

DAILY SHIPPING NEWSLETTER 2003 – 210



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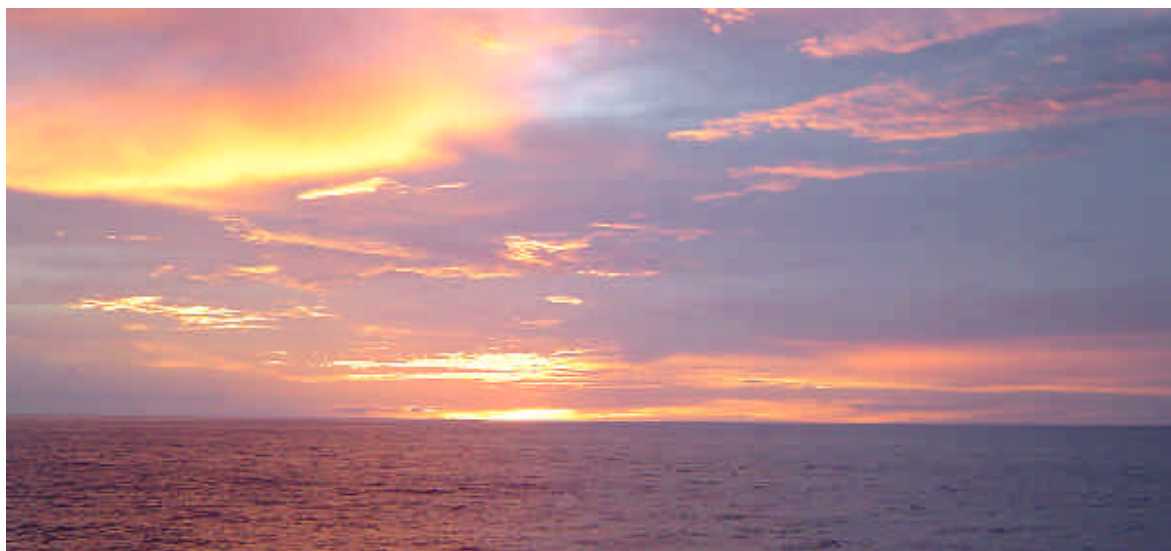
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Beginning of another day in Africa. Sunrise above Dakar-Senegal.

Photo : John de Hartog ©

EVENTS, INCIDENTS & OPERATIONS

Grote schepen makkelijker de Schelde over

Het Loodswezen regio Scheldemond krijgt het een stuk makkelijker om de steeds grotere en dieper liggende schepen door de vaargeul te navigeren. Als eerste in Europa heeft het een nieuw precisie navigatiesysteem in gebruikgenomen. Dit heeft het bedrijf woensdag laten weten. De Schelde Navigator Marginale Schepen (SNMS) is bestemd voor schepen met een lengte vanaf 225 meter en een minimale diepgang van 12,5 meter. Het verhoogt de veiligheid van het schip zelf, de omgeving en kustwerken. Middels een ontvanger en zender-systeem (RTK/GPS) krijgt de loods er als het ware een paar extra ogen bij.

De SNMS is ontwikkeld door de Meetinformatiedienst van Rijkswaterstaat Zeeland in samenwerking met de Administratie Waterwegen en Zeewezen van het Ministerie van de Vlaamse Gemeenschap. Het is in gebruik genomen op het traject tussen Vlissingen-Oost en Terneuzen. Samen met het Loodswezen in Antwerpen worden er voorbereidingen getroffen om het systeem in een later stadium in te zetten op diepgaande schepen naar Antwerpen en Gent. Verder zijn er ook plannen om het navigatiesysteem in de Rotterdamse haven in gebruik nemen. Volgend jaar volgt Amsterdam.

TOXID SHIPS DELAYED



The High Court has blocked any work being carried out on dismantling the so-called "ghost ships" heading for Britain.

A judge decided to prevent the arrival of four former US Navy vessels contaminated with toxic chemicals until crucial legal challenges have been heard.

The fleet is heading to Hartlepool to be dismantled at a breakers yard in the town.

Friends of the Earth asked the High Court to quash a modification to a waste management licence allowing the work to go ahead.

At the same time, three Hartlepool residents sought an immediate injunction to stop the dismantling work being carried out on the ships. Councillors in the town have voted unanimously to call on Transport Secretary Alistair Darling to use his powers to re-route the ship.

But the Department of Transport said that any enforcement action in relation to the vessels lay with the Environment Agency. It said the powers of the department's Maritime and Coastguard Agency related only to the seaworthiness of the ships.

The Environment Agency has already told Able UK, owners of the yard in Hartlepool, that its licence is no longer valid. Last month, a last-minute injunction in a US court prevented nine of the 13 ships from sailing pending a further hearing.

Two passengers die on bug-hit liner

Two passengers on board the bug-hit P&O Cruises liner **Aurora** have died, the company said.

But P&O said the deaths were "not related" to the norovirus, which has afflicted around 500 of passengers on the luxury liner in the last few days. A company spokeswoman said: "I can confirm that

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two passengers have died during the duration of the cruise, but must stress that they are both unrelated to the norovirus."

Later, P&O said that one of the deaths had happened at the beginning of the cruise which started on October 20, and that the other happened last weekend. A spokeswoman added: "Both were male passengers in their 70s and both deaths were heart-related." The virus causes nausea, chronic diarrhoea and vomiting. When many passengers succumbed to the illness, the Aurora was refused permission to dock in Greece.

The 1,800-passenger vessel then sailed for Gibraltar where its arrival led to a political storm in Anglo-Spanish relations, with Spain closing its border with Gibraltar when the ship docked there.

The move, the first of its kind in more than 30 years, sparked angry criticism from senior British and Gibraltarian politicians who labelled it "unnecessary and disproportionate". The frontier was eventually reopened on Tuesday night, three hours after the Aurora left to sail back to Southampton.

Earlier, passengers were allowed off the ship in Gibraltar, although 50 had been asked to stay on board by the Gibraltarian authorities.

Pirate attacks leave unmanned vessels at risk of collision

TWO pirate attacks in Indonesian waters near Singapore that left the bridges of a tanker and a bulker unmanned have raised fears of a collision and environmental catastrophe.

Both the Great Eastern Shipping 50,600dwt tanker, **Jag Pr anum** and the 75,563dwt panamax bulker **Arabella** were left unmanned when then were attacked by pirates in the Sunda Strait east of the Indonesian Island of Bintan on Sunday.

The **Jag Pr anum** was attacked 04-00 hrs on November 2 by pirates armed with guns while underway in Indonesian waters off Bintan Island at latitude 01.13 North, longitude 105.10 East.

The duty officer was taken hostage at gunpoint while the pirates ransacked the ships cabins in an hour long attack. For the entire hour that the pirates were onboard the tanker's bridge was left unmanned.

The Master reported the incident to both the Singapore and Indonesian authorities.

In a second attack at 21-30hrs on November 2 the bulker **Arabella** was boarded by eight pirates armed with knives, swords and bamboo sticks while under way at latitude 03.05 North, longitude 105.21 East.

Three crew members on piracy watch were taken hostage by the pirates. The ship's master was threatened with knives and swords and had a knife held at his throughout the attack during in which cash and valuables were stolen.

After half an hour the pirates forced the master to slow the ship and escaped. During the time the pirates were on board the bridge of the panamax bulker carrier was unmanned as the pirates had tied up the bridge officer.

"If the bridge is left unmanned it is like driving a car without anyone at the wheel," Noel Choong regional manager for the International Maritime Bureau in Kuala Lumpur said. With no-one steering the

ship sooner or later it would likely collide with another ship or be grounded in the busy shipping lanes around Singapore and the South China Sea.

Commenting on the two attacks an industry source warned: "There is every possibility of a collision. It is a very frightening possibility." The Sunda Strait is the mainline sealane between South east Asia and Australia. Should the attack take happen onboard a ship entering the narrow Singapore Strait disaster becomes even more likely."

Reddingsboten stevenen af op recordaantal acties

door Marcel Modde - PZC

NEELTJE JANS - Het KNRM-station Noordland op Neeltje Jans stevent af op een recordaantal reddingsacties. De bemanning van de Harder (Oosterschelde) en de Koopmansdank (Noordzee) klommen dit jaar al 101 keer in de boten om - met name - pleziervaartuigen te hulp te schieten. Volgens schipper Izaäk Breen zijn eigenaren van jachten vaak onvoldoende voorbereid op hun tocht en nemen velen onverantwoorde risico's.

Breen knikt naar de mist die als een deken over de Roompotsluis in de Stormvloedkering van de Oosterschelde hangt. „Dat is niet voor iedereen een beletsel om tóch uit te varen. Nog niet zo heel lang geleden bleef je gewoon in de haven met je bootje, liggen wachten totdat het zicht beter werd. Tegenwoordig wordt letterlijk blind gevaren op de apparatuur aan boord. Maar niet iedereen kan daar even goed mee omgaan! Dan vraag je dus om problemen. Waar wij ook ontzettend vaak mee te maken krijgen, is dat de mensen er volstrekt onvoldoende voorbereid op uittrekken. Zonder genoeg water bijvoorbeeld beginnen aan een tocht op zee. Wanneer je dan in de problemen raak en een paar dagen moet ronddobberen, ga je kapot! Ze gaan ook veel verder. Vroeger was een reis van twintig mijl al heel wat. Nu is het dubbele niks bijzonders meer. De kans dat er iets gebeurt, wordt dan ook veel groter.``

De schipper kan zich er over opwinden, de praktijk leert dat het alleen maar drukker wordt voor de reddingswerkers op het water. Niet in de laatste plaats komt dat door de groeiende groep recreanten in deze sector. Noordland geldt als één van de drukste van de 37 KNRM-stations. Die status `dank` de basis aan zijn positie temidden van de recreatievaart, zowel op de Oosterschelde als de Noordzee. Tussen de zestig en zeventig procent van alle acties per jaar zijn ten behoeve van de spelerei, die vastloopt op de zandbanken of zichzelf anderszins in de nesten werkt. Het overige deel betreft de beroepsvaart, waarvan de visserij dan weer het leeuwedeel van de aandacht opeist. Het euvel in die gevallen schuilt vaak in technische mankementen. Daarnaast komt het ook regelmatig voor dat de Koopmansdank uitrukt om zieken van boord te halen. In de Belgische wateren moet voor de `ambulancedienst` worden betaald, de reddingsmaatschappijen in Nederland en Engeland brengen niets in rekening. „Dus als het even kan houden die gasten hun zieken aan boord, totdat ze voor de Nederlandse kust varen.``

Eind jaren tachtig heeft de recreatievaart en daarmee ook de inzet van de KNRM een vlucht genomen, aldus Breen. „Toen ik hier goed twintig jaar geleden kwam, waren we met twee beroepskrachten (onder wie mijn persoontje), zes opstappers en hadden we zo`n twaalf uitrukken per jaar. Nu ben ik de enige vaste kracht, hebben we vijftien vrijwillige opstappers en komen we jaarlijks zo`n honderd keer in actie. Ergens klopt er iets niet....``

Het lastige van een vrijwillige bemanning voor het station Noordland is dat de mannen eerst flink wat kilometers moeten maken voordat ze bij de boot zijn. De opstappers wonen verspreid op Schouwen, Walcheren en Noord-Beveland. „Kijk je naar de meeste kustplaatsen, dan komen de opstappers vaak allemaal uit of vlak bij het dorp waar de reddingsboot ligt. Dan kun je binnen een paar minuten weg zijn. Wij houden zo`n tien minuten tot een kwartier aan.`` Zijn minimaal vier opstappers tijdig

aanwezig, dan kan worden uitgevaren.

Breen: „Meestal schommelen we zo rond de honderd uitrukken. Eén keer hebben we de 107 gehaald. Nu staan we al op 101 keer. Het moet toch niet veel gekker worden!``

CASUALTY REPORTING

MIMMO IEVOLI AGROUND AT WESTERSCHELDT RIVER



Wednesday during the afternoon the Italian 9550 DWT 1998 built chemical tanker **MIMMO IEVOLI** ran aground near the Everingen 2a buoy, several tugs (**Multratug 5** , **Multratug 9** , **Multratug 11** , **Fonda** and **Drado**) proceeded to the 125 meter long and 19.6 meter width chemical tanker, the master refused for first the assistance of tugs, but later the tanker was refloated around 17:00 hrs with assistance of the tugs **Multratug 9** and the **Fonda**. (**Photo´s : Peter Andriessen ©**)



HISPANIA GRAECA (CYPRUS)

Wijsmuller Salvage B.V. was contracted on LOF-SCOPIC terms by the owners of bulk **Hispania Graeca** to assist in refloating the vessel after it grounded during the afternoon of Nov 3. A combined Danish/Dutch salvage team was moved in and inspections are presently ongoing. Anchor handling

firefighting tug/supply **Egil** arrived on location yesterday evening. Its duties were taken over this morning by tug **Valkyrien**. The Wijsmuller anchor handling tug/supply **Neftegaz 57** and tug **Simson** are proceeding with ETA's overnight/tomorrow. It is anticipated it will be necessary to lighter some of the vessel's cargo to facilitate refloating. -- Wijsmuller Salvage B.V.

PROFESSOR FEDYNSKIY (RUSSIA)

A Russian sailor died in a fire on board research **Professor Fedynskiy** (753 gt, built 1982). The vessel was docked at Niigata, according to Japan's Maritime Safety Agency. The agency said that the fire on the ship, which came from Zarubino, was spotted at about 0001, UTC. Apparently, the fire spread across a load of used car tyres that the ship had taken on board in Japan. During the fire extinguishing operation, two crew members fell into a blazing inner compartment of the ship. They were taken to hospital, where doctors declared one of them dead

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

The pilot of Staten Island ferry **Andrew J.Barberi** that crashed into a pier last month, killing 10 people and injuring many others, was standing at the helm at the time of the accident, according to testimony at a congressional hearing today. Crew member Robert Rush told the House Transportation Subcommittee on Coast Guard and Maritime Affairs that assistant captain Richard Smith, 55, was standing behind the controls and "never saw him slump over the wheel," according to details provided by New York City Transportation Commissioner Iris Weinshall. "He said that he stood erect the entire time at the helm of the ship," Weinshall said. "He was sitting in the [position] they call the settee, which is behind Captain Smith, and he specified that Captain Smith was at the helm of the ship and did not slump over. He could not tell whether he lost consciousness because Captain Smith's back was to him." Smith remains hospitalised from self-inflicted wounds sustained during a suicide attempt after the accident. His attorneys, Alan Abramson and Joel Cohen, say their client "passed out while operating the vessel." Investigators also want to question the ferry's captain, Michael Gansas, 38, about his whereabouts prior to the collision. City regulations call for the captain and assistant captain to be inside the pilot house when the boat is moving, but the National Transportation Safety Board (NTSB) has said it has conflicting reports about Gansas' location. There are no data recorders, voice recorders or video recorders of bridge activity. NTSB investigator Marjorie Murtagh said in an affidavit that Gansas took control of the boat and steered it from the accident site to the terminal. The damaged vessel is now stationed at the Brooklyn Naval Yard, in need of \$8 million in repairs, according to the NTSB.

SHIPYARD NEWS

Orders lift gloom in German yards

GERMAN shipbuilders' association Verband Schiffbau und Meerestechnik has seen the industry depression lift towards the end of this year, with orders taken for 51 vessels worth E 2.1bn (\$2.4bn) so far.

Furthermore, the association expects a further 50 ships to be ordered by the end of the year, as November and December are traditionally the months with the highest order intake. This would bring the total orderbook of German shipbuilders to E 7bn and secure utilisation for about two to three years, VSM said. VSM's general secretary Werner Schöttelndreyer said there could be no talk of a "yard crisis" — despite many shipbuilders having announced considerable layoffs for this year and next.

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Providing the workforce was prepared to make certain concessions, such as unpaid overtime, the yards would be able to break even with the new orders, he said. However, he admitted that a further weakening of the US dollar against the euro might make the picture bleaker, as orders placed by German owners at German yards are still handled in dollars.

In spite of the evident optimism, the situation for Hamburg shipbuilders remained exceptional, Mr Schöttelndreyer added. Last month, Sietas Werft announced a cut in jobs. Blohm+Voss was also negotiating a reduction of the workforce, due to the fact that Hamburg is the only coastal state not paying out the full amount of subsidies allowed, the head of VSM said.



photo's : Nico Ouwehand ©

Left :

The new Brittany cruise ferry **PONT AVEN** under construction at the Jos Meyer werft in Papenburg.

Below :

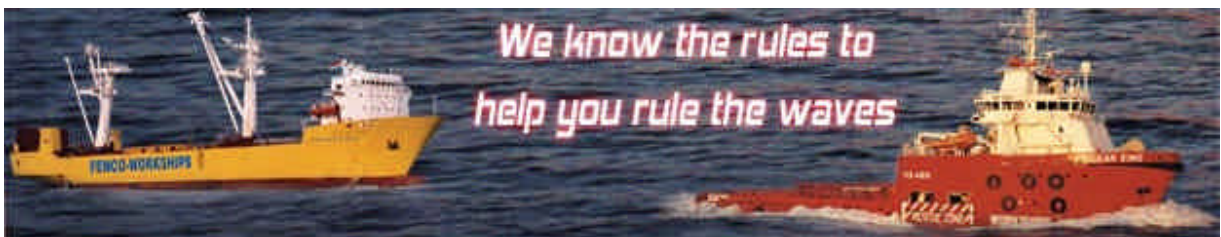
The **JEWEL OF THE SEAS** under construction at the same yard.



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Harwich: DFDS top ferry operator, says poll

A shipping firm which launched two new ships from Harwich has picked up a top travel award.

DFDS Seaways has been voted the best ferry operator in the UK by readers of the Daily Telegraph.



Top : The **DUCHESS OF SCANDINAVIA** – photo : Rob de Visser ©

Ms **Duchess of Scandinavia** set sail on the Harwich-Cuxhaven route in Germany in April, and Ms **Dana Sirena** made its inaugural sailing between Harwich and Esbjerg in Denmark two months later. Both ships have been well received, with most sailings heavily booked throughout the summer.

Matthew Eastlake, sales and marketing director at DFDS Seaways UK, said: "We are delighted with the response we have had to our two new Harwich ships."

Rio-Antirio strike

Ferry crossings between mainland Greece and the northwestern Peloponnese are only being conducted between the ports of Aghios Nikolaos and Aigion as seamen on ferries servicing the Rio-Antirio crossing continue their strike action from 7 a.m. today until 7 a.m. tomorrow. Unionists, who are seeking higher salaries and pensions, failed to reach a compromise with Merchant Marine Minister Giorgos Paschalidis during a meeting on Monday.

NAVY NEWS

First navy corvette arrived in SA

The first of South Africa's four new patrol corvettes - the **SAS Amatola** - docked in Simon's Town on Tuesday.

This forms part of the multi-billion rand arms procurement deal to re-equip the South African Navy.

Simon's Town naval base Commander Jaco Theunissen said the **SAS Amatola** arrived at 2pm. The vessel was sailing from Wilhelmshaven, near Hamburg in Germany, by 60 South African Navy crew members in an 18-day trip under the command of Captain Guy Jamieson.

Theunissen noted that the navy would be working to fit the vessel with weapons systems and electronic warfare equipment during the next 18 months to two years. She would be berthed at the Simon's Town dockyard.

At the moment the vessel consists only of "a hull of the ship, a propulsion system and navigation

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equipment." Theunissen described this as "a warship without any teeth".

The four corvettes were priced at 5.5 billion rand in 1999 but this price is subject to exchange control fluctuations, Theunissen noted.

The next corvette to arrive will be the **SAS Isandlwana** - named after the Anglo-Zulu war battle - which is expected in February, while the **SAS Spioenkop** - named after the battle of the Anglo Boer War - is expected later in 2004. The last vessel, which has not yet been named, will also arrive sometime in 2004.

Two of the corvettes - including the **SAS Amatola** - were built by the German Frigate Consortium, a private company, while the other two will come from Thyssen, also a German company.



Jane's Defence Weekly southern African correspondent Helmoed Romer-Heitman said the contract price for the vessels was 5.9 billion rand - or about 680 million euros - while the cost of the fittings in South Africa was about 1.56 billion rand.

The rough total cost for the four corvettes would be about seven billion rand, he estimated.

He said the vessel would be fitted with a French built radar system, two trackers, a 76mm gun taken out of South Africa's strike craft and being refurbished by Reutech of Stellenbosch.

The corvettes would be fitted with a surface-to-air missile called the Umkhonto, developed by Kentron, a twin 35mm cannon developed by LIW, which is part of State arms manufacturer Denel, two 20mm cannons and a basic sonar system which is partly French and partly South African.

The SAS Amatola will also be fitted with a communications suite by Grintek Communications Systems and a combat management system by African Defence Systems.

Hr Ms ROTTERDAM DEPARTED FOR LIBERIA

A Dutch navy hospital ship has set sail for Liberia on a three-month mission to support the UN force assigned to the war-ravaged West African country. Its departure follows a heated debate in the Dutch Lower House about the security risks involved in what will be the largest UN operation at the moment.



The hospital ship **Rotterdam** left the northern Dutch navy port of Den Helder on Wednesday morning for a three-week journey to one of the most intractable troublespots on the African continent. The vessel, 167 meters long and weighing 13,000 tonnes, is to offer medical

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assistance as well as transport facilities to the UN peacekeeping mission, numbering 3000 at present but due to reach 15,000 next year.

On board are a fully equipped hospital, several landing craft, two Lynx helicopters and an armed beach recovery vehicle designed to refloat other vessels and bring wheeled vehicles on land in an amphibious beach operation. The ship also has a desalination installation to turn seawater into drinking water. The 270 staff include medical personnel, a helicopter squad and a platoon of marines for protection.

Misgivings in Parliament

The dispatch of the Hr Ms Rotterdam to Liberia's coastal waters was endorsed on Tuesday evening by a vast majority of the Dutch Lower House, following a sometimes heated debate. The only party to vote against the deployment was the conservative VVD, one of the three parties in the ruling coalition.

The conservatives stress that no major military power is taking part in the operation - one of the Dutch parliament's main preconditions for giving the go-ahead to Dutch participation in international peacekeeping. Other VVD objections relate to the UN command over the mission and the Dutch contingent's limited mandate.

Initially, the Rotterdam's task will be to provide medical assistance to UN peacekeepers. Once Jordanian blue-helmets have completed setting up a field hospital, the vessel can be used to transport material and personnel for the UN mission to coastal cities, such as Buchanan and Harper.



Mission creep

The VVD fears that a refusal to pick up wounded peacekeepers from dangerous areas could damage the image of Dutch peacekeepers abroad. But Defence Minister Henk Kamp stressed that the wounded are to be picked up by helicopters from "stabilised" areas only. He dispelled concerns expressed by the other two coalition partners that the Dutch would be sucked into the conflict, should fighting flare up again on land. That is out of the question, he said.

Captain Hank Ort, the commanding officer on board the Hr Ms Rotterdam, echoes Mr Kamp's assurances. Prior to the parliamentary debate, he told Radio Netherlands that the main hazard facing the Dutch would be exposure to infectious tropical diseases. However, asked whether he would keep medical assistance restricted to international peacekeepers in the event of a real humanitarian catastrophe, he said his men would have a moral duty to help.

Portsmouth regains warship building work

WARSHIP building has returned to Portsmouth Naval Base after more than 35 years following the start of production at the VT Group's new facilities on the Royal Navy's Type 45 destroyer.

VT, formerly Vosper Thornycroft, will build blocks for the first six of the new class of 7,350 dwt vessels so far ordered, under the prime contractorship of BAE Systems, which started production work at its Glasgow yard earlier this year.

Naval base commander commodore Amjad Hussain pressed a button to start steel cutting on a laser cutter, one of several pieces of new machinery installed as part of the £50m (\$84m) facility.

VT will build the bow section, masts and funnels of the ships with the blocks moved by barge, also under construction at Portsmouth, to BAE Systems' shipyards in Glasgow, for assembly as 152.4 m long, 21.2 m wide ships, capable of 27 knots.

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The first block is scheduled to leave Portsmouth in 2005. VT Shipbuilding managing director Peter McIntosh said: "The start of Type 45 production is an historic moment and underlines the renaissance of the naval base. Without the construction of our new facilities, it would have been difficult for us to play such a major role in the Type 45 programme benefits to the south coast."

The Type 45 will be the biggest destroyer ever to enter service with the Royal Navy.

MOVEMENTS

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The tug **BOXER** left Zeebrugge to collect the jack up platform **BUZZERD** and will tow this platform to Rotterdam, after delivery of the **BUZZERD** the **BOXER** will return to Zeebrugge to collect the **SMITBARGE 2** bound for Rotterdam

Info : Alain Dooms

IRBIS + Beaufort

This transport left Brunsbüttel 07.00 hrs Wednesday morning and sails presently in the Elbe River estuary, encountering SSW winds force 4-5 bft , ETA Maas Pilot station November 6th 20:00 hrs (Weather pending)

IKAR + Saturn

This transport is at present in position 57.43 N 010.55 E making a speed of 7,5 knots, encountering W-ly winds 4-5 bft, seastate 3 , the ETA at Maas pilot station is November 7th 18.00 hrs (Weather pending)

ATLAS II + chemical tanker "A"

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Top : The Polish tug **ATLAS II** – photo : **Piet Sinke** ©

The tug **ATLAS II** left Gdynia November 4th 19:00 hrs bound for St Petersburg , ETA November 7th daybreak to collect the **chemical tanker "A"** bound for Rotterdam

Info : **Herbert Westerwal** – Westcoasting & **HA CE Marine** Rotterdam – **thanks !!!!**



The **CMA CGM RODIN** – Photo : **Marcelo Vieira** ©



The **GRANDE SAN PAOLO** during her maiden voyage October 31st – Photo : **Sonia** ©

AEGER ON TRAILS



At present the new French tug **AEGER** is performing trails in the Europort

Photo's : Wout Boender ©



AIRCRAFT / AIRPORT NEWS

KLM-toestellen beter bezet

De vliegtuigen van luchtvaartmaatschappij KLM waren in oktober iets beter bezet dan in dezelfde maand vorig jaar. De bezettingsgraad steeg van 81,9 procent naar 83,3 procent. Het aantal beschikbare stoelen nam af, aldus KLM woensdag. Op alle routes, behalve die naar Afrika, nam de bezettingsgraad toe. Op intercontinentale vluchten vervoerde KLM meer zakenreizigers. De

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maatschappij transporteerde ook meer vracht. De beladingsgraad daarvoor steeg van 74 naar 74,7 procent.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Wednesday 05-11 20:30 hrs

PRESENT WIND DIRECTION / FORCE	:	SE 5 - 10	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	S-ly 11.6	KNOTS
PRESENT BAROMETER READING	:	1024.3	hPa
MIN TEMP LAST 24 HRS	:	9.3	°C
MAX TEMP LAST 24 HRS	:	13.7	°C
OUTDOOR HUMIDITY	:	76	%
DEWPOINT	:	7.3	°C
WINDCHILL	:	8.6	°C

Vooruitzichten van donderdag t/m zondag:

GELEIDELIJK KOUDER!

Zonnig en droog, in het weekend ook enkele wolkenvelden. Middagtemperatuur dalend naar 7 graden op zondag. De stevige oostenwind zal het voor het gevoel extra koud maken.

© Ed Aldus 2003	DO-06	VR-07	ZA-08	ZO-09
Maximumtemperatuur:	12	10	8	7
Minimumtemperatuur:	3	3	3	3
Zonnekans in %:	80	80	70	50
Neerslagkans in %:	5	5	10	10
Windrichting kracht:	ZO-3-4	O-4-5	O-4-6	O-4-5

.... PHOTO OF THE DAY



The **JULIE DELMAS** arrived in the port of Le Havre – photo : Pierre Hebert ©

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ACHTERGRACHT 6 100 o Singapore nr Singapore,
ALBLAS 5 te Emden,
ALDEBARAN-12 5 te Klaipeda,
ALERT 5 vn Waterford nr Amsterdam,
ALSERBACH 6 verw te Sittingbourne,
AMSTELDIEP 6 te Damietta,
ANTJE-K 5 te Torshavn,
APOLLOGRACHT 5 pas Suez Kanaal nr Bilbao,
AQUATIQUE 5 te Birkenhead,
ARKLOW RALLY 5 te Teesport,
ARKLOW SEA 4 vn Cork nr Calais,
ARKLOW SURF 6 verw te Amsterdam,
ASSI SCAN LINK 5 30 w Egmond nr Terneuzen,
ATLASGRACHT 4 te Onsan,
ATLASGRACHT 5 vn Onsan nr Muroran,
BASTIAAN BROERE 4 te Stade,
BATAVIER 5 te Gunnes,
BETTINA-K 9 verw te Sevilla,
BOTERDIEP 5 55 o Menorca nr Djen-Djen,
BOTHNIA 4 60 nw Esbjerg nr Antwerpen,
BOTHNIABORG 4 150 w Ile d'Anticosti nr Rotterdam,
BRO GALAXY 6 verw te Rotterdam,
BRO GEMINI 5 te Dublin,
BRO GLORY 5 te Brofjorden,
CAPRICORN 5 pas Anticosti nr Tilbury,
CARINA 4 te Mosjoen,
CHRISTINA 4 38 zw Kemi nr Tornio,
CLIFFWATER 5 37 nnw Cherbourg,
COASTALWATER 5 te Coryton,
CORAL RIGIDA 5 160 n Okinawa nr Chiba,
CORAL RUBRUM 5 160 n Taipei nr Yosu,
CORALWATER 60 wzw Brest nr Le Havre,

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CRYSTALWATER 5 vn Ruisbroek nr Immingham,
DAEMON 4 60 w St Petersburg nr Parnu,
DANIEL 5 vn Ipswich nr IJmuiden,
DANIEL-K 5 te Montrose,
DANIELLA 5 te rede Savona,
DEO VOLENTE 5 thv Wight nr Gent,
DOCK EXPRESS-10 5 230 ozo Shanghai nr Den Helder,
DOGGERSBANK 5 te Kemi,
DONAU 5 te Odda,
DONGEBORG 5 te Voltri,
DUTCH AQUAMARINE 5 thv Lissabon nr Huelva,
DUTCH EMERALD 5 25 zo Malaga nr Cartagena,
DUTCH ENGINEER 5 onderweg nr Tees,
DUTCH FAITH 5 t a Tees,
DUTCH NAVIGATOR 5 te Antwerpen,
DUTCH PILOT 5 50 zo Plymouth nr Cardiff,
DUTCH SPIRIT 5 te Teesport,
EEMSDIEP 5 te Gdansk nr Kotka,
EEMSHORN 5 te Dover,
EGELANTIERSGRACHT 4 100 zw Kagoshima nr Pt Kembla,
EKEN 7 verw te Motril,
ELANDSGRACHT 5 170 z Havana,
ELKE-K 11 verw te Tarragona,
EMMAPLEIN 5 op Noordzee nr Rosyth,
EUROGRACHT 4 vn Norrkoping nr Vaja,
FAIRLIFT 5 te Bandar Abbas,
FLINTERDIJK 5 te Gulf Bothnia nr Stettin,
FLINTERSKY 5 700 o Bermuda nr Aratu,
FLINTERZEE 5 11 no Vlissingen nr Terneuzen,
FRISIAN LADY 4 te Sundsvall,
GENUA EXPRESS 4 320 z Halifax,
GLOBE 5 90 wnw Algiers nr Limassol,
GRACHTBORG 5 te Immingham,
GRIEND 5 200 zw Ushant nr Birkenhead,
HANSA BREMEN 5 pas Quessant,
HANSEATIC SCOUT 15verw te Nantes,
HAPPY RANGER 5 20 z Ilha De Sao Tome nr Pt Gentil,
HAPPY RIVER 5 te Atherinolakkos,
IJSEL TRADER 5 te Saigon,
IKIENA 5 pas Ouessant nr Barreiro,
INGER 4 te Mantyluoto,
ISABEL 5 pas Alesund nr Zaandam,
IVER EXACT 4 t a Pt Kotka,
IVER EXPERIENCE 4 te Aruba,
IVER EXPERT 4 12 zw Georgetown nr Tela,
IVER PRIDE 4 675 w Nihau Kawaihao Point nr Korea,
JACO TRADER 4 te Le Havre,
JO CALLUNA 4 150 w Malabo nr Malabo,
JO CEDAR 4 20 no Gallipoli nr Philadelphia,
JO CLIPPER 4 90 zo Galveston nr Houston,
JO SYPRESS 4 255 nw Havana nr Panama Kanaal,
JOHN PAUL-K 11 verw te Shoreham,
JUMBO SPIRIT 4 7 zw Kp Sao Vicente nr Gent,

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KASTEELBORG 5 te Bollsta,
KEIZERSBORG 5 400 w Brest nr Cleveland,
KIELGRACHT 5 te Livorno,
KIRSTEN 5 vn Oristano nr Rotterdam,
KWINTEBANK 5 80 zw Alicante nr Aughinish,
LECKO 7 verw te Kristiansand,
LEONARDO DA VINCI te Pt Louis Mauritius nr Jabal Ali,
LOOTSGRACHT 5 660 ozo Fremantle nr Tuticorin,
LUMARE 4 z Oland nr Palma De Mallorca,
MAASBORG 4 vn Cap Haitien nr Matanzas,
MAINEBORG 5 3 z Reykjavik nr Philadelphia,
MARIE CHRISTINE 4 vn Caen nr Antwerpen,
MARION GREEN 5 47 nw Brest nr St Petersburg,
MARJA 5 te Santander,
MARLENE GREEN 5 50 z Suqutra Island nr Suez,
MARNEBORG 5 120 zo De Shetland Isl nr Tornio,
MATHILDE 5 te Vlaardingen,
MERWEBORG 5 80 wzw Sicilia nr Ravenna,
MERWEDIEP 5 70 zo Antalya nr Latakia,
MERWEZON 5 60 w Porto nr Alicante,
MIGHTY SERVANT-3 4 60 z Great Nicobar nr Nha Trang,
MISSOURIBORG 5 pas Dover nr Philadelphia,
NEDLL CLEMENT 4 te Buena Ventura,
NEDLL HONGKONG 4 35 z Sharm El Sheik nr Suez Kanaal,
NEDLL OCEANIA 4 14 z Cabo Vicente nr Cagliari,
NES. 4 Nes vn Livorno nr Eleusis,
NORA 5 te IJmuiden,
NORDLAND 5 te Kielkanaal nr Riga,
NORMED BREMEN 5 te Mersin,
NORMED IZMIR 5 pas Ouessant nr Rotterdam,
NORMED ROTTERDAM 5 pas Kielerkanaal nr Catania,
NORTHERN EXPLORER 5 te Davao,
NOVA 4 in Kieler Kan nr Immingham,
OLGA 6 verw te Muuga,
OLIVIER 5 te Odda,
P&O NEDLL AUCKLAND 4 90 zo Groenland nr Montreal,
P&O NEDLL BUENOS AIRES 4 170 ono Progreso nr Manzanillo,
P&O NEDLL HOUTMAN 5 te Hongkong,
P&O NEDLL MERCATOR 4 300 wzw Colombo,
PALEISGRACHT 3 800 vn Tahiti nr Papeete,
PANDA 5 60 nw Leixoes nr Tarragona,
PIONEER 5 te Randers,
POLAR SEA 5 pas Gibraltar nr Famagusta,
PRINS JOHAN WILLEM FRISO 5 vn Gdansk nr Kaarsto,
PRINSENBORG 5 pas Montreal nr Menominee,
PROJECT EUROPA 5 240 w Nantes nr Valencia,
RETRIEVER 5 600 zw Dakar nr Pt Gentil,
RUBYN 5 te Boston,
RUFINIA 11 verw te Kasko,
SABORG 5 te Philadelphia,
SCHIPPERSGRACHT 5 te Liverpool,
SCHOUWENBANK 5 25 zo Plymouth nr Kokkola,
SMARAGD 5 15 z Oland nr Monstera,

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SMITWIJS LONDON 4 240 ozo Cabo Frio nr Singapore,
SMITWIJS SINGAPORE 4 500 zo Seychelles nr Kaapstad,

SNOEKGRACHT 4 te Greenock,
SOMERS 6 verw te Bermuda,
SPAARNEDIEP 5 te Vallcarca,
SPAARNEGRACHT 4 45 no Alicante nr Rauma,
SPRING PANDA 4 10 o C Hatteras nr Brunswick,
SPUIGRACHT 4 200 n Finisterre nr Jacksonville,
STELLA LYRA 5 onderweg nr Shellhaven,
STELLA WEGA 5 260 zw Monrovia nr Banjul,
STELLANOVA 4 240 w La Palma nr Conakry,
THEODORA 5 te Duinkerken,
TORNE 7 verw te Hamburg,
TROUT 5 te Grays nr Trout,
VAASABORG 5 15 z Cabo De Sao Vicente nr Sagunto,
VARNEBANK 4 20 n Dover nr Menominee,
VELOX 5 te Bilbao,
VIRGINIABORG 5 45 z Lissabon nr Rotterdam,
VISCOUNT 5 te Fos,
VLIEBORG 5 te Napels,
VOSSDIEP 5 te Foynes,
WAAL TRADER 6 verw te Busan,
WERFEN 6 verw te Barcelona,
WESTERHAVEN 5 vn Melilla nr Alicante,
ZEUS 5 te Harnosand,
ZILLERTAL 6 verw te Gent.