

## DAILY SHIPPING NEWSLETTER 2003 – 2002



Number 202 \*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\*Tuesday 28-10-2003

**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



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The VLCC **IRAN NESA** approaching in the Eurochannel the Europort

**Photo : Wout Boender ©**

## EVENTS, INCIDENTS & OPERATIONS

### Gib storage tanker in line of fire

GREENPEACE, the environmental group based in The Netherlands, has urged the UK government to withdraw the floating single-hulled storage tanker **Wilmington** from Gibraltar waters after the EU ban on such tankers came into effect. The protest, in the form of a letter to the British Embassy, comes after Gibraltar's Supreme Court ruled that the vessel could remain in operation until a judicial review decides on the ship's fate. Greek bunker supplier Vemaoil, the operator of the **Wilmington**, claims that the EU ban would not affect ships that are permanently at anchor. Gibraltar authorities said this week they would apply the EU legislation, which bans single-hulled tankers of more than 5,000dwt carrying heavy fuels from ports. The **Wilmington** is a replacement for the single-hulled **Vemamagna** storage tanker that was stormed by Greenpeace activists on 20 January this year. A judicial sentence regarding the fate of four activists involved in the protest is expected to be delivered this week.

### Fewer Japanese go cruising

THE number of Japanese taking cruises fell by more than 15% last year to fewer than 169,000 following Star Cruises' October 2001 decision to suspend regular calls at the country's ports. Figures released by the government show ocean-going cruise passengers were down 19 per cent to 93,400 and those travelling along the coast slipped 11 per cent to 75,300. However, the number taking international cruises rose to 71,000, higher than the figure in 1999 before Star Cruises started Japanese calls. Passenger numbers on Japanese-operated ships rose slightly to 18,600 even though only four ocean-going ships are now operated, down from five. The number of Japanese booking cruises on foreign-operated ships rose to 75,000 from 48,000 in 1999. The country's sluggish economy appears to be the reason for passengers taking coastal cruises cutting the length of stay from almost 3.5 days in 2001 to 2.5 days on average last year. The Three Gorges Cruise in China attracted 12,800 last year ahead of the impending completion of the dam.

### Opvarende van tanker Jo Eik overleden

**In de Put van Terneuzen in de Westerschelde is zaterdagmiddag een bemanningslid van de tanker Jo Eik overleden.**

Om 16.13 uur kwam bij de Inspectiedienst Westerschelde in Vlissingen een oproep binnen, om de man van boord te halen. Vermoed werd dat hij een hartinfarct had gekregen. „Er is toen onmiddellijk van alles in gang gezet, maar het heeft helaas niet mogen baten. Een arts die met sleepboot De Evergem meekwam, kon alleen nog de dood vaststellen”, aldus de hoofd-verkeersleider van de Inspectiedienst. Naast de sleepboot van de Union was ook reddingsboot De Zeemanshoop ter plaatse om zo mogelijk hulp te bieden. De tanker, die onder Nederlandse vlag vaart, was onderweg van Rotterdam naar Antwerpen. Het stoffelijk overschot is daar van boord gehaald.

## CASUALTY REPORTING

### ANDREW J.BARBERI (U.S.A.)

New York City authorities yesterday moved to fire the master of ferry Andrew J.Barberi after he refused for a second day to meet with federal investigators. "We are drawing up charges as we speak based on his refusal to cooperate," said Iris Weinshall, city transportation commissioner. Michael Gansas, who supervised the pilot operating the ferry when the crash occurred, had refused to meet with National Transportation Safety Board investigators on Tuesday (Oct 21), prompting federal officials to issue a subpoena. Yesterday, Gansas's attorney, Stephen Sheinbaum, said his client remained too traumatised to speak with investigators and was under medical care. Gansas failed to

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show up at the Staten Island hotel where he was supposed to meet with NTSB officials. "Mr. Gansas remains with his family as they try to deal with the tragic consequences of last week's events," Sheinbaum said. Sheinbaum added that Gansas plans to co-operate when he is "legally and medically free to do so." Hours before the scheduled meeting, Weinshall said she notified Gansas that he was suspended effective immediately over his refusal to co-operate. The NTSB issued a statement late yesterday saying it has asked Gansas's attorneys for documents "supporting their claim that the master was medically unable to appear." "As recently as Tuesday night, the attorneys indicated that the master would appear at the appointed time and place," the NTSB said. The master's whereabouts at the time of the Oct 15 crash are considered a vital element of the probe because he could have provided backup if, as investigators suspect, the pilot, Richard Smith, blacked out at the throttle before the ferry hit a pier, killing 10 people and injuring dozens. Smith, the master's assistant, remained in critical condition and unable to talk after attempting suicide, his attorney said. State Representative Vito Fossella, who represents Staten Island, said that federal investigators told him that "all indications are there was another crew member in the wheelhouse prior to the impact" but it wasn't the master. The district attorney's office is also investigating the crash. "I think the crux of this investigation is going to hinge upon the information provided by the two captains," Fossella said, "and that has yet to take place." Mayor Michael Bloomberg said the city would adopt reforms including requiring an extra person in the pilot's cabin while the ferry crosses New York Harbour. Current rules require a second person only when docking. The ferries will also be outfitted with new radios and global positioning technology, he said. As of yesterday afternoon, five people had filed their intentions to sue the city, including Debra Castro, who had both her legs amputated during the crash and is seeking \$120 million. Sheinbaum said Gansas has earned commendations for saving lives, including "once leaping into the water and putting his own life at risk." The city Department of Transportation, which maintains the ferry fleet, confirmed that Gansas was commended in 1991.

## TASMAN SPIRIT (MALTA)

The beach cleaning operation undertaken after the oil spill from crude oil tanker Tasman Spirit has now been stopped as the authorities feel that the beach has almost been restored to its former state. However, scientists and damage control personnel who have regularly been visiting the beach maintain that oil is still reaching it and the cleaning operation will have to be relaunched once the wreckage is removed. It is believed that about 30,000 tonnes of oil was spilt from the vessel. The details of the official preliminary inquiry into the grounding is yet to be made public, while the Natural Resource Damage Assessment (NRDA) procedure, suggested by a federal government committee for evaluation of the spills' impact on the environment remains to be kicked-off. Estimating that 40% of the total amount of crude oil that was spilt into the sea might have evaporated, some experts have said about 18,000 tonnes of oil reached the coastline, contaminating the sand or settled down in the seabed as residue after chemically reacting with the dispersant that was sprayed

## SHIPYARD NEWS

### MacGregor targets Chinese shipyards

MARKKU Mattila, head of MacGregor's Finland-based hatch cover division, has transferred to Shanghai, China to strengthen the company's presence among Asian builders. In a statement issued today, MacGregor said that while Japan and South Korea have a continual high demand for hatch covers for containerships, bulk carriers and general cargo vessels, "the most significant growth is demonstrated by Chinese yards". It added that "further investment would be directed at building close partnership relations" with these yards. Mattila has spent 30 years at MacGregor and becomes president of the company's Asian operations. The company is also a major supplier of shipboard cranes in Asia, and Chinese builders are seen to be eroding Japan's dominance. "Standard geared bulk carrier newbuilding activity – calling for deck cranes – is shifting from Japanese to Chinese yards," Mattila said. The aim

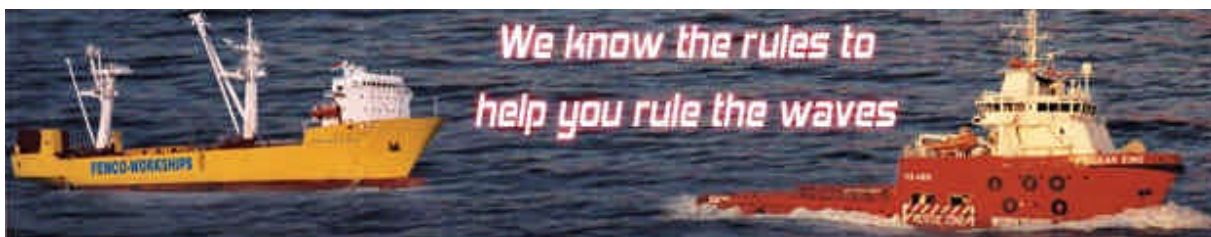
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would be to remain competitive by analysing production cost levels and comparing with costs in both Japan and Korea.

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### MSC, Hesse Noord form joint venture

MEDITERRANEAN Shipping Co and Antwerp stevedore Hesse Noord Natie have set up a joint venture to operate MSC's giant new terminal at the Belgian port's Delwaide dock. MSC Home Terminal will manage the 2.2km-long facility, which will be upgraded and expanded over the next two years through a €200M investment programme. In a first stage, the facility, which is already used by MSC, will see its storage area expanded. On the quayside, the fleet of existing gantry cranes will be boosted with the purchase of ten super-post-Panamax gantry cranes able to serve 8,000-9,000 TEU container vessels. In addition, MSC will use 500m of quay on the other side of the dock presently operated by P&O Ports. The new terminal will start operating in its new configuration on 1 July 2004 with a total capacity of 3M TEU a year. MSC is Antwerp's largest container customer and will put about 2M TEU through the port this year. Fairplay revealed that MSC is bidding to run the new transshipment box terminal at Valencia, Spain.

### PORT HARCOURT - NIGERIA



Port Harcourt in Nigeria is changed to **MAERSK town**, with on the left the **STELLANOVA**  
photo : **Sicco Ritsma** ©



## Zeebrugge in roro talks with Bilbao

THE Belgian port of Zeebrugge is in talks with the local shippers' community and the port of Bilbao, Spain and to launch a ro-ro service early next year. This new link would benefit from financial support from the EC through the Marco Polo scheme. Both ports are said to be in discussion with a number of ro-ro operators to run the new link. A recent study revealed that potential business between the two ports is high enough to make the link viable. While Zeebrugge is already a major short-sea ro-ro port, Bilbao is looking to expand this activity. Next year, the Spanish port will open a new ro-ro facility and will cut its fees by up to 60% for new ro-ro business. The Zeebrugge-Bilbao ro-ro project comes a few months after the port of Ghent announced a similar initiative, but progress on this has been slow. France is also looking to secure Marco Polo aid to launch its 'Atlantic Maritime Highway', a project advocated by senator Henri de Richemont to develop French coastal links and relieve congested roads. A similar 'highway' would also be developed in the Mediterranean between southern France and Italy using private and public funds.

## OFFSHORE OUTSIDE EUROPE

Numerous vessels have left the Northsea region recently and more are likely to follow in the coming months as shipowners seek to escape the depressed North Sea market and consequently bid more competitively for overseas work.

In the Mediterranean, the **'Aldoma'** (UT708) is scheduled to imminently join another large anchor handler in lay up – namely the **'Portosalvo'** – due to the lack of current demand in the region. The **'Maersk Puncher'** (ME606) is due to complete a one well (circa 45 days) programme with Isramco in Israeli waters later this month and is thought to be charter free thereafter.

On a brighter note, BG have circulated a long term enquiry (circa 2-3 years) for up to three large anchor handlers to support various drilling programmes in Egyptian waters commencing December / January. In addition, Total's tender for two medium sized PSV's to support their Libyan operations for two years plus options from December is still thought to be uncovered.

The large anchor handler **'Atlantic Kingfisher'** (UT722L) left the region at the end of September for a long term contract with PetroCanada in Canadian waters. In the same region, the **'Havila Castle'** (12720 BHP) is now scheduled to remain with EnCana until late November. The contract originally commenced in June.

The large anchor handlers **'Olympic Poseidon'** (UT722) & **'Far Grip'** (UT722) have been chartered by Dolphin Drilling to tow the **'Borgny Dolphin'** & **'Bulford Dolphin'** respectively from Belfast to Mexico for long term contracts with Pemex. The rigs are scheduled to leave the region at the beginning of November and as the towages are estimated to take around 45 days the vessels are unlikely to return to the North Sea before January.

The large anchor handler **'Maersk Winner'** (23480 BHP) the region recently to assist in the towage of the **'Transocean Richardson'** from the Gulf of Mexico to the Ivory Coast. The rig has been fixed by CNR for a two year drilling programme which will be supported by two other Maersk anchor handlers already in West Africa – namely the **'Maersk Launcher'** & **'Maersk Searcher'**. In addition, the large anchor handler **'Maersk Detector'** (KMAR404) left the region at the end of September bound for West Africa.

The **'Seabulk South Atlantic'** (UT710), which left the region at the beginning of September, has been fixed by CNR (Angola) to support a drilling programme with the **'Sedneth 701'**. CNR (Angola) also fixed the large anchor handler **'Havila Borgstein'** (UT722L) for 1-2 wells to support a drilling programme with the **'Attwood Eagle'** from early October. Since January, the vessel had been supporting the rig under an ExxonMobil contract in Angolan waters. The medium sized PSV **'Highland Monarch'** (UT755) left the region around mid October for a 3-6 month contract with Surf Marine in Nigeria. It is thought Surf have chartered the vessel to act as forerunner to one of their newbuildings for a long term contract with Total.

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The **MAERSK SUPPORTER** arrived Monday with the **STENA DEE** at the New waterway enroute Keppel Verolme shipyard in the Botlek.

photo : Ton Duivestuin ©

The large anchor handler '**Far Saltire**' (UT728L) left the region for the circa 45 day towage of the '**BONGA FPSO**' from Wallsend to Nigeria and is likely to remain in West African waters thereafter. Further South, Forest Oil have reportedly chartered the '**Pacific Brigand**' (UT720) & '**Pacific Worker**' (UT710) to support a 3-4 month drilling programme with the 'Ocean Patriot' in South African waters which should keep the vessels employed into the new year.

In Brazil, Petrobras have extended the contracts of the large anchor handlers '**Normand Neptun**' (UT740) / '**A. H Portosanto**' (13000 BHP) / '**A.H Genova**' (12,000 BHP) by two years from September / October. In addition, BP & Wintershall have reportedly circulated enquiries for supply vessels to support potential drilling programmes commencing in the first quarter of 2004. Further South, Total are reportedly close to fixing three North Sea based large / high specification PSV's to support a pipelay project offshore Argentina. It is thought that the '**Olympic Orion**' (MT6016) / '**Normand Vester**' (UT745) & '**Skandi Hav**' are the selected vessels and if confirmed they are likely to leave the region in the next few weeks and remain overseas until around March next year. A further four North Sea based PSV's are likely to be confirmed shortly for three year contracts in Indian waters which would lead to the units mobilising overseas within the next month or so. The vessels are required to support ONGC's deepwater programme offshore India with the drillships '**Belford Dolphin**' & '**Discoverer Seven Seas**' which are scheduled to commence in December / January. There are currently three UT755 type PSV's on long term contract to ONGC in Indian waters – namely the '**Malaviya 16**' / '**Malaviya 18**' and '**Highland Bugler**' (UT755) which mobilised to the region late last year and has recently been extended for a further three months from September. A further three UT755 type PSV's have recently left the region reportedly bound, on a speculative basis, for West Africa or the Far East. After being handed back to Tidewater Marine on completion of a five year bareboat charter with Gulf Offshore the '**Monarch Bay**' (UT755) was renamed the '**Sam S.Allgood**' and left the region at the beginning of October. Farstad also mobilised their most recent addition to their fleet from the region around the same time – namely the '**Lady Melinda**' (UT755L). Seabulk International have bareboat the newbuilding UT755L, which was recently delivered from the Brattvaag shipyard in Norway, for five years from Hageaas. The vessel has been renamed the '**Seabulk Asia**' and after some modifications will mobilise overseas thereafter.

## NAVY NEWS



A view of the navy base in Rio de Janeiro , with in front the October 9<sup>th</sup>, 2001 decommissioned carrier **MINAS GERAIS (A 11)** and direct on her stern the French carrier **FOCH** which was purchased August 2000 for \$41 million ( incl cost of overhaul) she arrived in Brazil 20 February 2001 she is now named **SAO PAULO (A 12)**. Just behind the **Sao Paulo** are visible 2 US **Garcia** class frigates

Photo : Henk Smith ©



A Rigid Hull Inflatable Boat (RHIB) crew assigned to the U.S. Navy frigate **USS Samuel B. Roberts (FFG 58)** look on as their ship arrives for a scheduled port visit. Roberts is assigned to NATO's Standing Naval Force Mediterranean and is currently deployed in support of Operation Active Endeavor. Task Force Active Endeavor will maintain an active presence in the

operational area of the Mediterranean east of Sicily, as a demonstration of the solidarity and resolve of the Alliance in the war against terrorism

## MOVEMENTS

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The **KASTEELBORG** was seen at Sault Ste. Marie, Michigan in September

Photo : Tom Stewart ©



The **IRAN NESA** arrived in the Europort – photo : Wout Boender ©

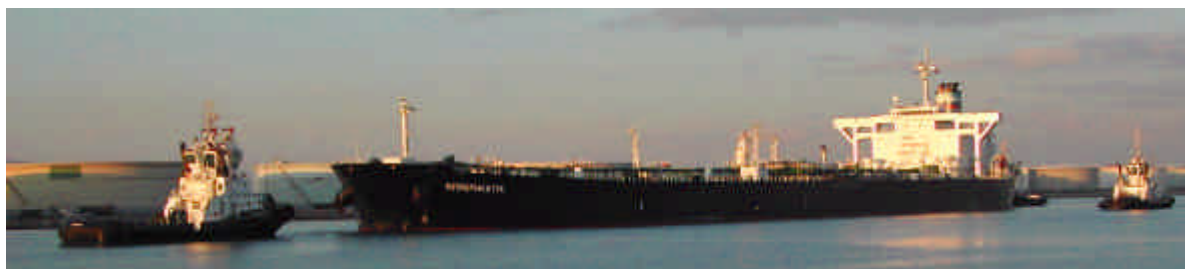


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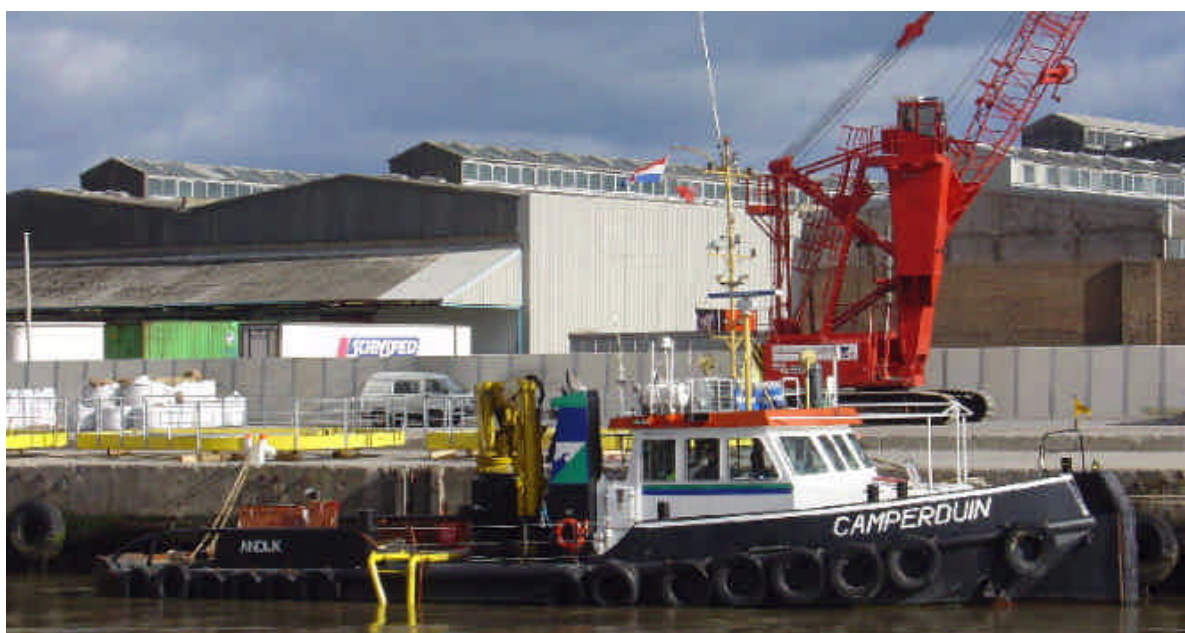


Cosco's 225 mtr long **HUA HAI** completed the lightering operations off Terneuzen and proceeded to Sidmar Steelworks in Gent

Photo :  
Willy van de Velde ©



The **PETRAPAVLOVSK** seen here arriving in Le Havre — photo : Pierre Hebert ©



The **CAMPERDUIN** was seen in Great Yarmouth — photo : Chris Jones ©

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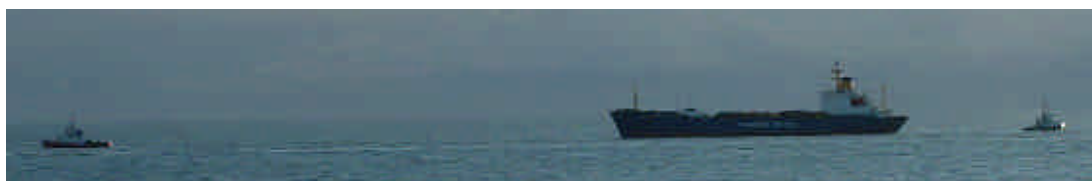


OBO Carrier **MV ATLANTIC PRIDE**, Bahamas registry, 45780 gross tonnage, built in 1981, seen Oct 26th 2003 at Kynosoura shipyards in Salamis island Greece.

Photo : George Grekos ©



The **SIMSON** in her new Svitser colours in the Port of IJmuiden – photo : Joop Marechal ©



Van Uden´s **JULIANAHAVEN** was towed into Rotterdam port by **KOOREN** tugs after encountering engine problems - Photo : Frans Sanderse ©

## RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Monday 27-10 18:00 hrs

PRESENT WIND DIRECTION / FORCE	:	E-ly 0 - 5	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	NE-ly 8	KNOTS
PRESENT BAROMETER READING	:	1020.3	hPa
MIN TEMP LAST 24 HRS	:	2.5	°C
MAX TEMP LAST 24 HRS	:	8.2	°C
OUTDOOR HUMIDITY	:	58	%
DEWPOINT	:	-0.6	°C
WINDCHILL	:	7.1	°C

Vooruitzichten van dinsdag t/m donderdag:

### WISSELVALLIG!

Morgen nog veel zon, daarna overgang naar wisselvallig weer met van tijd tot tijd regen of buien en slechts af en toe zon.

© Ed Aldus 2003	DI-28	WO-29	DO-30	VR-31
Maximumtemperatuur:	9	9	9	8
Minimumtemperatuur:	-1	3	4	4
Zonnekans in %:	70	20	30	20
Neerslagkans in %:	5	70	50	80
Windrichting kracht:	ZZW-2-4	ZW-4-6	ZW-3-5	W-3-5

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



The **BANCKERT** departed from Zeebrugge Sunday evening with the **GIANT 2** bound for Rotterdam  
Photo : Wesley Vercruyse ©

## SMITWIJS TOWAGE B.V.



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## SCHEEPVAARTBERICHTEN

ACHTERGRACHT 27 350 o Socotra nr Manila,  
ADMIRALENGRACHT 27 te Taican,  
ALDEBARAN 27 te Willebroek,  
ALEXANDERGRACHT 26 650 w Fremantle nr Fremantle,  
AMSTELDIEP 27 te Izmir,  
ANDROMEDA 27 te Grangemouth,  
AQUATIQUE 27 30 n Cherchell nr Birkenhead,  
ARCHANGELGRACHT 27 30 zw Isl Wight nr Gdynia,  
ARKLOW SEA 27 te Antwerpen,  
ARKLOW SURF 27 te New Ross,  
ARTISGRACHT 27 te La Guira,  
ASSI SCAN LINK 27 25 zo Karlskrona nr Haraholmen,  
ATLASGRACHT 27 450 zzw Guam nr Onsan,  
BANJAARD 27 100 w Casablanca nr Tenerife,  
BATAVIER 27 100 z Brest nr Santander,  
CHRISTINA 27 pas Skagen nr Terneuzen,  
COASTALWATER 27 vn Antwerpen nr Coryton,  
CORAL OBELIA 25 pas Gotland nr Rafnes,  
CORAL RIGIDA 28 t a Yosu,  
CORAL RUBRUM 26 vn Kashima nr Yosu,  
DAEMON 29 thv Ostrov Gogland nr Kemi,  
DEO VOLENTE 25 op Noordzee nr Tananger,  
DIEZEBORG 26 pas Str Messina nr Ravenna,  
DOCK EXPRESS-10 26 te Ulsan,  
DOGGERSBANK 27 te Cork,  
DUTCH AQUAMARINE 27 te Grangemouth,  
DUTCH EMERALD 27 pas Gibraltar nr Livorno,  
DUTCH ENGINEER 27 te Santander,  
DUTCH FAITH 27 te Tees,  
DUTCH MARINER 26 te Antwerpen,  
DUTCH NAVIGATOR 28 verw te Rotterdam,  
DUTCH PILOT vn Maydown nr Runcorn,  
DUTCH PROGRESS 27 vn Rouen nr Rotterdam,  
DUTCH SEA 27 27 100 z Finnisterre nr Antwerpen,  
EDAMGRACHT 26 200 nnw Jomard Isl nr Brisbane,



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EEMSDIEP 27 pas Lissabon nr Duinkerken,  
EENDRACHT 26 te Boulogne,  
EGELANTIERSGRACHT 26 500 o Luzon nr Naha,  
EGMONDGRACHT 27 te Pt La Nouvelle,  
ERASMUSGRACHT 25 te Quebec,  
EUROGRACHT 26 150 o Gibraltar nr Norrkoping,  
FAIRLOAD 26 te Philadelphia,  
FLINTERDUIN 27 80 nnw Uithuizermede nr Rauma,  
FLINTERSPIRIT 27 500 w Azoren nr Baltimore,  
FLINTERZEE 27 65 nno Stockholm nr Tornio,  
FRIESEDijk 27 te Rotterdam,  
GENUA EXPRESS 26 880 zo Halifax,  
GIESSENBORG 27 te Fowey,  
GRACHTBORG 27 pas Svenska,  
GRIEND 27 te Aveiro,  
HAPPY RANGER 27 120 w Lissabon nr Pt Gentil,  
HAPPY RIVER 27 150 nw Socotra nr Suez,  
HAPPY ROVER 27 te Luanda,  
HEEREBRUG 27 45 zw Faro nr Livorno,  
IJSEL TRADER 27 thv 100 no Naha nr Naha,  
IJSELBORG 27 105 n Gijon nr Nantes,  
IRINA 27 te Pasajes,  
ITASCA 27 w Texel nr Boulogne Sur Mer,  
IVER EXAMPLE 26 pas Canarische Eil nr Le Havre,  
IVER EXCEL 27 te Pt a Pierre,  
IVER EXPERIENCE 26 460 nno Puerto Rico nr Pt a Pierre,  
IVER EXPERT 25 te Curacao,  
IVER PRIDE 26 926 no Hilo Hawaii nr Barbers Point,  
JACOBUS BROERE 27 pas Cherbourg nr Antwerpen,  
JO CALLUNA 26 120 n Dakar nr Dakar,  
JO CEDAR 26 2 z Gebze nr Novorossiysk,  
JO CLIPPER 26 400 n Miami nr New Orleans,  
JO SELJE 27 te Gdansk,  
JO SYPRESS 26 te Houston,  
JUMBO VISION 27 te rede Athene,  
KAAPGRACHT 27 te San Pedro,  
KASTEELBORG 27 pas Engels Kanaal nr Hamburg,  
KEIZERSBORG 27 te Oxelosund,  
KIELGRACHT 27 te Catania,  
KONINGSBORG 27 900 z Delfzijl nr Dordrecht,  
KWINTEBANK 27 pas Gibraltar nr Motril,  
LEVANTGRACHT 27 te Gandia,  
LOOTSGRACHT 28 verw te Adelaide,  
MAGIG 27 pas Sont nr Beverwijk,  
MAKIRI GREEN 27 t a Taranto,  
MARINUS GREEN 27 250 z Gran Canaria nr Piombino,  
MARION GREEN 27 100 z Odessa nr St Petersburg,  
MARISSA GREEN 27 100 n Paramaribo nr Manaus,  
MARLENE GREEN 27 t a Singapore nr Suez,  
MARNEDIEP 27 te Hamburg,  
MENNA 27 pas Lissabon nr Hargshamn,  
MERWEBORG 27 185 nno Terschelling nr Ravenna,  
MERWEDIEP 28 te Lattakia,

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MICHIGANBORG 27 110 n Ameland nr Muuga,  
MIGHTY SERVANT-3 26 38 zw Aden nr Nha Trang,  
MORRABORG 28 te Izmir,  
NEDLL AFRICA 27 220 w Socotra nr Jeddah,  
NEDLL ASIA 26 vn Colombo nr Jakarta,  
NEDLL OCEANIA 26 55 nw Rotterdam nr Hamburg,  
NORA 27 te Vaasa,  
NORDLAND 27 te Pietarsaarie,  
NORMED IZMIR 27 pas C Tainero nr Rotterdam,  
NORTHERN EXPLORER 27 te Shanghai,  
OLGA 27 vn Aalborg nr Vanersborg,  
P&O NEDLL AUCKLAND 26 t a Le Havre,  
P&O NEDLL BUENOS AIRES 26 120 zo Grand Cayman nr Houston,  
P&O NEDLL MERCATOR 28 te Damietta,  
P&O NEDLL ROTTERDAM 26 40 z Faro nr Southampton,  
P&O NEDLL STUYVESANT 27 te Manila,  
P&O NEDLL VERA CRUZ 26 te Balboa,  
PACIFIC 26 te Los Angeles,  
PALEISGRACHT 26 150 zo Sydney nr Tauranga,  
PALMGRACHT 27 250 zzw Freetown nr Lagos,  
PIJLGRACHT 27 30 w Bizerte nr Alexandria,  
POLAND 27 16 n Hanstholm nr Antwerpen,  
POLAR SUN 26 te Ayr,  
POOLGRACHT 26 te Houston,  
PRINS JOHAN WILLEM FRISO 27 te Tees,  
PROJECT EUROPA 27 15 nw Bergen nr Bergen,  
RETRIEVER 27 5 o Mona Island nr Louanda,  
RIFGAT 27 5 n Bornholm nr Zaandam,  
ROYAL KLIPPER 27 pas Azoren nr Paramaribo,  
RUBYN 27 pas Dover nr Stettin,  
SABORG 27 w Brest nr Philadelphia,  
SAMBRE 27 45 no Gotland nr St Petersburg,  
SCHELDEDIEP 27 85 nnw La Coruna,  
SCHELDEDIJK 27 thv Helgoland nr Bremerhaven,  
SCHELDEGRACHT 27 135 nw Lissabon nr Kotka,  
SCHIPPERSGRACHT 27 te Grande Anse,  
SCHOUWENBANK 27 60 w Brest nr Fiquera Da Foz,  
SEA NORDICA 27 te Riga,  
SINGELGRACHT 27 210 nw Azoren nr Gijon,  
SIRRAH 27 te Kotka,  
SMITWIJS LONDON 27 te Rio De Janeiro,  
SPIEGELGRACHT 27 95 n Nassau nr Great Inagua,  
SPRING PANDA 26 10 o Jamaica nr Pto Moin,  
STELLA LYRA 27 te Gijon,  
STELLA POLLUX 27 10 w Land z End nr Petit Couronne,  
STELLA WEGA 27 t a Congo Rivier,  
SWAN 27 te Nantes,  
SYLVIA 27 te Gandia,  
THEODORA 27 te Belfast,  
THOMAS DE GAUWDIEF 27 40 w Rotterdam,  
TRINITAS 27 zw Brest nr Bilbao,  
TROUT 26 thv Limfjorden nr Rafnes,  
UAL AFRICA 27 pas Gabon nr Luderitz,

## **DAILY SHIPPING NEWSLETTER 2003 – 202**

UAL TEXAS te Onne Pt,  
VARNEBANK 27 t a Gavle nr Norrsundet,  
VECHTDIEP 27 20 nw Texel nr Casablanca,  
VEERSEDIEP 27 37 zw Cyprus nr Antalya,  
VELOX 27 50 n Scilly z nr Greenore,  
VERONA 27 t a Finisterre nr Rouen,  
VIRGINIABORG 27 wnw Messina nr Itea,  
VISSERSBANK 26 te Zeebrugge,  
VLIEBORG 27 te Sevilla,  
VLIEDIEP 26 o Gotland Kotka,  
VLISTBORG 27 te Mantyluoto,  
WAAL TRADER 31 verw te Hongkong,  
WESTERHAVEN 27 vn Melilla nr Oran,  
ZEUS 27 15 no Schiermonnikoog nr Mantyluoto,