

DAILY SHIPPING NEWSLETTER 2004 – 260



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Photo : Martin Zeeman ©

THE ELBE GALLERY



This section of the newsletter is temporarily reserved for companies which donated **500 Euro or more** to save the ocean going tug **ELBE**.

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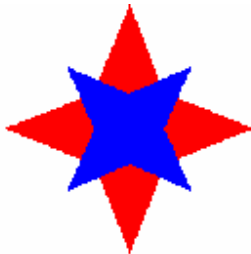


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EVENTS, INCIDENTS & OPERATIONS

Disaster avoidable, professor says

By SEAN COCKERHAM



The Pacific Ocean's Great Circle Route, cutting through passes in Alaska's Aleutian Islands between Asia and America's West Coast, is among the most heavily trafficked shipping routes in the world.

And it's dangerously lacking in safety and backup measures to prevent catastrophe, according to a scientist who rose to prominence during the **Exxon Valdez** oil spill.

Rescue equipment to assist disabled vessels and tougher rules requiring ships to notify authorities sooner when there's trouble could have helped the **Selendang Ayu**,

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the Asia-bound ship that grounded and broke apart on the western shore of Unalaska Island, said Rick Steiner, a professor with the University of Alaska's marine advisory program.

"We've had three disasters in a row," Steiner said. "How many more wrecks like this and human loss and environmental injury are we going to deem acceptable?"

Six crew members from the vessel remain lost and are presumed dead after a Coast Guard rescue helicopter crashed into the water Wednesday night. At least one 140,000-gallon fuel tank broke open, releasing heavy fuel oil into what biologists describe as a rich marine environment that supports fisheries and wildlife. The shipwreck follows two other serious vessel accidents in the region in the late 1990s, one resulting in two deaths and both leading to fuel spills.

Rear Adm. Jim Olson, Coast Guard commander in Alaska, strongly disputed Steiner's assertions. He said the public can have confidence in the safety measures now in place in the Aleutians.

"It's clearly worth some discussion on what degree of safety you want to have. Some analysis and risk assessment are certainly welcome. But there is lots of traffic that goes through there ... and has been going through there for many years," Olson said in an interview at the Coast Guard offices in Juneau on Friday night.

Steiner says the Coast Guard, which is responsible for monitoring and assisting vessels as they travel through U.S. waters, hasn't done what it should. He said the agency needs to work with the shippers, the state, the fishing industry and others on a "risk assessment" study to find and fill the gaps in regulations and prevention equipment. He urged such an effort in 1998 after the two other shipwrecks, but the Coast Guard and U.S. Sen. Ted Stevens of Alaska didn't follow his recommendation.

The risk assessment, much like the one that followed the 11 million-gallon **Exxon Valdez** oil spill in Prince William Sound in 1989, could have prevented the current shipwreck and oil spill in the Aleutians, Steiner argued.

"The **Selendang Ayu** should never have grounded with the amount of time available to render assistance," Steiner said.

An open ocean salvage/rescue vessel stationed in the area and a rule that shippers radio in at the first sign of trouble could have prevented the freighter's fate, he said.

Not so, said the Coast Guard commander. The Coast Guard does believe the freighter was adrift for about 13 hours before reporting it was in trouble, he said. The crew was attempting to fix the engines itself, the agency said.

But even with the delay of more than half a day, Olson said, a capable tug reached the stricken vessel. The problem was a strong tow line that couldn't hold in the severe wind and waves, Olson said.

"Extreme weather conditions were what drove it ... so in this particular case, and that's what I can talk to, I think it wouldn't have made any difference," the rear admiral said.

Capt. Ron Morris, the Coast Guard's on-scene commander at Unalaska, said he expects the incident command team will make some recommendations to the National Transportation Safety Board about shipping safety in the Aleutians in the wake of the **Selendang Ayu** incident. He said he wouldn't speculate on what those might be.

The ships on the Great Circle Route regularly pass through some of the most severe marine weather on earth. It will always be a hazardous area and accidents are to be expected, Morris said.

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"That's shipping -- it's not like Prince William Sound where you have tanker escorts," Morris said.

It would be great to also have escorts in places like the Aleutians, he said, but probably not cost effective. The oil companies have paid for escort tugs in Prince William Sound.

The **Exxon Valdez** spill brought tougher federal and state laws, and oil companies purchased state-of-the-art prevention equipment for the Sound. No law specifically directed the industry to bring in the powerful sidwinding tanker escort tugs. But the stricter new rules and the public process set up after the 1989 spill, particularly the creation of the Prince William Sound Regional Citizens Advisory Council, pushed it to happen.



Steiner, a marine biologist living in Cordova at the time of the Exxon spill, gained national prominence as an activist and helped push through some of the reforms. But little attention was being paid to the Great Circle route through the remote Aleutians, he said.

"It's sort of out of sight, out of mind," Steiner said. "But it's a heck of a lot more heavily traveled than the tanker route in Prince William Sound."

As many as 2,000 international vessels crossing the Pacific travel through the region each year, he noted, most of them going through Unimak Pass east of Unalaska and through the Aleutians again farther west in the chain.

In 1997, the freighter **Kuroshima** ran aground on Unalaska Island, killing two crew members and spilling about 36,000 gallons of fuel. In February 1998, a 948-foot container ship, the **Hanjin Barcelona**, collided with and sunk a much smaller fishing longliner in 1,800 feet of water in the Bering Sea. There were no injuries, but fuel leaked from the fishing boat.

Days after the second wreck, Steiner wrote to Stevens urging an Aleutian risk assessment similar to the \$2 million study in Prince William Sound that was sponsored by the oil companies, the citizen's advisory council, the state and the Coast Guard. Steiner told Stevens he thought the Aleutians study could be done at half the cost and wanted Stevens' thoughts on how best to proceed.

"Considering the potential consequences of vessel accidents in the area ... it seems that such an investment would be money well spent," Steiner wrote him.

Stevens' office forwarded Steiner's suggestion to the Coast Guard. The Coast Guard replied that it had its own effective guidelines in place for field commanders to weigh risks without the kind of costs involved with what Steiner was proposing. The agency said if others involved in Aleutians shipping wanted to sponsor a study, the Coast Guard would participate.

Stevens' office sent the Coast Guard reply back to Steiner: "I hope you find this information useful," the letter said. On Friday, Stevens referred all questions on the matter to the Coast Guard. Steiner said an Aleutian Islands risk assessment needs to look at several preventative measures including possible traffic routing agreements to steer vessels around environmentally sensitive areas, protocols for the immediate reporting of vessel distress and getting salvage/rescue vessel capabilities.

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Olson said he would not speculate on whether the Coast Guard would launch the kind of broad effort that Steiner wants with the major shippers, the state, fishermen and others to pinpoint and deal with risks.

But the Aleutians are considerably different from Prince William Sound, the Coast Guard commander said. Tankers loaded with millions of gallons of North Slope crude oil transit the Sound on a daily basis. The cargo ships traveling through the Aleutians carry far less fuel oil, he said. And the oil companies funded spill response and prevention in Prince William Sound, he said.

"That's a corporate ... that's a business thing," he said. "The Coast Guard, we require some of those things, and commercial ventures handle that in various locations around the United States where there is a lot of heavy traffic coming in and out of ports. ... It is not required any place in the world when you're talking about open ocean transit."

Grote cocainevangst Nederlandse Antillen

De Kustwacht Nederlandse Antillen en Aruba heeft maandagochtend (13 december) ten zuiden van Curaçao een grote hoeveelheid drugs onderschept. Zeven personen probeerden met een "go fast" ter hoogte van de Caracasbaai ongeveer vierhonderd kilo cocaïne aan land te brengen. De verdachten zijn aangehouden en de speedboot en de cocaïne zijn in beslag genomen. De vangst heeft een straatwaarde van ongeveer twintig miljoen euro.

Rond tien uur vanochtend (Nederlandse tijd) ontdekte de kustwachtcutter **Panter** een verdacht, langzaam varend vaartuig. Toen de opvarenden van dit bootje de **Panter** zagen, gooiden zij pakketten overboord en sprongen zelf ook te water. Later bleek het om vijftien sporttassen te gaan, waarin in totaal vierhonderd pakjes cocaïne van rond de kilo per stuk zaten. De verdachten, vermoedelijk afkomstig uit Venezuela, zijn overgedragen aan de douanerecherche.

HYUNDAI ADVANCE IMPOUNDED

China said it has impounded c.c. **Hyundai Advance** involved in a massive oil spill in its waters after colliding with c.c. **MSC Ilona**. **Hyundai Advance**, owned by Hyundai Merchant Marine, was seized Friday (Dec 10), two hours after leaving the collision site in the southern Chinese province of Guangdong without permission, Chinese maritime officials said. The South Korean vessel with Panamanian registry collided with **MSC Ilona** on Tuesday (Dec 7). About 1320 tons of oil was found to have leaked mainly from the fuel tanks of **MSC Ilona**, much more than the earlier reported 450 tonnes, maritime officials told state television. Chinese divers have plugged the leak on the vessel and the slick has been controlled, the agency said. Hyundai Merchant Marine said its vessel left the collision site just for maintenance, not to avoid Chinese investigation. "We got authorization from Hong Kong, but did not know we need approval from the Chinese authorities to move the ship," said Oh Dong-soo, an executive at Hyundai Merchant Marine.

CASUALTY REPORT

1 missing as fuel vessel catches fire

A Chinese crewman remained missing after a tanker functioning as a fuel station for fishing boats caught fire in the sea off the Indonesian province of Maluku, a port official said yesterday. Ten people were rescued. The **PSTJ-03** tanker, floating in the sea off the Maluku island of Ambon, had some 120 tonnes of fuel in store when fire broke out early on Saturday, said Agam Guling of the Ambon port

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administration. 'The **Dwi Bayu** navy ship found 10 of the 11 crew known to have been on board the tanker, four of them were in critical condition,' Mr Guling said.

A Chinese crewman he identified as Wu Yongzeng, 32, was still missing. The tanker, he said, was privately owned

VICUNA (CHILE)

Understand from local salvage company agents that **Smit Tak**, from Holland will be responsible for removing chemical/oil carrier **Vicuna** from Cattalini pier. The company is preparing the equipment and shall commence the operation next week.

NAVY NEWS



US Navy latest newbuilding the **USS JAMES A WILLIAMS (DDG 95)** was commissioned into service

Israel to buy 2 more German Dolphin subs

OC Navy Adm. David Ben-Bashat has reportedly confirmed that Israel is to purchase two more **Dolphin-class submarines** from Germany and that the contract will be signed this coming spring. Speaking at a gathering of the Navy's friendship association, Ben-Bashat said that the time was ripe for winning German approval for the submarines, which each cost some \$350 million, according to the IDF weekly *Bamahane*.

Last year, the German government reportedly turned down a request for two more Dolphin-class submarines. Berlin was reportedly against the sale because of reports that Israel was equipping them with nuclear-tipped cruise missiles. Sensitive armaments deliveries need approval from Berlin's secretive security council. "Next year a wonderful window of opportunity will be opened because of the political situation with Germany and Europe," the weekly quoted Ben-Bashat as telling the gathering. "I

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hope that then we will sign a contract with Germany that will allow the addition of two more submarines to the Navy's fleet." Israel received three diesel/electric **U-212 Dolphin-class submarines** from Germany in the late 1990s. The two new submarines would reportedly be built at the Kiel-based Howaldtswerke-Deutsche Werft AG, the world's biggest builder of non-nuclear submarines.

The Dolphin-class submarines are the most expensive platforms in the IDF's arsenal. Germany donated the first two submarines to Israel as a gift after the first Gulf War and split the cost of the third. According to *Bamahane*, the newer Dolphins will be able to stay submerged for longer than the present Dolphins.



NATO's STANAFORCHAN departed again from Amsterdam after a port visit

Photo : Joop Marechal ©

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The brandnew **SUOMIGRACHT** visited the Clyde on her maiden voyage from Finland to Norfolk and Baltimore, loaded with a deck load of 2 large straddle carriers as deck cargo for the Maersk terminal in Norfolk

Photo : Tommy Bryceland – Scotland ©

Smaller vessels more prone to pirate attacks

Smaller ships plying the Straits of Malacca are advised to be extra vigilant as they are more vulnerable to pirate attacks compared with larger vessels. The International Maritime Bureau (IMB) has cautioned them to maintain strict anti-piracy watches even during daylight hours and to inform authorities immediately if they notice any suspicious craft movements.

“There have been four attacks on two ships in the last week alone and we are becoming very concerned about it as more and more incidences of kidnap and ransom cases are cropping up,” said IMB regional office head, Noel Choong. The first case occurred on Nov 27 in the northern area of the Straits of Malacca. A tug boat towing another tug was attacked by pirates in fishing boats at 9.10am GMT.

They were armed with machine guns and fired upon the boats. They then proceeded to board the bridge and robbed the ships’ equipment as well as the crews’ valuables.

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They took the crews' passports and the ships' documents, kidnapped the master and chief officer from the first tug and the master and cook from the second tug before making off in their boats.

The ships were attacked a second time on the very same day, barely 10 hours later. This time the pirates stole all the communications wires and GPS systems from one of the boats but missed the equipment from the second. After the attacks, the tugs made their way to Seberang Perai and reported the incidents.

The second case happened on Nov 30 at 2.25pm and the target this time was a tug towing a barge loaded with concrete pillars. The master and chief engineer were abducted and the ships' documents were stolen as well. Five hours later, the tug and barge were attacked again by pirates believed to be Indonesians.

They fired upon the boat and held the crew at gunpoint for more than two hours before forcing them to release the barge and making their escape. "It is very easy to attack smaller craft like these as they are generally slower and have lower freeboards. Pirates also target bigger ships, but they manage to escape more often. "We have noticed that these kinds of attacks have been on the increase even though the coordinated patrols have been held regularly," said Choong. "We don't know who exactly the culprits are, but we believe that not all the attacks are the work of the GAM rebels whom the Indonesian authorities are blaming. "We have informed both the Malaysian and Indonesian authorities and we hope they will take the necessary action to curtail this threat. "If it is not checked it will spread to other areas.

"Four attacks in one week is quite serious and there have to be more patrols held and more vigilance practiced," he said, adding that the IMB would be monitoring the situation very closely.

MOL to expand India container service

JAPANESE carrier MOL is to launch a new service between Nhava Sheva (Mumbai, India) and Singapore later this month to meet expanding cargo traffic to and from India, which is showing tremendous growth.

The shuttle service will use two containerships under a space charter agreement with Singapore-based Sea Consortium Pte Ltd. Along with its existing service, the change will allow MOL to offer the two fastest routes linking Nhava Sheva and Singapore, and ensure more stable service to Asia, North America, Oceania, and other markets via Singapore, the company said in statement.

The new Nhava Sheva Express Service 2 (NSY) rotation will be: Singapore (Thur), Nhava Sheva (Wed/Thur), Singapore (Wed). The carrier said that the transit time westbound and eastbound is six days each between the two ports. From Singapore, the service will start on December 23 with the sailing of the Hertford, and from Nhava Sheva, the service gets underway the same day with the sailing of the Sea Navigator.

Norasia to launch new China-Europe service next May

NORASIA, a member of the CSAV Group, is to launch its new AME service in May 2005. The AME will link ports in central and southern China to northern Europe. On the eastbound leg the Red Sea and Arabian Gulf will be served direct on this new independent Norasia service.

The service will deploy eight Norasia ships of around 4,100-4,400 TEU capacity. The service capacity will be upgraded to 5,500 TEU during the first half of 2006, the carrier said.

NYK orders LNG pair for Osaka Gas contract

NYK has ordered two liquefied natural gas carriers with stretched tanks for additional capacity from **Kawasaki Shipbuilding Corp** for transportation contracts with Osaka Gas Co.

NYK has ordered two 153,000 cu m LNG tankers from Kawasaki, the first for delivery in December 2008 and the second in July 2009.

The company said that, with a length of 289.5 m, the gas carriers would be of the same overall external size as 145,000 cu m class tankers but have a 5.5% greater capacity making them more efficient. The greater capacity has been achieved by raising the height of three of the four spherical LNG tanks by about 2 m. Despite the additional size fuel consumption for the vessel remains the same.

It also eliminates potential problems with size restrictions. "Their specifications enable entry into the main LNG ports around the world," NYK said. This could prove important as, while the first vessel is confirmed for a LNG transportation contract from Oman to Japan for Osaka Gas, the second is for a project the power company is yet to develop. The first vessel is 85%-owned by Osaka Gas-affiliated Osaka Gas International Transport, NYK has a 10% stake, and fellow Japanese shipping company K Line 5%.

It will enter service on the Qalhat LNG Project through which Osaka Gas will start receiving 800,000 tons of LNG annually from 2009. The second vessel is 60.1%-owned by Osaka Gas International Transport, and 39.9% by NYK and is destined for a new LNG project that Osaka Gas will develop.

MOVEMENTS

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The **EVER GENTLE** seen departing from Rotterdam – Photo : Jan Steehouwer ©



The "**NUMO**" was towing the "**NISSHO 2**" for scrap when they lost the tow in heavy weather off East London. The "**SMIT AMANDLA**" connected to both of them on 02/12 and delivered them safely to Durban.

Photo's : **SMIT Marine**
South Africa ©



AIRPORT / AIRCRAFT NEWS

SIA orders 18 Boeing 777-300ER jetliners

SINGAPORE Airlines (SIA) has finalised an order for 18 Boeing 777-300ER (Extended Range) jetliners that makes the airline the world's largest 777 customer and ties the record for the largest order of the 777-300ER, said Boeing. The order is valued at US\$4.1 billion at list prices.

"We are tremendously pleased that Singapore Airlines, a world-class carrier and a long-time partner, has joined our long-range 777 family," said Larry Dickenson, vice president Asia Pacific Sales, Boeing

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Commercial Airplanes. "The high-technology avionics and materials, combined with its higher operating efficiency allow the 777-300ER to deliver lower operating costs," said SIA CEO Chew Choon Seng.

He added: "The new airplane will integrate well with our extensive 777 fleet, which has proven very popular among travelers." The jetliners will be used on the airline's long-haul and medium-haul routes.

RIJNSMOND WEATHER

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Maximumtemperatuur:	5	9	10	9
Minimumtemperatuur:	-1	4	6	7
Zonnekans in %:	30	20	20	20
Neerslagkans in %:	5	70	70	70
Neerslag in mm:	0	2	4	3
Windrichting kracht:	ZW-2-5	ZW-4-5	ZW-5-7	W-5-7

PHOTO OF THE DAY



The **ZUIDERDAM** and the **WINDSPIRIT** moored Road Town Tortola (British Virgin Islands)
Photo : Jeroen Baijens ©

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DAILY SHIPPING NEWSLETTER 2004 – 260

SCHEEPVAARTBERICHTEN

ADMIRALENGRACHT 13 75 o Lianyungang nr Ulsana,
ALBLASGRACHT 13 35 wzw Gibraltar nr Gandia,
ALEXANDERGRACHT 13 660 o Taiwan nr Kobe,
AMORE 13 vn Oristano nr Gijon,
AMSTELGRACHT 13 100 ono Havana nr Douala,
ANDROMEDA 13 330 no Bahamas nr Holyhead,
ANJELIERSGRACHT 13 te Tornio,
APOLLOGRACHT 13 t a Qindao,
ARKLOW RANGER 13 pas Ouessant nr Vigo,
ARKLOW SURF 12 te Antwerpen,
ARKLOW SWAN 13 40 zw Southampton nr Limerick,
ARROW 13 120 zw Zakynthos nr Diliskelesi,
ARTISGRACHT 12 te Karimun,
ATLASGRACHT 12 125 no San Miguel nr Le Marin,
BALTICBORG 13 te Sodertalje,
BANCKERT 13 50 nw La Coruna nr Le Havre,
BLUE STAR 13 te La Coruna,
CAPRICORN 13 850 ozo Bermuda nr Grundartangi,
CHRISTINA 12 pas Olands nr Kokkola,
CITO 12 te Stokmarknes (Lofoten),
CLARISSA 13 pas Stavanger nr Moerdijk,
CORAL OBELIA 12 pas Gotland nr Rafnes,
CORAL RUBRUM 13 vn Oita nr Caojin,
DEO VOLENTE 13 thv Utsira nr Kotka,
DIEZEBORG 13 t a Agadir,
DINTELBORG 12 in Golf vn Gioia nr Gioia Tauroa,
DOGGERSBANK 13 pas Cherbourg nr Figueira da Foz,
DONGEBORG 13 te Limassol,
DUTCH EMERALD 13 te Hamina,
DUTCH MARINER 13 t a rede Bilbao,
DUTCH MATE 13 vn Immingham nr Antwerpen,
DUTCH NAVIGATOR 13 te Dordrecht,
DUTCH PROGRESS 13 pas Guernsey nr Gent,
DUTCH SPIRIT 12 pas Gibraltar nr Huelva,
EDAMGRACHT 13 510 z Bali nr Shanghai,
EDISONGRACHT 13 te Port Kembla,
EEMSGRACHT 13 370 zw Flores nr Ploce,
EMERALD 12 1400 w Guayaquil nr Papeete,
EMMAGRACHT 12 35 z Jamaica nr Vera Cruz,
EUROGRACHT 13 te Genua,
FAIRLIFT 13 pas Engels Kanaal nr Calais,
FLINTERBORG 13 pas Kielerkanaal nr Rauma,
FLINTERBOTHNIA 13 in Botnische Golf nr Kemi,
FLINTERHAVEN 13 80 o Algeciras nr Gandia,
FLINTERSKY 13 570 zo Newfoundland nr Cleveland,
FLINTERSPIRIT 13 50 zw Plymouth nr Foynes,
FRISIAN LADY 13 te Riga,
FRISIANA 13 110 zw Stavanger,
GOOTEBORG 13 te Karlsborg,
GOTLAND 13 te St Petersburg,
GRIEND 13 200 w Nantes nr El Ferrol,

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HAPPY BUCCANEER 12 te Kuantan,
HAPPY RANGER 13 380 o Miami nr New Orleans,
IKIENA 12 te Edinburgh,
IRINA 13 te Montoire,
IVER EXACT 12 65 ono Curacao nr Puerto Jose,
IVER EXCEL 13 te Houston,
JAOCBUS BROERE 12 80 w Napels nr Augusta,
JFJ DE NUL 13 300 nw Midway Isl,
JO CEDAR 17 verw te Yokohama,
JO EIK 13 te Mombasa,
JO SELJE 14 verw te Singapore,
JO SYPRESS 13 te Cristobala,
JUMBO JAVELIN 12 200 ozo Shanghai nr Sohar,
JUMBO SPIRIT 13 95 zzw Dakar nr Las Palmas,
JUMBO VISION 12 32 nw Algiers,
KEIZERSBROG 13 te Gavle,
KIRSTEN 13 te Zaandam,
KONINGSBORG 13 te Rotterdam,
KWINTEBANK 13 pas Welland Kanaal nr Huelva,
LADON 13 70 nnw Lands End nr Diliskelesi,
LAURIERGRACHT 13 vn Kinuura nr Port Kembla,
LAURINA 13 50 n Le Havre nr Chatham,
LELIEGRACHT 13 vn Dampier nr Wyndham,
LEONARDO DA VINCI 13 20 z Trivadrum,
LEVANTGRACHT 13 te Melbourne,
LIAMARE 12 te Gunnes,
LOOTSGRACHT 12 35 zo Key West nr Savannah,
LUMARE 13 pas Terschelling nr Sevilla,
LUZON STRAIT 12 te Turbo,
MAGNIFIC 12 42 w Heemstede nr Bremerhaven,
MAINEBROG 13 750 o Philadelphia,
MAKIRI GREEN 12 vn Koeweit nr Jebel Ali,
MARINUS GREEN 13 pas Gibraltar nr Wilmington,
MARISSA GREEN 13 260 nw Manilla nr Singapore,
MARNEBORG 14 verw te Gijon,
MICHIGANBORG 12 te Hyaraholmen,
MORRABORG 13 300 ono Quebec nr Sorel,
MUNTEBORG 13 vn Bollsta nr Boulogne,
NEDLL AFRICA 12 80 nnw La Coruna nr Cagliari,
NEDLL HONGKONG 13 te Damietta,
NORMED GEMLIK 12 pas Lissabon nr Bilbao,
NORMED IZMIR 13 pas Cape Da Gata nr Antwerpen,
NORMED ROTTERDAM 12 te Gemlik,
NORTHERN EXPLORER 13 te Davao,
OLGA 14 verw te Pori,
ORANJEBORG 12 240 z Halifax nr Aberdeen,
P&O NEDLL BARENTSZ 13 te Kaohsiung,
P&O NEDLL COLOMBO 12 45 o Sabang nr Nhava Sheva,
P&O NEDLL ROTTERDAM 15 verw te Le Havre,
P&O NEDLL STUYVESANT 12 310 zo Suez nr Singapore,
PANDA 13 te Newport,
PAUWGRACHT 12 pas z Japan nr Yokkaichi,
PAUWGRACHT 13 te Yokkaichi,

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PIETERSGRACHT 13 600 zw Azoren nr Houston,
PRINSENBORG 13 40 zw Hanstholm nr Kantvik,
RAMSPOL 13 te Gent,
SANTA LUCIA 13 970 w Gran Canaria,
SCHIPPERSGRACHT 13 te Livorno,
SCHOUWENBANK 13 pas Texel nr Jakobstad,
SIROCCO 13 50 zw Figuaira da Foz nr Rochefort,
SLUISGRACHT 13 120 n Terschelling nr Rauma,
SMARAGD 13 100 zw Ouessant nr Queensborough,
SMITWIJS SINGAPORE 13 580 z Lome nr Curacao,
SMITWIJS TYPHOON 13 600 zzo Mauritius nr Singapore,
SNOEKGRACHT 13 te Fort Lauderdale,
SOMERS ISLES 13 500 w Bermuda nr Hamilton,
SPAARNEDIEP 13 te Napels,
SPIEGELGRACHT 13 te Rauma,
STATENGRACHT 12 80 zw Sydney nr Canada,
STELLA LYRA 13 te Dublin,
STELLA POLARIS 13 onderw nr Antwerpen,
STELLA PRIMA 12 60 no Cape Canaveral nr Montreal,
STROOMBANK 13 pas Scarborough nr Rotterdam,
SYLVIA 13 te Dublin,
THOMAS DE GAUWDIEF 13 50 n Algiers nr Napels,
TRAMPER 13 720 nw Cabo Verde nr New Orleans,
TRAVELLER 13 te Pointe Noire,
TRINITAS 13 te Heryoa,
TROUT 13 22 w Terschelling nr Antwerpen,
UAL AFRICA 13 te Lobito,
UAL TEXAS 13 500 n Fortaleza nr Lobito,
VAASABORG 13 60 w Esbjerg nr Casablanca,
VANCOUVERBORG 13 60 w Esbjerg nr San Juan,
VARNEBANK 13 op Lake Ontario nr Livorno,
VECHTBORG 12 te Istanbul,
VEDETTE 14 verw te Motril,
VIRGINIABORG 13 te Vlissingen,
VISSERSBANK 12 53 wnw Terschelling nr New Ross,
VLIEBROG 13 20 z Wight nr Alexandria,
VLISTBORG 13 75 n Ameland nr Bollsta,
WESTERSCHELDEBORG 13 te Frederiksvaerk,
ZEUS 13 23 n Rostock nr Casablanca.