 people, knocking out power, derailing a train and touching off an industrial fire.

## Australische schapen vrij van bekschurft

De schapen aan boord van het in de Golfregio gestrande Nederlandse schip **Como Express** zijn vrij van bekschurft. Volgens een woordvoerder van de rederij Vroon BV uit Breskens is de situatie aan boord stabiel en maken de schapen het, gezien de omstandigheden, redelijk goed. Het schip vertrok op 5 augustus vanuit West-Australië naar Saudi-Arabië met ruim 57.000 schapen aan

boord. De dieren verblijven gewoonlijk zo'n zestien dagen aan boord. De dieren werden echter geweigerd door de Saudische douane, omdat een te hoog aantal schapen bekschurft zou hebben, waardoor de dieren inmiddels al 56 dagen op het schip zitten. Ruim 4000 schapen zijn inmiddels om het leven gekomen, vooral door de hitte en stress. Volgens de woordvoerder is een snelle oplossing nog niet in zicht. Berichten dat de schapen naar Irak zouden worden gebracht, kon hij vrijdag niet bevestigen. „We hebben nog geen instructies gekregen om naar een definitieve bestemming te varen waar de schapen van boord kunnen. Er is inmiddels voor twee weken vers water en eten ingeslagen, maar de temperatuur in dit gedeelte van de wereld is te hoog om de schapen nog langer aan boord te houden.”

Volgens de zegsman wordt er dan ook een klemmend beroep gedaan op de beide betrokken partijen om zo snel mogelijk tot een oplossing te komen. „Schapen zijn erg gevoelig voor stress en hoe langer deze situatie duurt, des te meer dieren zullen overlijden”, zei hij.

## CASUALTY REPORTING

### Fire breaks out on Italian tanker in Russian port

Fire broke out on the Italian tanker **Mario** in the port of Tuapse on the Russian coast of the Black Sea. It broke out on Wednesday in the engine space of the vessel, the Russian Emergencies Ministry reported today. The tanker was getting diesel fuel from coast terminals.

The fire was extinguished two and a half hours later. There are no victims or casualties; oil products have not been spilled. According to preliminary information, the fire was caused by a short circuit in the electric wiring. 140 people and 27 technical units, including 3 tugs and 3 fire boats, were involved in extinguishing the fire



Indonesian rescue personnel search for victims of Indonesian ferry **KM Mandiri Nusantara** after a collision with a Taiwanese cargo ship in the eastern coast of Java island September 26, 2003. Three people were killed and 11 people injured in the collision

## LITOHORO (MALTA)

Understood bulk **Litohoro** (13610 gt, built 1976), Bangkok for Chittagong, cargo sugar, ran aground in approximately lat 04 52N, long 103 40E, at 1900, UTC, Sep 24. Vessel is still aground. Further understood **Wijismuller Salvage BV** are rendering assistance under Lloyd's Open Form.

## PATRIOT (BAHAMAS)

Following received from Piraeus RCC, timed 1450, UTC: Bulk **Patriot** (15941 gt, built 1987) is presently not under command awaiting the arrival of a Chinese tug to tow it to Manila

## SHIPYARD NEWS

### Lobby op gang voor nieuwbouw marineschepen

door Harmen van der Werf

**Nederland moet een industrie voor de nieuwbouw van marineschepen overeind houden. Een stevige lobby is met dat doel voor ogen actief in de Haagse politiek. Niet alleen de nieuwbouwwerf Koninklijke Schelde Groep (KSG) in Vlissingen is daarbij betrokken, maar ook de Hengelose wapensystemen-leverancier Thales Nederland, het vroegere Hollandse Signaal, en kennisinstellingen.**

Het ministerie van Defensie is duidelijk in de vorige week gepresenteerde begroting 2004. De marinevloot moet nog twee fregatten inleveren, waarmee het aantal op tien uitkomt. Nieuwbouwopdrachten, onder meer een vervanger voor het bevoorradingschip Zuiderkruis, zitten er voorlopig niet in. Als de KSG rond 2005 klaar is met de bouw van het laatste Icf-fregat en het tweede amfibisch transportschip in 2006 op proefvaart gaat, is de koek op tot na 2010.

#### Innovatief

Voor de hele maritieme sector betekent dat een klap, verklaart directeur R. Schouten van de Vereniging Nederlandse Scheepsbouwindustrie (VNSI). Niet alleen voor De Schelde in Vlissingen, maar zeker ook voor het cluster aan bedrijven en kennis- en onderzoeksinstituten dat achter de nieuwbouw van marineschepen zit. „Marine-orders zijn innovatief en daarom van belang voor de totale scheepsbouwindustrie.”

In het verleden heeft dat argument vaker gespeeld, bij de redding van De Schelde in 1983-84 na het omvallen van scheepsbouw-gigant Rijn-Schelde-Verolme (RSV) en in 2000 bij de verkoop van de staatsaandelen in De Schelde aan Damen Shipyards. Schouten vindt dat nog steeds een goed argument. „Vrijwel alle Europese landen houden om die reden een eigen marinescheepsbouw. Moet de Koninklijke Marine dan straks, na 2010, bij een Duitse of Spaanse werf aankloppen? Dat zou voor onze kennis-economie heel slecht zijn.”

#### Apache

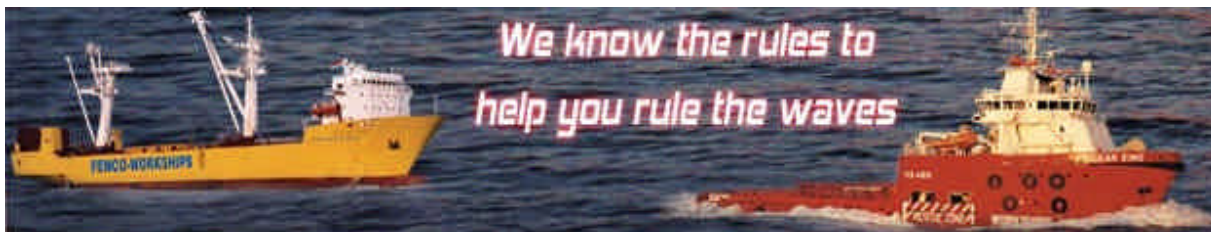
De lobby heeft ideeën om de continuïteit te waarborgen. Gedacht wordt aan de vervanging van fregatten door kleine vaartuigen, die beter geschikt zijn voor de kustwacht-taken van de Koninklijke Marine. Al eerder is daar sprake van geweest, maar in de defensiebegroting 2004 wordt er met geen woord over gerept. En Nederland heeft behoefte aan een transportschip voor Apache-helikopters, wordt gezegd. Kamerleden die defensie in hun pakket hebben, zijn inmiddels benaderd. De noodkreet uit de scheepsbouw lijkt niet aan dovemansoren gericht. Een medewerker van VVD-Kamerlid J. van Baalen laat dat doorschemeren, maar volgens hem is eerst een fundamentele discussie nodig over de vernieuwing van de krijgsmacht die defensie-minister Kamp voorstelt. Die discussie komt eind oktober bij de behandeling van de defensiebegroting.

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## **Eenrichtingsverkeer voor scheepvaart op**

### **IJssel**

Rijkswaterstaat stelt in verband met de lage waterstand in de IJssel vanaf zaterdag op deze rivier eenrichtingsverkeer in voor de scheepvaart tussen Westervoort en de brug van de N348. Dat geldt voor schepen langer dan 80 meter of breder dan 9,5 meter.

Eenrichtingsverkeer op de IJssel is, voor zover Rijkswaterstaat kan nagaan, de afgelopen veertig jaar niet meer voorgekomen. De maatregel betekent dat schepen tussen 06.00 en 10.00 uur alleen stroomafwaarts en tussen 13.00 en 02.00 uur alleen stroomopwaarts mogen varen.

De tussenliggende tijd is nodig om de betreffende schepen de gelegenheid te geven het betreffende traject te verlaten. Ook is het verboden om in te halen op het traject waar eenrichtingsverkeer geldt.

## **NAVY NEWS**

### **Navy plan to build five subs advances with House vote**

Congress is on the verge of agreeing to underwrite a five-year, five-ship submarine construction deal, a move that would secure the future of the Virginia-class sub program and provide job security for thousands of employees at Northrop Grumman's Newport News shipyard.

The House gave final approval to the multi-year sub program on Wednesday. Language permitting the Navy to make the deal is part of a \$68 billion defense appropriations bill for 2004. A Senate vote could come today.

The Navy estimates that a five-submarine deal will save taxpayers about \$80 million per ship over the cost of individual contracts. Navy leaders had sought permission for a seven-sub deal, which they said would produce savings of \$155 million per ship or more than \$1 billion over the life of the agreement.

Shipbuilders say a long-term contract allows them to offer such cost reductions because they can order supplies in larger quantities and schedule work more efficiently.

The Navy traditionally procures ships one at a time; Congress and administrations of both political parties have been reluctant to permit deals that would obligate their successors in office.

But with the cost of the war in Iraq and anti-terrorism operations around the world soaking up defense dollars, Navy officials have aggressively backed multi-year shipbuilding deals and other contracting innovations as a way to squeeze more value from limited budgets.

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In that vein, the Navy announced agreement this summer on a ``block buy'' of up to six submarines. The deal obligates the service to acquire just one ship but amounts to a statement of its intent to buy five more. The service is to pay an average of \$1.45 billion for each of the subs, plus another \$700 million-plus for the nuclear reactor and other systems needed to make it serviceable.

The Navy christened the Virginia, the first ship in a new series of attack subs, last month. The ship is to join the fleet next year. Three other submarines are under construction. The Navy's long-term plan is to have 30 Virginia-class subs.

The ships are being built jointly by the Newport News shipyard and Electric Boat, a General Dynamics subsidiary based in Groton, Conn. The unusual teaming arrangement calls for each yard to build sections of each sub; the yards alternate the final assembly process.

Nuclear submarines are considered the most complex of all weapons systems. Only aircraft carriers, at more than \$5 billion each, carry a higher price tag.

### Indonesian Navy to buy four submarines from South Korea

The Indonesian Navy plans to buy four new submarines from South Korea with the price at 270 million US dollars each, the Navy chief of staff said here Thursday.

Admiral Bernard Kent Sondakh said the four submarines are expected to enter service in 2008 to join the two Germany-made submarines already in service since the 1980s.

He stressed that Indonesia, as an archipelago needs at least six submarines to pacify the water territories. He said that the purchase should not spark controversy, noting that neighboring Singapore possesses four Sweden-made submarines while Malaysia plans to purchase three from France.

## MOVEMENTS

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The **BLACK MARLIN** loaded with the **HOLSTEIN** hard tank – photo : via Michiel Goedkoop ©



The **QUEEN MARY 2** taking her first dancing lessons.  
Photo : Bernard Biger – Alstom ©

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The **SEAWING** moored at the Greek island Kos

Photo : Hans Mauritz ©



Capesize M/V **Angelo Della Gatta** - V2LK2 leaving Santos (Brasil)

Photo : Marcelo Lopez ©



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The **P&O NEDLLOYD KILIDINI** seen here arriving in Antwerp –photo : Willem Kruit ©



The URS tug **UNION 11** assist the **ATLANTIC PRESTIGE** into the locks at Antwerp  
Photo : Peter Andriessen ©



## AIRCRAFT / AIRPORT NEWS

### Navy takes 19 old jets out of service



The Navy has taken 19 of its aging **EA-6B Prowler** radar-jamming jets out of service after cracks were found in their wings.

At least two of the jets are based at Whidbey Island Naval Air Station and serve with VAQ-135 squadron, the Black Ravens, aboard the aircraft carrier USS Nimitz. It is one of two Whidbey-based squadrons still at sea, the other, VAQ-137, the Rooks, serves aboard the USS Enterprise.

The Navy and Marine Corps jets were grounded after an order Sept. 23 from Naval Air Systems Command that "red-striped" the wings on the aircraft to ground them for repairs. "We have enough aircraft around that this will not affect our mission," Kim Martin, spokeswoman for the Whidbey Island air station, said yesterday. The Vietnam-era planes' problems with fatigued parts have drawn concern from Congress and the Pentagon for several years. Plans to put new wings on the Prowlers have been in place for some time, Martin said. Martin was uncertain how many more of Whidbey's planes are in the mix.

The twin-engine, Northrop Grumman-built jets are so old that many of the original companies that took part in their design and construction no longer exist. The affected wings will be sent to the Jacksonville, Fla., Navy depot for repair. Most of the nation's approximately 120 Prowlers are with at least 15 squadrons based at Whidbey Island Naval Air Station north of Seattle. Four more squadrons are with the Marine Corps Air Wing at Cherry Point, N.C. The electronic warfare jets are considered one of the most valuable parts of the U.S. military arsenal for their ability to provide protection to planes and ships by jamming enemy radar and communications.

## RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

**LICHT WISSELVALLIG!**

Af en toe zon en kans op een bui. Zondag meer bewolking en in de middag kans op regen. Middagtemperatuur ongeveer 16 graden.

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© Ed Aldus 2003	ZA-27	ZO-28	MA-29	DI-30
Maximumtemperatuur:	17	16	16	17
Minimumtemperatuur:	9	8	8	9
Zonnekans in %:	30	20	30	30
Neerslagkans in %:	30	60	30	40
Windrichting kracht:	NW-3-4	O-2-4	ZW-3-4	Z-4-5

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



The Sail trainer **STAD AMSTERDAM** seen here departing from IJmuiden whilst a strong NW-lybreeze was blowing

Photo : Hans Koster – Master ZEEAREND ©

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