

DAILY SHIPPING NEWSLETTER 2003 – 240



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The **LAURA KOSAN** passing Flushing outward bound – **photo : Johnny vd Velde ©**

EVENTS, INCIDENTS & OPERATIONS

Hoge straffen geëist in drugszaak

Voor de Middelburgse rechtbank is donderdag zeven keer acht jaar en één keer tien jaar onvoorwaardelijke gevangenisstraf geëist tegen acht van de tien mannen die worden verdacht van grootschalige cocaïnesmokkel.

Het gaat om bemanningsleden van de zeesleper **Otton** waar in augustus in Vlissingen-Oost 4050 kilo cocaïne werd gevonden. Het was één van de grootste drugsvangsten die ooit in Nederland is gedaan. De straatwaarde wordt geschat op meer dan 200 miljoen euro.

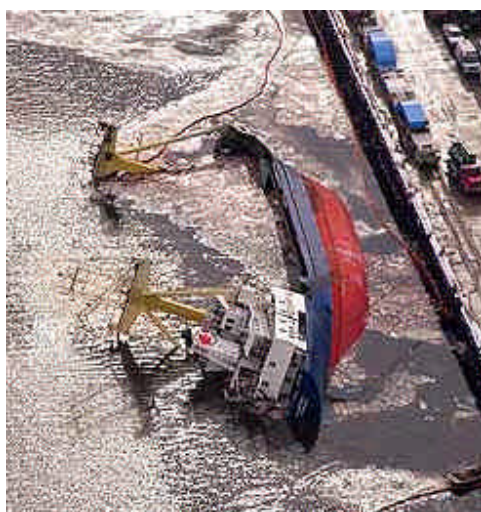
Havenwerkers Albany: onvoldoende ballast bij laden Stellamare

Door Alexander Bakker



Reddingswerkers hebben gisteren opnieuw gezocht naar de drie vermiste opvarenden van het Nederlandse vrachtschip **Stellamare**, dat dinsdagmiddag in de haven van het Amerikaanse Albany is omgeslagen. Vijftien andere opvarenden zijn

toen al direct gered. Alle bemanningsleden hebben de Russische nationaliteit.



Bergingsbedrijven, waaronder **Smit** uit Rotterdam, dingen naar de gunst van rederij Jumbo Shipping. Bergers en vertegenwoordigers van de Rotterdamse rederij en betrokken verzekeringsmaatschappijen zijn gistermiddag in Albany, een havenstad aan de rivier de Hudson ruim tweehonderd kilometer ten noorden van New York, aangekomen.

De **Stellamare** is in 1982 gebouwd door scheepswerf Gebr. Van Diepen in het Groningse Waterhuizen. Bij oplevering heeft het vaartuig de naam **Valkenswaard** gekregen. Die naam is in 1987 veranderd in **Stellamare**. Het schip is 88,2 meter lang en 15,5 meter breed. Op het dek zijn twee zware kranen gemonteerd, die elk een hijsvermogen van honderdtachtig ton hebben.

Het ongeluk met de **Stellamare** is het eerste grote, ernstige incident sinds jaren in de haven van Albany. Brandweercommandant Bill Hummel was zelfs zó verbaasd over het verzoek om hulp vanuit de haven, dat een extra telefoontje naar de brandweerkazerne nodig was om de 'firechief' er van te overtuigen dat er echt iets aan de hand was. „Maar zelfs toen we bij de plek van het ongeluk aankwamen kon ik mijn ogen niet geloven,” heeft commandant Hummel tegeover plaatselijke verslaggevers verklaard. „Dit is het meest vreemde dat ik in mijn 28-jarige carrière heb gezien.”



De **Stellamare** begon dinsdagmiddag slagzij te maken toen vanaf een ponton een driehonderd ton zware dynamo met behulp van een zogeheten tandemlift aan boord werd gehesen. De dynamo was een deel van de zware lading die bestond uit generatoren, turbines en toebehoren bestemd voor energiecentrales in Roemenië en Italië.

„Tijdens het hijsen, toen de dynamo recht boven het ruim hing, begon het schip ineens slagzij te maken,” vertelt A.F. van der Heul van Kahn Scheepvaart, de agent van de Nederlandse rederij Jumbo Shipping. „Dat leidde tot een kettingreactie, want de hijs sloeg daardoor natuurlijk ook uit. De beweging was niet te stoppen.”



soort taalbarrière was.”



Volgens plaatselijke havenwerkers gebeurde het laden van de **Stellamare** door bemanningsleden zelf. Er waren op dat moment wel plaatselijke havenwerkers aan boord, maar zij keken slechts toe hoe de twee kraanmachinisten van de **Stellamare** onder leiding van een supervisor de dynamo aan boord takelden. „Toen het schip begon te hellen, hebben de havenwerkers aan boord geroepen te stoppen,” heeft een havenwerker verklaard. „Aan de kadekant van het schip was niet genoeg ballast. Havenwerker zijn 'stop' blijven roepen, maar het leek wel of er een

De recent gepensioneerde havenwerkersvoorman Paul Fisher, die in het verleden vaker betrokken is geweest bij het bevoorraden van de **Stellamare**, heeft verteld dat bij het laden van zulk groot en zwaar materieel het gelijktijdig leegpompen van ballasttanks 'kritisch' is. Het gebruik van de kadekraan was niet mogelijk: „Die heeft slechts een maximale hijscapaciteit van 135 ton. Bovendien zou de kade instorten onder het gewicht van dergelijk zware lading.”

Dynamo

De dynamo die dinsdagmiddag aan boord van de **Stellamare** werd gehesen, was niet het eerste deel van de in totaal ruim zeshonderd ton zware lading generatoren, turbines en toebehoren. Fisher heeft ook verklaard dat in het verleden de lading pas werd vastgezet als alle onderdelen aan boord zijn. „Ik moet er niet aan denken wat er is gebeurd met de mensen in het ruim toen door de slagzij de lading is gaan schuiven.”

Toen het schip kapseide zijn acht van de achttien bemanningsleden in het ijskoude water van de Hudson terecht gekomen. Een mobiele kadekraan werd direct ingezet om de drenkelingen op te vissen, net als een in de buurt zijnde sleepboot. Tegenover het plaatselijke televisiestation Capitalnews 9 heeft bemanningslid Igor Miroshnichenko verteld hoe hij tussen de ijsschotsen door naar de kant is gezwommen. Miroshnichenko is met onderzoelingsverschijnselen in een ziekenhuis opgenomen. Ook drie andere bemanningsleden en een havenarbeider zijn naar een ziekenhuis overgebracht.

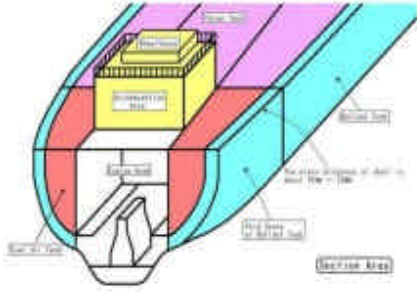
Albany is een relatief grote binnenvaarthaven, ruim tweehonderdertig kilometer ten noorden van New York. De haven is het knooppunt tussen de kleine zeeschepen die de rivier Hudson bevaren en de binnenvaartschepen die de verbinding met de grote meren in het noorden van de Verenigde Staten onderhouden. Albany was in het begin van de zeventiende eeuw één van de eerste Nederlandse kolonies in Amerika. De toenmalige stad werd in 1609 als Fort Orange geclaimd door de Britse ontdekkingsreiziger Henry Hudson die als gezagvoerder van het VOC-schip Halve Maen op zoek was naar een doorsteek tussen de Atlantische en de Grote Oceaan.

Recruits put off by crew treatment

POOR treatment of seafarers has serious implications for the industry's ability to attract new recruits, says Paul Hinton, chief executive of London P&I Club manager A Bilbrough. Highlighting incidents involving the **Erika**, **Prestige** and the **Tasman Spirit**, resulting in the holding of the masters and crew members, Hinton questioned how the maritime industry can be expected to attract high quality young recruits for a career at sea when they can expect that sort of treatment in the event of an accident. Stirred up by the popular press and an ever-increasing blame culture, the focus seems to be on prosecutors feeling obliged to find a scapegoat following a major accident, said Hinton, adding that masters and crew are too often seen as the readily available culprits. “Where a ship is wrecked, government authorities in far too many countries around the world see the detention of crew members as a means of exercising pressure, over shipowners and P&I clubs, to persuade them to pay claims, which in many cases they never had any intention of seeking to avoid.” It is more important to learn lessons from casualties by having a thorough and open investigation, said Hinton, but attempts to criminalise seafarers impedes that process to the detriment of improving future maritime safety, he added.

Double-Hull Fuel Tanks for VLCC

Mitsui O.S.K. Lines announced plans to equip its next generation of very large crude carriers (VLCCs) with double-hull fuel tanks to reduce the risk of fuel leakage. MOL plans to introduce the technology on four VLCCs planned for launching in 2005, and continue adopting on newly built tankers in the future. The move is part of MOL's ongoing effort to protect the marine environment, as set out in the MOL Group Corporate Principles. The entire MOL Group is committed to maintaining strict operating safety and navigation standards.



The double-hull structure incorporates an empty tank (it may be designed for use as a ballast water tank) located outside of the fuel tank. This reduces the risk of fuel leaking into the ocean, in case of grounding or a collision with another vessel damages the outer hull. MOL carefully studied the capacity and location of the fuel tank with both Mitsui Engineering Shipbuilding and Kawasaki Shipbuilding. The new design offers the same fuel capacity as conventional vessels, even with the empty space between the tank walls. In addition, the design allows the same cargo tank capacity as in conventional vessels.

UNION MANTA WORKING IN THE GULF OF MEXICO



Union Manta working on, pre laid anchor system with world largest midline buoys, to be set overboard with 200 ts ships A-frame

Photo : Capt Leo Planken – Master Union Manta ©

Greenpeace unwelcome in India

GREENPEACE campaign vessel **Rainbow Warrior** departed from Mumbai, India after being denied permission to call at the port despite facing a severe shortage of food and water. "We were denied permission to land and were slapped a notice for visa violations," said Shailendra Yashwant, campaigns director for the Netherlands-based lobby group. He said the ship had run into problems "after we unearthed some environmental pollution cases involving corporate accountability". The Indian Coast Guard told the ship to leave Alang, where the crew had been fined Rs100,000 (\$2,200) for landing without permission, and it eventually anchored in international waters about 12 n-miles from Gujarat. "We suspect there was a pressure group at Bhavnagar preventing us from getting an agent to clear our papers," added Shailendra. The **Warrior** is heading for Sri Lanka to change crew and replenish stores.

Cracks on Large Containerships

Germanischer Lloyd (GL) reported that cracks have been observed in the side longitudinals of a series of panamax-containerships in way of the parallel midbody from the bottom up to about the waterline. The side shell of all ships had been built to the same detailed structural design, with angle bars as longitudinals, and with stiffeners welded to the top of these angle bars in way of webframes. The

cracks appeared on these ships after about 10 years of service and seem to be caused mainly by fatigue. A similar kind of fatigue failure was observed on tankers and was attributed to low cycle fatigue from extreme draught differences between ballast and fully laden conditions, although these operational conditions don't apply to containerships.

GL performed a structural analysis and the results showed that the structural details of these older ships still comply with the latest rules. A full-scale measurement on board of one of the ships in the series was initiated and several theoretical investigations were performed, including a detailed F.E. strength calculation. It has been shown that some wave configurations cause warping stresses in the midbody. Shorter waves specifically create a torsional moment distribution over the length of the ship causing warping stresses as if there was warping restraint near the midship section. These stresses are large enough to significantly reduce the fatigue life of the structural elements.

It is recommended that good workmanship, with smooth welding seams, is essential to reduce risks. Additionally, the detailed structural design has to consider the fatigue requirements including the warping stress components. Recommended measures include the option not to weld stiffeners to the top of the longitudinals, use soft toe brackets in way of watertight bulkheads and to use bulb bars or T-bars instead of angle bars for the longitudinal profiles. The local stress level can be reduced using larger profiles, possibly of mild steel, and by increasing the shell plating of the bilge strake.

ITF slams Spain's gun boat policy

THE ITF accused the Spanish government of putting the safety of the Russian tanker [Geroi Sevastopolya](#) in danger by sending a navy ship to ensure it stays more than 200 n-miles away from Galicia's coastline. "If there is a storm, the possibility of hazardous effects is multiplied at that distance. At 200 n-miles there can be Force 12 winds whereas at five n-miles off the coast there are Force 5 winds in storms," an ITF spokesman said. He accused the government of hypocrisy because the tanker would be just 4 n-miles off Tarifa as it passes through the Straits of Gibraltar. Last night the Spanish government sent out a navy vessel to follow the ship as it sails south past Galicia today. "But does the government have sufficient means, which are not military, to take on an emergency?" asked the ITF spokesman. Destined for Singapore, the ship will sail though the Straits of Gibraltar laden with 50,000 tonnes of fuel oil within the next few days.

CASUALTY REPORTING

STELLAMARE (NETHERLANDS ANTILLES)

Representatives of maritime firms from Florida and the Netherlands were en route today to semi-sub HL vessel [Stellamare](#), preparing to put in bids and offer plans for righting the vessel. Before that can happen though, the ship's Swedish-based insurance underwriters must determine the extent of damage and, with the owners, decide who will do what in the huge and complicated task. Underwriters from The Swedish Club will be the first players, explained Dick Fairbanks, president of Titan Maritime Industries, from Dania, Fla., that had already sent representatives to the scene. The Swedish Club will essentially decide who does what to refloat the ship. Then, armed with schematic diagrams of the ship and data on the cargo, engineers will tabulate the weight distribution throughout the vessel. That is fed into a computer simulation of what would happen when various lifting techniques are used. Until the calculations are made, it's too early to say precisely how the ship would be righted, explained Claudia van Andel, spokeswoman of Netherlands-based Smit BV. There still will be plenty of unanswered questions, such as whether the purchasers of the generators headed for Italy and Romania would take possession of them.

SHIPYARD NEWS

Trimaran Propulsion Package

Austal Ships announced details of the propulsion system selected for the 126.7m cargo-vehicle-passenger trimaran Auto Express, currently under construction for a Spanish ferry operator. The ferry provides capacity for 1,350 passengers, over 340 cars and more than 400 freight lane-meters. It will feature a quadruple diesel engine main machinery package coupled to a trio of waterjets. This will enable it achieve speed in excess of 40 knots fully loaded.



MTU will supply four 20V 8000 diesels, each rated to 8,200kW but with the agreement to increase their output to 9,100kW during the first quarter of 2006.

The engines are arranged in two separate engine rooms in the trimaran's central hull. Those in the aft engine room will each drive a Kamewa 125 SII steerable waterjet from Rolls-Royce, while the two forward engines deliver their combined power to a Kamewa 180 BII booster waterjet. Each of the three drive lines features Renk transmissions, with lightweight composite shafts fitted between the waterjets and gearboxes and on the output shaft of the forward most engine. Harbour manoeuvring, an important consideration for this vessel, will be assisted by two Ulstein Aquamaster UL601 azimuthing bow thrusters from Rolls-Royce. The ability to synchronise the thruster and waterjet control systems will give the captain maximum control to ensure fast, efficient and safe operation in port. Once in open water the electrically driven thrusters are retracted into the hull to reduce drag and thus maximise speed and efficiency. The ship's electrical load will be met by three MTU 12V 2000 diesel generator sets.

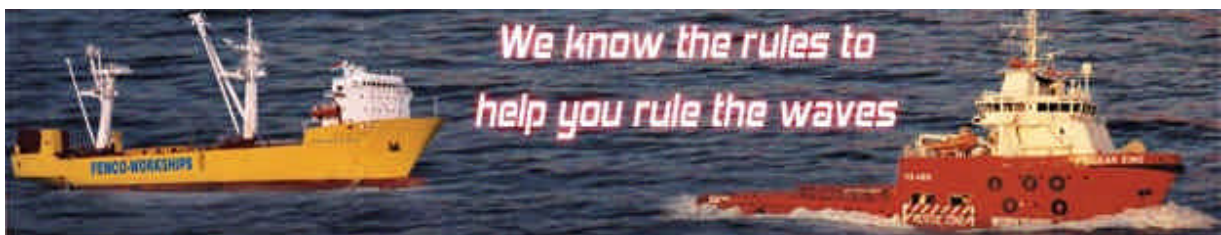
Izar union warns of 'black future'

A Spanish union leader today warned of the "black future" for shipyard workers following clashes with police that left one man seriously injured. The worker was hit in the eye by a rubber bullet when police fired on a hostile group of workers at Izar's Seville yard who were protesting about lack of work available. Izar managers will meet union leaders on 16 December in a bid to break the deadlock in talks regarding a labour agreement, and the unions have warned that a two-hour strike will be called on 17 December if the talks fall through. General workers' union head Carlos Romero said he believed agreement was possible on salary increases and working hours, but there are concerns over prospects for military construction workers and there have been temporary redundancy notices for workers in the merchant shipbuilding division. They are to receive payment without working. Izar confirmed it had no plans to lay workers off but stressed it had put in 100 bids for newbuilding work without success. Although Izar's 11,000 staff have not been affected by job cuts, about 5,000 support staff will be let go at the end of the year.

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NOMIS shipping purchased the 9180 BHP **STIRLING SPICA** and renamed her **DEA SIGNAL**

Photo's : **NOMIS Shipping**



Box boom to continue, says K Line

GOOD profitability in the container market sector should continue through to 2006, K Line president Yasuhide Sakinaga told reporters in London. "We have a good idea of ship supply until then," he said, explaining that the availability of newbuilding capacity for further box ship deliveries before then was an inhibiting factor. Thereafter the company will need to co-operate more closely with alliance partners Cosco, Yangming and Hanjin, particularly in respect of co-ordinating ship ordering requirements. Sakinaga confirmed earlier reports that by 2008 K Line intends to increase its overall fleet from the existing 352 ships to about 500 in what would be a ¥300Bn (\$2.8Bn) investment, but revealed that details of its plan would be advised next May. He indicated that he expected to see the company's involvement in non-container ship markets increase to provide a better spread of risk between the shipping sectors.

NAVY NEWS



The Dutch **Hr Ms AMSTERDAM (A 836)** arrived Friday in Amsterdam
Photo : Joop Marechal ©

Norfolk Ships To Return From Six-Month Deployment

More than 600 Sailors aboard the guided-missile destroyer **USS Stout (DDG 55)** and the guided-missile frigate **USS Nicholas (FFG 47)** will return to their homeport in Norfolk, Va., Dec. 16, after a six-month deployment to the Mediterranean Sea.

Stout and Nicholas deployed June 16 as part of the **USS Enterprise (CVN 65)** Surface Strike Group.

Pakistan navy to commission endogenously built Agosta submarine

Pakistan Navy commissioned the first endogenously built Agosta 90B submarine **PNS/M SAAD** on December 12th. The commissioning of this submarine symbolizes a quantum leap towards national policy of self-reliance in meeting the operational requirements of Pakistan Navy.

This submarine is the second in the series of Khalid Class submarines, the first Agosta 90B Submarine named **PNS/M Khalid** was commissioned into Pakistan Navy in Sep 1999.

Construction of the second submarine started in 1998 at PN Dockyard Karachi as part of the contract with DCN International of France for the construction of three Agosta 90B submarines including transfer of technology. This submarine would be commissioned on December 12 and handed over to the PN Fleet to be able to take part in any operational commitment along with other unit of the fleet.

Pakistan Navy in the past has successfully completed construction of a number of ship including midget submarines.

The Navy is also carrying out major overhauls of existing Daphne and Agosta class submarines at PN Dockyard since 1973.

Successful completion of extremely technically complex platform is a major milestone in achieving the maximum self-reliance by Pakistan Navy in meeting its operational requirements.

NEW RP NAVY VESSEL READIED FOR TEST RUNS

The Philippine Navy is getting a dreamboat, but she will first be put through her paces along the coast of Louisiana.

A patrol craft turned over by the United States to the Philippines will undergo sea trials off the Louisiana coast next week, preparatory to being loaded aboard a cargo ship for delivery by mid-2004, said Capt. Victor Martir, naval attache at the Philippine Embassy in Washington.



The vessel, with a price tag of \$25.69 million, is the namesake of the **Cyclone-class** Patrol Coastal (PC) ships and forms part of a \$115-million US military aid package pledged by Washington to Manila in 2003.

Launched in 1992 as the **USS Cyclone**, the patrol ship has since been renamed the **BRP Gen. Mariano Alvarez**, in honor

of one of the revolutionary generals in the Philippine war for independence against Spain, Martir said.

A 13-member Philippine Navy team led by the vessel's new skipper, Cmdr. Edgar Abogado, and new executive officer, Lt. Cmdr. Rommel Ong, arrived in Louisiana on Nov. 17 to train and familiarize themselves with their 340-ton ship.

They will sail her off the coast of Louisiana for a rigorous testing of her power and manoeuvrability between Dec. 15 and Dec. 19. Martir said that when he first saw the **BRP Gen. Mariano Alvarez** in dry-dock for refurbishing, he immediately fell in love with her and wished for a moment that he was her commanding officer instead of Abogado, who is a rank below him. "She's a dreamboat," Martir said of the Philippine Navy's newest patrol ship.

In the US navy, the primary mission of Cyclone-class vessels, which carry a total crew complement of 28, is coastal patrol and interdiction surveillance. "Smaller than most US navy vessels at 180 feet, PCs still pack a lot of punch," a navy website extolling the virtues of the Cyclone-class ships said. "With a

DAILY SHIPPING NEWSLETTER 2003 – 240

top speed of 35 knots and two 25-mm. chain guns capable of pumping out a blistering 175 rounds per minute, as well as many other small arms, a would-be terrorist should think twice before trying to make a run past these guys."

Commissioned as a US navy vessel in 1993, the **USS Cyclone** was transferred to the US coast guard in 2000 before being handed over to the Philippines.

MOVEMENTS

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Sunday December 7th 2003, Polish tug **Jantar** (65T Bp) safely delivered Wagenborg's newbuilding RORO hull, **BALTICBORG** at Harlingen.

Wagenborg's harbour tug **Watergeus** took over the hull at sea and delivered hull at the Volharding Shipyard Harlingen. The 153 metre long RoRo vessel was built at the Daewoo yard-Mangalia -Romania and will be completed by Volharding Shipyard.



**Photo's : BUREAU
VOGTSCHMIDT b.v
Marine Surveyors and
Consultants**



Vroon's **IVER EXPERT** arrived in Curacao – photo : John Smit ©



The **SALVAGE CHAMPION** made a stop with a loaded **Boabarge** in Cape Town to load fuel
Photo : Aad Noorland ©

DAILY SHIPPING NEWSLETTER 2003 – 240



Wednesday December 10th, Iskes **ARION** towed the **BULKHANDLING 5** from Rotterdam to Amsterdam

Photo : Hans Koster © Master mv ZEEAREND



Coaster chemical/oil products tanker **VASSILIOS V**, Greek registry, 916 gross tonnage, built in 1964, radio callsign SV4144, as is seen entering Corinth channel, the vessel is build as the **MARE IRATUM** in 1975 and renamed **VASSILIOS V** during 1983

Photo : George Grekos ©

AIRCRAFT / AIRPORT NEWS

Singapore to start budget airline

DAILY SHIPPING NEWSLETTER 2003 – 240

SINGAPORE Airlines is to launch a budget airline in a partnership with Tony Ryan, the founder of Ryan Air, a successful budget airline in Europe.

The new airline, to be called Tiger Airways will start operations in the second half of 2004, to destinations up to four hours' flying time from Singapore.

Singapore Airlines will own 49 per cent of the new venture, with Tony Ryan and his family holding a 16 per cent share. The other shareholders are the Singapore government investment arm, Temasek Holdings, with 11 per cent, and US private investors Indigo Partners with 24 per cent.

Singapore Airlines chief executive, Chew Choon Seng, said Tony Ryan had been brought on board because of his experience in the no-frills sector: "We have observed that almost all attempts by full service network airlines to operate wholly-owned low-fare carriers have been unsuccessful. This is because the low-cost model requires completely different methods and procedures, marketing approaches and skills."

Tiger will operate a fleet of single aisle aircraft, although it has not yet decided which model of plane it will fly. Another new budget airline - ValuAir - is to launch from Singapore in June 2004.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Friday 12-12 19:00 hrs

| | | |
|--|---|-----------------|
| PRESENT WIND DIRECTION / FORCE | : | SSW 10-15 KNOTS |
| MAX WIND DIRECTION / FORCE LAST 24 HRS | : | S-ly 10 KNOTS |
| PRESENT BAROMETER READING | : | 1011.9 hPa |
| MIN TEMP LAST 24 HRS | : | 3.0 °C |
| MAX TEMP LAST 24 HRS | : | 9.6 °C |
| OUTDOOR HUMIDITY | : | 85 % |
| DEWPOINT | : | 4.4 °C |
| WINDCHILL | : | 2.1 °C |

Vooruitzichten van zaterdag t/m dinsdag:

EERST VEEL WIND!

Morgen veel regen en op zondag enkele buien. Het gehele weekend staat er veel wind. Maandag en dinsdag af en toe zon en een afnemende kans op een bui.

Middagtemperatuur dalend naar 6 graden.

| © Ed Aldus 2003 | ZA-13 | ZO-14 | MA-15 | DI-16 |
|----------------------|--------|--------|--------|-------|
| Maximumtemperatuur: | 12 | 9 | 7 | 6 |
| Minimumtemperatuur: | 6 | 7 | 6 | 4 |
| Zonnekans in %: | 10 | 20 | 30 | 30 |
| Neerslagkans in %: | 90 | 70 | 40 | 20 |
| Windrichting kracht: | ZW-5-7 | NW-5-8 | NW-4-6 | Z-3-4 |

.... PHOTO OF THE DAY



The tug **LAC COMO** operating in the port of Port of Oshawa, Ontario. – **photo : Jim Gallacher ©**

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