

DAILY SHIPPING NEWSLETTER 2003 – 217



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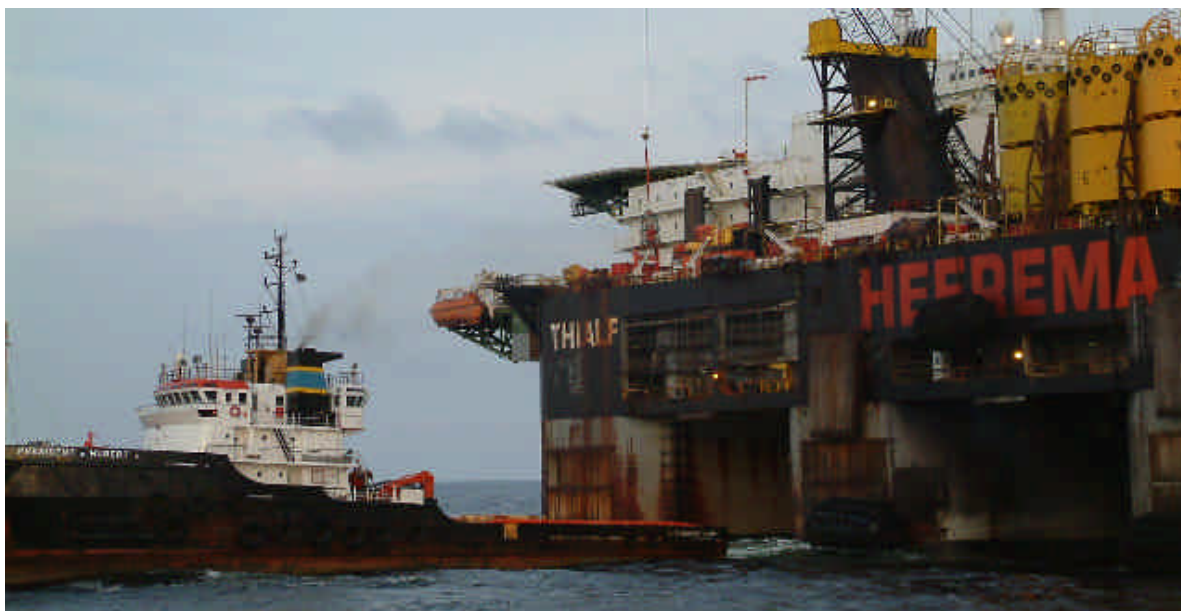
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The AHT **PRESIDENT HUBERT** working near the **THIALF** offshore Angola

Photo : Greg Pascaud ©

EVENTS, INCIDENTS & OPERATIONS

TOXIC SHIP DOCKED



The first two of the four toxic ships heading for Britain from the US is docked in Hartlepool today.

Opponents of the controversial deal to recycle the ghost ships were preparing an "unwelcoming party" for the vessel. The ex-Naval reserve vessel arrived at the River Tees at around midday.

Three tugs towed it the final position at Able UK's Hartlepool dock. The other ship which made the Atlantic crossing will be docked tomorrow. Checks will be carried

out to see if the vessels sustained any damage during their 4,000-mile crossing.



Environmentalists have been opposed to the £11m deal from the start, saying the US should deal with its own waste. But Able UK, which has a contract to dismantle 13 ships, says it has the technical expertise to do the job safely.

They also point out the work will create much-needed jobs. A High Court injunction prevents any dismantling work from taking place. But the first two ships were given permission to dock in Hartlepool as it was considered too dangerous to send them back to America.

Another two vessels are also heading for Britain - the other nine must stay where they are pending the outcome of a hearing in April

Salvage operation awaits improved weather conditions



The salvage of the **TRICOLOR** will continue once there are weather forecasts indicating an extended period of favourable conditions. Based on weather statistics from the past, it can potentially take several months (until April/May) before the operation can be resumed.

In the past 21 days storms and high seas have hampered the wreck removal operation. To date, since the signing of the wreck removal contract on 11th of April, the **TRICOLOR** has been successfully cut into nine sections. Five of these sections have been lifted and transported to Zeebrugge (Belgium). Severe winds of up to seven and even eight Beaufort (storm) have made the operation to remove the four remaining sections too dangerous. These sections are weakened due to the cutting operation and the bad weather. They can only be removed by using a floating crane equipped with a large grab.

In order to resume the operation, the salvage team will require several days for the mobilisation of the necessary vessels and crew. Anchoring and positioning of the floating cranes and the barges to accommodate the sections will also be time consuming. Therefore, the continuation of the operation is only feasible if the weather forecast indicates an improvement for an extended period of time

Safety

In order to secure the safety of vessels passing the wreck, an internationally accepted safety system of cardinal buoys will remain on site, and adequate guarding will be maintained.

It is estimated that approximately 1.5 % of the original quantity of oil can still be contained within the wreck. This limited amount of oil can not be recovered at present.

When the remaining sections are being lifted, the salvage team will once again deploy an anti oil pollution vessel properly equipped to recover any oil that might escape to the sea.

The majority of the **TRICOLOR'S** cargo is still in the remaining sections, but there are remnants of the cargo scattered in the close vicinity around the wreck. The salvors will not only remove the four sections of the vessel, but will also collect cargo and debris from the seabed. Until this operation is completely finished, there will be a risk that some floating parts of the cargo (bumpers, tires) will drift in the ocean. Every effort will be made to recover this remaining debris for destruction.

*The salvage of the **TRICOLOR** is being carried out by the 'Combinatie Berging Tricolor', a consortium consisting of: **SMIT Salvage B.V.**, **Scaldis Salvage & Marine Contractors N.V.**, **URS Salvage & Maritime Contracting N.V.**, and **Multraship Salvage B.V.** The salvage contract was awarded to the consortium by **Wilh. Wilhelmsen and Gard Services**.*

ENSCO 92 MOVED



The Jack Up rig **ENSCO 92** was moved from the K 9 to the K 12 location , the tugs involved in this move were the **GRANIT** , **ATREK** and the **FAIRPLAY 23**
Photo : Capt . Jan Weerman ©—master Fairplay 23

Slow SOS response blamed in tragedy

THE deaths of 36 illegal immigrants off Cadiz, on Spain's south coast, on 25 October have been blamed on delayed response to a boxship master's distress call. The delay, the government admitted today, was because it took an hour to gather sufficient crew to man the Maritime Safety Agency salvage tug **Sargazos**. The immigrants' boat went down in 5-6m waves. Capt Rogelio Navarrette from the containership **FOCS Tenerife** told today's *El Pais* newspaper: "I cannot stop thinking that they could have been saved ... We warned Cadiz traffic control ... We would have saved some lives if the boat had come closer to us." The **FOCS Tenerife** was anchored 3.3 n-miles off Cadiz when the boat carrying up to 40 immigrants was spotted heading for the coast. Salvage tug **Sargazos** was called to the rescue because Civil Guard patrol boats were unavailable.

Belgium's flagging fortunes revived

BELGIUM-based owners have begun to transfer vessels to the new Belgian National Shipping Register, marking a revival in the flag's fortunes. **Safmarine**, the AP Møller subsidiary with links in the country that came with the 1991 take-over of CMB-T, is to shift eight vessels to the new flag. The move will start with the re-flagging of the 1,800-TEU box ship **Safmarine Concord** in mid-November, followed by the transfer of the 1,900-TEU vessels **Safmarine Asia** and **Safmarine Europe**. The company is also expected to register five newbuilding container vessels, including three 2,100-TEU units and two large 4,500-TEU vessels, to the new Belgian flag. CMB, the country's largest shipowner, which controls the **Euronav**, **Bocimar** and **Exmar** shipping businesses, has also started repatriating tonnage. The large LNG vessel **Methania** has already been re-flagged and the LNG newbuilding **Excalibur** should follow soon. **Euronav** has repatriated the VLCC **Namur** and other vessels will follow shortly. Analysts in Belgium estimate that about forty deep sea merchant vessels will fly the flag again by early next year.

In 1986, Belgium still had a 100-vessel fleet but inability to compete led to the flag's rapid decline. With the gradual migration of vessels to the Belgium's unofficial second register in Luxembourg, the country's register last year boasted only a handful of ships.

Bosphorus shipping pilots test new security system for maritime traffic



ISTANBUL: "Sept. 11 showed the world how planes could be turned into bombs. Think how much damage a tanker carrying 50,000 tons of petrol could do. And hundreds of them pass within 300 meters of the center of Istanbul every year."

Tuncay Cehreli knows what he's talking about. In 1994, he was part of the salvage crew sent to prevent the tanker Nassia, crippled and burning, from drifting into the heart of the city. Now he's in charge of a new maritime security system that went into operation on the Bosphorus this week. "It's like airport traffic control for ships," he explains, perched in front of one of four huge screens that track ship movements in the Istanbul straits by camera and radar. "The previous system didn't cover some of the most dangerous sections of the passage. Now we can monitor vessels as small

as 20 tons all the way from the Black Sea to the Aegean, 320 kilometers to the west."

With around 2,000 local boats a day jostling for space with the 45,000 ships that transit every year, the Bosphorus is among the most crowded seaways in the world, three times busier than the Suez Canal.

It's also one of the most dangerous. Winding through the Istanbul and its estimated 15 million inhabitants, it's only 700 meters wide at the narrowest point, with currents of up to 13 kilometers per hour. "Some days, even I'm terrified, and I've been using it for 20 years," says Saim Oguzulgen, ex-chairman of the Turkish Pilots Association.

Both men think the new tracking system will improve safety. Neither see it as a solution to the increasing congestion of the Bosphorus, though.

While the number of ships passing through Istanbul has remained relatively stable over the past decade, what concerns them most is the increasing number of oil tankers. In 1995, 2,871 went through. By 2001, the figure stood at 6,516.

"We've reached saturation point," argues Oguzulgen, pointing to a recent International Maritime Organization study that concluded the Straits could only sustain the transit of 1.8 million barrels per day. The daily average is now 1.7 million.

The trouble is that with the recent discovery of huge oilfields in and around the Caspian Sea, the Bosphorus' role as liquid pipeline is set to increase. Opened in 2001, the pipeline connecting Kazakhstan's Tengiz field to the Russian port of Novorossiysk is already bringing an extra 25 million tons of oil to the Black Sea every year.

"It will eventually have a throughput of 65 million tons per year, doubling or tripling tanker traffic," says Texas-based oil expert Ferruh Demirmen. "And those figures don't take into account the subsequent discovery of even larger oil fields at Kashagan. Shipping could quintuple."

"Given the new regulations, which only allow large ships through in daytime, and only one ship of 250 meters into the Straits at any one time, that would mean closing the Straits to other traffic 300 days a year," says a senior Turkish official specializing in oil. "Devastating not just for Turkey, but for all the Black Sea countries that depend on the Straits for trade."

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Obligated by the 1936 Montreux Agreement to allow free passage through the Bosphorus and Dardanelles, Turkey has been forced to find other ways to reduce traffic. One solution is the Baku-Ceyhan pipeline, which will transfer Caspian oil to Turkey's Mediterranean coast.

Long criticized by Russia as a US-backed scheme to undercut its own hold on oil transportation, the pipeline is due to be completed by the end of 2004.

Ronald Soligo, economist at Rice University in Houston, is not convinced it will help. "The 800,000 barrels of oil diverted through it every day would only represent one large tanker a day," he writes. Recently, Ankara has turned its attention back to an idea first proposed in the mid-1990s a pipeline that would transport oil through the Balkans, from the Black Sea to the Mediterranean.

"Previous pipeline discussions were hampered by the so-called free-rider issue," says Zeyno Baran, Caspian expert at the Washington-based Nixon Center. "The Straits have always been the cheapest transport option. No oil company wants to pay more to pump its oil through a pipeline, while at the same time freeing up the sea for competitors' ships."

"It's a problem that has convinced us, in the last two months, to come up with a new double-headed strategy," says the Turkish official. "First, we're trying to persuade oil companies to co-operate in building the pipeline. Second, we're pushing them to sign a voluntary agreement to use the Straits and pipeline in an equitable way."

"It's early days yet," he adds, "but I'm optimistic similar agreements have been signed for human rights and environmental issues." Ronald Soligo is skeptical. "The day has not yet arrived when Bosphorus congestion makes it economically rational to construct a (Balkan) pipeline," he writes. What could alter that, he argues, is regulations obliging ship owners to pay tolls, or carry comprehensive insurance against damage to people or property

CASUALTY REPORTING

AGIS (POLAND)



Tug **Agis** (330 gt, built 1981), bound Falkenberg towing a barge laden with wood splinters, grounded in The Sound, just south of Landskrona, yesterday. The vessel is still aground, and the Coast Guard intend to empty its bunker tanks before attempting to refloat it.

MANA (CYPRUS)

Bulk **Mana** (14458 gt, built 1979), Piraeus for Odessa, which passed through Dardanelles 1920, local time, Nov 9, ran aground in front of Zincirbozan Bay 2217 same day.

SVYAToy PANTELEYMON (GEORGIA)

The Bosphorus Strait is closed for daylight restricted tankers in both directions after bulk **Svyatoy Panteleymon** (16216 gt, built 1977), Gabes to Kerch, in ballast, which had run aground broke in two in the early hours of this morning. Only vessels (not tankers) waiting at the north entrance of the Bosphorus Strait for southbound transit may enter. As a result of bad weather conditions, the vessel ran aground in front of Cape Yon Burnu at around 2300 hrs, yesterday, after passing through the Bosphorus. At about 0130 hrs, this morning, the vessel smashed into two pieces and the aft part sank in lat 41 13 30N, long 29 09 45E. Rescue operations continued until morning and 25 crew members were safely landed. There is gas oil leakage from the wreck.

SHIPYARD NEWS

Padmos levert eurokotter af

THOLEN - Machinefabriek Padmos Bruinisse/Stellendam heeft afgelopen weekend de nieuwe eurokotter TH-7 Adriana-Maria overgedragen aan de familie A.P. Baaij & zn. uit Tholen. De kotter is de negende van een serie. Specialiteit ervan is de visserij op langoustines.

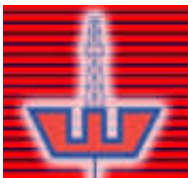
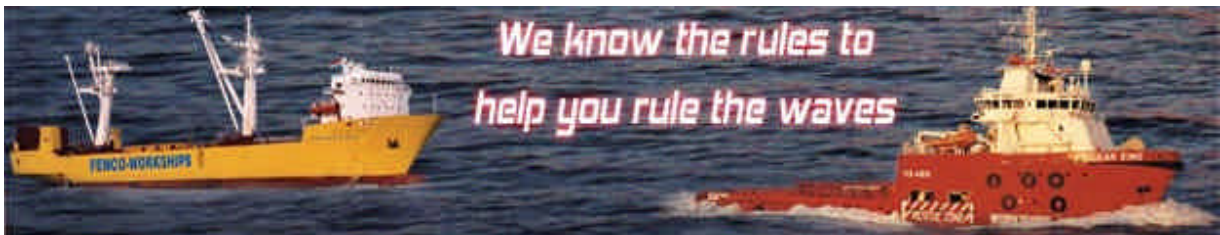
Eerder werden gebouwd: SCH-18, OD-9, KW-5, TX-48, PH-550, UK-186, TX-34 en TX-45 waarvan de UK-186 en de TX-34 zijn afgebouwd bij Hoekman in Urk. De TH-7 Adriana-Maria is bijna vierentwintig meter lang en zeven meter breed. Aan de voorzijde kunnen de motor, de keerkoppeling, de lier en de nautische apparatuur worden bediend en aan de achterzijde de nettenrol, de motor, de keerkoppeling en de drie hoofdtrommels van de lier. Voor de besturing van de complexe hydraulische installatie is een nieuwe elektronische programmeerbare hydraulische controller (PHC) ontwikkeld in opdracht van Padmos.

De uitlaatgassen gaan onafhankelijk van elkaar naar buiten. Het voordeel hiervan is dat de schacht aanmerkelijk kleiner wordt waardoor het uitzicht in de stuurhut naar achteren veel beter is.

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Zim could be split to find buyer

THE Israeli government has revealed it would not stand in the way of a split of Haifa-based box carrier Zim into two separate entities. The move could be made as a fresh bid to find buyers for the state's 48.6% stake. Previous attempts have fallen because Sammy Ofer-controlled Israel Corporation retains the right to match any outside bid for the government's stake and a chance to buy the state's golden share at a later date. The golden share is a 2.5% foothold the government says it needs to own in order to protect vital security interests. The new offer from the Government Companies Authority would see Zim Israel concentrate on carriage of goods to and from Israel, and a second company, Zim International, focus on international shipping and maritime trade. If a deal can be successfully concluded with a buyer on this basis, the government will still retain its golden share, but only as part of Zim Israel. Parties interested in bidding for the state owned shares have until 30 November to raise their hand. Israel Corp chief executive Yossi Rosen has said the company has not yet made any decision as to whether it will be among the bidders for the remaining 46.8%.

NOL nets \$308M from share placement

SINGAPORE listed liner major NOL surpassed its own expectations by raising \$308M through an overnight placement of 236M shares. At a press briefing yesterday executives of the government linked company had indicated that they expected proceeds from the placement to touch \$300. The placement was facilitated by a scrip lending arrangement with NOL's single largest shareholder Temasek Holdings, which is a holding company of the government. The arrangement helps smooth and quick trading of shares. Reiterating that the amount would be utilised mainly to repay its debts, NOL chief executive David Lim said today: "The proceeds will be used to repay debt, lowering our gearing even further to one." The placement was executed at S\$2.32 (\$1.3) per share, a discount of 4.4% on the "weighted average price" of S\$2.42 for shares traded on Friday, 7 November. The exercise will raise net asset value per share to \$0.82 from \$0.72 while issued and paid up share capital will increase by nearly 20%. The placement at a discount, however, saw NOL share price slide 14% today to close at S\$2.08.

DFDS Tor Line introduces feeder shuttles in Elbe Estuary

From January 2004, Denmark's DFDS Tor Line will introduce an innovative new shuttle feeder service that will connect Cuxhaven on the Elbe Estuary with the Port of Hamburg itself and with Brunsbüttel (at the North Sea end of the Kiel Ship Canal). The shipping operates a fast growing ro/ro service that connects Cuxhaven to several UK ports. "The accessibility of Cuxhaven by road especially from the Hamburg area, which is very important for us, is poor. That's why we have sought alternatives," said Peter Kramp, Managing Director Germany of DFDS Tor Line. The new floating highway on the Lower Elbe will be operated by a shortsea vessel that is suitable for carrying boxes. At present DFDS is negotiating with the shipowner, Sommerfeld, about what size of ship is required. Three ships are available offering capacities of 36, 48 or 64 teu respectively. DFDS Tor Line wants to charter the vessel for one year initially and then decide how to proceed from there. Kramp: "We bear the full commercial risk." The schedule of the Elbe feeder service is optimally coordinated with those of the Cuxhaven-England services.

Adsteam in profit despite hard year

AUSTRALIAN towage operator Adsteam Marine says it is on course to record a net profit after tax of slightly more than A\$22.5M (\$15.7M) in the current financial year. However, speaking at today's company annual meeting, Adsteam Marine chairman Bruce Corlett noted "strong pricing pressures in the market place" for towage services and acknowledged the firm had experienced a difficult period in the last 12 months." The net profit forecast for 2003-04 is the same result as the previous year, with Corlett indicating that "the core ship assist operations of the Adsteam Marine group remain very sound and continue to generate healthy cash flows." Despite the fact that rival Australian Maritime Services

has set up towage operations in Melbourne, Brisbane and Sydney, Adsteam said its overall volume of tug jobs has remained steady in both Australia and the UK. The company is pursuing a strategy of long-term agreements with shipping customers and claims it has won back major contracts based on its service offering. Restructuring of the company is continuing, including the divestment of certain non-core assets.

The [ro/ro Seahawk](#) has been sold to Aegean Cargo (K.Agapitos) and renamed [Aegean Sun](#). She is a near sister ship to [Agia Methodia](#) and [Aegean Star](#).

Arbeiders protesteren opnieuw tegen vrijgeven laad- en loswerk havens

door Wout Bareman

TERNEUZEN - FNV Bondgenoten protesteert deze week opnieuw tegen liberalisering van de dienstverlening in de havens. De havenarbeiders worden opnieuw gemobiliseerd met het oog op de besluitvorming die eind deze maand plaatsvindt in het Europees Parlement. Eerder gingen de Europese havenarbeiders massaal de straat op uit protest tegen aantasting van hun positie.

Maandag begon de `manifestatie-estafette` in de Waalhaven in Rotterdam, vandaag is Amsterdam aan de beurt, woensdag Europoort, donderdag de Maasvlakte en vrijdag de havens van Vlissingen en Terneuzen. De vakbond gaat deze week alle bedrijven langs om de havenwerkers op te roepen tot proest. Vakbondsvoorman Niek Stam praat donderdag met minister K. Peijs van Verkeer en Waterstaat over de gevolgen van de zogenoemde Port Package, die straks toestaat dat de bemanning van zeeschepen zelf het laden en lossen voor z`n rekening neemt.

De havenarbeiders zien dat als een regelrechte bedreiging van hun baan, ook al worden aan de liberalisering strenge voorwaarden verbonden. Peijs en Stam verschillen van inzicht over de nieuwe havenrichtlijn. Volgens hem is het compromis, dat afgevaardigden van het Europees Parlement ruim een maand geleden afsloten met de ministers van Transport, nog slechter dan het oorspronkelijke voorstel van de commissie. Peijs noemt het compromis `een duidelijke afzwakking` van dat voorstel. Stam vreest dat de maatregel enorme gevolgen zal hebben voor de gekwalificeerde havenwerkers. „Als allerlei vreemdelingen op de kades aan het werk gaan, leidt dat tot gevaarlijke toestanden, verlies van werkgelegenheid en afbrokkeling van de arbeidsvoorwaarden.`

De minister daarentegen verwacht nauwelijks negatieve invloed op de werkomstandigheden en werkgelegenheid. Volgens haar bestaat de mogelijkheid van zelfafhandeling door de rederijen zelf al jaren tot de mogelijkheden, maar wordt daarvan nauwelijks gebruik gemaakt. De Internationale Transportarbeiders Federatie (ITF) heeft aangekondigd dat, als het Europees Parlement akkoord gaat met de nieuwe richtlijn, de acties zullen doorgaan.

Tor Line and Volvo extends freight deal

DFDS Tor Line and Volv Logistics have signed a new agreement, extending a freight deal for new cars and components between Göteborg and Gent and Immingham respectively. The deal is valid through 2005 and cargo volumes are expected to increase during the period, not least as a consequence of new road taxes soon introduced in Germany. The frequency offered by DFDS Tor Line by sailings seven days a week on both EuroBridge and AngloBridge was decisive for Volvo

NAVY NEWS

Australian navy purchases on fast track

The Australian Defence Ministry is trying to speed up the \$500 million purchase of the navy's new multi-role ship and up to seven patrol vessels, concerned its oldest frigate Canterbury may not last in service for another two years.

This was announced by Assistant Secretary of Defence Kevin McMahon at a defence industry conference in Wellington yesterday.

Two weeks ago the ministry received proposals from six companies to build the vessels, which include a number of off-shore and in-shore patrol vessels.

Efforts were being made to pare down a large number of options for a cabinet decision by the middle of next year.

There was pressure to move it forward because the Canterbury was not in good shape, Mr McMahon said, referring to a recent fire in the ship's switchboard.

There was concern it may not be possible to repair the 33-year-old frigate, which has a vital role as a training ship.

Deputy navy chief Commodore David Anson yesterday said options for the ship and navy training were being looked at.

At the moment the prognosis for the Canterbury was looking better than it was when it limped back to port after a fire in its auxiliary switchboard.

"When she first had the fire things didn't look good. It takes a while to analyse in a dark compartment the true extent of the damage, and further analysis is continuing."

The focus was still on maintaining it as a training ship until the middle of 2005, and there was always going to be a gap between then and when the new vessels became available.

That was why the various shipbuilders were invited to come up with options to bridge the training gap.

Defence Force director of capability requirements, Group Captain Craig Inch, told the conference an unprecedented number of projects were coming through the system and this was putting a lot of stresses on defence at a time when it was involved in a lot of operations overseas.

These included modification of the new Boeing 757s, buying new helicopters, upgrading the Hercules and Orion squadrons, new navy vessels, new army missiles and grenade launchers, extra equipment for the low-level air defence missile system, new boats and other equipment for special operations, army engineering equipment and trucks, the air force consolidation at Ohakea near Palmerston North and the establishment of a new joint command and control system. A study is also being carried out on defence intelligence, surveillance and reconnaissance requirements, which could include the purchase of unstaffed aircraft.

HMS LINDISFARNE SIGNS OFF ON A HIGH

Royal Navy fishery patrol vessel **HMS Lindisfarne** has ended her 25-year career on a high note. Just weeks before she makes her final journey into Portsmouth, **Lindisfarne** has won the Jersey Cup for displaying outstanding endeavour in fishery protection.

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The vessel was singled out for tenaciously pursuing the task of enforcing fisheries legislation on behalf of the Department for Environment, Food and Rural Affairs. During the last year she completed 143



patrol days for DEFRA, conducting more than 250 inspections of UK and foreign fishing vessels. These led to the discovery of 26 infringements, resulting in four detentions.

The cup, awarded annually and open to Island and River class patrol ships, was presented to Lindisfarne at a ceremony in Portsmouth. Commanding Officer, Lt Cdr David Mugridge, received the trophy from Chief Inspector of Fisheries at London's Billingsgate Market, Christopher Leftwich. Lindisfarne's citation read: "Overall the vessel has achieved a very significant contribution to the comprehensive policing effort within and outside British

fishery limits. Inspections of fishing vessels have been of a vigorous nature and characterised by the firm but fair manner in which they have been conducted.

"**HMS Lindisfarne** has pursued her duties with diligence and has proved to be a very effective and capable patroller." The ship will make her final journey into Portsmouth next month before being handed over to the Bangladeshi Navy in January.



The American **HSV 2 SWIFT** during the port visit of Cape Town — photo : Ian Schiffmann ©

MOVEMENTS

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The tug **BENTLEY** assisting the Maersk Kolkata in the port of Felixstowe
Photo : David Hazell ©



The tug **FAIRPLAY XIV** alongside the transport barge **AMT EXPLORER** in the Port of Bremerhaven, the barge is loaded with 2 of the oldest cranes of the Stroomkaai and they are bound for the Port of Novorossiysk in the Black Sea.
Photo : Frans Sanderse ©

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The **SOL DO BRASIL** in the Gent-Terneuzen canal —photo : Peter Andriessen ©



The **MAINEBORG** in the Welland Canal at Thorold, Ontario
photo : Tom Stewart ©

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The tug "**Joann Krause**" assisting the Allied Towing tug "**Heron**" turning around off of Domino Sugar in Baltimore's Inner Harbor.

Photo : **Allen Baker** ©



The 46 years old Tug **IASON** (built in 1956)
Still alive and well. In photo as seen Nov 12th 2003 at Eleusis harbour on operation.

Photo : **George Grekos** ©



The new tractor tug **A.J.Mc.Allister** at Pt. Canaveral— photo : Johnny ???

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Wednesday 12-11 17:30 hrs

PRESENT WIND DIRECTION / FORCE	:	SE 5 - 10	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	E-ly 8.3	KNOTS
PRESENT BAROMETER READING	:	1015.8	hPa
MIN TEMP LAST 24 HRS	:	4.1	°C
MAX TEMP LAST 24 HRS	:	7.8	°C
OUTDOOR HUMIDITY	:	86	%
DEWPOINT	:	6.0	°C
WINDCHILL	:	8.2	°C

Vooruitzichten van donderdag t/m zondag:

LICHT WISSELVALLIG!

Morgen en zaterdag af en toe zon en op de meeste plaatsen droog. Vrijdag veel bewolking en enige tijd regen. Zondag af en toe zon en later een bui.

© Ed Aldus 2003	DO-13	VR-14	ZA-15	ZO-16
Maximumtemperatuur:	11	11	11	10
Minimumtemperatuur:	6	6	6	5
Zonnekans in %:	40	20	40	30
Neerslagkans in %:	30	60	30	40
Windrichting kracht:	ZW-3-4	ZZW-4-6	ZW-4-5	W-3-4

.... PHOTO OF THE DAY



A file photo of the ITC tug **SANTANIA** - photo : Capt. Henk Trouw ©

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