

DAILY SHIPPING NEWSLETTER 2003 – 199



Number 199 ****DAILY SHIPPING NEWSLETTER****Saturday 25-10-2003



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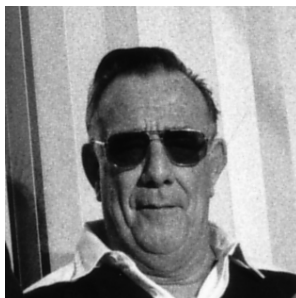
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IN MEMORIAM



*Strooi uit mijn as naar alle winden zodat,
wat eens mijn lichaam was, de weg kan vinden
naar alles wat het eens beminde, naar wolk en zee
en zich daarmee verbinden.*

Op 22 oktober 2003 is op 71 jarige leeftijd overleden

LEONARDUS LODEWIJK LUCARDIE

echtgenoot van Petronella Johanna van den Berg

Gepensioneerd kapitein van Smit havensleepdiensten (NRS)

Ridder in de Orde van Oranje Nassau

Voormalige opvarende van de reddingboot in Hoek van Holland

De samensteller van het scheepvaart nieuws wenst de familie veel sterkte om dit verlies te verwerken

EVENTS, INCIDENTS & OPERATIONS

Tasman master speaks to Fairplay

THE master of the **Tasman Spirit** is adamant that rough monsoon conditions were primarily to blame for the 27 July grounding of the Polembros tanker at Karachi. In his first public statement since being detained, Capt Dimitrios Karistinos told Fairplay: "I was coming into the port on an ebbing tide when a sudden squall from the southwest hit the vessel and run it aground=2E" Reacting to a Karachi Port Trust (KPT) statement issued on Saturday, which blamed him for the grounding, he said he was only following the advice given to him by KPT pilot Capt Javed Nasir. "How can a master bring in a vessel without the pilot's instructions?" he asked. He said attempts to refloat the Tasman Spirit were delayed because an "adequate number of tugs" was not available: an unspecified number were busy berthing the tanker Forena at the time. "I know they are after my head," lamented Karistinos, who faces six charges of criminal negligence, along with six of his Greek and Filipino officers, and Tsavliris salvage master Nikos Pappas.

UAE tanker caught smuggling oil

UNDETERRED by the seven-year prison sentences handed down last week by an Iraqi court to a Ukrainian captain and first mate, smugglers are still taking their chances in the headwaters of the Middle East Gulf. Last Thursday the Guinea-flagged 2,300gt tanker **Marwan** was boarded by a joint team from the Royal Navy and the US Coast Guard near Basra who found 1,800 tons of illegally traded diesel oil on board. The crew of the UAE-owned vessel had been spotted transferring the diesel to smaller vessels which either used it as bunker fuel or tried to run it ashore for sale in Iran. This latest seizure was part of an intensified crackdown on smuggling. On Saturday the US military announced the operation has resulted in 80 arrests and the recent detention of 24 oil barges and eight small vessels. The Americans are serious about stopping the illegal movement of oil and have deployed the USS Peleliu with 2,000 Marines on board specifically for this task

Opschonen kost veel tijd bij ruimen van oude scheepswrakken

door Ben Jansen

De verwijdering van wrakken uit de Westerschelde duurt nog tot begin volgend jaar. Het opruimen van kleine brokstukken vergt meer tijd dan de aannemer, de combinatie Wrakkenberging Westerschelde (CWW), had verwacht.

In februari is een begin gemaakt met de laatste fase van de verwijdering van obstakels uit de drempels in de vaargeul en de noodankergebieden. Dankzij de inzet van grote bokken (de Rambiz en de Taklift 4) zat er aanvankelijk zoveel vaart in dat optimisten voorspelden dat het karwei nog voor het eind van het jaar zou zijn voltooid. En dat terwijl CWW contractueel twee jaar de tijd had.

De projectleider van de aannemerscombinatie, Mark Voorhuis, heeft dat enthousiasme altijd al geprobeerd te temperen. „Ik moet erkennen dat het weghalen van de grote brokken veel sneller is verlopen dan we hadden ingeschat. Maar nadat de grote bokken hun werk hebben gedaan, blijft er nog veel klein materiaal achter. Dat ruimen we met poliepkransen op en dat kost veel tijd. De tijdswinst die we met het grove werk hebben geboekt, gaat weer verloren met het opschonen. Dat is ons echt tegengevallen.“

Bath

De afgelopen weken heeft CWW zich vooral gewijd aan dat opschoonwerk. In de loop van volgende week wordt weer zwaarder materieel ingezet. Eerst gaat een 400-tons bok aan de slag met drie wrakken in de Bocht van Bath. In de loop van november arriveert de tien keer zo zware Rambiz, die de afgelopen zomer in het Kanaal aan de slag is geweest bij de berging van het autoschip Tricolor. Een bijzonder bepaling in het contract voor de wrakopruiming die nu wordt uitgevoerd, is dat Rijkswaterstaat niet controleert of het werk volgens de eisen is verricht. De aannemerscombinatie moet dat aantonen aan de hand van eigen metingen. En de meetmethoden moeten de goedkeuring van Rijkswaterstaat hebben.

Steenhopen

In de laatste fase van de wrakopruiming moeten 38 scheepsresten, steenhopen andere obstakels worden verwijderd. Daarvan zijn er inmiddels 24 tot tevredenheid van Rijkswaterstaat aangepakt. CWW is op zes locaties nog bezig met opschoonen. Met het lichten van acht wrakken moet nog een begin worden gemaakt. Voorhuis streeft ernaar de totale klus omstreeks 1 maart volgend jaar gereed te hebben.

Maersk moves to reduce exposure to North Sea market

Seabrokers reports that Maersk Supply Service has taken what it called "bold strides" to lessen its exposure in the North Sea by removing the A class anchor handlers **Maersk Winner** and **Maersk Detector** (D class).

The **Maersk Winner** is understood to be towing the Transocean Richardson to West Africa (Cote D'Ivoire) for CNR and will stay in the region uncommitted upon completion.



Top : the **MAERSK DISPATCHER** operating offshore Nigeria — photo : Sicco Ritsma ©

Seabrokers says the rumours surrounding the **Maersk Detector** indicate that it is steaming to West Africa and upon arrival will be able to release it's sister D class AHTS **Maersk Dispatcher**, which will then return to the Northern hemisphere to be redelivered from bareboat charter to it's owners Tidewater.

Schapen Cormo Express vinden bestemming in Eritrea

De 52.000 schapen op de **Cormo Express** worden vrijdag uitgeladen in Massawa in Eritrea. Dat heeft rederij Vroon in Breskens laten weten. Met het uitladen komt een einde aan een wekenlange zoektocht naar een bestemming voor de dieren.

Het schip vertrok op 5 augustus uit Australie naar Saoedi-Arabië met 57.000 schapen aan boord. De dieren werden overal geweigerd, omdat veel schapen bekschurft zouden hebben. De Cormo Express lag achtereenvolgens in Koeweit en in de Kokoseilanden.

CASUALTY REPORTING

Cargo vessel hits Istanbul landmark

A Russian flagged cargo ship has struck the dock at the historic Sait Halim Pasha Mansion in Istanbul causing damage to the structure. The incident happened as the 2,426gt **Khazar Star-2** was transiting the Sea of Marmara bound for Chioggia in Italy with 3,000 tons of Russian barley. Capt Cahit Istikbal, secretary general of the Turkish Maritime Pilot's Association, described the incident as a "navigational error" brought about by difficult currents and the fact the **Khazar Star-2** had no pilot on board. The ship was towed to an anchorage at Ahirkapi for damage inspection. The accident came just one week after the Turkish Coast Guard said it would use a new high-tech traffic management system to get tough with careless pilotage. But Capt Istikbal told Fairplay the new equipment is still being tested and the older traffic management system remains in use until the end of October. "Even with the new traffic management system yesterday's accident would not have been prevented," he said, laying the blame on the fact the ship had declined a local pilot

SHIPYARD NEWS

China's largest yard plans to grow

SHANGHAI Waigaoqiao Shipbuilding, China's largest and most modern yard, is to begin second-phase construction next year that will increase annual building capacity to 2.6MdwT by 2010. The yard will spend about CNY1Bn (\$120M) on the second phase covering an area of 640,000m² along the Yangtze River. It is expected to be completed within 12-18 months. Officials revealed the plan at a ceremony on Saturday to mark the completion of the first phase, which cost CNY3.21Bn and covers 1.46Mm². The building capacity of the two docks in the first phase is just over one million deadweight. "The central government hopes we can start the second-phase construction as soon as possible because we have done a good job in the four-year construction of the first phase," spokesman He Baoxin said. The yard has so far delivered three ships and another 10 are under construction of a 4MdwT orderbook that will keep it busy through to 2007, He said. General manager Chen Qiang said the yard has developed four types of ships – a 175,000dwT Capesize, a 105,000dwT Aframax tanker and 150,000dwT and 170,000dwT FPSOs.

Two possible buyers for Appledore?

Fairplay reports that two potential purchasers are now lined up to take control of the UK shipbuilder Appledore, which is currently in receivership.

They are a local consortium put together by Tim Jones of the Devon & Cornwall Business Council and a

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European company with an order to place which could be built at Appledore.

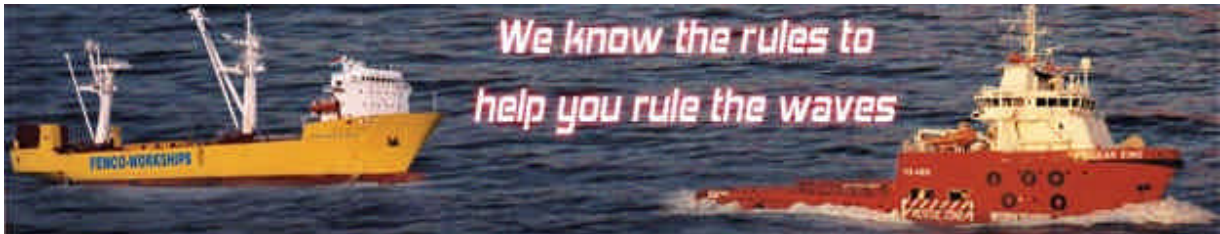
"It is very important that we have a quick decision," Jones told Fairplay, "because it is vital to keep the workforce in place and retain their skills. I anticipate a decision by early next week. It is possible the consortium and the European company may come together but we have not had any talks as yet," he added. "I suspect we may, which would be good because the European company has the order and my consortium has good funding streams. If the two joined forces it would make the survival of the yard more sustainable."

Appledore has laid off its 550 workers having run out orders but is seen as being important in the North Devon area because the yard was an important employer.

ROUTE, PORTS & SERVICES

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MSC bids for Valencia terminal

MEDITERRANEAN Shipping Co has made an official bid to manage and operate a new transshipment box terminal at the port of Valencia. Daniel Garcia, commercial manager at Valencia Port Authority, told Fairplay today the port's technical commission is assessing individual proposals by MSC and operator Maritima Valenciana to run a terminal at the Muelle de Fangos dock. He said no details had been finalised. While there is no official date for the concession to be announced, sources at Valencia said they believed a verbal agreement had already been made between MSC and the Valencia Port Authority over the new terminal. Transshipment activity at Valencia has grown rapidly, rising by 18% over the first nine months of the year compared with 2002. Last year transshipment accounted for one-quarter of the 1.82M TEU handled at the port. Most transshipment was moved by MSC at the 160 hectare Maritima Valenciana terminal managed by Spanish construction giant Dragados. The new terminal at Valencia is expected to be opened by the end of 2004.

Royal Caribbean buys Cassens' Bay

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ROYAL Caribbean is reported to have purchased the small German luxury cruise vessel **Sun Bay** from state-owned German bank Kreditanstalt für Wiederaufbau. The 2,842-gt / 96-berth vessel departed from Lübeck on 18 October for the US. It is one of two sister ships built by Cassens Werft in 2001/2002 for operation by Hannover-based

Columbus Seereisen, although the name of the owner was always kept secret. The **Sun Bay II** is now believed to be in Russian hands. This latter vessel went into lay-up for two months shortly after delivery last year because of insufficient bookings. It then resumed cruising under the charter name Corinthian for US-based Travel Dynamics, which also chartered the **Sun Bay**. Cassens Werft is currently in receivership but is working on an enlarged version of the type, the 4,000-gt / 138-berth **Orion**, for delivery this month to US interests.

DFDS sells passenger ship



top : the **PRINCE OF SCANDINAVIA** moored in IJmuiden — photo Piet Sinke ©

DFDS has sold the passenger ship **PRINCE OF SCANDINAVIA** to Moby S.p.A. of Italy, which will take over the ship in late November. The parties have agreed not to disclose the price.

M.s. **PRINCE OF SCANDINAVIA** was built in 1975. The ship is currently deployed on the Amsterdam-Newcastle route along with **QUEEN OF SCANDINAVIA**. The route opened in 1995 and passenger numbers have risen steadily.

When m.s. **PRINCE OF SCANDINAVIA** is handed over, m.s. **DUKE OF SCANDINAVIA** will be re-deployed and moved to the Amsterdam-Newcastle route. **DUKE OF SCANDINAVIA** currently serves

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the Copenhagen/Trelleborg-Gdansk route, which will be closed temporarily until DFDS finds appropriate replacement tonnage.

The sale is part of the DFDS strategy to reduce the average age of its fleet. **KING OF SCANDINAVIA** and **ADMIRAL OF SCANDINAVIA** have already been sold as part of this strategy - in March and June 2002, respectively. Despite the fact that DFDS Seaways does not have replacement tonnage at its disposal right away, the company decided to accept the offer for **PRINCE OF SCANDINAVIA** because the right buyer emerged.

As a result of the sale of m.s. **PRINCE OF SCANDINAVIA**, DFDS has adjusted its full-year expectations downwards by DKK 28 million to cover redundancy payments to the crew, etc. and a minor loss incurred on the actual sale of the ship.

Holland America ship expected to bring in \$12 million in 2004

NORFOLK -- With less than three months to go before they begin to base the **Maasdam** cruise ship at the Nauticus pier, Holland America Line officials briefed city leaders and area travel agents on the potential economic effect that its business would bring - an estimated \$5 million to the city and \$12 million to Hampton Roads next year.



File picture of the **MAASDAM** seen here arriving in Halifax – photo : Unknown author

"Holland America is very pleased to introduce Norfolk as a Caribbean embarkation cruise port," A. Kirk Lanterman, chairman and chief executive officer of Holland America, said in a statement. "Norfolk is a great addition, and if early booking indications continue, these itineraries will be very popular."

The cruise line expects to bring 18,870 passengers through the city of Norfolk next year.

Tourism leaders throughout Hampton Roads are hoping for a significant regional effect.

The \$12 million expected for Hampton Roads includes local payroll, ship provisions, passenger spending, refueling and port fees, Holland America officials said.

Passenger and crew spending alone could reach about \$1.4 million in local shops, hotels, restaurants and local attractions, said Erik Elvejord, spokesperson for the company. He estimates fuel totals, for

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example, at about \$1.8 million, general hotel maintenance costs at \$832,000 and port fees, charges and taxes at \$830,600 in 2004. In addition, Holland spends about \$2 million each season to provision its ships with goods from local suppliers, he added. With all these potential bucks at stake, officials are working to figure out exactly where to put the influx of passengers that will be embarking and disembarking from the cruises.

The city has invested \$2.5 million in the current budget to design a new terminal and has hired an architectural firm for the project, Norfolk-based Clark Nexsen, said Mayor Paul Fraim. It also expects to build a \$30 million terminal. Nauticus is providing temporary shelters for passengers in the meantime.

"We're committed to Norfolk through 2004, and we're discussing 2005," said Elvejord. "But if we're going to grow and expand here, we're certainly going to look at the facilities provided, and I know the city is looking into that." Beginning on Jan. 20, Holland America will use the Nauticus pier as a homeport for about 14 round-trip 11- and 10-day Caribbean cruises between January and April, as well as between October and December.

Olympic Hercules sheds A frame

Olympic Shipping's **Olympic Hercules**, one of the company's A101 anchor handlers, has shed its 250 ton SWL A-Frame.



Photo : **OLYMPIC HERCULES** with the 250 tons A-Frame installed – photo : Terje Moen ©

The large anchor-handler had the frame fitted for her month-long ploughing charter with PGS.

"Now that that charter has come to an end and as, in the current market, it is difficult enough for ordinary anchor handlers to get a charter, Olympic have decided to take the A-Frame off her deck," Seabrokers reported.

DSND sells Buccaneer and sends two for scrap

DSND reports that it has delivered the well support vessel **Buccaneer** (mentioned in yesterdays newsletter) to its new owner in accordance with the Memorandum of Agreement, as reported on 1 September 2003.

The sales price was US\$7.5 million and the sale will result in an accounting gain of approximately US\$5.2 million which will be recorded in the fourth quarter 2003. DSND has chartered the vessel on a financial lease with an ongoing purchase option since 1999. The cash effect following the exercise of the purchase option and the subsequent sale of the vessel is positive with US\$ 3.5 million.

DSND has also entered into an agreement to sell the two vessels, **Atria** and **Helder**, for scrapping. Both vessels were originally built in 1976 and have been in lay-up for several years. The agreed sales price equals book value.

DSND reports drop in results

DSND Inc has reported that its results for third quarter 2003 will be lower than the second quarter 2003.



The **DSND PELICAN** of Subsea 7 operating on the North Sea – photo : **Greg Pascaud** ©

The drop in the results in the third quarter is due to lower result from DSND's 50 per cent share in Subsea 7, as Subsea 7 is expected to report a result close to break-even for the third quarter. The primary reasons for this are reduced utilisation of the fleet and equipment, and deferral of project revenue from the third to fourth quarter.

Toisa re-enters anchor handling market with new design



Sealion

Sealion Shipping has confirmed an order, on behalf of Toisa Limited, for three dynamically positioned, anchor handling tug supply vessels, with options for a further three.

The ships are to be constructed at the Wuchang Shipyard in China, the first being scheduled for delivery in August 2005 with

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subsequent units being delivered at intervals of four months.

To be built to a new Vik and Sandvik design, designated the VS 4612, the principal characteristics will be a length overall of approximately 70m, beam of 16.6m, and depth of 7.3m, with a summer deadweight of 2,200 tonnes on 6.2m draft. The ships will have Firefighting Class 1, 2 x 4,500kW main engines, a speed of 16 knots, bollard pull of 160 tonnes, anchor handling/towing winch of 350 tonnes pull, and will be prepared for oil recovery operations.

Commenting on this new order David Jamieson, the Managing Director of Sealion Shipping said, "These units have been designed as the next generation of work horses for the international oil and gas industry. With a speed of 16.0 knots, the ability to drive two propellers from one engine and a high capacity winch they will be ideal for operations in remote deep water regions."

"Toisa has taken the decision to re-enter the anchor handling market after an absence of some five years, in the belief that a very significant part of the international fleet is both unsuitable and becoming too old to be viable in these regions," said Jamieson. "The company presently owns and operates a fleet of sophisticated subsea construction vessels and platform supply vessels. This investment will provide a third leg to its operations. The Vik and Sandvik design and Wuchang Shipyard were selected for the order following an extensive evaluation both of available designs and suitable shipyards. We are very confident that Wuchang will provide us with a first class product at a competitive price."

Sealion Shipping is Toisa's ship management subsidiary and currently operates a fleet of 23 offshore support vessels trading in the North Sea, Brazil, Gulf of Mexico and South East Asia. Additionally it has three multi purpose platform supply/ ROV support vessels under construction at the Wuhu shipyard in China and one ROV support vessel under construction at the Itajai Shipyard in Brazil for its joint venture company, Sealion do Brasil Navegacao.

Stolt Offshore announces third quarter results



Top : The **SEAWAY EAGLE** of STOLT Offshore – photo : Oddgeir Refvik ©

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Stolt Offshore has reported results for the third quarter and nine months ended August 31, 2003. The net loss for the quarter was US\$22.5 million, or US\$0.24 per share, on net operating revenue of US\$397.9 million, compared with a net loss of US\$17.2 million, or US\$0.21 per share, on net operating revenue of US\$368.9 million for the same period last year.

For the nine-month period ended August 31, 2003 the company reported a net loss of US\$132.0 million, or US\$1.42 per share, on net operating revenue of US\$1.2 billion. This compares with a net loss of US\$12.1 million, or US\$0.14 per share, on net operating revenue of US\$996.4 million for the same period last year. Tom Ehret, Chief Executive Officer, Stolt Offshore, said: "A net loss for the quarter, while in line with our expectations, is still disappointing. That said, we are putting Stolt Offshore back on track and the Board is focused on returning the Company expeditiously to profit."

"Despite the demanding market conditions, experienced throughout the industry, we continued to make substantial progress on four fronts since the period end. We have taken important steps towards settlements on legacy contracts, implemented the bulk of the changes required under the Blueprint for recovery, we are working towards an agreement with the banks on financial restructuring and are making commercial progress in our target markets." "We are on track to complete the worldwide implementation of the Blueprint model by November 30. The Board is targeting second half 2004 for improved earnings resulting from the Blueprint reforms.

"All of us at Stolt Offshore are working hard to complete this period of restructuring. We have excellent people, assets and systems in Stolt Offshore but it will take time to demonstrate our full potential. I am however, confident that we will succeed."

NAVY NEWS

Kabinet: Hr.Ms. Rotterdam naar Liberia



Het kabinet heeft besloten het marineschip **hr.ms. Rotterdam** naar Liberia te sturen om daar drie maanden als hospitaalschip een bijdrage te leveren aan de VN-vredesmacht. Minister De Hoop Scheffer van Buitenlandse zaken heeft dat meegedeeld.

Foto: Piet Sinke ©

Als de Tweede Kamer instemt met het besluit zal het schip met 270 manschappen aan boord zo spoedig mogelijk vertrekken

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naar West-Afrika. De ministerraad stemde in met het voorstel van De Hoop Scheffer en zijn collega's Kamp (Defensie) en Van Ardenne (Ontwikkelingssamenwerking).

Het schip zal behalve de eigen bemanning een chirurgisch team meenemen, een peloton mariniers voor de beveiliging, een bootcompagnie en een helikopterdetachement voor twee Lynx-helikopters.



The deep-diving diesel research submarine **USS Dolphin**

Photo : US Navy

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



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The former Smit tug **CLYDE** seen here as **SEAWOLFE** , after the tug served as **CLYDE** she was renamed in 1973 in **SMIT SALVOR** and was stationed in the Caribbean at Jamaica (Port Royal) and in 1978 she was renamed **MATSAS SALVOR** and sailed in the Mediterranean until 1990 when she was renamed **SEAWOLFE**.

At the picture the **SEAWOLFE** is anchored off Martinique in October 1996, one year later she arrived at Piraeus in Greece where the whole accommodation was taken out and the tug **ATLAS** towed her to Palma de Mallorca where she was converted into a yacht, at present she is for sale , for about US 18 million you will be the new owner

Photo : Cees Schoonbeek ©



The **MELLOW KING** seen here assisted by the tug **CLARIOYANT** in the port of Dunkirk
photo : Peter Andriessen ©



The **KIZOMBA-A** platform was floated-off the **Mighty Servant 1** offshore Luanda

Photo's : Willem van Woercom / Jan Berghuis ©



MOVEMENTS IN PORT OF ROTTERDAM

By : Bert de Groot – VOPAK

1 – The **BAR PROTECTOR** is leaving October 30th from Rotterdam bound for Aberdeen to mobilise for her next assignment 10 days for Shell in the Penguinfield, expect to be back again after 25 days in Rotterdam.

2 - 28/29 October is the **HIGHLAND DRUMMER** expected in Rotterdam , this vessel is the former **FREDERICA** and is taking bunkers /crewchange before she leaves for a three year charter in India.

AIRCRAFT / AIRPORT NEWS

The last British Airways Concorde flying from New York's John F. Kennedy International Airport, receives a water salute from fire trucks as it leaves the gate, Friday morning Oct. 24, 2003



..... and touches down after her final flight 002 at Heathrow International airport in London.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Friday 24-10 19:30 hrs

PRESENT WIND DIRECTION / FORCE	:	NE 5 - 10	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	SSW 13	KNOTS
PRESENT BAROMETER READING	:	1017.1	hPa
MIN TEMP LAST 24 HRS	:	1.1	°C
MAX TEMP LAST 24 HRS	:	9.1	°C
OUTDOOR HUMIDITY	:	70	%
DEWPOINT	:	2.4	°C
WINDCHILL	:	7.8	°C

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Vooruitzichten van zaterdag t/m woensdag:

WISSELVALLIG!

Veel bewolking, slechts af en toe zon en van tijd tot tijd regen of enkele buien.

© Ed Aldus 2003	ZA-25	ZO-26	MA-27	DI-28
Maximumtemperatuur:	9	9	10	12
Minimumtemperatuur:	2	4	4	5
Zonnekans in %:	30	20	30	20
Neerslagkans in %:	50	70	30	50
Windrichting kracht:	W-4-5	NW-3-4	ZW-3-4	ZW-4-6

.... PHOTO OF THE DAY



The **TURNBERRY GLORY** seen here passing the busy Terneuzen locks – photo : Alain Dooms ©

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A4 richting Den Haag zaterdagmorgen afgesloten

Rijkswaterstaat sluit de A4 richting Den Haag zaterdag van 7.00 tot 13.00 uur helemaal af tussen het knooppunt Burgerveen en de afrit naar Roelofarendsveen. De afsluiting is nodig om een putdeksel van de pompkelder ter hoogte van het aquaduct aldaar te vervangen. Na 13.00 uur is richting Den Haag een rijstrook weer beschikbaar. Naar verwachting duurt het tot 18.00 uur voor de hele weg weer open gaat. Het verkeer wordt gedurende de afsluiting omgeleid via de A44 (Wassenaar-Den Haag) en de A2-A12 (Utrecht-Den Haag). Verkeer richting Amsterdam en Schiphol kan wel gewoon gebruik maken van de A4.