

DAILY SHIPPING NEWSLETTER 2003 – 208



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Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000

(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



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The **CRYSTAL SYMPHONY** departed from Rio de Janeiro — **photo : Daniel Carneiro ©**

EVENTS, INCIDENTS & OPERATIONS

Gibraltar allows bug ship to dock



The virus-hit British cruise ship **AURORA** will be allowed to dock in Gibraltar, but ill passengers will have to remain onboard, say officials.

The **Aurora** was due to arrive on Monday after heading to the British colony from Greece where passengers had also been barred from leaving the ship on Friday.

There had been only seven new outbreaks of the Norwalk or Noro virus onboard by Sunday afternoon, the Gibraltar government said. Healthy people

among the 1,800 passengers and 840 crew would be allowed to disembark.

"As a precaution passengers who have suffered or shown symptoms of the virus at any time after midnight last Thursday will not be allowed to come ashore," the government said.

Over 500 passengers and 17 crew members have suffered from the virus, which causes diarrhoea and vomiting for two days, although P&O said Sunday that all but 11 had recovered. The whole holiday has been ruined. It is just like being on board a hospital ship

The Aurora's owners, P&O Cruises, said the infection was believed to have been brought on board by a passenger at Southampton when it left port on 20 October for a 17-day round trip. P&O has declined to offer a standard compensation package to the passengers, who have paid up to ? 5,000 for the trip, saying it will consider cases individually. Lawyers claim they have been contacted by some passengers determined to take legal action.

One passenger told BBC News Online he would be passing the matter on to his solicitor after having his holiday ruined by the bug.

Spain closes border over bug ship



Spain has closed its border with Gibraltar because a virus-hit British cruise ship has docked at the colony.

The **Aurora** arrived in Gibraltar at 0645 GMT on Monday and healthy passengers have been allowed to disembark.

But the Spanish government has decided to take no risks and closed its borders, provoking anger from Gibraltar residents and politicians.

On Friday, the passengers were prevented from leaving the ship

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in Greece because of fears about their health. There had been only seven new outbreaks of the Norwalk or Noro virus onboard by Sunday afternoon, the Gibraltar government said.

A Gibraltar public health official went on board to give approval for healthy people among the 1,800 passengers and 840 crew to go on land. "As a precaution passengers who have suffered or shown symptoms of the virus at any time after midnight last Thursday will not be allowed to come ashore," the government said.

£19m cocaine haul for Royal Navy destroyer



A Royal Navy destroyer on patrol in the Caribbean has seized a ton of cocaine with a street value of almost £19 million.

HMS Manchester recovered the drugs after it forced a vessel to dump its cargo and return to Colombian territorial waters.

Left:

HMS MANCHESTER

Photo : coll Piet Sinke ©

Commander Richard Ingram, whose warship intercepted three other boats during October and stopped three and a half tonnes of cocaine leaving South America, said: "This result is a credit to my ship's company and a testament to the teamwork that exists between all departments on board.

"We have successfully intercepted a considerable amount of pure cocaine and we will continue the very real fight against the drug trade in the Caribbean."

The operation began on Saturday when **HMS Manchester** received information that a high-powered twin engined open



boat was making a drug run. A Lynx helicopter was scrambled and soon located the vessel but when the warship came into view the

smugglers ditched their cargo of 42 bales, each weighing 25 kilos and worth £18.8 million in total, and escaped back to Colombian territorial waters.



A Royal Navy spokesman said that since the operation Colombian authorities had found the boat abandoned and had recovered another ton of cocaine.

Bulkcarrier binnen uur vlotgetrokken

door Edith Ramakers

VLISSINGEN - De bulkcarrier **Tate J** is zondagmorgen om iets over negen uur vastgelopen in de Westerschelde, vlakbij de Buitenhaven van Vlissingen. Het lege schip was uit de koers geraakt na een loodswisseling. Na ruim een uur hadden twee sleepboten het schip vlotgetrokken.



De **Tate J** is 186 meter lang en meet 26.000 brutoregisterton. Het vrachtschip kwam uit Antwerpen en was op weg naar Sint-Petersburg. De twee sleepers, de **Multratug 9** en **Walcheren**, trokken het schip vlot. Haast was geboden. Het was gisterochtend omstreeks tien over acht hoog water. „We hadden versterking achter de hand. Het werd laag water. Dan komt er met de minuut minder water binnen en wordt het steeds moeilijker om het schip vlot te trekken”, zegt een medewerker van de

centrale sleepdiensten.

Het schip had gisteren, omdat het leeg was, maar een diepgang van circa zes meter. Het was in ondiep water terecht gekomen, in het gedeelte dat bij eb droogvalt, nadat twee Belgische loodsen elkaar hadden afgewisseld. Het vermoeden bestaat dat de bemanning de windkracht heeft onderschat. „Het schip had zijn neus in de wind gelegd, zodat de loodsboot in rustiger vaarwater kwam en de twee loodsen elkaar konden afwisselen”, verklaart J. Davidse van de waterpolitie Vlissingen. Het schip moest vervolgens 180 graden draaien om zijn reis te vervolgen. De cirkel werd groter dan verwacht, doordat de wind grip kreeg op het schip. De windkracht was 6, met af en toe een piek naar 7 en 8. Na inspectie kon het schip vertrekken naar Sint-Petersburg.

NAVY TO WATCH OUT FOR FOREIGN TRAWLERS, DRUG TRAFFICKERS

The Indonesian navy has been requested to step up alertness in view of increasing drug trafficking by sea and illegal fishing operations by foreign trawlers.

The Navy's recent decision to shoot and sink two foreign trawlers while poaching in Indonesian territorial waters has also been hailed as the right thing to do in upholding the law.

According to Sinky Suwadji, an activist of a non-government organization specializing in campaigns against drug abuse, the Navy should also increase vigilance against drug trafficking ships in and out of the country

CASUALTY REPORTING SOLENT COASTGUARD CO-ORDINATE SEARCH AFTER DREDGER COLLIDES WITH PIER

The Solent Coastguard received a report that the Dredger **DONALD REDFORD** had collided with Hythe Pier, in Southampton Water.

It is not known if anyone was on the pier at the time of the collision and the Coastguard have

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scrambled the Coastguard Rescue Helicopter "India Juliet" from Lee on Solent, along with Southampton Coastguard Rescue Team, Hamble Inshore Rescue and Calshot RNLI Lifeboat.

The area around the pier is being searched for people who may be in the water, using the Forward Looking Infrared (FLIR) camera on the helicopter and search lights on the lifeboats.

Lucy Tanner, Solent Coastguard Watch Manager, said:

"The dredger has severed the pier near its outer end but seems to have sustained little damage itself. We are working with the police and fire service to make sure that no one was on the pier at the time the dredger hit. Until we can confirm this, we will keep the helicopter and lifeboats searching."

EXPRESS ADONIS (GREECE)

At 1740, Nov 2, passenger ro/ro **Express Adonis** (6177 gt, built 1971), while moored at Alonnisos port, broke the port aft mooring line due to strong winds and as a result drifted and contacted the breakwater. The master reported that, following inspection by the crew, there was no ingress of water found, however, the vessel had sustained damage to the starboard propeller. On board were 22 passengers, who were not injured. At the time vessel was on schedule Alonnisos-Skopelos-Skiathos-Volos. The port authority permitted the vessel to depart for final destination port of Volos, accompanied by landing craft Nos. 169 (Irakleia) and 194, of the Coast Guard, arriving 2300 hrs without incident. On arrival at Volos vessel was prohibited to depart pending inspection of the repairs.

SHIPYARD NEWS

Fincantieri inks ro-ro contract with Neptune

NEPTUNE Lines, the Greek car transport operator, has signed final contracts with the Fincantieri shipbuilding group of Italy for two new ro-ro car carriers which appear destined to be larger in capacity than first stated.

The vessels, which market sources have valued in the \$35m-\$40m price range apiece, will be capable of carrying up to 2,000 cars, a joint statement said.

Alternatively they will offer 1,750 linear metres for trailers and about 1,000 cars.

Even at the previously reported 1,800-car capacity the vessels would have become the largest in Neptune's fleet to date.

The first ship, which will be built at Fincantieri's Palermo shipyard, will be delivered in the summer of 2005, followed by a sistership scheduled for the autumn.

Said the builder: "Cutting edge design will make it possible to exploit to the maximum the ships' volume in respect of their size."

The 27,500 gt vessels are to be 165 m long with a height to the upper deck of 14.3 m. Two Wärtsilä 6L46C engines with total power of 12,600 kW will give a service speed exceeding 20 knots.

Giuseppe Bono, chief executive of Fincantieri, said the group was "well pleased" with the contract.

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It showed that "the Italian shipbuilding industry is competitive even in the sector of merchant ships where competition from Far East Asian producers is particularly strong.

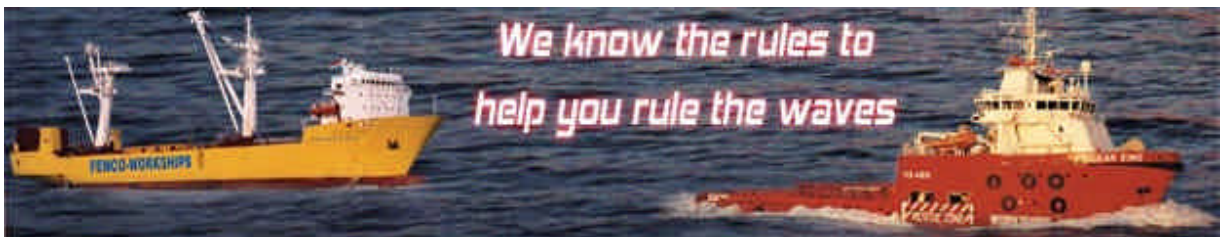
"Moreover, this order consolidates our presence in the car carrier segment, alongside our position as the world leaders in the sectors of ferries and of cruiseships. "

Neptune said it planned to christen the lead ship **Neptune Okeanis**, with the second vessel to be named **Neptune Thelisis**.

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THIS SECTION IS BROUGHT TO YOU BY :

Workships Contractors bv



K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : post@workships.nl

Telex : 24390 wosh nl

Delmas and Wal co-operate on Europe-West Africa service

DELMAS and Wal West-Afrika Linien-Dienste GmbH & Co. are to offer two joint services, "Hebdo I" with five vessels of about 1,590 TEU and "Hebdo II" with initially four vessels of about 1,000 TEU.

The "Hebdo I" service will call at Montoir, Felixstowe, Antwerp, Le Havre, Montoir, Dakar, Abidjan, Lome, Cotonou, Tema, Abidjan, Dakar and Montoir on a weekly frequency. The "Hebdo II" service will call at Hamburg, Antwerp, Felixstowe, Le Havre, Dakar, Conakry, Lagos (Apapa and Tin Can Island), Abidjan and Hamburg on a nine-day frequency.

Takoradi and San Pedro will be called on inducement, the companies said in a statement.

The first joint departure on Hebdo II will be on the MOL Horizon from Hamburg on November 9, with the first joint departure on Hebdo I leaving on the Wal Ubangi from Felixstowe on November 14.

Terminals for Delmas and Wal remain unchanged until further notice.

New ro-ro link to Gothenburg

Cobelfret Ferries will start a new ro-ro service between Gothenburg and Immingham in January. Two ships will provide four sailings per week in each direction. The Belgian-based company said it was

launching the service as a result of strength of trade on its Gothenburg/Zeebrugge route and client demand.

STENA CLIPPER FOR SCRAP



M/S STENA CLIPPER - Photo : Louis Bosschaart ©

The **STENA CLIPPER** is built as the **BUTTERFLY** in 1978 in Japan, measures 147,89 x 24,03 x 8,11 meter and had a service speed of 17 knots, capacity for 12 passengers and 1750 lane meters.

In 1982 she got the name **NOPAL READER** he same year she was renamed in **BALDER TRADER** and in 1985 she got the name **RIVERDALE** , 1987 **KUMASI** , 1989 **ASNI** , and finally in 1994 she was sold to Stena Admiral Lines in Nassau and renamed **STENA CLIPPER** and was laid up in Freeport in the Bahamas in 2003 , she is sld during October to Indian breakers

Information : Micke Asklander ©

City's ship repair firms sinking

Incompetence and a steep decline in operating standards at Table Bay Harbour have led to R10 million damage to ships, putting 6 000 jobs at risk - and lives on the line.

The industry will collapse in two years if the present situation continues, industry sources say - and they are blaming the National Ports Authority.

Incompetence has threatened the lives of dock workers by creating dangerous conditions. Damage to ships has led to the cancellation of maintenance and repair contracts and executives of the ship repair industry are in despair over falling standards. More than six ships have been damaged to a greater or lesser degree by unqualified dockmasters during dockings at the dry docks and the ship lift.

Ship repairers said the damage amounted to nearly R10 million over the past four months.

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The industry blames the National Ports Authority for its woes, specifically: Its apparent inability to maintain repair facilities such as the two dry docks and the Synchrolift ship lift.

Its tendency to rid itself of expert staff.

At the same time, the continued development of the Victoria & Alfred Waterfront around the Robinson dry dock and the Synchrolift has forced the industry to employ low-noise and low-dust repair techniques, which they say severely hamper efficiency.

Most members of Cape Town's Ship Repairers Association have begun to speak out against what they say is a managerial nightmare in Table Bay Harbour. Some were afraid to speak for fear of retribution from the powerful parastatal on which they depend for business.

Sources said qualified staff were either fired, or had incompetent managers appointed over their heads. Marine managers with no maritime background or experience were placed in charge of experts whose authority they then removed. Tug and pilot boat crews were short-staffed to the point where ship movements were slowed by the unavailability of such crews during a docking. Administrative bungling made it worse. Ship movements were sometimes delayed after hours or at weekends because nobody had ordered fuel for the harbour tugs or the pilot boat.

"The whole industry knows that the National Ports Authority got rid of their qualified dockmasters and now the ship owners, the repairers and the insurance companies sit with the problem," said engineer Hans Petring of South East Marine.

"We were once known as the only First World repair centre in Africa, but we have gone from First World to Third World in one fell swoop."

Brian Bain of Globe Engineering said: "Ships are incorrectly and carelessly docked, causing damage to their hull plating. They have one experienced dockmaster, but he lives in Johannesburg and is flown up and down on Mondays and Fridays. "I'd say about 50% of the ships docked at the dry docks are damaged in the process. "Not only the damage, but also delays caused by the further repairs and the redocking lead to huge losses."

Most repairers reported that a growing number of good clients had decided to take their business elsewhere. These losses are not yet reflected on drydock bookings, but industry sources said this was because worsening inefficiency kept ships in the docks for longer.

Big ships were being turned away, because the main dry dock, Sturrock, was usually filled by smaller vessels that should have gone up on the ship lift. But the ship lift was no longer providing an answer, because certain tasks could simply not be done there. This was due to restrictions on such maintenance processes as sand-blasting and spray- painting, due to proximity to office and hotel developments at the Waterfront.

One of the casualties will be the provincial initiative to draw spin-off business from the fast-growing West African offshore oil and gas industry. The initiative, launched by finance MEC Ebrahim Rasool early this year, would be still-born if drastic action was not taken to get the port back in shape, repairers said. Port authority spokesman Donald Kau, based in Johannesburg, said the authority was involved in dialogue with all interested parties. "Their input is taken into account to find solutions to current backlogs, but also to plan, build and operate world- class facilities in Cape Town to satisfy the requirements of all our customers," he said.

Atlantic Towing and Canadian Superior Announce Contracting of Atlantic Hawk for Offshore Nova Scotia ``Mariner" Natural Gas Project

CANADIAN MARINER NATURAL GAS PROJECT

Atlantic Towing Limited and Canadian Superior Energy Inc. announced today the contracting of the ATL vessel the **Atlantic Hawk** as the primary supply vessel supporting the initial drilling program of Canadian Superior's "Mariner" Natural Gas Project offshore Nova Scotia.

Graham Curren, Atlantic Towing's General Manager, commenting from ATL's Halifax offices, "We are very pleased to announce this new contract for the **Atlantic Hawk**. The vessel will be utilized as the primary supply vessel for the 'Mariner' shallow water exploration campaign, offshore Eastern Canada, beginning later in November. We look forward to continuing our activities with Canadian Superior and their industry partners."

The **Atlantic Hawk**, based from the port of Halifax Nova Scotia, is a world-class Anchor Handling Towing Supply Vessel (AHTSV), built at the Halifax Shipyard, and commissioned in 2000. The vessel has an overall length of 75 m and breadth of 18 m; main engines providing 14,400 continuous horsepower, with 3 thrusters of 1,200 horsepower each and dynamic positioning capability.

Commenting on the awarding of the contract to Atlantic Towing, Mike Coolen, Canadian Superior's Director of East Coast Operations, said today, "Atlantic Towing's wealth of international and Eastern Canadian expertise and experience is a welcome addition to the 'Mariner' Project. We look forward to putting the Atlantic Hawk to work shortly when we tow the Rowan Gorilla V jack-up drilling rig out to the 'Mariner' well location. The Rowan Gorilla V is currently in the Port of Mulgrave in the Strait of Canso, Nova Scotia being mobilized for the upcoming 'Mariner' well."

Canadian Superior's "Mariner" Project is located north of the eastern tip of Sable Island on the Scotian Shelf. The first "Mariner" well, approximately 9 kilometers (5 1/2 miles) northwest of Sable Offshore Energy Project's Venture natural gas producing field, will be one of the deepest offshore wells drilled in Canada this year and will be located on Exploration License EL 2409 which was acquired by Canadian Superior in November 2001 for a work expenditure bid of Cdn. \$15.5 million. The "Mariner" block (EL 2409), on which three large "world-class" prospects have been identified with current high-resolution seismic, encompasses a total area of 101,800 acres and directly offsets five significant discoveries near Sable Island including the 1.6 tcf Venture natural gas field located about 290 kilometers (180 miles) southeast of Halifax, Nova Scotia. The "Mariner" well will be drilled to a total depth of 18,370 feet (5,600 meters) and will evaluate one of three large structures that have been identified on the "Mariner" block, directly offsetting the 1.6 tcf Venture natural gas field.

Atlantic Towing Limited operates a large and diverse fleet of vessels that work regularly on the East Coast of North, Central and South America. ATL also specialize in heavy engineering projects and provided workboats, coastal tugs, AHT's, barges, and Z drive tugs during the Hibernia Platform construction as well as during the Confederation Bridge construction. With a reputation for quality service and cost effective performance, Atlantic Towing Limited has earned a place among the world's leaders in towing and supply service companies.

NAVY NEWS



The **HMS VIGILANT** departed from Faslane – photo : Tommy Bryceland ©

HMS GLASGOW DEPARTED FROM PORTSMOUTH

Portsmouth warship **HMS Glasgow** left the Naval Base Monday for a six-month deployment patrolling the south Atlantic.

The Type 42 destroyer will spend most of her time as the duty UK warship around the Falkland Islands, although the deployment includes diplomacy visits on the way to several West African ports.

First stop is Senegal, followed by visits to Sierra Leone, Ghana and Angola. The vessel is due to reach the Falklands by mid-January.

Her itinerary down south includes two exercises with the British Army based at the Falkland Islands garrison, while her journey home includes UK flag-waving visits to Brazil and Gambia.



MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>

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THE TUG IRBIS IS EXPECTED TUESDAY NOVEMBER 4TH, 23:00 HRS, AT THE MAAS CENTRE BOUY WITH IN TOW AN INLAND WATER CASCO OF 122 MTR, BOUND FOR THE HANDELSKADE IN DORDRECHT



The **COASTAL SERVICE** pulls alongside the dredger **GEOPOTES 14** to transfer some equipment and returns to the port of Hook of Holland (below)

Photo's : Piet Sinke ©



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Passenger roro cargo **VITSENTZOS KORNAROS**, built in 1976, Greek flag, 9735 GT.
As seen on November 2nd 2003 entering Piraeus port in Greece.

Photo : George Grekos ©



The Jack up platform **JUMPING JACK** enroute the construction site for the new to build windmill park offshore Great Yarmouth

Photo : Aad Ruter ©



The sail-passenger liner **ROYAL CLIPPER** – photo : Harm Brink ©

AIRCRAFT / AIRPORT NEWS

Full throttle for Singapore Airlines after weathering SARS turbulence

Singapore Airlines (SIA) should be able to go full throttle after spectacularly rebounding from a historic financial SARS-induced loss and returning to profit in the September quarter, analysts say.

Fears that the emergence of a growing number of low-cost airlines in Asia could dent SIA's pockets are exaggerated because these small carriers are limited to short-haul flights of about three hours, they said. SIA, normally one of the world's most profitable airlines, turned in a profit of 306 million Singapore dollars (176 million US) in the second quarter to September, far exceeding even the most optimistic analyst forecast of 100 million dollars. Net profit was up 11 million dollars from the previous year, reversing its first ever financial loss of 312.3 million dollars in the preceding quarter due to the impact of the Severe Acute Respiratory Syndrome (SARS) epidemic on air travel.

SIA booked a net profit of 1.065 billion Singapore dollars in the year to March 2003 before SARS ravaged East Asia. SIA subsequently slashed capacity by 30 percent and implemented steep wage cuts and a major retrenchment involving pilots and cabin crew to reduce costs.

U.S. Navy grounds 24 Whidbey Prowler jets

The U.S. Navy has grounded nearly 40 percent of its Prowler jets because of wear on the wings' center sections. The Navy's announcement that it was pulling 24 more of the EA-6B jets from service follows a September announcement pulling 19 jets for the same reason. The aging jets, primarily based at Naval Air Station Whidbey Island in Oak Harbor, are used to jam radar and communications. The Prowler played an important role in the past two wars, helping protect U.S. and coalition planes from surface-to-air missiles. In a defense bill passed in September, Congress included \$35 million to replace outer wing panels on the jets. Other money already approved from wartime supplemental appropriations will be diverted to help pay for the repairs. Each plane will be out of service from five months to one year. The Prowler fleet will be back up to 95 planes in two years, the Navy said.

Plane lands after cockpit fire

Airport emergency procedures were triggered

An airliner carrying 276 people had to make an emergency landing at Glasgow Airport on Sunday after a fire in the cockpit. The **United Airlines Boeing 777** was en route from Frankfurt to Washington when it made a mayday call over the Hebridean island of Tiree. Stornoway and Prestwick rescue crews were both put on standby and three Strathclyde fire crews were called to the emergency.



Top : a **Boeing 777-222ER** of United Airlines similar to the plane which made an emergency landing at Glasgow Airport – **photo : Steve Dreier ©**

The crew had the fire under control by the time the plane landed safely and no-one was injured. Engineers will obviously look at it and we're waiting for an engineer for the specific type of aircraft, a Boeing 777, to arrive in Scotland. Passengers were taken to hotels in Glasgow and were expected to continue their journeys on Monday.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Monday 03-11 23:30 hrs

PRESENT WIND DIRECTION / FORCE	:	W-ly 10-15 KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	SW-ly 22 KNOTS
PRESENT BAROMETER READING	:	1016.6 hPa
MIN TEMP LAST 24 HRS	:	10.4 °C
MAX TEMP LAST 24 HRS	:	12.9 °C
OUTDOOR HUMIDITY	:	65 %
DEWPOINT	:	6.1 °C
WINDCHILL	:	11.9 °C

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Vooruitzichten van dinsdag t/m vrijdag:

STANDVASTIG HOGEDRUKWEER!

Overgang naar zonnig en droog weer. Woensdagochtend kans op mist. Later in de week in de nacht kans op vorst aan de grond.

© Ed Aldus 2003	DI-04	WO-05	DO-06	VR-07
Maximumtemperatuur:	13	13	12	10
Minimumtemperatuur:	7	6	4	2
Zonnekans in %:	60	70	80	80
Neerslagkans in %:	10	5	5	5
Windrichting kracht:	ZW-3-4	ZO-3-4	ZO-2-4	OZO-3-5

.... PHOTO OF THE DAY



Tug or cargo vessel ???

Here seen the **EERLAND 26** seen in Great Yarmouth loaded with 2 fenders of each 11 tons in weight bound for the **JUMPING JACK** with engineer **Aad Ruter** at the forecastle.

Photo : Unknown author

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

