

DAILY SHIPPING NEWSLETTER 2003 – 181



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The **QUEEN OF SCANDINAVIA** ready to depart from IJmuiden bound for Newcastle

Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS



The **GIANT 4** with a section of the **TRICOLOR** moored in Zeebrugge – photo : **Stefaan Joris** ©

Single-hull tankers can work outside EU

SINGLE-hull tankers flagged in countries belonging to the European Union and the European Economic Agreement will be able to continue carrying heavy grades of oil between ports outside the region, even though new rules set to come into force on October 21 will ban them from entering European ports.

That was the interpretation that the European Commission gave to Intertanko after the association sought clarification from Brussels regarding a number of points in the new single-hull regulation.

Although the new rules will ban the transport of such cargoes on single-hull ships — irrespective of flag — to or from EU ports, operators of EU/EEA-flagged single-hull tankers will be able to operate in other parts of the world, up until each individual ship reaches its respective deadline under the revised phase-out schedules detailed in the regulation.

At that point, the ship will no longer be entitled to fly an EU/EEA flag, or enter the region's ports.

The commission stressed that it was for member states to implement the provisions of the regulation and, ultimately, for the European Court of Justice to provide rulings on interpretation of the new rules, but its assessment throws into sharp light the importance of reaching a global agreement on the issue of single-hull tankers.

In its correspondence with Intertanko, the commission explained the rationale behind its conclusions.

"The main reason for not imposing the banning to all ships flying the flags of the EU/EEA member states results from the EU-driven proposal to introduce the banning as a flag-state rule worldwide through the amendment of the Marpol convention," it said.

Unless the International Maritime Organisation achieves consensus at an emergency meeting in December and follows the EU's lead, the maritime world could face a confusing and inconsistent

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patchwork of regional rules. One senior official at a European ship register said that, if the IMO failed to reach agreement, it would leave Europe in a contradictory position in respect of what EU/EEA-flagged single-skin ships can do in other parts of the world.

"You cannot preach one thing in your region and do another elsewhere," he said. Intertanko also asked about the definition of the term "flag of a member state" in the regulation and was told that, in the commission's view, that covered all tankers flagged in a register under the jurisdiction of the present 15 member states, plus Norway, Iceland and Liechtenstein as part of the EEA.

The commission added that, in its opinion, the regulation would also apply to vessels flagged with other international and second registers, "and certainly" Kerguelen, Madeira, the Canary Islands and the UK Category One Red Ensign group of registers, which includes Bermuda, the Cayman Islands, Gibraltar and the Isle of Man, as well the UK itself.

The commission is verifying the situation regarding Greenland, the Faroe Islands and the Netherlands Antilles.

Van Oord buys majority stake in rival BHD

Koninklijke BAM Groep has sold the majority of its dredging business Ballast Nedam Dredging to Dutch rival Van Oord Groep in a move that will create the second largest dredging company in the world.

Despite their best efforts, another Dutch firm, Boskalis, still remains number one. The market reacted fairly positively to the dredging marriage, which sees the family-owned company Merwe-Oord as strategic majority shareholder, while BAM holds a 21.5% stake in the company which was effectively valued at E 427m (\$486m). Both companies could realise synergy benefits in terms of fleet expansion, occupation levels and through cuts in overheads, analysts thought.

BAM had been seeking a partner for BHD for some time. The construction group needed to sell a stake in the dredging business to finance the remainder of a E 750m bridging loan which had been used to acquire HBG, which then owned a two-thirds stake in BHD.

Through the E 427m valuation, BAM receives a very welcome E 260m in cash. This was well-timed to coincide with a E 300m payment which was due at the end of the month to finance most of the remainder of the bridging loan.

The rest of the value was made up from the shareholding in the new company. With the incoming cash, BAM is left owing E 40m on the loan. Although the move was welcomed, it was widely recognised that Van Oord got quite a bargain because of the sand supply problems in southeast Asia which had negatively affected the price.

Without these difficulties, a price of E 450m- E 500m could have been commanded, some analysts speculated. BAM was adamant that it was still keen to see dredging remain within its portfolio and spokesman Arno Pronk said the company would not be looking to sell on the 21.5% stake.

Acquiring HBG and its dredging business has been a costly exercise for BAM. When it acquired HBG it owned two thirds of BHD with the remainder owned by Ballast Nedam. But the latter exercised a put option, meaning HBG then had to pay E 210m to acquire the whole dredging business. With the expectation that the deal would be wrapped up by the year end, a single integrated company would now be formed named Van Oord.

The new firm, which has a projected turnover of around E 850m for 2003, will have its head office at the present BHD headquarters in Rotterdam.

Schapen veilig na korte brand op schip

Op het Nederlandse vrachtschip **Cormo Express** met tienduizenden schapen aan boord heeft zondag kort brand gewoed. De schapen zijn volgens een woordvoerder van de Australische minister van Landbouw ongedeerd. Een paar ton schapenvoer is verloren gegaan.

De **Cormo Express** lag op het moment dat de brand uitbrak afgemeerd in Koeweit waar het water en proviand inslaat. De brand zou zijn ontstaan door kortsluiting. Volgens de woordvoerder heeft de bevoorrading een kleine vertraging opgelopen. Het schip van de Nederlandse rederij Vroon vertrok op 5 augustus vanuit Australië naar Saudi-Arabië met 57.000 schapen aan boord. Ongeveer 5000 schapen zijn sindsdien om het leven gekomen door hitte en stress.

De dieren werden door Saudi-Arabië geweigerd omdat veel schapen bekschurft zouden hebben. Het hoofd van de Australische veterinaire dienst heeft tijdens een bezoek aan het schip afgelopen weekeinde geen ziekten kunnen vaststellen. Als geen enkel land bereid is de schapen aan land te nemen, keert het schip mogelijk terug naar Australië.

Maersk Recorder 'on rotation'

Global Marine Systems has laid up the Danish-flagged **Maersk Recorder**, one of the most modern cable layers in its fleet, in the quiet back water of the River Fal close to Falmouth in southwest England as what is described as "part of a planned rotation".



Global Marine was in trouble last year and chief executive Phil Metcalf said in a message to staff in August that it had been a challenging and tough year.

"Our fleet is extremely well positioned and flexible enough to meet a market that has changed beyond recognition," Mr Metcalf

added.

The loss of the Atlantic Cable Repair and Maintenance Agreement this year was a severe blow to the company as the agreement "had been one of the mainstays of Global Marine in recent years", he said.

Demelza Mundy of Global Marine Systems said: "Global Marine Systems Limited is constantly looking at the best way to manage our fleet.

"The **Maersk Recorder** is being laid up in the River Fal as part of a planned rotation. Global Marine has chosen to lay **Maersk Recorder** up in the River Fal as this is a proven and well situated deep water harbour."

When asked if Global Marine intended to lay up more cable ships at Falmouth, Ms Mundy said: "This is a possibility as we look at our fleet and the best way to manage it in order to ensure we give our customers the best service and value for money.

"The cable industry as a whole is experiencing a low period, but Global Marine has work coming up and expects to keep the fleet busy." [Maersk Recorder](#) has been carrying out work both in the Arctic Circle, as part of a very successful operation where it completed the world's deepest cable laying operation and has also been on standby for repair work in the North Sea.

Ms Mundy confirmed that [Maersk Recorder](#) had worked in the Arctic during June and July on a project for Tyco Communications but declined to give further details about the project.

SHIPYARD NEWS

HDW wins order after deal with workforce

GERMAN shipyard Howaldtswerke-Deutsche Werft has finally won a long-disputed order from Hamburg owner and equity financing company MPC Münchmeyer Petersen Steamship.

The order marks the first order of merchant newbuildings for Germany's largest shipyard in the past three and a half years, as it usually focuses on naval shipbuilding, mostly submarines.

The yard will build four 2,500 teu vessels worth E 130m (\$150m), to be delivered in 2004 and 2005. The federal state of Schleswig-Holstein has announced subsidies and guarantees for the order.

"The co-operation between HDW's workforce and management is exemplary," said Schleswig-Holstein economic minister Bernd Rohwer. Negotiations between the owner and HDW were successful after the yard employees voted in late August in favour of a compromise over unpaid extra work and the cutting back of holiday and Christmas bonus payments. All in all, the workers agreed to cuts of E 20m over the next three years.

In return the management promised to rule out layoffs within the same period. In July, the attempt to return to commercial shipbuilding failed when HDW withdrew from a letter of intent with MPC after staff refused to work an extra three hours a week during completion of this order and take a permanent 10% pay cut.

Independently of the new order, HDW will soon reduce staff by 742, of which 550 will be through redundancies. The yard is still up for sale. It is now owned by US investor One Equity Partners.

The French Thales group and German ThyssenKrupp, parent company of Blohm + Voss and Nordseewerke, have expressed interest. US defence group Northrop Grumman has also made an offer to acquire HDW, while French defence company DCN is in the race too.

Nation's buoyant currency is bad news for shiprepair yards

THE competitive edge the South African shiprepair industry has enjoyed in the past few years has been dramatically eroded because of the steady increase in the value of the country's currency.

According to all three of the larger yards — Dormac and Elgin Brown and Hamer with headquarters in Durban and Globe Engineering in Cape Town — the strengthening rand has cut margins, sometimes to the bone, though this has not necessarily affected work volumes.

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The acting managing director of Dormac, Johann Venter, says profit margins have been slashed but adds that although the heyday is over shiprepair is still good business.

"We are still making good money, but it is much more difficult now," he adds. Rob Deane, managing director of Elgin Brown and Hamer, feels the situation is a short-term issue, adding that the industry has worked on some very large-scale projects in the past year to its good fortune.

In a R60m (\$8.65m) job the two yards in Durban put 900 tons of steel into the tanker Nino — "a once-in-10-years kind of job", says Mr Deane. In addition the yards acquired a contract from the French Navy for its vessels serving in the Indian Ocean and also did well from the Spanish fishing fleet and vessels facilitating harbour development in Mozambique and South Africa.

With Durban an away port for cargoships repair work in this sector tends to come from voyage repairs and emergencies. Mr Deane says they also picked up spin-off work from the growing West African oil sector.

Brian Bain, managing director of Globe Engineering in Cape Town, says growth in the repair business is seriously curtailed by the lack of adequate dry dock facilities. He has been championing dock expansion and upgrade for a number of years — to little avail until recently. The port authority has now called for proposals for a new shiprepair facility in Cape Town on a build-operate-transfer basis with a 20-year concession.

But he is concerned there may not be much interest in the project as it has been estimated it could cost up to \$50m — for a 10,000 ton lift and relevant infrastructure — and is likely to need a longer concession period, perhaps 50 years. He adds that with a longer concession period there will be greater chance of interest from a multi-tasked consortium, which could build and operate the facility as a common user project.

Although a large portion of Globe's business was from the offshore oil and gas sector, Mr Bain feels neither maintenance and operations nor the scale of existing dry dock facilities are sufficient to gain the full benefit of continuing growth in this sector. Volumes of work will continue to increase, mainly because of developments by both French and US exploration and production companies. "But the restrictions of the docking capacity in the port will curtail how much of this we can take on," says Mr Bain. "It is a lost opportunity."

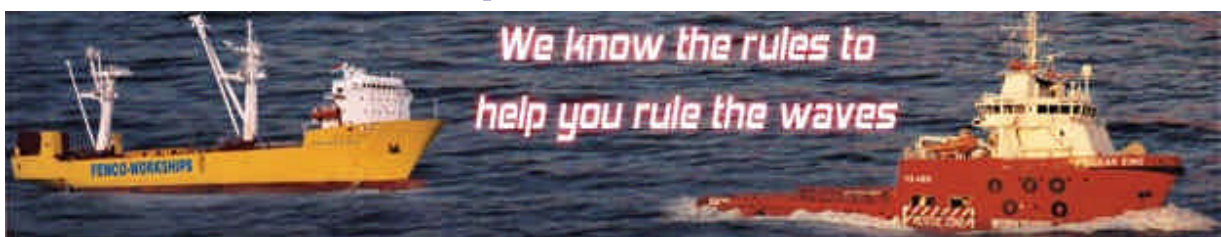
Werf Bijlsma krijgt fors bedrag Europa

Scheepswerf Bijlsma ontvangt ruim €850.000 van de Europese Commissie voor de ontwikkeling van 's werelds eerste tanker die op aardgas vaart. Dit schip is momenteel in aanbouw en wordt in december opgeleverd aan de Noorse rederij Knutsen. Directeur Jan Scholten van Bijlsma is „erg trots" op de toekenning van het geldbedrag, omdat er aan zware selectiecriteria moest worden voldaan. De gastanker eindigde op de vierde plaats van in totaal tien goedgekeurde Nederlandse projecten. De techniek is ontwikkeld in samenwerking met Conoship in Groningen.

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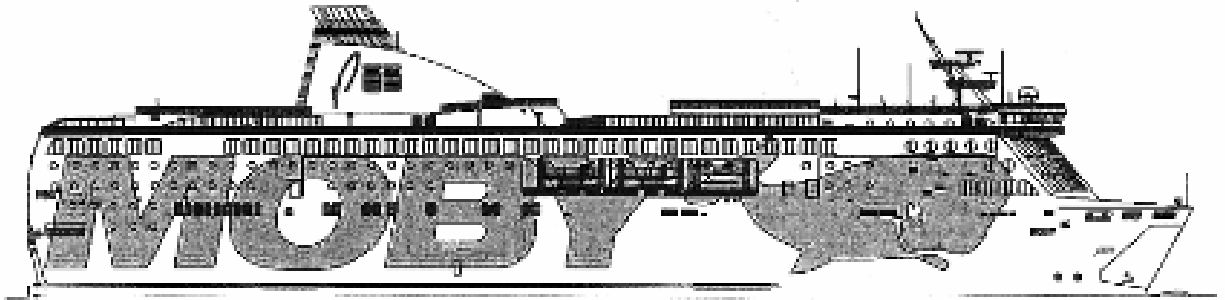




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NEW FERRY FOR MOBY ORDERED



In a deal worth some £200m (\$224m), the Italian ferry company **Moby lines** has placed a contract with Fincantieri to build two cruise ferries with one being an option. The Italian shipbuilder plans to commence construction in early 2004 at its Ancona yard. The first of the 36.000 GRT newbuildings will join the Moby fleet in May 2005 and will operate of one of the company Sardinia-Corsica routes to the Italian mainland.

Powered by four W 12V46C medium speed diesel engines delivering a total power of 50.400kW, the vessels will have service speed of 27 knots with maximum speed of 29 knots. Each pair of main engines is connected through a single reduction gear to CP propeller. Auxillary plant consists of three diesel driven generators with an output of 2,400kW each, two 1,600kW shaft generators and one emergency 500kw diesel generator. Maneuvering equipment comprises two spade rudders and two 1.500 kW cpp bow thrusters.

The 175m long hull will have beam of 27.6 m and be able to carry 2080 passengers in 320 cabins in addition to 191 Pullman type seats. With a deadweight capacity of 5.400 t, the vessel will be able to stow 665 cars or 1950 lane metres for trailers arranged over three decks consisting of main and upper trailer decks and a lower garage below the main deck. A hoistable cardeck will be installed on the upper car deck and access to the cargo decks will be by means of a side-hinged bow door and bow ramps in addition to two stern ramps. There are also 30 sockets outlets for reefer trailers.

Evergreen ship first to receive ISSC from China's CR

THE Evergreen Group of Taiwan's 1,164 TEU **Uni Active**, owned by Evergreen International Storage & Transportation Corp, has been issued with an international Ship Security certificate (ISSC) by China Corporation Register of Shipping (CR).

This is the first Taiwan-flag vessel to achieve compliance under the rigorous requirements of the code.

The International Ship and Port Facility Security Code (ISPS) is set to become mandatory on July 1 next year and by then, Evergreen will have to navigate 103 ships through the certification process.

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To achieve its target of completing the process, Evergreen is working closely with CR, the American Bureau of Shipping (ABS) and the UK's Maritime and Coastguard Agency.

Built in 1998, Uni Active is currently operating on Evergreen's NSC service linking Bangkok, Laem Chabang, Hong Kong, Kaohsiung, Taichung, Keelung, Tokyo, Yokohama, Nagoya and Yokkaichi.

Forthcoming auctions and tenders

Date	Place	Name	Type	Size		Built
07 October	Bulgaria	Khan Asparukh	Tanker	96000	dwt	built 1977Bulgaria
08 October	Israel	Dor	General cargo	8750	dwt	built 1985 Romania
09 October	New Zealand	Orlovka	Factory Freezer Trawler	Atlantic	333	built 1983 E Germany
13 October	Greece	Camilla	RoRo/LoLo	7598	dwt	built 1982 W Germany
22 October	South Africa	Baha Karahasan	Bulkcarrier	49675	dwt	built 1983 Japan
22 October	Holland	Mitra	Survey Vessel	56m	LOA	built 1982 Holland
23 October	New Zealand	Om	Factory Freezer Trawler	Atlantic	333	built 1984 E Germany
13 November	Holland	Olympia III	Accom Barge	300	beds	built 1986 Finland
Preauction deal	Yugoslavia	Alexander the Great	Passenger	1149	pass	built 1972 UK

Tanker sets off with first oil from African pipeline

YAOUNDE, Cameroon -- The first tanker set off from a Cameroon port with crude from a massive \$3.7 billion pipeline, officials said today, launching an ambitious World Bank project aimed at developing West African oil as an alternative to Mideast supplies.

President Bush's administration, hopeful of lessening U.S. dependence on Mideast oil, has pushed development of West Africa's industry.

The 665-mile pipeline from the landlocked nation of Chad to the Atlantic ports of Cameroon represents the World Bank's largest-ever investment in sub-Saharan Africa.

Conceived in 1996 with support from the Clinton administration, the pipeline was developed by an international consortium, with ExxonMobil holding a 40 percent stake, Malaysia's Petronas 35 percent, and ChevronTexaco 25 percent.

A tanker carrying the first 950,000 barrels left the Cameroon port of Kribi for world markets on Friday, Cameroon's National Oil Transportation Co. and National HydroCarbons Co. told The Associated Press.

NAVY NEWS



The 3rd Dutch LCF frigate (F 804) **DE RUYTER** seen here passing the locks of IJmuiden, the new guided missile frigate commenced recently seatrails.

Photo : Joop Marechal ©

Indo-US Navy joint exercise begins

A fleet of US warships, including a nuclear submarine, a supply tanker and two maritime patrol aircraft, have arrived in India to participate in the fifth Indo-US joint naval exercise in the Arabian Sea, off Malabar coast, beginning today.

The fleet consisted of two frontline warships "**USS Chosin**," the Ticonderoga-class guided missile cruiser, and the Arleigh Burke-class guided missile destroyer "**USS Fitzgerald**," both attached to the US Seventh Fleet and the auxiliary ship, **SS Chesapeake**, along with the Los Angeles class nuclear submarine "**USS Pasadena**" and two **P3C-Orion** maritime patrol aircraft.

The two US warships together had a complement of nearly 750 crew on board.

The Indian side is matched by the participation of two guided missile frigates, "**INS Brahmaputra**" and "**INS Ganga**," the submarine "**INS Shalki**" and the supply tanker "**INS Sakti**" besides a variety of shore-based aircraft.

Started in 1992, the 'Malabar' exercise would focus on Visit, Board, Search and Seizure operations besides maritime interdiction and sea control operations which were meant to enhance the ability to control certain areas of the sea.

The joint exercise also gained importance in the wake of the looming terrorist threats both on land as well as at sea, the Commanders of the Naval vessels told a joint media conference here today.

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The exercises were of great significance as they enhanced the inter-operability and helped in understanding each other's operating philosophy, Capt. Edward M Boorda of **USS Chosin** and Capt R Gaikwaed of **INS Brahmaputra**, said.

The naval exercises would be followed by sports contests in football, volleyball and golf for the 'Malabar Cup' instituted for the first time this year, they said. Commander of the US warship John P Neagley and Capt. Hari Nair of **INS Ganga** were also present at the news conference. While the US warships had arrived here for the joint exercise, Indian Navy's Sail training vessel, "**INS Tarangini**" was presently in Washington DC on the third-leg of her circumnavigation voyage 'Lokayan'.

MOVEMENTS

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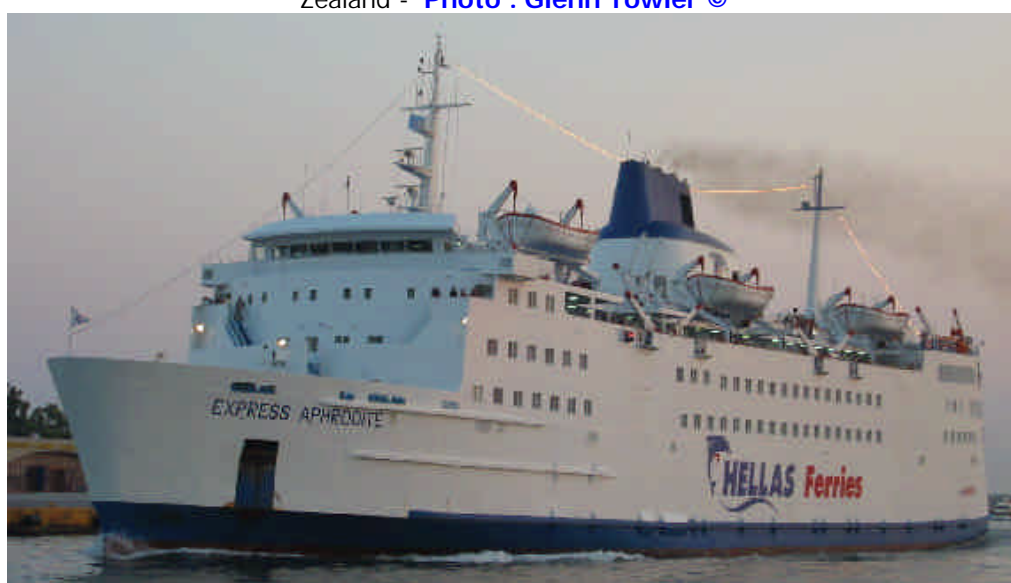
The **MAERSK LOGGER** seen here departing from the Tyne bound for Yarmouth after the departure of the Bonga is postponed until October 17th.

Photo : Kevin Blair ©

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The **STOLT AZALEA** seen here transiting the Derwent River enroute to Risdon to load for New Zealand - **Photo : Glenn Towler ©**



The **Express Aphrodite** entering Piraeus harbour — **Photo : Manos Petridis ©**



The **JOHANNA** arriving at the Greenock Ocean Terminal — **photo : John Huggins ©**



Bulker **CHIOS LUCK** (ex **Western Friend**), as seen Tuesday Sept 30th '03, cleaning its hatches, in Piraeus Greece. Previous cargo was charcoal. (u can see the dust everywhere).

Ship's data: imo 8029715, Greek flag, built in 1982, 27835 gross tonnage, radio call SYNO.

Photo : George Grekos ©

AIRCRAFT / AIRPORT NEWS

AF-KLM merger would make SkyTeam second-largest alliance



KLM planes at the several gates at Schiphol – Amsterdam airport – photo : Piet Sinke ©

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The planned merger of Air France and KLM via a holding company structure will create an airline that undoubtedly will be Europe's largest in terms of flight frequencies and available seats yet just No. 8 and No. 6 respectively worldwide, OAG Data claims.

In addition, OAG said that if Alitalia joins the merger, by frequency the European trio would become No. 5 worldwide in flights and No. 3 in terms of available seats behind Delta Air Lines and American Airlines.

"The new organization that will result from the merger negotiations will be by far the biggest in Europe, almost 100% bigger than its nearest rival if all three carriers are involved," said OAG Data MD Lynne Fraser. "However, what this merger has done is create, for the first time, a potential European 'super carrier' that can break into the top five global airlines--currently completely dominated by the US carriers."

With KLM as a member, **SkyTeam** will overtake oneworld as the second-largest alliance in terms of flights, with Star offering 72,347 weekly services, SkyTeam 59,792 and oneworld 56,553. In terms of available seats, SkyTeam with 6.78 million a week will remain behind both Star at 22.7 million and oneworld at 6.88 million. The independent flight schedule information provider based its statistics on frequencies and available seats during the first week of Oct.

In addition, OAG noted that only 1% of AF's weekly flights are on duplicate routes with KLM and only 152 flights, or 4%, of KLM's are on duplicate routes with AF. The two carriers cited this as one of the primary reasons behind their merger.

Concorde to make rare stop in Boston



The British Airways jet, which reaches speeds of 1,350 miles per hour, is scheduled to fly from London to Logan Airport on Wednesday. The rare Boston visit is part of a farewell tour for the Concorde. The airliner usually flies only to Kennedy Airport in New York. Washington and Toronto also were selected as part of the tour. The Concorde is being retired later this month. One-way flights go for a whopping 65-hundred dollars.

In total 20 Concorde were built between 1966 and 1979. The first 2 Concorde were prototype models, one built in France and the other in England.

Another 2 pre-production prototypes were built to further refine design and test out ground breaking systems before the production runs, of only 16 aircraft in total, commenced in both countries.

The first production aircraft off each production line did not enter service but acted as a test bed for production techniques, airline training and further development work. They also paved the way for the granting of airworthiness certification as well as providing extensive route proving information.

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In the end only British Airways and Air France purchased Concorde, with the airlines initially purchasing 5 and 4 aircraft respectively. The 5 surplus models were placed with the airlines in 1980 and eventually purchased for a nominal cost of £1 / 1 Franc each at the end of the Concorde programme a few years later, as part of a multi million pound support costs deal. British Airways acquired the 2 unsold UK built aircraft, while Air France bought the 3 unsold French built craft.

British Airways have a fleet of 7 aircraft while Air France had 5 aircraft. The British Airways Concorde have over 150,000 hours of flight time so far, which equates to nearly 50,000 flights, while Air France have over 105,000 hrs of flight time. The two prototypes, two pre production and one first production model are now on show in museums on both sides of the channel. The first British production Concorde is now owned by BA and used for spares.

Air France returned 4 aircraft to service after the Paris accident in July 2000, of the others; one was retired for spares use in 1982, one never completed a D check (due to retirement) and the final one was the aircraft lost in the accident. The 4 serviceable aircraft were retired to museums in France, Germany and the US.

British Airways operate 5 aircraft with a further 2 in storage at London Heathrow, that were not modified post accident, and have been withdrawn from service

THE SHIPPING FORECAST

ISSUED BY



AT 1130 ON MONDAY 06 OCTOBER 2003

**THERE ARE WARNINGS OF GALES IN VIKING FORTIES CROMARTY FORTH TYNE
DOGGER GERMAN BIGHT HUMBER THAMES IRISH SEA ROCKALL MALIN
HEBRIDES
BAILEY FAIR ISLE FAEROES AND SOUTHEAST ICELAND**

THE GENERAL SYNOPSIS AT 0700
LOW EAST FAEROES 978 EXPECTED 70 MILES NORTH OF VIKING 982 BY 0700
TOMORROW. NEW LOW EXPECTED SKAGERRAK 983 BY SAME TIME

THE AREA FORECASTS FOR THE NEXT 24 HOURS

VIKING

SOUTHWESTERLY BECOMING CYCLONIC THEN NORTHWESTERLY 5 TO 7,
OCCASIONALLY GALE 8 IN SOUTHWEST, PERHAPS SEVERE GALE 9 LATER.
SQUALLY SHOWERS. GOOD

NORTH UTSIRE

SOUTHERLY 5 TO 7 DECREASING 4, BACKING NORTHEASTERLY LATER. SHOWERS.
GOOD

SOUTH UTSIRE

SOUTHWESTERLY 5 OR 6 BECOMING VARIABLE 4. SHOWERS. GOOD

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FORTIES CROMARTY FORTH TYNE DOGGER

WEST VEERING NORTHWEST 6 TO GALE 8, PERHAPS SEVERE GALE 9 LATER.
SQUALLY SHOWERS. GOOD

FISHER

WESTERLY VEERING NORTHWESTERLY 5 OR 6 OCCASIONALLY 7, PERHAPS GALE
8 LATER IN WEST. SQUALLY SHOWERS. GOOD

GERMAN BIGHT HUMBER THAMES

WEST OR SOUTHWEST VEERING NORTHWEST 5 TO 7 OCCASIONALLY GALE 8,
PERHAPS SEVERE GALE 9 LATER. SQUALLY SHOWERS. GOOD

DOVER WIGHT PORTLAND PLYMOUTH

NORTHWEST 5 TO 7, PERHAPS GALE 8 LATER IN DOVER. RAIN OR SQUALLY
SHOWERS. MODERATE OR GOOD

BISCAY

NORTHWESTERLY 4 OR 5, OCCASIONALLY 6 IN NORTH. RAIN OR SHOWERS.
MODERATE OR GOOD

SOUTH FITZROY

NORTHEASTERLY 5 TO 7. MAINLY FAIR. MODERATE OR GOOD

NORTH FITZROY

NORTHWESTERLY 4 OR 5 OCCASIONALLY 6. RAIN AT TIMES. MODERATE OR
GOOD

SOLE LUNDY FASTNET

NORTHWEST 5 TO 7. RAIN OR SQUALLY SHOWERS. MODERATE OR GOOD

IRISH SEA

NORTHWEST 6 TO GALE 8 OCCASIONALLY SEVERE GALE 9. RAIN OR SQUALLY
SHOWERS. MODERATE OR GOOD

SHANNON

NORTHWEST 5 TO 7. OCCASIONAL RAIN. MODERATE OR GOOD

ROCKALL MALIN HEBRIDES

NORTHWESTERLY 6 TO GALE 8, OCCASIONALLY SEVERE GALE 9. RAIN OR
SQUALLY SHOWERS. MODERATE OR GOOD

BAILEY

NORTHWEST 6 TO GALE 8 OCCASIONALLY SEVERE GALE 9, BACKING WEST OR
SOUTHWEST 4 OR 5 LATER. RAIN OR SQUALLY SHOWERS. MODERATE OR GOOD

FAIR ISLE FAEROES

CYCLONIC IN EAST FAEROES AT FIRST, OTHERWISE WESTERLY OR
NORTHWESTERLY 6 TO GALE 8 OCCASIONALLY SEVERE GALE 9. RAIN OR
SQUALLY SHOWERS. MODERATE OR GOOD

SOUTHEAST ICELAND

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NORTHWESTERLY 5 TO 7 OCCASIONALLY GALE 8, BECOMING VARIABLE 4 IN WEST. RAIN OR SQUALLY SHOWERS. MODERATE OR GOOD

.... PHOTO OF THE DAY



A historical picture of the tug **WITTE ZEE** anchored with the transport barge **GENMAR 104** loaded with a jack up rig

Photo : coll Maart Barnhoorn ©

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ALERT 6 te Warrenpoint,
ALEXANDERGRACHT 5 360 no St Helena vn Bilbao nr Fremantle,
ANJELIERSGRACHT 6 vn Darrow,
APOLLOGRACHT 7 te Fremantle,
AQUATIQUE 6 100 zw Ibiza nr Tarragona,
ARKLOW RAMBLER 6 te Bayonne,
ARTISGRACHT 6 vn Bremen nr Antwerpen,
ASSI SCAN LINK 6 60 w Porto nr Alicante,
ATLASGRACHT 5 120 nw Darwin nr Pt Hedland,
BALTIC 6 pas Kiel Canal nr Antwerpen,
BANJAARD 6 te St Cruz,
BASTIAAN BROERE 5 vn Ceuta nr Antwerpen,
BOTERDIEP 6 80 n Ameland nr Kotka,
BOTHNIA 5 te Larvik,
BOTHNIABORG 5 20 z Gotland nr Rotterdam,
CAPRICORN 6 pas Cherbourg nr Sorel,
CHRISTINA 6 65 w Rauma nr Tornio,
CLAUDIA 6 te Sluiskil,
COMOROS STREAM 5 te Turbo,
CORAL ISIS 6 te Luanda,
CORAL OBELIA 5 te Gothenborg,
CORAL RUBRUM 5 vn Jinshanwei nr Yosu,
CRYSTALWATER 6 te Terneuzen,
DANIEL 6 te Waterford,
DEO VOLENTE 6 vn Stord nr Stavanger,
DEPENDENT 6 pas Skagen nr Gandia,
DIEZEBORG 6 pas Hoek van Holland nr Mantyluoto,
DOGGERSBANK 6 pas Gotland nr Oulu,
DONGEBORG 6 pas Capri Island nr Livorno,
DUTCH AQUAMARINE 6 te Livorno,
DUTCH EMERALD 6 t a Leixoes,
DUTCH FAITH 6 50 nw Brest,
DUTCH MARINER 6 20 w Lands end nr Antwerpen,
DUTCH MATE 6 te Genua,
DUTCH PILOT 6 te Rotterdam,
EDAMGRACHT 5 vn Yangpu nr Hong Kong,
EEMSGRACHT 6 630 o Martinique nr Santa Cruz,
EGELANTIERSGRACHT 5 180 z Irian Jaya nr Darwin,
EUROGRACHT 5 te Skikda,
EXPANSA 6 te Helsinki,
FAIRLIFT 6 70 nw Lissabon,
FAIRPLAY-22 6 25 w Den Helder nr Rotterdam,
FLINTERDIJK 6 60 w Rauma nr Tornio,
FLINTERDUIN 6 te Dublin,
FLINTERHAVEN 6 45 o Stockholm nr Sundsvall,
FLINTERSPIRIT 6 pas Stornoway nr Belfast,
FRIESEDIIK 7 te Barcelona,
GENUA EXPRESS 6 nno Skikda,

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GIESSENBORG 6 pas Engels Kanaal nr Gandia,
GOTLAND 6 45 z Turku nr Kemi,
GRACHTBORG 5 pas Finisterre,
HAPPY BUCCANEER 5 700 ozo Taiwan,
HAPPY RANGER 6 180 zw Lissabon nr Le Trait,
HAPPY RIVER 6 400 ono Ho Chi Minh City nr Banten,
HAPPY ROVER 5 te rede Luanda,
HEEMSKERCK 5 35 z Southampton nr Tenerife,
HEEREBRUG 6 te Las Palmas,
ICE STAR 6 te Gdansk,
IJSEL TRADER 6 te Naha Okinawa,
INGER 6 80 zzw Plymouth nr Genoa,
IRINA 6 te Pasajes,
ISABEL 6 pas Tromso nr Bremen,
ITASCA 5 50 zw Gotland nr Boulogne,
IVER EXACT 5 5 o New York nr Gdansk,
IVER EXAMPLE 5 25 z Barbados nr Bioko,
IVER EXPERIENCE 5 95 wnw Cartagena nr Pt a Pierre,
JACO TRADER 6 te Assen,
JACOBUS BROERE 5 te Tees,
JO CALLUNA 5 te Rotterdam,
JO CEDAR 5 100 no Soqotra nr Suez,
JO SELJE 5 390 no St Helena nr Le Havre,
JO SPRUCE 6 te Yosu,
JO SYPRESS 6 te Philadelphia,
JUMBO SPIRIT 5 470 zzo St John nr Sevilla,
JUMBO VISION 280 ozo Cocos Island nr Constantza,
KATJA 6 t a rede Pasajes,
KIELGRACHT 6 25 nno Bornholm nr Gandia,
KONINGSBORG 5 60 o Gibraltar nr Barcelona,
KWINTEBANK 6 pas Detroit nr Menominee,
LADON 6 70 w Talinn nr Helsinki,
LAURIERGRACHT 6 te La Coruna,
LEMMERGRACHT 6 400 o Cairns nr Hualien,
LIJNBAANSGRACHT 5 pas Guam nr Yokohama,
LOOTSGRACHT 6 te Kaohsiung,
MAGDALENA GREEN 6 te La Brea,
MAGIC 6 200 ono Cape Canaveral nr Kaliningrad,
MAINEBORG 6 w Milos nr Ormos Voudia,
MARIA GREEN 6 vn Salerno nr Damietta,
MARINUS GREEN 6 110 z Forcados nr Onne,
MARION GREEN 5 300 no Anambas nr Singapore,
MARION GREEN 6 110 no Singapore nr Singapore,
MERWEBORG 6 te Gandia,
MICHIGANBORG 6 300 zo New York nr Philadelphia,
MIGHTY SERVANT-3 6 te Gibraltar,
MORRABORG 6 vn Philadelphia nr Bai Comeau,
NEDLL AFRICA 6 te Jebel Ali,
NEDLL AMERICA 5 360 ozo Colombo nr Jakarta,
NEDLL ASIA 5 40 w Ouessant,
NEDLL EUROPA 6 320 ozo Aden,
NEDLL HONGKONG 5 vn Singapore nr Hong Kong,
NEDLL OCEANIA 6 20 nw Pt Kelang,

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NONA 6 vn Kolding nr Solvesborg,
NORA 6 te Hoganas,
NORMED BREMEN 6 w Lands End nr Cardiff,
NORMED IZMIR 6 pas Cape St Vicente nr Izmir,
NORMED ROTTERDAM 6 vn Elevis nr Ambarli,
NORTHERN EXPLORER 6 220 w Shanghai nr Shanghai,
OCEAAN KLIPPER 6 te Kaliningrad,
OLGA 7 te Kaskinen,
P&O NEDLL AUCKLAND 5 260 o Ile d Ouessant nr Rotterdam,
P&O NEDLL BARENTSZ 6 196 wzw Pusan,
P&O NEDLL HOUTMAN 6 te Hong Kong,
P&O NEDLL KOWLOON 5 660 w Cape Comoron nr Singapore,
P&O NEDLL MERCATOR 6 80 ozo Aden,
P&O NEDLL ROTTERDAM 5 vn Shanghai nr Xiamen,
P&O NEDLL STUYVESANT 5 1600 nw Honolulu nr Long Beach,
P&O NEDLL VERA CRUZ 5 te Altamira nr Vera Cruz,
PACIFIC 5 530 wzw Lima nr Valparaiso,
PALMGRACHT 5 pas Cayman Isl nr Matanzas,
PAUWGRACHT 5 130 zo Madeira,
PIJLGRACHT 5 te Ft Lauderdale nr Botwood,
PIONEER 6 te Frederiksvaerk,
POLAND 5 pas Kieler Kanaal nr Riga,
POLAND 6 17 z Oland nr Riga,
POLAR SEA 5 60 w Oporto,
PROJECT EUROPA 5 150 z Stockholm nr Rotterdam,
RUBYN 6 50 zw Liverpool nr Garston,
SABORG 6 te rede Brodick,
SAMBRE 6 te Kaliningrad,
SCHIPPERSGRACHT 6 te Greenock,
SCHUITENDIEP 6 te Biscay nr Randers,
SLOTERGRACHT 6 pas Grote Belt,
SLUISGRACHT 6 800 no Puerto Rico nr Rauma,
SMITWIJS LONDON 6 550 zw Walvis Bay nr Rio De Janeiro,
SPRING PANDA 6 te Camden,
STADIONGRACHT 6 90 nnw Lissabon,
STELLA POLARIS 6 te Rede St Nazere nr Donges,
STELLA POLLUX 6 te Reydarfjordur,
STELLA WEGA 6 30 o Ceuta nr Koko,
STELLANOVA 6 60 w Dakar nr Moerdijk,
SWING 6 pas Bornholm nr Amsterdam,
SYLVIA 6 te Rotterdam,
TANJA 6 te Hamburg,
THEODORA 6 te Pt Jerome,
TORNE 6 te Jakobstad nr Mantyluoto,
UAL AFRICA 6 500 z Ivoorkust nr Lobito,
UAL TEXAS 6 te Rede Pointe a Pierre,
VARNEBANK 3 70 zo Cartagena nr Dordrecht,
VEDETTE 7 te Belfast,
VELOX 6 te Swansea,
VICTORIABORG 6 t a Ravenna,
VISCOUNT 6 140 zw Brest nr Caen,
VLIEBORG 5 pas Gibraltar nr Kantvik,
VLISTBORG 5 pas Str Messina nr Taranto,

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VLISTBORG 6 te Taranto,
VOORNEBORG 6 6 25 no Cape Breton Island nr Baie Comeau,
VOSSDIEP 6 te Taranto,
WAAL TRADER 7 verw te Shanghai,
WESTERHAVEN 6 vn Malilla nr Oran,
ZEUS 6 pas Dardanellen nr Istanbul.