

## DAILY SHIPPING NEWSLETTER 2003 – 227



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



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Rigmove at the Northsea , the **ENSCO 101** is pulled in position towards the **South Arne** by the **ESVAGT GAMMA , ESVAGT OMEGA** and the **WESER**

**Photo : Capt Hans Bosch – OMC ©**

## EVENTS, INCIDENTS & OPERATIONS

### Traffic schemes “still misunderstood”

TRAFFIC-separation schemes such as those in the English Channel are still one of the least understood aspects of navigation despite having been in operation for over 30 years, according to the North of England P&I club.

“Rule 10 on the conduct of vessels in traffic-separation schemes is one of the most frequently misunderstood sections of the IMO's 1972 International Regulations for Prevention of Collisions at Sea,” says Phil Anderson, head of the club's risk-management department.

“Radio logs at, say, Dover in England or Ushant in France provide clear evidence of the problems that arise, with rogue vessels being regularly reported,” says Dr Anderson. “Apart from increasing the risk of collisions, masters and owners of contravening vessels can face criminal action, heavy fines and costly delays.”

The 45 million gt club has published and distributed to all its 400 members and 2,600 entered ships a colourful, A2 poster to help raise awareness of Rule 10. In addition to the full text of the rule, it features a detailed view from a ship's bridge that illustrates situations likely to be encountered in a traffic-separation scheme.

The club says that it believes the principles of traffic-separation schemes are good and the rules for their use are clear. “However, it is the application of these rules in real-time navigational situations that appears to be in need of improvement,” says the club's risk-management executive Tony Baker.

Problems include officers of the watch reducing their vigilance when entering traffic lanes due to a false sense of security, passage planners laying course lines down the centre of traffic lanes rather than allowing a degree of flexibility to respond to prevailing conditions, and a mistaken belief that ferries and smaller vessels crossing traffic lanes will automatically give way.

Other misconceptions highlighted by the North of England are mistaken beliefs that fishing vessels are prohibited from fishing in traffic-separation schemes, that separation lines or zones cannot be entered in any circumstances and that restricted visibility Rule 19 does not apply.

### 'Too many people' on QM2 gangway

FAILURE to respect weight restrictions on the gangway leading to the cruiseship [Queen Mary 2](#) is thought to lie behind its collapse at Chantiers de l'Atlantique shipyard last week, causing the deaths of 15 and injuries to a further 28 people. The French newspaper Liberation says the gangway had a limit of 150kg/m<sup>2</sup> and a total weight of 2 tonnes. However, with 48 people on the structure at the time of its collapse the limit was exceeded by between 1-1.5 tonnes. “Such a load difference is huge and could become critical if there is a major movement of people from one side of the gangway to the other,” one observer is quoted as saying. Meanwhile, St Nazaire public prosecutor Pierre-Marie Block confirmed that investigations into the accident were continuing but so far there is nothing new to report. Block said from the beginning that the accident was the result of a series of technical problems. The investigation will also enable authorities to assess whether the gangway was properly installed between the ship and the quay and whether its resistance was sufficient to support the presence of so many people at the same time. An official probe for manslaughter and involuntary injuries has been started.

### Dense fog closes Borporus



DENSE fog has brought vessel traffic through Turkey's Bosphorus and Dardanelles straits to a standstill. Observers in Istanbul told Fairplay fog is usually expected in the mornings and evenings at this time of year but this November it has been "worse than ever". Tankers of 200m and longer are restricted to daylight sailing, and there are currently 35 vessels waiting to pass from the Black Sea into the Mediterranean, a spokesman at Master Maritime Agencies in Istanbul said. Vessels arriving today can expect the short passage to take up to 12 days. He said there were "about 500 smaller tankers" waiting in the Sea of Marmara and other holding areas. The passenger ferry Cappadocia is also reported to be waiting. The 4,364gt/256-passenger vessel Maria Ermolova is next due in Istanbul on 4 December. It was confirmed there had been no threat to shipping following last week's terrorist bombings in the city, but Costa cruise ships Victoria and Classica have dropped calls at the Turkish ports of Marmaris, Izmir and Antalya in favour of Piraeus, Rhodes and Limassol.

## **CASUALTY REPORTING**

### **Fire in oil tanker: 4 hurt**

Four crew of an oil tanker were injured when the engine room of the vessel caught fire at the Jamuna Oil Company Jetty. According to sources, Shrotapriya, one lighter oil tanker was unloading the imported cargo at the installations of the Jamuna Oil Company. At about 3.20 pm the engine room of the tanker caught fire with a loud bang. As a result, four crew of the tanker, working in the engine room, were injured, one of them critically.

The critically injured Mitu (32) was admitted to Chittagong Medical College Hospital while other three Nur Muhammad (42), Mizanur Rahman (43) and Rafiqul Islam (28) were given first aid in the Navy Hospital.

Meanwhile, the firemen of the tanker were able to control the blaze within one hour. As a result, the extent of damage caused by fire was limited. Meanwhile, investigation into the seized ship MV **Banga Lanka**, now at the Outer Anchorage of the Chittagong Port, has been continuing.

The vessel **MV Banga Lanka** a ship of HRC Shipping Lines was seized on November 8 last at about 1 p.m. at the Outer Anchorage of the Chittagong Port for carrying illegal arms.

A contingent of police has been deployed in Banga Lanka to guard it at the Outer Anchorage.

The authorities of the ship have submitted different documents to the Police, Army and Customs officials regarding some firearms on the ship. The concerned officials are examining those documents.

The concerned officials of Chittagong Customs House are investigating the matter and trying to find out reason behind the firearms on the ship in the light of International Maritime Organisation (IMO) rules and regulations as well as the national maritime law.

The concerned officials are yet to know the reason behind illegal arms. The Mongla Sea Customs seized three M-16 rifles, 169 rounds of ammunitions, nine magazines and one air gun from MV Banga Lanka on November 7 last. The vessel was unloading into cargo in Mongla Port.

On the same day, MV Banga Lanka sailed for Chittagong Port. But the Mongla Port Thana requested the Chittagong Port Thana to seize the vessel after arrival in the Chittagong Port. Accordingly the Chittagong Port Thana seized the vessel at the Outer Anchorage on the following day.

## SHIPYARD NEWS

Correctie op het eerdere artikel mbt de herstructurering van Damen Ship Repair

### Omvangrijke herstructurering van Scheepsreparatiewerven in Rotterdam

De Damen Groep gaat haar vier scheepsreparatiewerven in de haven van Rotterdam zodanig herstructureren dat deze vanaf 1 januari 2004 gezamenlijk zullen opereren onder één nieuwe noemer, een geheel vernieuwd scheepsreparatiebedrijf met de naam:

#### Damen Shiprepair Rotterdam BV.

Onderdeel van deze reorganisatie zijn de vier werven die reeds langere of kortere tijd behoren tot de Damen Groep, te weten: Rotterdam United Dockyard BV ( sinds 2001 behorende bij Damen); Niehuis & van den Berg BV ( 1987); Vlaardingen Oost Scheepsreparatie BV ( 1988) en van Brink Shipyard BV ( 2000) .

Het hoofdkantoor van **Damen Shiprepair Rotterdam BV** zal zijn gevestigd in Schiedam op de locatie Rotterdam United; hier zullen de centrale afdelingen administratie, productie, technische ondersteuning, verkoop en begrotingen, personeelszaken en arbo & milieu worden ondergebracht. Het Management team zal bestaan uit: Hans Godlieb ( Managing Director), Steef Staal ( Director Sales & Marketing), en Ad Davidse ( Director Operations & Services) .

Het verkoopteam is verdeeld over drie regio's en zal bestaan uit: Willem Kruyswijk, Jan den Dunnen en Jan van Leuven als Area Managers, en Martijn Smit, Hans Bisschop, Hans van Doorn en Wouter de Deugd als Sales Managers.

De werven worden, als locaties herbenoemd en worden door een Yard Manager bestuurd:

Rotterdam United Yard	Jan van Os
Niehuis Yard	André Zijderveld
Vlaardingen Oost Yard	Adri de Wijze
Van Brink Yard	Vito Digeo

De herstructurering zal een positief effect hebben op alle reparatie en ombouwactiviteiten in de haven van Rotterdam. **Damen Shiprepair Rotterdam BV** zal in de vervulling van speciale klantenwensen geheel flexibel zijn en blijven; scheepseigenaren die gewend zijn op één van de locaties te repareren en daar aanspreekpartners te hebben zullen weinig merken van deze verandering. **Damen Shiprepair Rotterdam BV** kan reparatie capaciteit garanderen, zelfs als een specifieke locatie is gewenst.

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**Damen Shiprepair Rotterdam BV** zal in staat zijn om haar 550 werknemers flexibel en efficiënt op de verschillende locaties voor haar klanten in te zetten.

Deze bundeling van know-how, ervaring en capaciteit garandeert een breed scala aan reparatie mogelijkheden.

Voor de bijna 30.000 stuks zeegaande schepen die jaarlijks de haven van Rotterdam bezoeken betekent deze herstructurering een betere garantie van de beschikbaarheid van betrouwbare en kwalitatief hoge reparatiecapaciteit.

Haven- en reisreparaties blijven eveneens onverkort beschikbaar door de bundeling van hoogwaardige, speciale uitrusting en medewerkers binnen het bedrijf.

De reparatieactiviteiten binnen **Damen Shiprepair Rotterdam BV** beperken zich geenszins tot uitsluitend zeeschepen: de grote vloot van binnenvaartschepen die de haven van Rotterdam aandoet kan des te meer rekenen op een grote ervaring en reparatie capaciteit die deze scheepvaart tak nodig heeft.

**Damen Shiprepair Rotterdam BV** heeft de beschikking over 16 droogdokken voor schepen met een maximale breedte van 47 meter en een maximale lengte van 300 meter en een gewicht van 160.000 ton DWT. Tevens is er de beschikking over een helling voor schepen van een lengte van maximaal 125 meter en een overdekt droogdok voor schepen van maximaal 40.000 DWT.

Bij de uitgebreide reparatie mogelijkheden behoren tevens een aantal vertegenwoordigingen die nu zijn samen gebundeld in **Damen Shiprepair Rotterdam BV**:

- ? Geautoriseerde reparatiewerkplaats van MAN B&W Dieselmotoren
- ? Service center voor MAN B&W Alpha Diesel voortstuwings systemen
- ? Marine Dealer voor Caterpillar
- ? Goedgekeurde reparatiewerkplaats voor Akasaka Dieselmotoren
- ? Vlaardingen Oost Anker & Ketting Fabriek
- ? Reparatiewerkplaats voor Cedervall afdichtingen
- ? Service center voor Voith Schneider

Voor verdere informatie kunt u zich wenden tot **Damen Shiprepair Rotterdam BV**; de heer Steef Staal.

Volledige gegevens van het nieuwe bedrijf zijn:

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## Geest North Sea Line in Spanish JV

GEEST North Sea Line has set up a joint venture with Spanish company Odiel Bilbao as "a first step towards developing shortsea business to and from Spain".



Top : The **GEEST EXTERNO** departing from Rotterdam – **photo : Hans Mauritz ©**

According to Geest's Commercial Director, Gerard de Groot, the company has been looking closely at incorporating Spain into its network but so far it has only offered a limited ad hoc service to satisfy existing customers' requirements. Now though, it is ready to launch a full service via the gateway port of Bilbao, says de Groot: "This new joint venture presents Geest with a fantastic opportunity to enter the Spanish market. With Odiel as our partner we have straight away a company with an in-depth knowledge of maritime and overland transport. Furthermore it has a sales network that covers the Iberian peninsula as a whole. He adds that existing container services are geared to the needs of the deepsea feeder market and says: "This is not what the Spain - UK and Continental European market needs. If we want to establish effective short sea connections, frequency, reliability and fast services are an absolute must. Our services between Rotterdam and the UK are daily and to Ireland three times a week; we believe this has be our target for Bilbao too.

"We are going to offer a true Geest service using 40ft and 45ft pallet wide containers. With this package, we will be in a position to compete on equal terms for that cargo which currently moves by road." Pedro A Medrano, Managing Director of Odiel Bilbao, believes a Geest-style service will be well received in Spain: "Road haulage costs are expected to increase rapidly as measures such as the European Working Time Directive take effect. Spanish manufacturers desperately need other options for their shipments to the UK, Benelux and Germany. Working together with Geest is like a dream come true. It is a company with such a high short sea quality profile, one that is perfectly in tune with the EU's Marco Polo proposals. "We also believe that Geest's 45ft containers will have major impact in

this trade. Most of the competition is offering 40ft deepsea containers that have a much smaller capacity, especially for palletised or other metric-dimensional cargo. Using these smaller containers also increases substantially the haulage cost per tonne at each end of the sea leg."

## **P&O cuts back Dover Calais route but opens Portsmouth-Caen**

P&O Ferries plans to make substantial cost savings on Dover-Calais route which will involve trimming the number of vessels deployed eight to seven and slashing jobs afloat and ashore by over 600.

While the Dover-Calais route, hit by declining traffic, is facing cuts P&O has also announced plans to launch a new Portsmouth-Caen fast ferry service. Russ Peters, Managing Director of P&O Ferries, said "P&O is the UK's leading ferry operator. We remain committed to giving our customers the best possible service and to competing vigorously on all of our routes. Over the past few months, we have seen a continuation of the disappointing trends in our tourist business that we identified earlier in the year. We are not alone in experiencing such a downturn but we are the first to propose decisive action to match our capacity to current demand."

He added: "We regret having to announce these cost cutting proposals but we believe they are essential if we are to address the present difficulties. We will continue to monitor developments carefully and will not hesitate to expand our services on any route if we can do so profitably, just as we have done today in announcing a new Portsmouth-Caen service."

P&O Ferries proposes to operate six multi-purpose ferries and one freight ship, compared with the seven multi-purpose ships and one freight ship operated at present. European Seaway, a dedicated freight ship, would be withdrawn from service with effect from January 1 and Pride of Burgundy, a multi-purpose ferry, would be operated as a dedicated freight ship with effect from March 1.

The plans are subject to employee consultation and officers' union Numast said that it is meeting the company today about the proposed redundancies. A spokesman said that although it was not completely surprised P&O was taking some action in view of recent trading figures the union was shocked by the scale of the redundancies. He said the union wanted know more details of the redundancies and needed an explanation of how so many job losses could be prompted by the withdrawal of one ship. "We should remember," he said, "that the company is still making a profit on the route."

The union says it so far has had no details of the new fast ferry service from Portsmouth. A P&O statement said: "If these proposals are implemented then it is envisaged that there could regrettably be 525 redundancies among seafaring staff on the Dover-Calais route. Additional proposals regarding shore based services could result in 96 shore staff redundancies. The cost of implementing these proposals and other measures previously agreed would be approximately £15m. Depending on progress with employee consultation and other factors, most if not all of the £15m would be taken as a restructuring charge within operating profit in 2003. The annualised net benefits would be at least £15m of which, again depending on consultation and other factors, approximately £10m would be achieved in 2004. " In a separate announcement today, P&O Ferries said it will launch a new service between Portsmouth and Caen for next summer using a high-speed catamaran with capacity for up to 800 passengers and 200 cars and a service speed of up to 40 knots. This will cut up to five hours off the crossing time of the only other ferry operator on the route. P&O currently operates 34 ferries around the UK coastline, 8 on the Short Sea, 9 on the North Sea, 5 on the Western Channel and 12 on the Irish Sea. P&O's Ferries business employs 8,600 staff. In 2002 it achieved a total operating profit of £13.7m. In its Q3 trading update P&O said that its Short Sea tourist vehicle carryings for the quarter

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were 3% down compared to the same period in 2002 and rates were approximately 6% down, and that its passenger carryings were 10% down.

### BUNKER PRICES

PORT NAME - COUNTRY	IFO 380	IFO 180	MDO
Fujairah - <i>United Arab Emirates</i>	<u>160 - 162</u>	<u>165 - 167</u>	<u>255 - 270</u>
Buenos Aires - <i>Argentina</i>	N/A	<u>174 - 176</u>	<u>272 - 292</u>
Antwerpen - <i>Belgium</i>	<u>158 - 160</u>	<u>164 - 168</u>	<u>250 - 269</u>
Rio De Janeiro - <i>Brazil</i>	<u>157 - 159</u>	<u>161 - 163</u>	<u>333 - 335</u>
Freeport - <i>Bahamas</i>	<u>194 - 196</u>	<u>203 - 205</u>	N/A
Montreal - <i>Canada</i>	<u>193 - 195</u>	<u>202 - 204</u>	<u>307 - 309</u>
Suez El Suweis - <i>Egypt</i>	<u>156 - 157</u>	<u>160 - 162</u>	<u>305 - 308</u>
Gibraltar - <i>Gibraltar</i>	<u>163 - 165</u>	<u>172 - 174</u>	<u>307 - 315</u>
Piraeus - <i>Greece</i>	<u>157 - 158</u>	<u>170 - 171</u>	<u>290 - 294</u>
Tokyo, Tokyo - <i>Japan</i>	<u>190 - 191</u>	<u>194 - 195</u>	<u>272 - 273</u>
Pusan - <i>Korea (South)</i>	<u>180 - 181</u>	<u>184 - 185</u>	<u>270 - 288</u>
Lagos - <i>Nigeria</i>	<u>215 - 217</u>	<u>222 - 224</u>	<u>318 - 323</u>
Rotterdam - <i>Netherlands</i>	<u>158 - 160</u>	<u>164 - 167</u>	<u>240 - 280</u>
Panama Canal - <i>Panama</i>	<u>172.174 - 174</u>	<u>182 - 184</u>	<u>274 - 281</u>
Damman - <i>Saudi Arabia</i>	N/A	<u>164 - 165</u>	<u>261 - 263</u>
Jeddah - <i>Saudi Arabia</i>	<u>160 - 163</u>	<u>167 - 169</u>	<u>285 - 287</u>
Singapore - <i>Singapore</i>	<u>165 - 167</u>	<u>170 - 172</u>	<u>252 - 260</u>
Houston - <i>United States</i>	<u>164 - 168</u>	<u>171 - 173</u>	<u>248 - 250</u>
Los Angeles - <i>United States</i>	<u>148 - 152</u>	<u>165 - 168</u>	<u>293 - 295</u>
New Orleans - <i>United States</i>	<u>166 - 169</u>	<u>171 - 173</u>	<u>255 - 260</u>
New York - <i>United States</i>	<u>173 - 175</u>	<u>183 - 185</u>	<u>317 - 325</u>
Philadelphia - <i>United States</i>	<u>173 - 175</u>	<u>183 - 185</u>	<u>320 - 330</u>
Seattle - <i>United States</i>	<u>175 - 176</u>	<u>182 - 184</u>	<u>295 - 305</u>
Cape Town - <i>South Africa</i>	N/A	<u>163 - 166</u>	<u>285 - 290</u>

### Ports of Auckland see throughput flourish

TOTAL container volumes at the Ports of Auckland were up seven per cent to 657,597 TEU for the 12 months to the end of October (as compared to the 12 months to end-October 2002) and up 13 per cent on October 2002, according to figures issued by the group. Full import and full export container volumes increased seven per cent and one per cent respectively for the 12 months to end-October 2003, and seven per cent and nine per cent respectively for the month of October.

Transshipment volumes were up 25 per cent for the month of October and up two per cent for the 12 months to end-October 2003. Containers comprised approximately 70 per cent of Ports of Auckland's throughput and about 85 per cent of business activity.

### FINNLINES HAS SOLD FIVE VESSELS

Finnlines has sold **MS Astrea** (built 1991), **MS Finnrider** (1984), **MS Finnrunner** (1990), **MS Transfinlandia** (1981) and **MS Transbaltica** (1990) to a Norwegian consortium at a total amount of



USD 55 million. At the same time Finnlines has concluded a time charter agreement from 4 to 7 years on the sold vessels. The divestment has not any effect on Finnlines' 2003 result but it is going to have a positive effect during the later years.

## **Costa/Superfast venture killed off**

COSTA Crociere, the Italian subsidiary of Miami-based cruise giant Carnival Corp, has ended its joint venture proposal with Greek ferry operator Attica Enterprises Holdings. The idea was announced in November 2001 and was to have set up two new ventures to target the cruise and ferry sectors. Costa Attica Cruises would have operated Costa's ships in the cruise market with itineraries mainly in the eastern Mediterranean, setting a new standard for itineraries from a base in Greece. Meanwhile Costa Superfast would have operated high quality ferry services mainly in the western Med using new generation ro-pax ferries operated by Superfast. "The agreement is over. Our joint venture never actually took off," said Costa president and chief executive Pierluigi Foschi. "It was mainly a letter of intent that will not be finalised mainly because of the short-sighted attitude taken by European politicians who talk about the development of short sea shipping and sea motorways but fail to take any concrete measure to support their implementation." As a result, Foschi concluded, "Costa preferred to devote all its energies to what it does best: cruising."

## **Viking dispute goes to arbitration**

A DISPUTE over seafarers' employment on Viking Line's 16,000gt Rosella has gone to Finland's arbitrator to avoid a stoppage of the Helsinki-Tallinn service on the evening of 2 December. The Finnish Seamen's Union says the contract covering the terms of employment on the ship ended on 17 November, or three months after the ship was transferred to its present service from another route. As no new contract has been signed, the union is threatening strike action. Union chairman Simo Zitting says the union rejects the company's apparent plans to replace the Finnish crew and excluding officers that belong to other unions in favour of "cheap foreign labour." The union says Viking Line's crewing costs have been cut by 15% in three years, while shareholders of the listed company have received "hefty dividends". Viking Line is reported to be considering selling the 23-year-old vessel if strike action goes ahead. The company competes with Hansatee, the Estonian company trading as Tallink. The rival uses the Estonian flag, which offers substantially lower crewing costs than the Finnish flag.

## **NAVY NEWS**



The new **A 802 SNELLIUS** seen here making her first dancing steps at the Westerscheldt River

**Photo : Willem Kruit ©**

## MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



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The **KAPITAN PUTILIN** moored at SIDMAR steelworks

Photo : Willy van de Velde ©

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The New Zealand tug **TE MARU** operating in the port of Wellington  
Photo : Simon Brown ©



The **FPSO XIKOMBA** was installed offshore Angola —photo : Capt. Jan Noeken ©

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The **MATADOR 3** which departed behind the Polish tug **POSEJDON** Sunday will be lifting a linkspan of 480 tons in Portsmouth on Wednesday

Photo : Piet Sinke ©



The **NORASIA PUNJAB** outward bound at Flushing pilot station – photo : Jamie Reurink ©



The **HAMAL STAR** arriving in the Europort – photo : Piet Sinke ©

### Ikar + Dayna

position : 55.15 N 006.07 E wind N-4 speed 8 knots

eta HvH pilots 25-11-2003 16.00 hrs.

## AIRCRAFT / AIRPORT NEWS



## **United meets debt requirement for ninth straight month**

UAL Corporation, United Airlines' parent company, recorded an October net income of US\$25 million, excluding reorganisation expenses of \$149 million.

The financial result was filed with the United States bankruptcy Court.

The majority of reorganisation expenses were non-cash items resulting from the rejection of aircraft as the company aligns its fleet to the market.

Operating profit for the month was \$60 million, which is an improvement of about \$300 million compared to October a year ago.

Positive cash flow during the month was \$7 million per day, excluding a quarterly retroactive wage payment to International Association of Machinists members of \$63 million.

UAL met the requirements of its debtor-in-possession (DIP) financing for the ninth straight month.

"What these results point to is that United's restructuring has established a foundation for success - it is back in the game, competing," said Glenn Tilton, chairman, president and chief executive officer.

"We still have work to do, but United's steady progress shows that we are creating an airline that will be profitable and sustainable for the long term."

"Month after month, United continues to generate solid financial results," said Jake Brace, United's executive vice president and chief financial officer.

"Cash flow remains strong and we ended the month with a cash balance of \$2.5 billion. UAL's systemwide passenger unit revenue was up 9 per cent year-over-year, well ahead of the industry average.

"We met the requirements of our DIP covenants and expect to meet them for November as well."

## **Northwest to resume Osaka, Honolulu service**

NORTHWEST Airlines is to resume daily non-stop service between Osaka and Honolulu from next year.

The flight, which was suspended on October 1, will be offered on a seasonal basis from April 28, 2004.

Flight 16 will depart Osaka at 0900hrs and arrive in Honolulu the same day at 0925hrs. Flight 15 will depart Honolulu at 1230hrs and return to Osaka the next day at 1650hrs.

## **RIJNMOND WEATHER**

**OBSERVATION LOCATION : HOEK VAN HOLLAND – Monday 24-11 21:30 hrs**

<b>PRESENT WIND DIRECTION / FORCE</b>	<b>:</b>	<b>N-ly 5 - 10 KNOTS</b>
<b>MAX WIND DIRECTION / FORCE LAST 24 HRS</b>	<b>:</b>	<b>N-ly 6 KNOTS</b>
<b>PRESENT BAROMETER READING</b>	<b>:</b>	<b>1006.1 hPa</b>



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MIN TEMP LAST 24 HRS	:	8.3	°C
MAX TEMP LAST 24 HRS	:	11.8	°C
OUTDOOR HUMIDITY	:	88	%
DEWPOINT	:	6.7	°C
WINDCHILL	:	8.6	°C

Vooruitzichten van dinsdag t/m vrijdag:

### WISSELVALLIG!

Morgen af en toe zon en droog. Woensdag enige tijd regen en veel wind. Donderdag enkele buien. Vrijdag half tot zwaar bewolkt en kans op een bui.

© Ed Aldus 2003	DI -25	WO-26	DO-27	VR-28
Maximumtemperatuur:	9	9	8	8
Minimumtemperatuur:	6	7	7	6
Zonnekans in %:	30	20	20	30
Neerslagkans in %:	20	80	70	40
Windrichting kracht:	ZW-3-4	Z-5-7	ZW-3-4	ZW-3-5

## .... PHOTO OF THE DAY ....



The **ORAKOTA** outward bound at Maas Pilot station – photo : Piet Sinke ©

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### SCHEEPSBERICHTEN

ACHTERGRACHT 24 te Lianyungang,  
ADMIRALENGRACHT 24 te Port Kembla,  
ALBLAS 24 pas Gotland nr Kunda,  
ALERT 24 te Plymouth,  
ALEXANDERGRACHT 24 30 n Cairns nr Port Hedland,  
ALLIANCE 24 t a St Petersburg,  
AMSTELDIEP 25 te Odessa,  
AMSTELGRACHT 23 720 w Tenerife nr Tenerife,  
AQUATIQUE 24 15 n Cap Bon n Mariupol,  
ARCHANGELGRACHT 24 788 ono San Juan,  
ARKLOW RALLY 24 30 z Farsund nr Belfast,  
ARKLOW SAND 25 te Aveiro,  
ARKLOW SURF 24 te New Ross,  
ASSI SCAL LINK 24 pas Bornholm nr Haraholmen,  
ATLASGRACHT 23 15 nw Taiwan nr Ravenne,  
BANJAARD 24 90 w Safi nr Tenerife,  
BATAVIER 24 te Rotterdam,  
BOTERDIEP 25 verw te Barcelona,  
CHRISTINA 25 verw te Terneuzen,  
CORAL ISIS 23 125 wzw Cagliari nr Napels,  
CORAL RUBRUM 23 120 z Kobe nr Mailiao,  
CORALWATER 24 te Rotterdam,  
DEO VOLENTE 24 vn Aviles nr Egersund,  
DOCK EXPRESS-10 23 150 z Jeddah nr Den Helder,  
DOGGERSBANK 24 te Vlissingen,  
DONGEBORG 24 te Gioia Tauro,  
DUTCH AQUAMARINE 24 pas Gibraltar nr Huelva,  
DUTCH EMERALD 24 te Algeciras,  
DUTCH NAVIGATOR 24 100 w Guernsey nr Tees,  
DUTCH PILOT 24 20 n Great Yarmouth nr Rotterdam,  
DUTCH PROGRESS 24 te Stade,

# Tak Uitgelicht

De geschiedenis van W.A. van den Tak's Bergingsbedrijf

**29 November 2003**

**4 april 2004**



**NATIONAAL SLEEPVAART  
MUSEUM  
HOOGSTRAAT 1-3  
Maassluis**



## DAILY SHIPPING NEWSLETTER 2003 – 227

DUTCH SEA 24 20 n Kreta nr Yerikini,  
DUTCH SPIRIT 24 te Bordeaux,  
EEMSDIEP 24 50 nw Esbjerg nr Scheveningen,  
EEMSGRACHT 24 720 z Colombo nr Fremantle,  
EGELANTIERSGRACHT 23 200 ono Gladstone nr Kalama,  
ELAN 24 45 zw Esbjerg nr Bremen,  
EMMAGRACHT 24 te Douala,  
EMMASINGEL 24 80 zzw Ibiza nr Malaga,  
ERASMUSGRACHT 23 pas Finisterre,  
ESPRIT 24 100 wn Tunis,  
EUROGRACHT 24 te Las Palmas,  
FAIRLANE 24 40 z Al Mukalla nr Bandar I Khomeini,  
FAIRLOAD 24 240 n Azoren nr Halifax,  
FLINTERSPIRIT 24 30 z Newfoundland nr Hull,  
GENUA EXPRESS 23 te Limassol nr Izmir,  
GOOTEBORG 24 16 z Gotland nr Kotka,  
GRACHTBORG 24 op Elbe nr Antwerpen,  
HAPPY RANGER 24 55 zw Luderitz nr Kaapstad,  
HAPPY RIVER 24 te Porto Nogaro,  
HAPPY ROVER 23 pas Can Eil nr Le Trait,  
HEEMSKERCK 23 35 nnw Cherbourg nr Tenerife,  
HEEREBRUG 24 32 wnw Cherbourg nr Antwerpen,  
IJSEL TRADER 25 verw te Ho Chi Minh City,  
IKIENA 24 pas Pentland Firth nr Ayr,  
INGER 24 te Bilbao,  
ISABEL 24 te Archangelsk,  
ITASCA 24 60 o Stockholm nr Rauma,  
IVER EXACT 23 900 w Spanje,  
IVER EXCEL 24 te Punta Palenque,  
IVER EXPERIENCE 24 te Corinto,  
IVER EXPERT 23 285 ozo Kingston nr Port au Prince,  
JACOBUS BROERE 24 te Algeciras,  
JAN VAN GENT 23 pas Dover nr La Requejada,  
JO ASK 29 verw te Le Havre,  
JO CALLUNA 23 46 zw Figueira Da Foz nr Rotterdam,  
JO CEDAR 23 60 no Miami nr Beaumont,  
JO EIK 23 te Savannah,  
JO SPRUCE 24 25 no Medan nr Port Kelang,  
KATJA 24 35 nw Ouessant nr Santander,  
KEIZERSBORG 23 te Chicago,  
KIELGRACHT 24 te Bonny,  
KIRSTEN 24 te Tornio,  
LADON 24 25 w Bornholm nr Den Helder,  
LAURIERGRACHT 23 te Luanda,  
LEVANTGRACHT 24 90 zo San Pedro nr Bonny Isl,  
LOOTSGRACHT 23 vn Tuticorin nr Singapore,  
MAGIG 23 16 w Cabo Carvoeiro nr Beverwijk,  
MARINUS GREEN 24 90 o Sicilie nr Mukkala,  
MARISSA GREEN 25 verw te Punta Quilla,  
MARJOLEIN 24 pas Dover nr leith,  
MARLENE GREEN 24 t a Fos Sur Mer,  
MARNEBORG 24 90 zw Landsend nr Philadelphia,  
MATHILDE 24 te Vaasa,

## DAILY SHIPPING NEWSLETTER 2003 – 227

MENNA 24 pas Gotland nr Kingslynn,  
MERWEBORG 24 20 w Lissabon nr Dordrecht,  
MICHIGANBORG 24 25 n Flores nr Philadelphia,  
MISSOURIBORG 24 25 o Sydney nr Belledune,  
MOEZELBORG 24 45 nw Hanstholm nr Muuga,  
MORRABORG 24 te Kantvik,  
MSC BALTIC 24 te Klaipeda,  
MSC DARDANELLES 24 24 80 zo Yalta nr Novorossiysk,  
MSC POLAND 25 verw te Antwerpen,  
NEDLL AMERICA 23 130 nnw Socotra nr Jebel Ali,  
NEDLL HONGKONG 23 45 z Suqutra nr Singapore,  
NEDLL OCEANIA 24 te Colombo,  
NES. 24 50 z Ibiza,  
NORA 24 te Norrkoping,  
NORDLAND 24 20 nw Farosund nr Rauma,  
NORMED IZMIR 23 in Ionische Zee,  
NORMED ROTTERDAM 24 te Taranto,  
OCEAAN KLIPPER 24 vn Las Palmas nr Nouadhibou,  
P&O NEDLL HOUTMAN 28 verw te Long Beach,  
P&O NEDLL ROTTERDAM 23 90 no Singapore nr Hongkong,  
P&O NEDLL VERA CRUZ 23 vn Port of Spain nr Santos,  
PALEISGRACHT 23 te Lazaro Cardenas,  
PALMGRACHT 24 thv Las Palmas nr Amsterdam,  
PANDA 24 te Taranto,  
PAUWGRACHT 24 400 o Socotra,  
PIJLGRACHT 24 te Algeciras,  
POLAR SEA 24 120 zo Kreta,  
PRINSENBORG 24 1100 o New York nr Motiri,  
PROJECT EUROPA 24 500 zw Karachi nr Kandla,  
**RETRIEVER 23 20 nw Port Gentil nr Rotterdam,**  
RIFGAT 24 pas Bornholm nr Gent,  
ROYAL KLIPPER 23 1000 zw Azoren nr Hamburg,  
SCHELDEGRACHT 24 te Baltimore,  
SCHIPPERSGRACHT 24 330 nw La Coruna nr Baltimore,  
SIROCCO 24 15 z Falmouth nr Cork,  
SLOTTERGRACHT 24 300 o Sao Miguel nr Kotka,  
SMARAGD 24 te Larvik,  
**SMITWIJS SINGAPORE 24 te Kaapstad,**  
SNOEKGRACHT 23 te Charleston,  
SPAARNEDIEP 24 rede Kopenhagen,  
SPRING PANDA 24 te Moin,  
STELLA NOVA 23 in Golf vn Biscaye nr Rotterdam,  
STELLA POLARIS 24 pas Gotland nr St Petersburg,  
STELLA RIGEL 25 te Fawley,  
SYLVIA 24 pas Cherbourg,  
THEORORA 24 te Scheveningen,  
TORNE 24 35 n Terschelling,  
TRINITAS 24 pas Dover nr Gent,  
UAL TEXAS 24 te Houston,  
VAASABORG 24 45 z Athene nr Rouen,  
VEDETTE 24 130 n Istanbul nr Sagunto,  
VELOX 24 10 w Sicilie nr Taranto,  
VLIEBORG 24 in Golf vn Biscaye nr Antwerpen,



## **DAILY SHIPPING NEWSLETTER 2003 – 227**

VLIEDIEP 24 te Setubal,  
VOORNEBORG 24 pas Sardinie nr Valencia,  
VOSSDIEP 24 pas Texel nr Gdynia,  
WAAL TRADER 25 verw te Ulsan,  
WATERWAY 26 verw te Libreville,  
WESTERHAVEN 24 pas Sao Vicente nr Lissabon.