

DAILY SHIPPING NEWSLETTER 2003 – 215



Number 215 ****DAILY SHIPPING NEWSLETTER***Tuesday 11-11-2003

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
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VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.

Have a look for tug pictures at this new website :

<http://www.tugspotters.com>



The **CAROLA** arrived in Rotterdam – photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

BONGA UPDATE

The **BONGA** transport passed Las Palmas, all the three tugs (**SMITWIJS ROTTERDAM** , **WOLRAAD WOLTEMADE** and the **FAR SALTIRE**) went in one by one to take bunkers. After taking bunkers and reconnecting the tugs the transport is enroute again towards Nigeria with a speed of 6 knots, the ETA is the last week of November.

Antwerp threatens legal action in Scheldt dredging dispute

ANTWERP will pursue its right to dredge the river Scheldt in international courts if negotiations with the Netherlands fall through, the port authority chairman has told an international gathering.

If the established time scale for talks on river deepening and widening were not respected, "a trial before the International Court of Justice will become unavoidable", chairman Leo Baron Delwaide told the Grimaldi Naples short sea shipping conference in Taormina.

Antwerp port is looking to dredge ready for what it believes will be a sharp increase in traffic over the next 15 years. Last year's throughput of almost 5m teu is expected to reach 8m teu by 2010 and 10m by 2015.

Dredging plans should be co-ordinated with authorities in the Netherlands, which share use of the river, though long-standing rivalry with the neighbouring port of Rotterdam is expected to complicate talks. Antwerp claims to be taking market share from Rotterdam.

"Since our Dutch friends are of course impressed by the strongly increased market share of the port of Antwerp, lots of diplomacy will be needed to convince them to agree with the deepening," Mr Delwaide told the conference.

"However, the deepening is essential to Antwerp so, if by all means no strict timetable can be agreed upon in the next months, a trial will become unavoidable."

Belgium's right to dredge the river is said to be enshrined in the Separation Treaty of 1839 and backed by leading powers, including Russia. Mr Delwaide, a lawyer, is thought to favour taking the issue to the international court in The Hague rather than EU courts as Russia is not a EU member state. "He is licking his lips at the chance to go to court," said one port authority employee.

Existing agreements with the Netherlands foresee two years of research, to be completed by March next year, and a subsequent nine-month political decision-making process.

Antwerp is keen to ensure talks do not go on beyond this date, which would jeopardise the planned 2006 start date for the dredging programme.

Union fury as French order goes abroad

A FRENCH shipyard union leader has described as a "very bitter blow" a decision by rescue tug and salvage operator Les Abeilles International to take a contract for two deep sea salvage tugs to a Norwegian shipyard.

Christian Catherine, a union spokesman at the Constructions Mécaniques de Normandie shipyard in Cherbourg, said the readiness of the French authorities to allow the contract for the two vessels to go to a non-French yard was "incomprehensible and unacceptable" at a time when CMN was close to running out of work

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Specialist small ship builder CMN and its 500-strong workforce are at present being kept active by naval work subcontracted from French naval shipbuilder DCN and a contract for the construction of a patrol vessel for the country's maritime affairs department.

According to Mr Catherine, however, work in hand will largely have run out by the end of January, when the yard will find itself in "grave difficulty" in the absence of new orders.

Yard workers staged demonstrations on Wednesday and Thursday last week in an attempt to prevent the order going outside France.

And, after Les Abeilles' confirmation at the end of the week that the contract would be going to the Norwegian yard, Mr Catherine said that they would be taking fresh action this week with the objective of ensuring that other work was brought to CMN to save the yard from closure.

"Management must bring us work very quickly, whether it be civil or military," he said. "The French state must help us to get out of the difficult situation we are in at the moment."

Yard workers are particularly outraged at the tug contract going abroad because one of the two tugs concerned is expected to be stationed at Cherbourg, where it will replace the existing 1979-built Abeille Languedoc.

The other will replace the 1978-built [Abeille Flandre](#) at Brest.

Les Abeilles International parent, Groupe Bourbon, has not deviated from its intention to place the order with a Norwegian yard, which it said it would identify shortly.

It is thought that the yard concerned offered cost savings of around E 3m (\$2.5m) over CMN and the other interested French yard, Chantiers Piriou of Concarneau in Brittany.

Bourbon confirmed on Thursday evening that Les Abeilles International had been awarded an eight-year shoreline protection contract with two additional three-year options by the French navy. The terms of the contract provide for it to design, test and operate the two new deep sea rescue tugs.

It said the vessels, which will be about 80 m long, would be delivered in 15 months. They would have a higher operational speed — 19.5 knots under full load in calm conditions and 16.5 knots in a Force 7 wind — than the existing vessels, better manoeuvrability and sea-holding capabilities.

Groupe Bourbon chairman Jacques de Chateauvieux said: "I am very pleased that the French navy has decided to choose Les Abeilles International for our shoreline protection. This collaboration is strategic at a time when our company is becoming a world name in the field of marine services."

According to the group, which is already operator of the [Abeilles Flandre](#) and [Abeille Languedoc](#) , the two vessels have participated in more than 1,500 operations over their 25 years in service, preventing 300 serious pollution spills and saving more than 250 lives.

CASUALTY REPORTING

Cruise ship gutted in blaze at pier at Phuket

A double-decker cruise ship moored at a pier in Thalang district was believed deliberately set on fire yesterday completely burning up the ship. No casualties were reported.

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Business conflicts over boat services might have been the motive for the suspected arson.

An explosion was heard aboard the Yurika 98 cruise ship moored at Ban Bang Rong pier at about 1.30am shortly after crewmen and local people celebrated the Loy Krathong festival. Firefighters and five fire trucks were rushed to the scene, but were unable to control the blaze.

The ship was burnt and its wreckage retrieved two hours after the blaze occurred. Nobody was on board the ship during the blaze as crewmen had left to celebrate the Loy Krathong festival after sending tourists onshore.

Ship owner Sunthorn Sakulsan, 40, said his ship has not been insured. His firm insured only tourists on board. He believed the arson might have stemmed from conflicts over boat services among operators.

On the same day, a burning bottle of benzene was thrown at another cruise ship moored at the same pier. Crew members said they saw someone throw the bottle, but they managed to douse the flames.



Ref **Chiquita Nederland** (13049 gt, built 1991), Santa Marta for Antwerp, is reported to have lost its rudder off the Azores Nov 5. The ship is being assisted under Lloyd's Open Form. Understand the vessel is being towed to Antwerp by salvage tug **Fotiy Krylov**. Eta November 15th

photo : P van Luik ©

HANJIN BRISBANE (SOUTH KOREA)

At approximately 0225, Nov 5 while mooring at San Juan, bulk **Hanjin Brisbane** (16270 gt, built 1997) had a fire in accommodation, cabin port side, "B" deck, gutted, fire and smoke damage in thwartships alleyway. Fire alarm system disabled. Electrical system on "B" deck disabled. Vessel detained by Coast Guard pending repairs to satisfaction of class. Fire extinguished by vessel's emergency squad. No personnel injuries known.

India ferry accident 'kills 15'

Fifteen people have died after a ferry capsized in the southern Indian state of Andhra Pradesh, police say. The boat, carrying 50 people, sank near the village of Ramachandrapuram on the Godavari river early on Monday. The other 35 people swam to safety.

The accident is the second boat disaster in the state since the beginning of last month. Twenty-nine people drowned when their boat capsized on the river Krishna early in October.

SHIPYARD NEWS

SAND FALCON LENGTHENED



At the **NIEHUIS & VAN DEN BERG** shipyard in Rotterdam-Pernis in combination with the **MERWEDE SHIPYARD** the gravel-dredger **SAND FALCON** is presently lengthened with



20.4 mtr , the section is built by **van der Giessen-De Noord** and was floated out last Friday and towed to Pernis, in the meantime the 99.9 mtr long **SAND FALCON** was cut in two pieces

The new 20.4 mtr piece was towed into the dock by the tugs **THIJS** and **LEKSTROOM 3** ,due to this new section the capacity of the **SAND FALCON** went from 4200 m3 to 5200m3, also the dredging equipment is renewed onboard.

photo's : Freek Haagmans ©



Boxship repair a bigger job than expected

REPAIRS to the **Sea-Land Express** containership that was wedged in a sand gully off Cape Town for nearly a month will be far more extensive than first indicated.

The 2,686 teu vessel, which gained notoriety after several failed refloating attempts, requires about 380 tons of steel replacement, according to local sources. When the repair contract, said to be worth \$3.2m, was first awarded the amount of new hull plating needed was put at around 250 tons.

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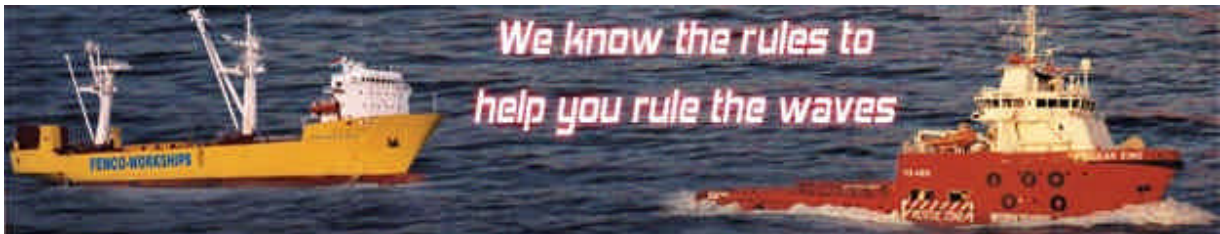
The US-flag ship, owned by US Ship Management and on charter to Maersk Sealand, was carrying more than 1,000 containers including 33 containing hazardous cargo. Some of these were airlifted from the stricken ship which became stuck in the sand on August 19 and was not freed until September 13.

During that time the [Sea-Land Express](#) experienced above normal stresses which were monitored at all time. Once refloated, the ship was first taken to Cape Town, where the cargo was offloaded, before being towed to a drydock in Durban where repairs are being carried out by the Dormac-Elgin joint venture. The ship entered drydock on October 4 and should be repaired and back in service by early December.

ROUTE, PORTS & SERVICES

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Workships Contractors bv



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Lossmaking Aker Kvaerner downbeat on shipbuilding prospects

NORWEGIAN energy and construction group Aker Kvaerner said on Monday that it swung to a pre-tax loss in the third quarter and forecast upturns for its major divisions with the exception of shipbuilding.

The company, which has about 30,000 employees world-wide, reported a pre-tax loss of Nkr45m (\$6.24m) in July-September from Nkr195m profit in the same period of 2002. The group's core activities encompass shipbuilding, oil and gas services and engineering. "The positive trend in Earnings before interest, taxation and amortisation within Oil and Gas and Engineering & Construction is expected to continue in the fourth quarter and 2004," the group said.

But it said that it expected a "marked fall" in operating results for shipbuilding until mid-2004.

Bouw nieuw hoofdkantoor Smit Internationale N.V. gestart

Maandag is in de Rotterdamse Waalhaven, pier 3, de eerste paal geslagen voor het nieuwe hoofdkantoor van [Smit Internationale N.V.](#)

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SMIT, de wereldwijde maritieme dienstverlener, brengt in de Waalhaven een aantal activiteiten bij elkaar die nu nog zijn verspreid over diverse plaatsen in Rotterdam.



Het huidige hoofdkantoor van SMIT is al jarenlang gevestigd in het centrum van de stad, pal naast de Erasmusbrug. Een mooie plaats, maar ver verwijderd van de schepen, bokken, pontons en pakhuizen van SMIT die her en der in de Rotterdamse haven liggen. Met het nieuwe hoofdkantoor komt daar



verandering in, want bij het nog te bouwen kantoor komen grote steigers voor drijvende bokken, schepen en pontons. Ook het pakhuis van SMIT in Maassluis, dat wordt gebruikt voor de opslag van bergingsmateriaal, gaat naar de Waalhaven. Al met al zullen straks ongeveer 400 mensen werken op de nieuwe locatie.

Het nieuwe hoofdkantoor is ontwikkeld en wordt gebouwd door projectontwikkelaar Multiplan uit Den Bosch. Het terrein, de pieren en het bijbehorende water worden gehuurd van het Gemeentelijk Havenbedrijf Rotterdam, dat de Waalhaven verder wil ontwikkelen op maritiem gebied. Het slaan van de eerste paal door de heer M.G.T. Pastors, wethouder Fysieke Infrastructuur van Rotterdam, is mede het startsein voor deze ontwikkeling. Het is de bedoeling dat in januari 2005 het kantoor en het bijbehorende terrein volledig in gebruik worden genomen.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :

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11/10/2003

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The **SKANDI YARE**
passing the IJmuiden
locks inward bound

Photo : Nico Jonker

©



The Svitzer-Wijismuller tug **GRONINGEN** moored in the port of IJmuiden

Photo : Jas Louwen ©

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The Italian flagged **MERSEY VIKING** operates daily at the route Liverpool-Belfast
Photo : Tommy Bryceland ©



The **ARISTEAS-P** departed from Rotterdam — photo : Piet Sinke ©



The **MASINDRA LANGKAWI** is the former **SMIT LANGAWI** seen here departing under tow from the POE yard in Singapore — photo : Tan Ju Lin ©



Passenger cruise liner **S. Ocean** (ex **Stella Oceanis**), (1965) at Eleusis bay one day prior departure to Alang (India) for demolition.

Ship has sold as a "package" to indian breakers with 2 other ROC's vessels. (**Stella Solaris**, and **Apollon**) few days ago.

In photo, **Stella** stands proudly waiting to start the last voyage.

Photo : George Grekos ©

AIRCRAFT / AIRPORT NEWS

Airbus prepares to assemble world's largest plane

PARTS of the world's largest plane, Airbus' A380, have been transported from a French port to the craft's assembly line in Toulouse.

The company said that as part of trial run it had a convoy of transporters head off from the Port of Langon to its manufacturing base carrying structures that resembled parts of the massive plane.

The A380 is 73.3 metres long with a wingspan of 79 metres and to date Airbus has received a total of 129 firm orders and commitments from 11 customers.

The orders cover both the 555 seat and freighter versions of the new plane.

Airbus said the first wing for the double deck aircraft was removed from its four-storey high main assembly jig at its factory in Broughton, Wales. It is the port wing for MSN001, the first-flight test aircraft.

The 45-metre wing was then manoeuvred through 90 degrees to be laid horizontally for the first time. At this stage the wing weighs about 30 tonnes - including flight test instrumentation.

The wing will be laid on a transportation raft beside the assembly jig while detailed measurements and quality control checks are carried out. It will then be transferred to the next stage of assembly and placed in one of three dedicated two-storey bays in the new "equipping" area, the company said.

Here components such as hydraulic, pneumatic and fuel systems and wiring will be fitted followed by cleaning and anti-corrosion painting before a finished pair of wings is delivered from Broughton to the final assembly line in Toulouse next spring. Three sets of A380 wings are now in the main assembly jigs at Broughton - including a set of non-flying wings used for testing. The starboard wing for MSN001 is due for removal from the main jig before the end of this month, Airbus said.

Associated Press reported that the test run was an important demonstration to clients and investors that Airbus is on top of logistical problems. One of which is how to move huge chunks of the superjumbo on narrow country roads and highways built for small cars rather than Airbus, the report said.

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Roundabouts have been razed, traffic lights moved and trees cut. The wings caused the biggest headaches. Roads had to be widened substantially to allow two 53-metre trailers used in the test to negotiate bends, AP said.

RIJNSMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Monday 10-11 22:30 hrs

PRESENT WIND DIRECTION / FORCE	:	ENE 0-5	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	N-ly 5	KNOTS
PRESENT BAROMETER READING	:	1022.0	hPa
MIN TEMP LAST 24 HRS	:	9.6	°C
MAX TEMP LAST 24 HRS	:	11.7	°C
OUTDOOR HUMIDITY	:	81	%
DEWPOINT	:	7.1	°C
WINDCHILL	:	9.1	°C

Vooruitzichten van dinsdag t/m vrijdag:

LICHT WISSELEND WEERBEELD!

Morgen perioden met zon en droog, op woensdag neemt de bewolking toe en kan er later wat lichte regen vallen. Donderdag af en toe zon en droog, vrijdag veel bewolking en af en toe regen.

© Ed Aldus 2003	DI-11	WO-12	DO-13	VR-12
Maximumtemperatuur:	10	10	12	11
Minimumtemperatuur:	2	3	6	7
Zonnekans in %:	60	40	30	20
Neerslagkans in %:	5	40	20	60
Windrichting kracht:	ZO-2-4	Z-3-4	ZW-3-4	ZZW-4-6

.... PHOTO OF THE DAY



The former Cory tug **LOWGARTH** was seen in Ipswich November 8th –photo : David Hazell ©

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CORRECTION ON SHIPPINGNEWS LETTER 214



In the daily shipping news 2003 - 214 the vessel **Virginiaborg** was presented as being delivered by the Deawoo Mangalia yard (DMHI). This is only partial correct. The hull of the **Virginiaborg** is indeed build at the DMHI yard as hull 1032 but the vessel is delivered as yardnumber 502 of Volharding Shipyards and outfitted at Volharding Shipyards location Eemshaven.

The **Virginiaborg** was the third vessel of a series of 8 (6 gearless 2 geared) 10000 ton type vessels. The 10000 ton type is derived from the Volharding 8700 ton type vessel of which approx 12 vessels have been build at the Volharding Shipyards location Foxhol. The "strange" breadth of 15.87m over a length pp of 123.84m is direct linked with the Winschoterdiep breadth, which has bridges with a clear opening of 16m between the concrete construction.

Principle dimensions:
Length o.a. 132.20 m
Length bpp 123.84 m
Breadth 15.87 m
Depth 9.65 m
Draught 7.75 m
Speed 15 kn
Deadweight abt 9900 ton

Cargo capacities:
Containers
in Hold 264 TEU

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On Hatches 236 TEU
Total 500 TEU

Grain capacity 453700 cu.ft

Tank capacities:
Ballastwater 3700 m3
Potable water 60 m3
Gasoil 50 m3
Heavy fuel oil 455 m3

Reference list:
Winona newbuilding 515 to be delivered end 2003
Sider Capri newbuilding 514 geared
Sider Ponza newbuilding 506 geared
Kwintebank newbuilding 503
Volmeborg newbuilding 504



Victoriaborg newbuilding 502 (Photo top)

Virginiaborg newbuilding 505
Vancouverborg newbuilding 501

For more information on the 10000 ton type and other series of Volharding Shipyards please visit the website www.Volharding.nl

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SCHEEPVAARTBERICHTEN

ADMIRALENGRACHT 10 180 z Guam nr Brisbane,
ALBLAS 10 70 o Djursholm nr Jakobstad,
ALBLASGRACHT 9 50 w Manilla nr Xiamen,
ALDEBARAN 10 te Amsterdam,
ALERT 10 te Amsterdam,

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AMARET 10 thv Bell Rock nr Inverkeithing,
AMSTELDIEP 10 te Piraeus,
AMSTELGRACHT 9 120 zo Houston nr Savannah,
ANJELIERSGRACHT 10 te Fethiye,
ANKERGRACHT 9 te Sandakan,
APOLLOGRACHT 10 20 n Bejaia nr Bilbao,
AQUARIUS 9 te Sevilla,
AQUATIQUE 10 te Youghal,
ARKLOW RAMBLER 10 te Leith,
ARKLOW SEA 10 te Dublin,
ARKLOW SURF 10 pas Startpoint nr Kinsale,
ARROW 9 100 w Gibraltar nr Turkije,
ATLASGRACHT 9 te Muroran,
BATAVIER 10 te Nantes,
BOTHNIABORG 9 650 w Azoren nr Rotterdam,
CAPRICORN 10 340 zzw Reykjavik nr Tilbury,
CARINA 10 te Rotterdam,
CHRITINA 11 verw te Terneuzen,
CLARISSA 10 te Mosjoen,
CLIFFWATER 10 13 zo Gibraltar nr Tarragona,
COASTALWATER 10 te Stade,
CORAL RIGIDA 9 vn Chiba nr Mailiao,
CORAL RUBRUM 10 120 o Shanghai nr Kaohsiung,
CORALWATER 10 te Teesport,
CRYSTALWATER 10 vn Stade nr Delfzijl,
DANIEL 10 te Belfast,
DANIELLA 10 45 o Messina nr Porto Marghera,
DEPENDENT 10 pas Gibraltar nr Castellon,
DIEZEBORG 9 60 no Skikda,
DOGGERSBANK 10 pas Kielerkanaal nr Vlissingen,
DONGEBORG 10 te Salerno,
DUTCH AQUAMARINE 10 thv Dover nr Dordrecht,
DUTCH EMERALD 10 te Huelva,
DUTCH FAITH 10 te Stade,
DUTCH NAVIGATOR 10 48 zw Lissabon nr Livorno,
DUTCH PILOT 10 35 nw Guernsey nr Antwerpen,
DUTCH SEA 10 30 w Lissabon nr Alexandrie,
DUTCH SPIRIT 10 vn Immingham nr Tees,
EDISONGRACHT 10 te Port Hedland,
EEMSDIEP 10 te Klaipeda,
EEMSGRACHT 10 200 wnw Kreta nr Fremantle,
EEMSHORN 10 te Villagarcia,
EGELANTIERSGRACHT 9 300 n Jayapura nr Port Kembla,
EGMONDGRACHT 10 te Lissabon,
ELAN 10 pas Wick nr Follafoss,
ELANDSGRACHT 10 vn Vera Cruz nr Mobile,
ERASMUSGRACHT 9 te Kristiansand,
ESTIME 10 pas Dover nr La Pallice,
EUROGRACHT 9 te Rauma,
FAIRLIFT 10 te Bandar Abbas,
FAIRLOAD 10 53 w Newport,
FAST SUS 9 te Gent,
FLINTERDUIN 10 20 zw Dover nr Casablanca,

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FLINTERHAVEN 10 20 zw Kristiansand nr Tundadal,
FLINTERSPIRIT 10 op St Lawrence nr Goderich,
FLINTERZEE 10 60 no Stockholm nr Tornio,
GENUA EXPRESS 9 474 w Lissabon,
GERARDA 10 te Invergordon,
GIESSENBORG 10 pas Kielerkanaal nr Honfleur,
GOOTEBORG 10 43 zo Plymouth nr Setubal,
GRACHTBORG 10 pas Stralsund,
GRIEND 10 te Stornoway,
HAPPY RANGER 10 t a rede Port Gentil,
HAPPY RIVER 10 70 w Rome nr Genua,
HEEREBRUG 10 vn Porto Marghera nr Larimna,
HILJA MARJAN 10 pas Dover nr Rotterdam,
IJSEL TRADER 10 vn Kaohsiung nr Inchon,
INGER 10 pas Dover nr Pasajes,
IRINA 10 t a Pasajes,
ITASCA 10 252 o Edinburgh nr Grangemouth,
IVER EXACT 10 te Hamina,
IVER EXCEL 10 vn San Jose nr San Lorenzo,
IVER EXPERIENCE 9 te Aruba,
IVER PRIDE 16 verw te Korea,
JACOBUS BROERE 9 vn Antwerpen nr Le Havre,
JO ASK 9 36 zzo Durban nr Le Havre,
JO CALLUNA 9 175 zzw Lagos nr Safi,
JO CEDAR 9 28 z Motril nr Philadelphia,
JO LONN 16 verw te Mundra,
JO SYPRESS 11 verw te Balboa,
KEIZERSBORG 10 415 w Azoren nr Cleveland,
KONINGSBORG 10 te Kokkola,
KONINGSBORG 9 pas Gotland nr Kokkola,
KWINTEBANK 10 45 w Galway nr Kubikenborg,
LEMMERGRACHT 10 in Bismarck Zee nr Brisbane,
LEVANTGRACHT 10 te La Spezia,
LOOIERSGRACHT 10 70 no Taiwan nr Taican,
LOOTSGRACHT 10 1050 z Java nr Tuticorin,
MAGDALENA GREEN 9 140 zo Wilmington nr Antwerpen,
MAGIC 9 t a La Goulette,
MAINEBORG 10 St John's nr Philadelphia,
MAKIRI GREEN 10 60 nw Malta nr Taranto,
MARION GREEN 10 t a St Petersburg,
MARISSA GREEN 16 verw te Puerto La Plata,
MARJA 10 26 z Wight nr Amsterdam,
MARJOLEIN 9 vn Kaliningrad nr Antwerpen,
MARLENE GREEN 11 pas Suezkanaal nr Napels,
MARNEBORG 10 te Tornio,
MATHILDE 10 60 nw Ventspils nr Kotka,
MENNA 10 te Amsterdam,
MERWEDIEP 11 verw te Marsxlokk,
MIGHTY SERVANT-3 10 te Nha Trang,
MISSOURIBORG 10 120 n Flores nr Philadelphia,
MOEZELBORG 10 te Charleston,
MORRABORG 10 25 z Cagliari nr Tarragona,
MSC BALTIC 10 te Klaipeda,

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MSC BOTNIA 10 50 nw Den Helder nr Larvik,
MSC POLAND 11 te Antwerpen,
NEDLL ASIA 10 100 w Socotra,
NEDLL EUROPA 10 200 nnw Socotra,
NORA 10 60 ono Stockholm nr Mantyluoto,
NORDLAND 10 te Pietarsaari,
NORMED BREMEN 10 te Abu Qir,
NORMED IZMIR 10 te Antwerpen,
NORMED ROTTERDAM 10 pas Gibraltar nr Catania,
NORTHERN EXPLORER 10 400 ozo Okinawa nr Tokyo,
OCEAAN KLIPPER 10 te Koping,
OLGA 11 verw te Killinghome,
P&O NEDLL AUCKLAND 9 te Montreal,
P&O NEDLL STUYVESANT 9 te Yantian,
P&O NEDLL VERA CRUZ 9 200 zo Houston,
PALEISGRACHT 9 500 no Tahiti nr Ensenada,
PAUWGRACHT 9 40 zo Almeria,
PIJLGRACHT 10 vn Gioia Taura nr Algiers,
PIONEER 10 pas Orkney Islands nr Belfast,
POLAR 10 pas Kreta nr Famagusta,
POOLGRACHT 10 te Houston,
PRINSENBORG 10 te Menominee,
PROJECT EUROPA 9 te Valencia,
RETRIEVER 10 260 z Accra nr Port Gentil,
RIFGAT 10 pas Kielerkanaal nr Gent,
ROELOF 9 pas Algiers nr Newport,
ROYAL KLIPPER 10 te Puerto Bolivar,
SAMBRE 10 op Elbe nr Papenburg,
SCHELDEGRACHT 10 te Rostock,
SCHIPPERSGRACHT 10 te Vlissingen,
SMARAGD 10 te Terneuzen,
SMITWIJS LONDON 10 900 zzo St Helena nr Singapore,
SMITWIJS SINGAPORE 10 30 n Madagascar nr Kaapstad,
SNOEKGRACHT 10 90 zw Castletownbere nr Baltimore,
SPRING PANDA 10 te Puerto Moin,
SPUIGRACHT 9 1000 zo Halifax nr Jacksonville,
SPIEGELGRACHT 10 130 o Barbados nr Vila do Conde,
STELLA POLARIS 10 40 w Milfordhaven nr Belfast,
STELLA PRIMA 9 te Moji,
SWING 10 pas Kielerkanaal nr sodertalje,
SYLVIA 10 te Gent,
TALOS 9 30 w Nykoping nr Zaandam,
THEODORA 10 50 w La Coruna nr Petit Couronne,
TORNE 10 TE Kotka,
TRINITAS 10 te Raahe,
TROUT 10 pas Esbjerg nr Antwerpen,
UAL TEXAS 10 400 zw Monrovia nr Houston,
VAASABORG 10 pas Messina nr Derince,
VANCOUVERBORG 10 pas Pentland Firth nr Ludington,
VARNEBANK 10 225 ozo Kp Farvel nr Menominee,
VECHTBORG 10 pas Gibraltar nr Tornio,
VECHTDIEP 10 te Casablanca,
VEDETTE 9 15 z Sicilie nr Barletta,

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VELOX 10 te Duinkerken,
VERONA 10 te Antwerpen,
VICTORIABORG 10 120 z Kp Farvel nr Hamilton,
VIRGINIABORG 9 te Rotterdam,
VISCOUNT 10 te Sagunto,
VLIEBORG 10 60 z Athene nr Bandirma,
VLIEDIEP 15 verw te Gandia,
VLISTBORG 10 20 w Texel nr Gandia,
VOORNEBORG 10 pas Sardinie nr Ambarli,
VOSSDIEP 10 pas Cherbourg,
WAAL TRADER 14 verw te Chiwan,
WESTERHAVEN 10 te Melilla,
ZEUS 10 pas Hanstholm nr Casablanca.