

## DAILY SHIPPING NEWSLETTER 2003 – 205



Number 205 \*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\*Saturday 01-11-2003

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



### VLIERODAM WIRE ROPES Ltd.

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**Have a look for shipping movements around Hoek van Holland at :**

<http://www.scheepvaarthoek.nl>

Correction :

In yesterday's newsletter was written that the new Dutch AGOS named Luymes was build in Bulgaria, but this had to be Damen in Rumania



The QE2 seen here departing from Quebec – photo : Rick Clark ©

## EVENTS, INCIDENTS & OPERATIONS MARINER OF THE SEAS

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### THE FIFTH CRUISE SHIP IN THE VOYAGER-CLASS FOR ROYAL CARIBBEAN CRUISE LINE, WAS DELIVERED BY KVAERNER MASA-YARDS

The delivery of **MS Mariner of the Seas** took place at Kvaerner Masa-Yards' Turku shipyard. Mariner of the Seas, newbuilding 1348, is the fifth cruise ship in the Voyager-class series of cruise ships for Royal Caribbean Cruises Ltd. The first four ships in the series, Voyager of the Seas, Explorer of the Seas, Adventure of the Seas and Navigator of the Seas have been delivered annually since autumn 1999, one ship per year. The ships have proven very successful in operation, for which reason Royal Caribbean, in September 2003, placed an order for an even larger cruise ship, the Ultra Voyager. In connection with the delivery, Mr. Jorma Eloranta, President and CEO of Kvaerner Masa-Yards said: *"We are proud to have built yet another great cruise ship for Royal Caribbean, to specification, on time and to budget. I want to thank everyone who has participated in this demanding newbuilding project. We are proud to have been part of Royal Caribbean Cruise Line's success for so many years, and happy that this newbuilding cooperation continues."* With a gross tonnage of approx. 140,000, a passenger capacity of 3,800 passengers and a crew capacity of 1,200 persons, totalling some 5,000 people onboard, the Voyager-class cruise ships are today the biggest cruise ships sailing. The total length of Mariner of the Seas is 311.1 metres, the breadth is 38.6 meters at waterline level (49.1 metres breadth at the bridge wings) and the height from the keel to the top of the funnel is 72.3 metres.

## ISU wakes up to Tasman implications

THE president of the International Salvage Union, Joop Timmermans, lost patience with the Pakistani government and issued a statement in which he called on Islamabad to "end, with immediate effect, the unjust detention of [Tsavliris salvage master] Nicholas Pappas. He said salvage personnel should not be used as pawns by any local or national authority but should be treated with respect because the industry is "very often the first line of defence against pollution caused by shipping casualties. The statement, the first issued by Timmermans since the grounding of Tasman Spirit late in July, has been prompted by "an unwelcome trend towards criminalisation of spill events" and the "vulnerable" position in which the ISU's members now find themselves. He warned Pakistan that the organisation's members "may well be reluctant to provide assistance, should another major pollution threat arise in Pakistani waters". Sources told Fairplay that Timmerman's failure to respond to Pappas' detention sooner and the recent escalation of events surrounding the tanker's grounding will mean that his request will probably fall on deaf ears.

## GL cracks down on Romanian flag

GERMANISCHER Lloyd (GL) will support Romanian Naval Authority (ANR) in its efforts to clear the ship registry of its substandard vessels, while offering assistance for increasing the inspection onboard the ships to reduce detention rates. In yesterday's meeting between the two organisations held in Constanta, the GL delegation decided to not award classification to vessels over 20 year's old. Romanian-flagged ships currently classified by GL that are detained in the next 12 months for technical deficiencies, will be refused a further GL classification. A copy of the reports on all inspected vessels released by Flag State Control inspectors will be forwarded to GL and a notice will be sent to all Romanian shipowners regarding the inspection conditions that GL and ANR have agreed upon. Since the substandard vessels eradication campaign started 10 months ago, the percentage of the detained ships decreased from 36% in January to the current 13.7%. The two organisations have also agreed on providing training for ANR inspectors in Germany.

## Federal ferry probe turns criminal

US FEDERAL prosecutors said they had opened a criminal investigation into the Staten Island ferry disaster that will augment the criminal prosecution already underway by the New York City police department. The investigation was announced by the US attorney in Brooklyn, New York, Roslynn Mauskopf, who said her office was co-operating with the office of the Staten Island district attorney,

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William Murphy. "We will apply the full resources of the United States government to follow the facts and determine if there is criminal liability, and if so, we will hold those involved accountable for their conduct," Mauskopf said. The prime targets of the investigation are expected to be Captain Michael Gansas and Assistant Captain Richard Smith. They could be prosecuted under a rarely used statute last used in 1993 against the captain of the Golden Venture, a foreign-flag vessel carrying illegal Chinese immigrants that that ran aground off New York. Ten people drowned in that incident. The statute carries a maximum penalty of 10 years in prison.

## AURORA ARRIVED AT PIRAEUS



British cruise vessel **AURORA**, (built in 2000) fully loaded by 1950 passengers and 800 crew members, as seen Oct 31st, early in the morning, just arrived. Vessel is anchored at Faliron gulf, less than a mile off Piraeus harbor entrance, waiting medical care and supplies as more than 450 passengers have suffered by dysentery disease which is caused by a virus known as norovirus. (life duration 72 hours) **Aurora** started this cruise to Mediterranean and Adriatic ports, on October 20 from Southampton. Dysentery an ill medium to heavy risk, causing very high fever, and diarrhea, hitting gastrointerine system and in most cases the reason is the drinking water or unclean "ice cubes". – photo : **George Grekos** ©

## Coalition Rescues 8 Smugglers in Gulf

Coalition naval forces operating in the North Arabian Gulf rescued eight men Oct. 29 after their tug sank in a detention area set aside for oil smugglers.

Motor vessel **Al Huda** and its eight Iraqi crewmen were detained by coalition forces Oct. 7 for smuggling 52 metric tons of oil out of Iraq. The vessel was officially seized by the Iraqi judicial system during an on-board hearing, and was awaiting disposition when the incident occurred at approximately 5 p.m., Oct. 29.

Four of the crewmen were rescued by U.S. Coast Guard Cutter **Adak (WPB 1333)**, and the rest were pulled to safety by a rigid-hulled inflatable boat (RHIB) from the Australian frigate **HMAS Newcastle (FFG 06)**. **USS Jarrett (FFG 33)** had also dispatched its SH-60 Seahawk helicopter to assist with the search. The Italian amphibious landing ship **San Giusto (L 9894)** was also on station to assist with communications and first aid.

The rescued crewmen were all transferred by small boat to the dock landing ship, **USS Germantown (LSD 42)**, for medical evaluation. Although one was treated for hypothermia and another was treated for exposure to the vessel's spilled fuel, all have been listed in good condition.

Repatriation for the eight Iraqi mariners is pending. The cause of the sinking is under investigation.

## **S. Korea Fires at N. Korea Patrol Boat**



South Korea's navy fired warning shots Thursday after a North Korean patrol boat entered waters controlled by the South, the South Korean military said.

The incident on the tense western sea border between the two Koreas came a day after North Korea accused South Korean war ships of frequently intruding into communist waters and warned of a possible naval skirmish.

The North Korean navy boat sailed 990 yards into waters controlled by the South on Thursday but turned back after 10 minutes when a South Korean war ship fired four warning shots, said a spokesman at the South Korean military's Office of Joint Chiefs of Staff.

The two sides had no more hostile exchanges, the spokesman said, speaking on customary condition of anonymity. When the warning shots were fired, the ships from the opposing sides were about 8 miles apart, he said. South Korean officials suspected that the North Korean patrol boat inadvertently crossed the poorly marked sea borderline while chasing off several Chinese fishing boats poaching in the area.

The communist North has never recognized a western sea boundary demarcated by the United Nations after the end of the 1950-53 Korean War. It claims a boundary farther south. In the past years, the two Koreas often have accused each other of infiltrating navy ships and fishing boats into the other side's waters.

North Korean fishing boats often cross the U.N.-drawn border line. On four occasions this year, North Korean navy boats violated South Korea-controlled waters. South Korean navy ships occasionally respond with warning shots, as they did in August when a North Korean navy boat crossed the U.N. boundary.

On Wednesday, North Korea accused South Korean navy ships of repeatedly violating its western sea border in recent days. South Korea rejected the claim as groundless.

``The South Korean military authorities should not act rashly, mindful that such infiltration into the territorial waters is a dangerous adventure which may spark a new 'West Sea skirmish,'" the North's official KCNA news agency said, referring to deadly naval gunbattles in the western sea in 1999 and 2002.

In the naval clash in June 2002, one South Korean warship sank, killing six of its sailors. The North said it suffered casualties but didn't confirm how many. In the 1999 clash, South Korea said several sailors were wounded, and that up to 30 North Koreans died.

The Koreas, which have been divided since 1945, share the world's most heavily armed border. The Korean War ended in a cease-fire, not a peace treaty.

## **Shipping industry suffered 344 pirate attacks in 9 months, agency says**

KUALA LUMPUR, Malaysia (AP) - A maritime agency Friday reported an increase in seafarers being killed or injured in attacks by pirates, and urged authorities to crack down harder on the outlaws.

The shipping industry suffered 344 attacks from January through September this year, up 27 per cent compared with 271 cases during the same period in 2002, the International Maritime Bureau said in a report released by its Kuala Lumpur-based piracy watch centre. This was the first time in more than a decade of the bureau's record-keeping that more than 300 pirate attacks globally were recorded in the first nine months of a year.

Indonesia's waters remained the world's most pirate-infested. The sprawling Southeast Asian archipelago suffered 87 attacks, far outstripping the next worst, Bangladesh with 37 attacks. Twenty seafarers were killed in attacks, mostly in the Philippines and Bangladesh - more than tripling the six casualties reported in the same period last year, the bureau reported. The number of injuries surged from 28 to 61, while incidents of crew members taken hostage leaped from 176 to 221.

IMB Director Capt. Pottengal Mukundan urged authorities to step up anti-piracy efforts, saying the rise in violence was "of great concern." "Despite all the information now available on piratical attacks, there are hardly any cases where these attackers are arrested and brought to trial," Mukundan said. "It is only when the pirates face a greater risk of getting punished that we will begin to see a reduction in these figures."

## **CASUALTY REPORTING**



File photo of the **ASSI EUROLINK** whilst going down near the island of Terschelling a few months ago after she collided with the **Seawheel Rhine**

**Photo : via Wibbo Hofman ©**

## **AN SAN (NORTH KOREA)**

A Chinese oil tanker collided with a North Korean cargo ship at the mouth of the Yangtze River north of Shanghai, starting a fire that killed the Korean ship's chief engineer, a maritime official said today. The collision Wednesday night (Oct 29) between the Chinese tanker and the North Korean cargo ship also

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injured another North Korean engineer, according to a Shanghai Maritime Bureau official who would give only her surname, Liang. No one on the Chinese tanker was injured, Liang said. She said the tanker was empty of oil at the time of the accident. She could not say what caused the collision but said it was under investigation. London, Oct 30 -- Following received from Beijing MRCC, timed 1055, UTC: The vessels in collision were general cargo **An San, HMY12**, (5391 gt, built 1976) and product tanker **Jin Quan, BRYM**, (4549 gt, built 1991).

## SHIPYARD NEWS

### S Korean yards win record orders

SOUTH Korean shipbuilders won a greater level of orders in the first nine months of the year than in any previous full year. In the period to 30 September, Korean yards accumulated newbuilding orders for 382 ships aggregating 13M CGT, well ahead of the previous record of 10.4M CGT achieved for the full year 2000. A booming shipping market, strict regulation regarding old tonnage, increase in ship size and a rush to place orders early in anticipation of a rise in newbuilding prices have driven the unprecedented order boom, the Korea Shipbuilders' Association said today. Orders this year include 197 tankers and 161 containerships. Orders for bulk carriers have decreased while those for LNG ships have remained "more or less the same," KSA said. Korean yards are now sitting on top a mountain of newbuilding orders of 699 ships, aggregating 24M CGT. Completions in 2003 are expected to hit 7.2M CGT.



The **SCHOUWENBANK** seen in drydock in Antwerp – photo : Peter Andriessen ©

## ROUTE, PORTS & SERVICES

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## 'Nederland nekt haven Antwerpen'

**Nederland ligt in zijn overleg met België over de IJzeren Rijn en de verdieping van de Westerschelde niet alleen dwars uit milieuoverwegingen. Ook concurrentiemotieven spelen een rol, omdat zowel de IJzeren Rijn als de uitdieping van de Westerschelde van groot belang is voor de haven van Antwerpen.**

Een delegatie van Belgische parlementariërs onder leiding van Kamervoorzitter De Croo heeft dat gisteren naar voren gebracht tijdens een ontmoeting met Nederlandse Tweede-Kamerleden in Den Haag. Volgens De Croo hebben de Belgische politici het gevoel dat Nederland 'niet alleen een objectieve benadering' heeft als het gaat om de twee al jaren slepende dossiers. „Er is een groeiend ongeduld.“ Volgens

PvdA-Kamerlid Albayrak leggen de Belgen ten onrechte een koppeling tussen het aanleggen van de IJzeren Rijn (de goederenspoorlijn tussen Antwerpen en het Duitse Roergebied) en de verdieping van de Westerschelde. De Croo en zijn Nederlandse collega Weisglas hebben afgesproken te bekijken of er intensievere contacten mogelijk zijn tussen het Nederlandse en Belgische parlement. Ze denken aan een parlementaire contactgroep.

De Croo, die zich enkele jaren geleden in een interview nog zeer negatief uitte over Nederlanders ('hypocriet', 'valse nederigheid') zei de laatste maanden een verwijdering te zien tussen België en Nederland. De parlamentsvoorzitter wees onder meer op uiteenlopende standpunten in de internationale politiek.

## DFDS NEWBUILDING ENTERS SERVICE

On 20 October **TOR MAGNOLIA**, DFDS' first newbuilding from Flensburger Shipyard entered the Immingham/Gothenburg AngloBridge service. During the next 15 months a further four sister vessels will be delivered for DFDS Tor Line's UK/Sweden and Denmark services. The five vessels are the largest Ro/Ro vessels in the North Sea with a capacity for 3,900 lane metres of freight equating to 253

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x 13.6m trailers plus 200 cars. The vessels are 200m long and 26.5m wide, which is the largest size to have entered Immingham to date. The vessels have a high service speed of 22.5 knots and will provide a capacity increase of about 40% on both the Gothenburg and Esbjerg services. Immingham/Gothenburg will continue to operate fixed time daily sailings and the Esbjerg route will be upgraded during the spring of 2004 to a fixed time daily service with the exception of Sundays. The new vessels also have twelve single cabins for drivers and passengers. The sailing time from Immingham to Gothenburg will be about 26 hours and to Esbjerg about 17 hours.

The new vessels will all be named after flowers used as ships' names by DFDS in the fifties and sixties. The next newbuilding was recently named **TOR PETUNIA** and will enter service during the middle of January 2004.

## MOVEMENTS

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The **KYLA** seen at the Westerschelde during a "tide" stop due to here draft of 15.2 mtr  
**Photo : Bas Overdulve ©**



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The new **CANMAR SPIRIT** arrived in Le Havre – photo : Pierre Hebert ©



The **MAERSK LOGGER** arrived at A&P on the Tyne most probably to be renamed in **ANGLIAN EARL**  
Photo : Kevin Blair ©

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The **INDUSTRIAL CRESCENT** arrived in Curacao with dredging materials of Ballast Ham Dredging  
Photo : Johan van Beek © - Ballast HAM dredging



Beautiful shot of the **OPDR LAS PALMAS** , OPDR is the shortsea specialist for Spain, Canaries, Portugal, Acores, Balearen, Morocco and some Spanish ports in North Africa, the **OPDR LAS PALMAS** is serving the route Rotterdam > Cadiz > Canary Island and back.  
Photo : via Nico Pons – OPDR Netherlands Agencies



The URS tug **BANCKERT** near the Maas centre outward bound – **photo : Fred van der Spek ©**

## **AIRCRAFT / AIRPORT NEWS**

### **Air Show Attracts Thousands of Spectators**



**The Navy display team BLUE ANGELS during their display**

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Hundreds of thousands of spectators came out to enjoy the show as Marine Corps Air Station (MCAS) Miramar celebrated "From Kitty Hawk to Miramar: 100 Years of Flight" Oct. 17-19 at the annual Miramar Air Show.

Crowds were entertained with nearly seven hours of performances by some of the world's best military and civilian pilots. The show featured the Navy's Blue Angels, the F-16 Fighting Falcon and the Marine Corps AV-8B Harrier.

The Marine Corps also provided a Marine Air Ground Task Force (MAGTF) demonstration with an incredible pyrotechnics display. As helicopters, Hornets and Harriers flew through the air, Marines rappelled from the sky and infantry platoons moved in on their simulated objective. A simulated combat assault took place on the flight line, placing the air show's audience right in the middle of the action. The pyrotechnics accompanying the MAGTF demonstration put the Miramar Air Show into the Guinness Book of World Records when MCAS Miramar's Explosive Ordnance Disposal Team created the 'Longest Wall of Fire,' which measured 2,500 feet.

"My favorite part of the air show was when the Marines started a war on the ground," said 7-year-old Diego Binatena of Los Angeles County. "They blew stuff up right in front of me."

After the MAGTF assault, crowds were entertained by the Red Baron Stearman Squadron performing formation aerobatics, an F-16 "Fighting Falcon" tactical demonstration, an AV-8B Harrier vertical take-off and landing demonstration, and a Heritage Flight featuring a P-51 flying just off the wing of an F-16. Throughout the day, guests could take a break from the show to walk around the large static display park that was created behind the grandstands.

A variety of modern and vintage military and civilian aircraft, along with an impressive display of Marine Corps ground-based and airborne firepower, such as tanks, armored vehicles, heavy-lift and attack helicopters, and fast-jet aircraft were parked where visitors could get up-close and personal, taking pictures and crawling inside the cockpits of some aircraft.

There were also simulation rides, a consumer fair and multiple souvenir booths. Ending the show each day was a performance by the popular Navy's Blue Angels Flight Demonstration Squadron.

"We came just to see the Blue Angels," said Mike Lansing from Los Angeles, a former infantry Marine who served in the Vietnam War. "Everything else has been great to see, but the Blue Angels are definitely in a league of their own." The eight F/A-18 Hornets that make up the Blue Angels performed for 17 million spectators last season. Since they were formed in 1946, they have performed for nearly 374 million people.

A Blue Angels' flight demonstration exhibits the choreographed refinement of Navy-trained flying skills. It includes the graceful, aerobatic maneuvers of the four-plane diamond formation, in concert with the fast-paced high-performance maneuvers of a solo pilot.

In addition to the three all-day performances, a twilight show was held Oct. 18. Even though the Blue Angels did not perform at the twilight show, their support aircraft, a Marine Corps C-130 Hercules transport aircraft, affectionately called "Fat Albert," awed audiences at all four shows with its jet-assisted take-off.

"I could never get tired of seeing these air shows," said Lansing, who admitted that this year's air show was his 20th. "This stuff is just awesome."

## RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Friday 31-10 16:30 hrs

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PRESENT WIND DIRECTION / FORCE : S-LY 5 - 10KNOTS  
MAX WIND DIRECTION / FORCE LAST 24 HRS : SSW 11 KNOTS  
PRESENT BAROMETER READING : 979.5 hPa  
MIN TEMP LAST 24 HRS : 6.3 °C  
MAX TEMP LAST 24 HRS : 12.8 °C  
OUTDOOR HUMIDITY : 81 %  
DEWPOINT : 9.5 °C  
WINDCHILL : 12.7 °C

Vooruitzichten van zaterdag t/m maandag:

### WISSELVALLIG!

Zaterdag een enkele bui. Zondag in de namiddag en avond regen en veel wind. Maandag af en toe zon en enkele buien. Dinsdag geregeld zon en droog.

© Ed Aldus 2003	ZA-01	ZO-02	MA-03	DI-04
Maximumtemperatuur:	11	11	12	13
Minimumtemperatuur:	6	6	8	8
Zonnekans in %:	30	30	30	50
Neerslagkans in %:	40	60	60	10
Windrichting kracht:	ZW-3-4	ZW-4-7	ZW-4-7	ZW-3-4

## .... STORY OF THE DAY ....

### SMIT MADURA

By : John Bruinsma



Before the **Smit Madura** (ex Salvatore) changed owner, it became apparent during initial inspections that both the main engines were in questionable condition and the decision was taken to install new main engines first opportunity.

**Smit Madura** arrived from Rotterdam Sept 27 th. Upon arrival work commenced on the change out of both the main engines.

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**Top : Lifting out one of the main engines**

The opportunity was taken to perform quite a bit of extra work on the vessel e.g.

- complete overhaul of the four Fi-Fi (class 2) monitor
- extensive refurbishment of the crew accommodation, wheelhouse, sick bay, galley and store-rooms.
- installation of new joy-stick system
- complete check on the control and alarm systems.
- overhaul of auxiliary machinery and equipment.
- Overhaul of winches and tension measuring system.

The forecastle deck will be extended to the aft, which will result in a covered winch room and two large deck lockers which will be utilized as rope-store and general storage.

The newly constructed deck (5 ts/sq.mtr) over the winchroom can be utilised as storage space for project - or salvage equipment. Flush hatch covers will be included for easy access wildcats, brakes and winches. Cameras will be installed in the winchroom for monitoring of anchor handling and towing drums from the wheelhouse.

All the construction work on the vessel is done 'in house' by Fleetcare Services under the supervision of SVMS. Bert Zuurmond is the man in charge of this rather unique project, using the quay and workshop facilities of Smit Singapore to it's full extend.

Upon completion of the works, expected towards the end of this year, the Smit Madura will be in a practically 'as good as new' condition. The vessel has been lined up for various charters in the region.

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Top : The SMIT MADURA moored at the Smit Singapore quay

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## SCHEEPVAARTBERICHTEN

ACHTERGRACHT 30 20 z Srilanka nr Manila,  
ALBLAS 31 10 z Kotka nr Emden,  
ALDEBARAN-12 1 te Norrkoping,  
ALERT 31 te Montoire,  
ALLIANCE 30 te Oxelosund,  
AMSTELDIEP 31 te Odessa,  
AMSTELGRACHT 30 73 no Santo Domingo nr Houston,  
ANDROMEDA 31 te Kristiansand,  
ANJELIERSGRACHT 31 30 n Kreta nr Fethiye,  
APOLLOGRACHT 31 pas Aden nr Suez,  
ARKLOW RAMBLER 31 vn Belfast nr Bilbao,  
ARKLOW SKY 31 te Ellesmere,

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ARKLOW SURF 31 10 w Ile d Yeu nr Tonny Charente,  
ARTISGRACHT 31 te Puerto Cabello,  
ASSI SCAN LINK 31 60 ono Gaevle nr Bremen,  
ATLASGRACHT 31 600 z Hiroshima nr Onsan,  
BALTIC 31 te Rauma,  
BANJAARD 31 60 n Lanzarote nr Sevilla,  
BASTIAAN BROERE 31 te Rotterdam,  
BER FAST JEF 31 50 w Esbjerg nr Naestved,  
BORNRIJF 31 pas Kielerkanaal,  
BOTHNIABORG 30 pas Lake Ontario nr Oshawa,  
CAPRICORN 31 te Goderich,  
CHRISTINA 31 pas Texel nr Tornio,  
CLAUDIA 30 thv Stockholm nr Sluiskil,  
CORAL OBELIA 31 10 no Bornholm,  
CORAL RUBRUM 31 vn Yosu nr Mailiao,  
DEPENDENT 31 pas Dover nr Birkenhead,  
DOCK EXPRESS-11 1 verw te Newport,  
DOCK EXPRESS-12 30 280 n Panama,  
DOGGERSBANK 31 pas Kielkanaal nr Kokkola,  
DUTCH AQUAMARINE 31 te Rotterdam,  
DUTCH EMERALD 31 pas Cap Corse nr Huelva,  
DUTCH ENGINEER 2 verw te Gothenburg,  
DUTCH MARINER 30 te Grangemouth,  
DUTCH PILOT 01 verw te Rotterdam,  
DUTCH SPIRIT 31 vn Salt End nr Rotterdam,  
EGELANTIERSGRACHT 30 te Shimonoseki,  
ERASMUSGRACHT 30 60 z Newfoundland,  
EUROGRACHT 30 30 zo Wight nr Norrkoping,  
EXPANSA 30 te St Petersburg,  
FAIRLIFT 31 15 z Aden nr Bandar Abbas,  
FAIRLOAD 30 te Savannah,  
FAST SUS 31 30 n Skikda nr Gent,  
FLINTERDIJK 31 pas Gotland Island,  
FLINTERHAVEN 31 te Dublin,  
FLINTERSKY 31 pas Quebec nr Aratu,  
FLINTERSPIRIT 30 in Chesapeake Bay nr Baltimore,  
FRIESEDIJK 31 te St Petersburg,  
FRISIAN LADY 30 pas Skagen nr Sundsvall,  
GENUA EXPRESS 30 46 z New York nr Norfolk,  
GIESSENBORG 31 30 w Rotterdam nr Inkoo,  
GLOBE 70 w Brest nr Limasol,  
GRACHTBORG 40 pas Nordvalen,  
GRIEND 31 te La Coruna,  
HANSA BREMEN 16 z Almeria nr Immingham,  
HAPPY RANGER 31 30 w Dakar nr Pt Gentil,  
HAPPY RIVER 30 120 nw Jeddah nr Suez,  
HAPPY ROVER 30 te Luanda,  
HEEREBRUG 31 vn Livorno nr Porto Torres,  
IJSEL TRADER 31 vn Hong Kong nr Kaohsiung,  
INGER 31 te Stettin,  
ITASCA 31 pas Bornholm nr Riga,  
IVER EXAMPLE 30 40 nw Frankrijk nr Le Havre,  
IVER EXCEL 31 te Cristobal,



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IVER EXPERIENCE 30 te Pointe a Pierre,  
IVER EXPERT 31 te Clifton Point,  
JACOBUS BROERE 31 te Tees,  
JO ASK 29 150 zzo 29 150 zzo Mafia Isl nr Durban,  
JO CALLUNA 30 65 zzo Monrovia nr Abidjan,  
JO CEDAR 28 10 zo Novorossiysk,  
KAAPGRACHT 30 50 zw Monrovia nr Amsterdam,  
KASTEELBORG 31 pas Kiel Kanaal nr Ronnskar,  
KEIZERSBORG 31 50 z Goteborg nr Cleveland,  
KIELGRACHT 31 te Livorno,  
KIRSTEN 01 2 w Oristano,  
KONINGSBORG 31 zw Oessant nr Dordrecht,  
KWINTEBANK 31 te Livorno,  
LADON 31 15 n Orkney Isl,  
LELIEGRACHT 30 onderweg nr San Pedro,  
LEMMERGRACHT 31 te Kaohsiung,  
LEVANTGRACHT 31 te Tunis,  
MAGDALENA GREEN 30 vn New Orleans nr Houston,  
MAINEBORG 31 75 w Uusikaupunki nr Philadelphia,  
MARGARETHA GREEN 31 65 zo Vitoria nr Boston,  
MARIE CHRISTINE 30 vn Gruvon nr Caen,  
MARINUS GREEN 31 60 zw Ibiza nr Piombino,  
MARION GREEN 31 10 n Galite nr St Petersburg,  
MARISSA GREEN 31 te Amazone River nr Manaus,  
MARLENE GREEN 31 250 ozo Colombo nr Suez,  
MARNEBORG 31 480 o St John's nr Tornio,  
MARNEDIEP 31 o Kopenhagen nr Mantylioto,  
MATHILDE 30 pas Skagen nr Beverwijk,  
MENNA 31 30 w Zandvoort nr Hargshamn,  
MERWEBORG te 31 120 n Finisterre nr Ravenna,  
MERWEZON 31 150 w Denmark nr Alicante,  
MIGHTY SERVANT-3 30 385 nw Maladives nr Nha Trang,  
MISSOURIBORG 31 z Gotland nr Eemshaven,  
MOEZELBORG 31 te Baltimore,  
MORRABORG 31 te Amberli,  
NEDLL AMERICA 30 60 nw Algiers nr Hamburg,  
NEDLL EUROPA 30 100 z Ibiza,  
NEDLL HONGKONG 30 85 w Minicoy Isl nr Suez Kanaal,  
NORA 31 10 nw Bornholm nr Zaandam,  
NORLAND 31 42 o Stockholm,  
NORMED BREMEN 31 te Lavrion,  
NORTHERN EXPLORER 31 270 o Manilla nr Davao,  
OCEAAN KLIPPER 31 20 z Helsinki nr St Petersburg,  
OLGA 01 te Oostende,  
P&O NEDLL AUCKLAND 30 te Rotterdam,  
P&O NEDLL HOUTMAN 31 80 wzw Minami nr Kaoshiung,  
P&O NEDLL VERA CRUZ 30 in Panama Kanaal,  
PALEISGRACHT 30 te Tauranga,  
PALMGRACHT 31 te Lagos,  
PIONEER 31 40 z Wight nr Randers,  
PRINS JOHAN WILLEM FRISO 31 te Hamina,  
PRINSENBORG 31 320 ozo New York nr Menominee,  
PROJECT EUROPA 31 te Rotterdam,

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RETRIEVER 31 450 no Cayenne nr Pt Gentil,  
ROYAL KLIPPER 1 te Paramaribo,  
SCHIPPERSGRACHT 31 480 z Groenland nr Greenock,  
SIRRAH 31 vn Bremerhaven nr Hamburg,  
SLOTTERGRACHT 31 350 zo Bermuda,  
SLUISGRACHT 30 450 wnw Azoren nr Baltimore,  
SMARAGD 31 te Hamburg,  
SMITWIJS ROTTERDAM 31 200 zw Lissabon nr Las Palmas,  
SNOEKGRACHT 30 te Rauma,  
SPIEGELGRACHT 31 300 o Cape Canavaral nr Norfolk,  
STELLA LYRA 31 t a Le Havre,  
STELLA POLLUX 31 25 n Cherbourg nr Belfast,  
STELLA WEGA 31 te Pt Gentil,  
STELLANOVA 31 1 te Punta Delgada,  
SWAN 30 pas Ushant nr Hartlepool,  
SYLVIA 31 te Piombino,  
TORNE 31 te Soderhamn,  
TRANSMARE 31 pas Kopenhagen nr Kokkola,  
TRINITAS 31 te Bordeaux nr Gent,  
TROUT 31 45 n Terschelling nr Antwerpen,  
UAL AFRICA 31 pas Hollandsbird nr Luderitz,  
VANCOUVERBORG 31 50 nww Lissabon nr Rotterdam,  
VECHTDIEP 31 50 w Aveiro nr Casablanca,  
VELOX 31 te Swansea,  
VOORNEBORG 31 pas Gibraltar Strait,  
WESTERHAVEN 31 vn Cartagena nr Algeciras,  
ZEUS 31 te Kokkola.