



**Number 005 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 05-01-2021**  
News reports received from readers and Internet News articles copied from various news sites.

An advertisement for 'seaway 7'. On the left is a large red triangle with a white number '7'. To its right is a collage of four images showing offshore wind farm installation vessels. On the right side, the text reads: 'Seaway 7', 'The Renewables and Heavy Lifting business unit of Subsea 7.', 'An experienced partner for the installation of offshore wind farm projects as well as specialist heavy lifting and cable installation services.', and the websites 'www.seawayheavylifting.com / www.seawayoffshorecables.com'.



**Several tugs moored at Banit – Niteroi-Brazil**  
**Photo : Capt Jan Plug Master Seven Rio ©**

Your feedback is important to me so please drop me an email if you have **any photos / articles** that may be of interest to the maritime interested people at sea and ashore  
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## **EVENTS, INCIDENTS & OPERATIONS**



Cosco's **ZHI YUAN KOU** as seen last week in this newsletter loaded 3 Bourbon PSV's in the Schottegat in Willemstad and departed from Willemstad and is now moored at the buoys in St Michiel Baai Curacao presume for seafastening of the cargo , at present the destination of the vessel is unknown **Photo : Kees Schotel (c)**

## **Indonesia repatriates 5 sailors in Oman**

THE Foreign Ministry has repatriated five stranded sailors, as well as recovered the body of another who died aboard a Chinese fishing vessel in November. The Jakarta Post reported that they arrived in Galang Baru, Batam, in the Riau Islands province on Wednesday. The sailors are Jeni Kamaluddin, 26; Muhammad Abdal, 22; Saiful Lukman, 22; Rusdiana, 29; and Samfarid Fauzi, 33. They have all undergone polymerase chain reaction tests and are being quarantined for five days in Batam. It was the second time Indonesian seafarers had been repatriated through Batam, after 155 stranded sailors returned in April last year. The repatriation began after migrant worker staffing agency PT Puncak Jaya Samudera reported the death of an Indonesian crew member named Wendi Setia Pratama, 25, from an unspecified illness to the ministry.



The company's director, Herman Suprayogi, said Wendi died on Nov 16 while the ship, where he worked, was in Omani waters. "We needed to return his body to Indonesia because the Oman Foreign Ministry has banned burials at sea as they are considered unethical in this country," Herman said on Wednesday. The company initially planned to return Wendi's body by way of Oman, but the country would not accept the bodies of foreign citizens. "Finally, we decided to ask for help from the ministry and also to repatriate other crewmen whose contracts had expired." The five sailors were repatriated after their contracts to work aboard Chinese fishing vessels expired. Wendi's body will be sent for a post-mortem at Bhayangkara Hospital in Batam, Riau Islands. The Foreign Ministry added that six people had returned to the country aboard a vessel, Hai Ji Li, after being stranded for months in the Arabian Sea. They had worked on three ships earlier. The ministry said it had communicated with the Chinese government during the repatriation. The recovery was difficult as many countries had closed their borders in response to the Covid-19 pandemic and would not allow crew members to change vessels in their ports, the ministry said. The Indonesian government and the Chinese government also repatriated 157 sailors via Bitung, North Sulawesi, in November last year. **Source : New Straits Times**



Splithoff's **EUROGRACHT** navigating the Westerschelde passing Hansweert **Photo : Mateo Witte ©**

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## Damco, Safmarine Complete Integration with Maersk Brand

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The **SAFMARINE CHILKA** navigating the Singapore Strait Photo : Piet Sinke [www.maasmondmaritime.com](http://www.maasmondmaritime.com) (c)

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As announced by Maersk in September of last year, Safmarine and Damco have now fully into the Maersk brand. Safmarine customers will get broader access to Maersk's full portfolio of products and services at a global scale, ensuring all their needs can be met by one united team. Damco customers too now access to an end-to-end offering from Maersk, ensuring their experience is connected and simplified across all their supply chain needs. Meanwhile, Hamburg Süd and Aliança will remain independent brands with differentiated service models while Maersk simplifies its back office organizational structure and processes to enable faster and more effective decision-making. Hamburg Süd's and Aliança's sales and customer service organizations will not change.



Hamburg Sud's **POLAR COLOMBIA** navigating the Westerschelde Photo : Mateo Witte ©



Sealand- A Maersk Company will remain as a separate brand under A.P. Moller - Maersk, serving as the strong intra-regional service provider .The Damco.com website has been redirected to Maersk.com where customers can access tracking and other portal services at <https://www.maersk.com/Damco> The Safmarine.com website will remain active until mid-2021, as process of migrating customers to Maersk.com is ongoing. Meanwhile, the link on the Maersk website with limited functionality is <https://www.maersk.com/Safmarine>. Source : transportandlogisticsme



The **ODIN** outbound from the IJmuiden lock heading for Vasteras in Sweden **Photo : Wim Castricum ©**



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Sailing under the flag of Panama, the 2018 built bulk carrier **ANSAC GREEN RIVER** left Astoria. She had loaded her cargo in Portland (Or-USA) on the Columbia River for Chittagong in Bangladesh. Her sdwt is 33,358 t and her IMO nr 9810769. **Photo: Aart van Essen (c)**

## Mongla Port sees record ship anchoring in December



Mongla Port, the second largest sea harbor of the country, witnessed anchoring of at least 117 foreign ships in last December breaking all previous records, said an official. The ship mostly contained car, coal, fertiliser cement clinker, LPG crying vessels, ceramic materials, various raw materials and equipment of Roopur nuclear plant and railway line project etc, he said.

In February 2019, MPA witnessed at least 100 foreign ship anchoring and 106 foreign ship anchoring in November, 2020, reports BSS. "The record touched a milestone in the monthly statistics in last seven decades after establishing the port," the official said. The Mongla Port has been playing a vital role in country's economic development since 2009, he added. Deputy Secretary of Mongla Port Authority (MPA) Makhruzzaman said it turned into a losing sea port in the years from 2001 to 2008 because of manifold problems. In February, 2007-2008 fiscal year, only seven foreign ships were anchored at the port. A total of nine development projects and four ADB programmes were implemented from 2009 to 2017 involving Taka 4.54 billion aiming to enhance ability of the Mongla Port, Makhruzzaman said. Currently, at least 10 projects are being implemented and five projects are under the process to get approval and four other projects are under DPP. The official, however, said the MPA has already ensured different facilities for Mongla port users to get speedy and quality services.

The facilities include capital dredging at the Pashur River, purchasing different 42 containers and cargo handling machineries and setting up modern channel at Pashur River to arrive and discharge foreign ship round the clock. Contacted, Chairman of MPA Rear Admiral M Shajahan said that the government has taken many initiatives to enhance ability of Mongla port. "The MPA sees the record ship arrival due to intervention of Prime Minister Sheikh Hasina, special direction of shipping ministry, cooperation by Mongla Port users and hard work by the employees of the organisation," he said. Number of foreign ship arrival is increasing day by day as industrialisation was boosted up centring Mongla Port and Rampal Power Plant. Investors are importing different production materials like machineries, cement clinkers, car, fertilisers and equipment for industrialisation, Shajahan said. The MPA has earned a profit of Taka 2.66 billion in 2016-17 FY while Taka 2.86 billion in 2017-18 FY, he said. In 2007-08 FY, a total of 750,000 tonne of cargos were handled at the port. The cargo handling has increased at least 9.7 million tonnes in 17-18 FY and in the current FY, it was targeted at 120,000 tonnes, he said. Dredging is progressing in Rampal Power Plant, Food Silo and Outer berth areas in the Pashur River, he added. In line with the 'Vision-2021' taken by the government, all the projects are being implemented to attract foreign companies in economic zones as well as ensure balanced development of every region of the country. **Source : thefinancialexpress**

## New ferry service linking Rosslare to Dunkirk sets sail

**The DFDS route is aimed at transport companies and truck drivers who previously used the UK land bridge**  
**By Conor Kane**

A new ferry service linking Rosslare Europort to Dunkirk in north-eastern France got under way today, with the first ship making the crossing fully booked. The DFDS route is aimed at transport companies and truck drivers who previously used the UK land bridge to get to the continent, but now want to avoid any Brexit-related delays including customs checks and more paperwork. The first DFDS ship to undertake the crossing from Rosslare to Dunkirk, one of the largest ports in France, left at 2pm January 2nd. While it will take almost 24 hours to get to its destination, bringing drivers directly to



Dunkirk reduces red tape as well as the need for rest periods, which would otherwise have been taken while crossing



Britain. It will also be attractive to hauliers who need to travel on to Belgium, Germany and the Netherlands, as Dunkirk is close to the Belgian border."It's probably something that should have been done a long time ago but Brexit has pushed it forward," Darren Mooney of DFDS said today in Rosslare. "They start their week in Dunkirk rather than starting in Holyhead or Pembroke, and the same coming back, so they save two days and get more productivity out of their trucks... It's getting there at the right speed as well. This is opening up the door for Ireland into Europe at a higher and faster pace."

The first ship is carrying almost 100 trucks and trailers to Dunkirk, with a similar number aboard the next DFDS service from Rosslare later today. The new DFDS services, along with expanded services from Stena Line, mean there will eventually be 15 crossings from Rosslare to the continent every week, and 15 return journeys, representing a near-tripling of the number of routes available to drivers from the Europort."It's a tremendous day here today," Glenn Carr, manager of Rosslare Europort said. "We have three sailings going out to mainland Europe, two of which are new services from DFDS going to the port of Dunkirk, and our third with Stena Line which is one of the additional sailings going

out today."All in all today, we will move more freight on this day alone through the port of Rosslare to mainland Europe than we did for the whole of week one of 2020."He said bookings on all of the vessels heading for Europe in the coming days and weeks are promising. "I think we're seeing a real change now, away from the land bridge, avoiding the hassle and paperwork and going direct from Rosslare to mainland Europe." **Source : RTE**



The Greek LNGC **MARAN GAS CORONIS** on the jetty in the Nijlharbor of the LNG Terminal on the Maasvlakte Rotterdam. **Photo : Marco Breen (c)**

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SAL's **HILKE** passing Rozenburg/Maassluis inbound Rotterdam loaded with 2 **TABmarine** barges 50x19 meter and 1 **TABmarine** barge 15x19 meter. Photo : Frank Koppelaar [www.TABmarine.nl](http://www.TABmarine.nl) ©



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The **MSC MANDY** Turning from the Beerkanaal into the Caland kanaal, heading for sea with destination St. Petersburg  
Her history: Launched 12-12-1992 Delivered 02-1993 **MSC MANDY**; **SCI VAIBHAV** ('04); **BREMEN SENATOR** ('03)  
As she was waiting under tow in the Beer kanaal for **HMM HELSINKI** turning into the Yangtze kanaal I was unable to picture a bow view. Photo : Dirk Nootenboom (c)



## Pemex investigates offshore pipeline fire

By Carla Bass

Mexico's state-run Pemex is investigating the cause of a fire that broke out on a pipeline that carries hydrocarbons from an offshore production platform near Dos Bocas, Tabasco. Pemex shut the offshore pipeline that connects the platform to a separation facility near the Dos Bocas port on Mexico's Gulf coast while it works to control a spill using oil containment barriers, it said today. The fire was extinguished and no workers or other installations were damaged. The separation facility is near where the government is building its planned 340,000 b/d Dos Bocas refinery. Infrastructure issues have bedeviled Pemex for decades as it has struggled with underinvestment at its facilities. It was set to miss its goal of producing 1.9mn b/d of crude by the end of 2020 by a wide margin, only producing 1.67mn b/d in November. But the company hit its stated production goal for natural gas of 3.56 Bcf/d, excluding nitrogen, by the end of the year. **Source :** **Argus Media**



Singapore's SCDF 34.9 mtr long Marine Rescue vessel [RED DOLPHIN](#) returning to her base at the Brani Terminal It is the world's first aluminum fireboat with Chemical, Biological and Radiological defences, as well as decontamination and first-aid facilities. The vessel is powered by three MTU 16V4000 main engines with three Hamilton H721 waterjets for Maximum Speed of 32 knots @ 100% MCR **Photo : Piet Sinke [www.maasmondmaritime.com](http://www.maasmondmaritime.com) (c)**

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## Ferry Baltiysk delivered to Kaliningrad a new experimental tram

Oboronlogistics says the ferry [BALTIYSK](#) delivered to Kaliningrad a new experimental tram Korsar, produced at the Nevsky Plant of electric transport. The first fully low-floor two-section tram in Russia is designed specifically for narrow gauge. When the administration of the Kaliningrad Region makes a decision to purchase a batch of new trams after test tests, the unified operator of the Ust-Luga – Baltiysk line, Oboronlogistics LLC, is ready to offer a scheme for their optimal delivery. The Ambal and Baltiysk ferries operating on the Ust-Luga-Baltiysk line, in addition to railway cars, transport heavy and oversized cargo on trawls and on roll trailers. This type of delivery is suitable for the transportation of heavy machinery and equipment, metal structures of various modifications, household units, combines and harvesting equipment, electric transformers, pipes, etc. Ferry transportation is a convenient way to transport oversized cargo

between the Kaliningrad and Leningrad regions of the Russian Federation, bypassing the territories of neighboring states. The ferry journey time is about 40 hours. The port of Ust-Luga is located 150 kilometers from St. Petersburg, the port of Baltiysk is located 50 kilometers west of Kaliningrad. Every month, the ferry makes 5-6 round trips. Oboronlogistics ensures stable operation of the ferry line Ust-Luga – Baltiysk, among the regular shippers: the Ministry of defence, Regardie, Military-construction complex of the Ministry of defense of Russia, JSC Pochta Rossii, JSC Russian Railways, JSC LUKOIL, LLC Avtotor holding, the holding EUROCEMENT group, LLC Baltservis, LLC Baltika, agricultural holding Miratorg and other customers. **Source : Portnews**



The 2009 built **4250 TEU NAVIOS LAPIS** spotted westbound navigating the Singapore strait enroute Tj Pelepas  
**Photo : Piet Sinke [www.maasmondmaritime.com](http://www.maasmondmaritime.com) (c) CLICK at the photo to view and/or download the photo !**



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Liberia-flagged, 2008 built, **MSC UBERTY**, 103.614 DWT, **8.626 TEU**, outbound Antwerp, destination Le Havre, passing Kruse Veer. **Photo : Alexander Hoogstrate (c)**



## S. Korea's antitrust watchdog tipped to complete review of Daewoo Shipbuilding-KSOE merger in Q1

South Korea's antitrust watchdog is likely to complete the review of the merger between two South Korean shipbuilding giants during the first quarter of the year, industry sources said Sunday, possibly paving the way for the creation of the world's largest shipyard. In March 2019, Hyundai Heavy Industries signed a deal to purchase a 55.72 percent stake in Daewoo Shipbuilding. The deal would lead to the creation of the world's biggest shipbuilder with a global market share of around 20 percent.

KSOE currently has under its wing the group's three shipbuilding units -- Hyundai Heavy Industries, Hyundai Mipo Dockyard Co. and Hyundai Samho Heavy Industries Co. The Fair Trade Commission (FTC), South Korea's corporate watchdog, has been reviewing the merger since last year, but its decision was delayed due to the pandemic, according to the sources. Last month, China's State Administration for Market Regulation has recently sent Korea Shipbuilding & Offshore Engineering Co. (KSOE) a notice that its planned merger with Daewoo Shipbuilding & Marine Engineering Co. (DSME) doesn't violate any antitrust rules or hurt fair competition in the world's second-largest economy. The unconditional approval is the third of its kind for the ongoing business combination, following similar verdicts made by Kazakhstan in October 2019 and Singapore in August this year. A KSOE official said the latest go-ahead by China is expected to have a positive impact on antitrust reviews being carried out by South Korea, the European Union and Japan. Industry watchers said market attention is now on what decision the EU will make concerning the proposed merger between KSOE and DSME. Citing the coronavirus pandemic, the EU has delayed its review of the combination three times.

Source : Yonhap



General cargo vessel **BLUE MASTER II** shifting from Rotterdam Maasvlakte to the Waalhaven **Photo : Patrick Deenik**

## Coast Guard suspends search for Florida-bound boat with about 20 people aboard

By : Rebekah Riess

The search off the Florida coast for a missing boat with about 20 people on board has been suspended, the US Coast Guard said Friday. The Coast Guard received a report Tuesday that the blue and white 29-foot Mako Cuddy Cabin boat, last known to be departing Bimini in the Bahamas on Monday, did not arrive as expected in Lake Worth, Florida, according to a Coast Guard news release. Ships and aircraft from the US Air Force, Coast Guard, the Bahamian military and a volunteer group in the Bahamas searched approximately 17,000 square miles for about 84 hours, the release said. "Our thoughts and prayers go out to the families of the missing people," said Capt. Stephen V. Burdian, the Coast Guard's Seventh

District chief of response. "I encourage anyone with information about the people aboard to contact us as soon as possible." The Coast Guard didn't release the name of the missing vessel. Source: CNN



## De kleine krachtpatser van de Schelde

Door: Peter Verdurmen

De **BOBO** ligt te wachten op de volgende klus. Het is de maandag voor Kerst. De bestemming is Mainz. Wanneer **Albert Booij** kan vertrekken is ongewis. "De lage waterstand is momenteel best wel een probleem op de Rijn", aldus de schipper van de kleine duw-sleepboot die Hoofdplaat als thuishaven heeft.

Rinkelt vandaag de telefoon, vertrekt hij morgen. Z'n zwager gaat deze keer mee als matroos. Het zou betekenen dat Albert Booij, die in Hoofdplaat woont, met Kerst niet thuis is. Valt er in de bovenloop van de rivier weinig regen, zou het best nog wel even kunnen duren voordat hij de trossen los kan gooien voor de trip naar Duitsland. De schipper is gewend aan hollen of stilstaan. Met 150 tot 200 vaardagen per jaar heeft Albert Booij geen reden tot klagen, vindt hij. Hoe hij aan



al die klussen komt? "Het is een kwestie van goede contacten. Ons kent ons in dit wereldje." Met **Multraship**, een grote speler in de sleepvaart, is Albert goeie maatjes. De **BOBO** ligt afgemeerd aan hun kade, in een kanaalarm. Als je het scheepje vanaf de wal op de Schelde ziet varen, zeker naast een oceaanreus, lijkt het een notendop. Lijkt want aan boord valt dat petieterige reuze mee. "Je moet de ruimte optimaal benutten", zegt Albert Booij. Sinds hij de duw-sleepboot 11 jaar geleden kocht heeft hij er al ontzettend veel aan 'verspijkerd'. Alle ruimten in de duw-sleepboot, gebouwd in 1956 bij de werf van Eltink in Beneden Leeuwen, zien er piekfijn uit, de buitenkant van het schip zit goed in de verf. Het stuurhuis lijkt wel als nieuw. Dat klopt. "We hebben een vervelend accident gehad. Er is een steiger op gevallen." De matroos heeft een eigen onderkomen aan boord. Logisch, vindt Albert. "Ieder is gesteld op z'n privacy."



Photo : Peter Verdurmen






Met **Albert Booij**, een schipperszoon, vaart vijftig jaar ervaring mee. En als het aan hem ligt plakt hij er nog wel wat jaartjes aan vast. Aan afwisseling geen gebrek. In het Boboekje (de schipper speelt graag met taal), een klein boekje, inmiddels toe aan de zesde druk, heeft Albert foto's verzameld van bijzondere klussen. Fonkelde windvangers schrijft hij bij een transport van windmolen-onderdelen met de hoogte van een kleine kerktoeren. Veel ervaring heeft Albert met het vervoer van bruggen. Het zijn enorme gevaartes. Met de kleine krachtpatser en de nodige manoeuvreerkunst bokst hij het voor elkaar. Het is soms letterlijk centimeterwerk. Hij kent vele vaarwegen op z'n duimpje. Z'n favoriete? De kruip- en sluipdoor kanaaltjes in West-Vlaanderen. In vrije uurtjes aan boord kijkt hij weinig tv. **Albert Booij** is een echte radioluisteraar. Hij is fan van De Taalstaat van Frits Spits, laat hij weten. Heb je nog een leven naast de **BOBO**? Ja hoor, lacht Albert. Hij heeft een gezin en ook nog tijd voor een hobby. Kanovaren is z'n grote passie. Een keer per jaar gaat hij met vrienden wildwater varen in Frankrijk. **Bron : Zeeuws Vlaams Advertentieblad**





The **BALTIC WINTER** anchored off Gibraltar Photo : Francis Ferro ©

## Multraship Terneuzen mag opnieuw Urker kotter bergen, de UK-160 bij het Franse Dieppe

Door : Harmen van der Werf

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Het Terneuzense sleep- en bergingsbedrijf **Multraship** heeft opnieuw opdracht gekregen een Urker kotter te bergen, de 23 december vorig jaar in het Kanaal gezonken **UK-160 'RIEMDA'**. Het schip ligt 33 kilometer ten noordwesten van de Franse havenstad Dieppe. **Multraship** heeft in het weekend alles in gereedheid gebracht voor de operatie. Wanneer de berging zal plaatsvinden, is afhankelijk van wat inspecties van het wrak opleveren en de weersomstandigheden. Multraship borg half december ook al de Urker kotter **UK-171 'SPES SALUTIS'** die een week eerder ten noorden van Schiermonnikoog was vergaan. De drie vissers van de **UK-171** en ook de vijf opvarenden van de **UK-160** konden worden gered. De ruim 24 meter lange **UK-171** kapseisde, nadat de garnalenkotter met één van de twee zijnetten achter een object onder water was blijven steken. De **UK-160** (32,9 meter lang) zonk, nadat het achterdek vol water was gelopen en wegpompen niet op tijd lukte. Het schip is een flyshooter, waarbij gevist wordt met lange lijnen en één groot net achter het vaartuig. **Bron : PZC**



The in 1982 built tug **AMON** and registered in Belize arrived in the Port of Stellendam and arrived from Szczecin

**Photo : Cees van der Kooij ©**



## The most important element of global maritime trade is the human element.

**“Flag states, coastal states, ship owners, insurers, management companies, and other relevant parties use Covid-19 as an excuse to pass responsibility to others, resulting in little action and zero accountability.”**



**In doing so, all parties have failed the seafarer.**

Our seafarers are the backbone to global commerce. We simply cannot fail to support and protect them when they need us most.” Read the whole article here : <https://www.tradewindsnews.com/opinion/seafarers-must-be-designated-as-key-workers-before-the-industry-collapses/2-1-937813>

## Shell Completes Acquisition of Offshore Blocks in Colombia

Colombian oil and gas company Ecopetrol has informed that Shell has completed the previously agreed acquisition of 50 percent interest in three Colombian deepwater oil and gas blocks. The two companies signed an agreement in February which entailed Shell acquiring a 50% operating-stake in the Fuerte Sur, Purple Angel, and COL-5 offshore blocks located

in the Colombian Caribbean deepwater, where a new gas province was discovered including the Kronos (2015), Purple Angel and the Gorgon (2017) wells. According to Ecopetrol, the transaction was completed on December 23. "The transaction is aligned with the strategic priorities of Ecopetrol's business plan, focused on reserves and production growth under strict capital discipline. With the closing of this transaction, the relationship with a strategic partner, highly experienced in the development of offshore areas, such as Shell, is also strengthened," Ecopetrol said. When first announcing the proposed transaction back in February, the two companies said they would drill an appraisal well in the area by the end of 2021, and carry out the first production test. **Source : Offshore Engineer**



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## **Fishing boat rescued after taking on water in Peterhead Harbour on New Year's Day due to ice machine 'malfunction'**

Lifeboat, coastguard and fire rescue teams came to the aid of a fishing boat at Peterhead Harbour which was taking water on board on New Year's Day after an ice machine reportedly malfunctioned.

**By Jamie McKenzie**



An Aberdeen Coastguard spokesperson said the issue was linked to a pipe used to transfer ice onto the 40 metre vessel to preserve the fish caught at sea. The spokesperson said:



“There was an issue with the ice machine on the shore side. The machine malfunctioned. A fire service spokesperson said three appliances were called at about 1pm on Friday and crews worked to pump out the water before leaving the scene around 3:50pm. Peterhead Lifeboat and coastguard teams from Peterhead and Cruden Bay were also called to assist. A post on the Peterhead Lifeboat Facebook page said once the issue was fixed and the water was pumped out, the vessel “corrected its list”

The call out was the first of 2021 for Peterhead's lifeboat Source : The Scotsman



The **MSC JULIA R**, departing from the ECT Terminal at Rotterdam Maasvlakte navigating the Beerkanaal heading for Bremerhaven Photo : Dirk Nootenboom ©



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**DEME** shared one of their favourite action shots taken at the **SeaMade offshore wind farm**, where DEME's offshore installation vessel **APOLLO** installed 58 turbines. In 2020 **DEME** continued to further strengthen our turbine installation track record with the successful completion of projects at East Anglia One in the UK, Borssele 1&2 in the Netherlands and then SeaMade in Belgium. These three projects represent a combined **total of 254 turbines!**

## The Atlantic Spirit wins Montreal's Gold-Headed Cane

By Maritime Magazine



Montreal, January 1, 2021 – At 2:59 p.m., the **ATLANTIC SPIRIT** was the first ocean-going vessel of 2021 to cross the Port of Montreal's downstream limit at Sorel without a stopover. True to a tradition dating back over 180 years, the Montreal Port Authority (MPA) is awarding the Gold-Headed Cane to its master, Captain Oleksandr Popov. The port also announced preliminary results of decreased traffic in 2020. The **ATLANTIC SPIRIT** left the Port of Flushing in the Netherlands on December 18, 2020. Flying the flag of the Marshall Islands, this ABC Maritime shipping line tanker was carrying a cargo of refinery distillates (hydrocrack bottom) used as a feedstock for lubricants, headed for Vopak Terminals





at Section 94 of the Port of Montreal. Ukrainian-born Captain Popov has served more than 30 years as master and four years with the ABC Maritime line. The crossing, which was made in somewhat rough weather with strong winds and at times intense waves, took 14 days. Due to the health restrictions in force during the COVID-19 pandemic, the Gold-Headed Cane engraved with the name of the winning captain and the ship's name was awarded to him on the dock by Port of Montreal Harbour Master. The traditional Gold-Headed Cane awarding ceremony where the Montreal marine industry usually gathers will not take place due to the pandemic (EN What a shame!). At the end of an extraordinary year, marked not only by the COVID-19 pandemic, but also by the rail blockade and strikes by checkers and longshore workers, the MPA posted a 14.1% decrease in traffic, with a total of 34.9 tonnes of goods handled. Containerized cargo traffic was less affected than anticipated, dipping 5.7% compared to 2019 for a total of 14.2 million tonnes handled, or over 1.6 million TEUs (twenty-foot equivalent units). Liquid bulk was the sector most affected by the pandemic-related economic crisis, falling 24% from 2019, while bulk goods dropped 10%, except for grain due to bumper crops

in Western Canada and increased global consumption of agricultural products. Despite these declines in all sectors, the last quarter of 2020 was marked by an encouraging recovery, notably in containerized trade with Asia and in the handling of certain dry bulk commodities such as iron ore and grain. Lastly, the cruise season was entirely cancelled in compliance with Transport Canada directives.



Recently, the Royal Wagenborg's **ADAMAS** shipped a cargo of sawn timber from the Saimaa region to the European continent. Shipping over the Saimaa is a competitive and greener alternative for Finnish exporting companies compared to feeding to sea ports.

## SWING start 4 januari: elektronisch melden in heel Vlaanderen

Vanaf 4 januari kunnen schippers zich in heel Vlaanderen en op de Westerschelde elektronisch melden. Dankzij SWING (Single Window for Inland Navigation) hoeven ze nog maar één keer hun reis-, lading- en scheepsgegevens door te geven. Het nieuwe meldplatform is een gezamenlijk initiatief van De Vlaamse Waterweg, North Sea Port, Port of Antwerp,

Haven van Oostende, de Haven van Zeebrugge, het agentschap voor Maritieme Dienstverlening en Kust en het Gemeenschappelijk Nautisch Beheer. Elektronisch melden Via SWING wordt in Vlaanderen en op de Westerschelde binnenkort verplicht voor schepen die gevaarlijke stoffen vervoeren. In de toekomst zal de verplichting worden uitgebreid naar alle binnenvaart. De streefdatum daarvoor is 1 december 2021.

### Eén keer doorgeven

Via BICS, of andere bestaande meldsoftwarepakketten die aan de internationale berichtenstandaard voldoen, levert de schipper straks zijn gegevens aan bij SWING. Het platform stuurt ze automatisch door naar de vaarweg- en havenautoriteiten op de route van het schip. De melder hoeft de gegevens dus nog maar eenmaal door te geven, indien er onderweg niets verandert in de route, lading of het aantal mensen aan boord. Deze informatie reist dan ook mee de grens over naar Nederland. Andersom ontvangen ook de vaarwegbeheerders en havenautoriteiten in Vlaanderen automatisch de gegevens die een schipper op de Rijn elektronisch heeft gemeld. Nu moeten schippers dit na de Kreekrak nog eens een keer extra doen. Dat is straks verleden tijd. **Bron : Binnenvaartkrant**



Previously **Nirint Shipping** have claimed that they are able to transport everything, even challenging loads. Our most recent cargo definitely checks that box. Last week they transported a number of locomotive (weighing 86.000 kilo's a piece) from Russia to Rotterdam by coaster and thereafter on board of our vessel to Havana, the **AUGUSTA LUNA**.





## NAVY NEWS

# China waarschuwt Britten (en dus ook Nederland) voor reis door Zuid-Chinese Zee

Door: Jaime Karremann

Het Chinese ministerie van Defensie het Verenigd Koninkrijk gewaarschuwd voor de plannen om een eskader, onder leiding van het vliegkampschip **HMS QUEEN ELIZABETH**, naar de Zuid-Chinese Zee te sturen. Behalve Britse schepen maken ook een Amerikaanse destroyer en het Nederlandse fregat **Zr.Ms. EVERTSEN** deel uit van het vlootverband.



Vliegkampschip **HMS QUEEN ELIZABETH** tijdens een oefening met Amerikaanse schepen en een Brits Type 23-fregat.  
(Foto: Britse marine)

Dit voorjaar, in april of mei, zal vanuit Portsmouth het nieuwe vliegkampschip **HMS QUEEN ELIZABETH** naar de Oost vertrekken voor een reis door de Zuid-Chinese Zee naar Japan, zo is het plan. Hoewel de Zuid-Chinese Zee internationale wateren zijn waar ieder schip vrij mag varen, wordt het zeegebied steeds meer door China opgeëist. Om toch te laten zien dat ook dat zeegebied vrij is, voert vooral de Amerikaanse marine er zogenaamde freedom of navigation operations uit, door gewoon door het gebied te varen. China reageert steevast geprikkeld, en de VS hebben bondgenoten gevraagd zich ook vaker in dit gebied te laten zien. En dat moet dan dit jaar gebeuren, als de Britse regering (met het oog op COVID-19 en spanningen met China) definitief het besluit neemt.

## China neemt "noodzakelijke maatregelen"

China is niet blij met de Britse plannen. Tijdens een persconferentie afgelopen donderdag zei een woordvoerder van het Chinese ministerie van Defensie over de geplande Britse reis dat China de "noodzakelijke maatregelen zal treffen om de soevereiniteit te beschermen", zo schreef het Hong Kongse dagblad Southern China Morning Post. Volgens China, dat er eilanden opspuit voor militaire vliegvelden en radarinstallaties, "moet de Zuid-Chinese Zee geen zee worden met grote rivaliteit die gedomineerd wordt door wapens en oorlogsschepen."

Behalve kritiek op het Britse vlootverband, werd tijdens de persconferentie ook kritisch gereageerd op een NAVO-rapport dat China omschrijft als bedreiging. Het Chinese ministerie van Defensie ziet die typering als "ongefundeerde speculatie" en verklaart dat de "opbouw en ontwikkeling van China altijd een aanvulling is geweest op de wereldwijde strijd voor vrede." Eerder had de Chinese ambassadeur in Londen de Britten al gewaarschuwd.

## Nederland neemt waarschuwing ter harte

Zoals al langer bekend is, gaat ook Luchtverdedigings- en Commandofregat **Zr.Ms. EVERTSEN** deel uit maken van het Britse vlootverband. De **EVERTSEN** zal zich waarschijnlijk echter niet in de Zuid-Chinese Zee vertonen. Het LCF is weliswaar onderdeel van een Brits eskader, maar de Nederlandse regering bepaalt waar het schip naar toe gaat, en afgelopen september bleek dat Den Haag het fregat niet naast de Britten in de Zuid-Chinese Zee wil hebben. Het alternatieve programma is een bezoek aan Indonesië. Zo wordt voorkomen dat Nederland de woede van China op zijn

hals haalt en kunnen tegelijk de banden met de Indonesische marine, klant bij de Nederlandse marine-industrie, worden aangehaald.

#### Spanningen nemen toe

Terwijl het Chinese ministerie van Defensie de Britten waarschuwde, voeren twee Amerikaanse destroyers van de Arleigh Burke-klasse door de Straat van Taiwan. Varen door de Zuid-Chinese Zee prikkelt China, varen door de Straat van Taiwan, het zeegebied tussen het vasteland en 'afvallige provincie' Taiwan, is helemaal uit den boze. De Amerikaanse schepen voeren er, volgens de Amerikaanse marine, in het kader van freedom of navigation operations. Overigens was de Chinese marine in die straat zelf met vliegdekschepen aan het oefenen, wat tot zorgen leidde bij Taiwan. Hoe China echt gaat reageren op het Britse vlootverband, al dan niet met Nederlands fregat, zullen we halverwege dit jaar zien als het eskader echt in de Oost opereert. **Bron : Marineschepen.nl**


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## South Korean Navy took delivery of ROKS Gyeongnam FFG-819 Daegu-class guided missile frigate



According to information published by the Republic of Korea Armed Forces Facebook account on January 1, 2021, the South Korean Navy took delivery of **ROKS GYEONGNAM (FFG-819)** Daegu-class guided missile frigate just before the end of the year. The **ROKS GYEONGNAM** is a Daegu-class guided missile frigate built from the South Korean Navy by Daewoo Shipbuilding & Marine Engineering (DSME) and Hyundai Heavy Industries. The ship was launched in June 2019 and must be commissioned in early 2021. South Korea has ordered a total of 8 Daegu-class frigates that are built by Daewoo Shipbuilding & Marine Engineering (DSME) and Hyundai Heavy Industries. The Daegu-class is an improved variant of the Incheon-class frigate. Modifications to the Incheon-class include a TB-250K towed array sonar system and a 16-cell Korean Vertical Launching System (K-VLS) that is able to deploy the K-SAAM, Hong Sang Eo anti-submarine missile, and Haeryong tactical land attack cruise missiles. The hull design is generally based on the Incheon-class, also known as the Future Frigate eXperimental or FFX during development. The superstructure has been significantly changed. The hangar



and a helicopter deck on stern has been enlarged to support the operation of a 10-ton helicopter. The Daegu-class frigate is powered by a combined diesel-electric or gas (CODLOG) propulsion system including one Rolls-Royce MT30 gas turbine, four MTU 12V 4000 M53B diesel engine, and two Leonardo DRS electric motors. She can reach a top speed of 30 knots (56 km/h; 35 mph) with a maximum cruising range of 4,500 nautical miles (8,000 km). The ship has a crew of 140 sailors. The Daegu-class frigate is armed with one 5 inch (127 mm)/L62 caliber Mk 45 Mod 4 naval gun, one 20 mm Phalanx CIWS (Close-In Weapon System), two triple torpedo tubes for K745 Blue Shark torpedo, eight SSM-700K Haeseong Anti-ship Missile and 16-cell K-VLS (Vertical Launching System) able to launch Haegung K-SAAM surface-to-air missile, Haeryong VL-Tactical anti-ship cruise Missiles and K-ASROC Red Shark anti-submarine missile. **Source : Naval News**

## Detachment of warships of RF Navy's Pacific Fleet returned to Vladivostok

A detachment of warships of the Pacific Fleet, consisting of the flagship of the Pacific Fleet, the missile cruiser Varyag, the large anti-submarine ship **ADMIRAL PANTELEV** and the medium sea tanker **PECHENGA**, have arrived at the main base of the Vladivostok fleet after completing the tasks of a long voyage, says press center of RF Defence Ministry. At the pier of Korabelnaya embankment, a ceremony was held to welcome the detachment of warships after a two-month long voyage.

The ceremonial meeting dedicated to the meeting of the ship was attended by representatives of the command and military personnel of the Pacific Fleet, relatives and friends of naval sailors, representatives of veteran and public organizations. Acting Fleet Commander Sergei Rekish, on his own behalf and on behalf of the Military Council of the Pacific Fleet, congratulated the crews on the successful fulfillment of the assigned tasks of long-distance ocean navigation. Traditionally, the crews were presented with roasted pigs. the detachment of warships of the Pacific Fleet has been performing long-range missions since November 1, 2020. During the cruise, the Pacific Fleet ships covered over 12 thousand nautical miles and visited the ports of Trincomalee (Sri Lanka) and Tanjung Perak (Surabaya, Indonesia) with business calls, which contributed to the further development of naval cooperation with the countries of the Asia-Pacific region. The solemn ceremony ended with the general passage of the Pacific Fleet surface ships detachment personnel.

**Source : Portnews**

## SHIPYARD NEWS



## Fate of shipyard deemed 'close to irreversible' in 2005

**Ferguson Marine in Port Glasgow was nationalised last year after it collapsed into administration.**

The fate of a now Scottish Government-owned shipyard was deemed "close to irreversible" in 2005, new records have shown. Ferguson Marine in Port Glasgow was nationalised last year after it collapsed into administration, but Scottish ministers appear to have foreseen the downfall of the yard 15 years ago. In the newly released minutes of a cabinet meeting on June 1 of that year, the controversy over the awarding of a contract for fishery protection vessels and a CalMac ferry to a Polish yard was discussed. Losing out on the contract prompted Ferguson to lay off 100 members of staff. Speaking two months before the awarding of the contract, then environment and rural affairs minister Ross Finnie

said: "If the contracts were awarded to the Rementowa [Polish] yard, there were no other orders in prospect for the Clydeside shipyard and since the launch of its last ship a month previously, the yard had declined to a state that was close to irreversible." The cabinet also noted "with concern the outlook for the Ferguson shipyard". It would take 12 years for the yard to be brought into Government hands, sparking controversy over two ferries being produced there.

It was discovered by the Scottish Government that the vessels, 801 and 802, would face significant delays and cost more than double the initially quoted price, prompting a Holyrood inquiry this year to describe the procurement process as a "catastrophic failure". In another meeting of the cabinet in August 2005, Mr Finnie is shown to have pondered the communications issues with the contract. Minutes of the meeting said: "It was difficult to explain to Scottish taxpayers why public funds were being used to buy a vessel from Poland and make redundancy payments to shipbuilders in Port Glasgow." **Source : STV**

## Bollinger Shipyards to build four additional FRCs for Coast Guard



The President of the United States signed into law the omnibus spending bill for Fiscal Year 2021, which included funding for four more Sentinel-class Fast Response Cutters (FRC), allowing Bollinger to build and deliver four more FRCs to the United States Coast Guard. This increases the total number of funded boats to 64, Bollinger Shipyards said in a press release.

"It's a great honor to have the confidence of the U.S. Congress to continue the work we're doing in support of the U.S. Coast Guard," said Bollinger Shipyards President & CEO Ben Bordelon. "The Fast Response Cutter program is something we're all proud of here in Louisiana. Delivering vessels on schedule and on budget to the Coast Guard during these challenging times shows the determination and resiliency of our workforce."

All four of the newly appropriated FRCs will be built at Bollinger's Lockport, La. facility.

Earlier this month, Bordelon authored an opinion piece on how an expanded U.S. Coast Guard presence around the globe can "help further the regional partnerships and alliances necessary to curb the creeping influence of America's strategic



competitors and adversaries.” Bordelon argues that the Coast Guard has the opportunity to establish itself as the preferred regional partner through its work with Patrol Forces Southwest Asia (PATFORSWA), Operation Aiga and elsewhere. Bordelon concludes that “white hull diplomacy should be looked to more and more as a complementary arrow in the whole-of-government quiver.”

The FRC program has had a total economic impact of \$1.2 billion since inception and directly supports 650 jobs in Southeast Louisiana. The program has indirectly created 1,690 new jobs from operations and capital investment and has an annual economic impact on GDP of \$202 million, according to the most recent data from the U.S. Maritime Administration (MARAD) on the economic importance of the U.S. Shipbuilding and Repair Industry. Bollinger sources over 271,000 different items for the FRC consisting of 282 million components and parts from 965 suppliers in 37 states.

“We’re proud that Bollinger continues to be an economic pillar and job creator in south Louisiana,” Bordelon said. “More than 600 of our 1,500-plus employees have important roles related to the FRC program. Without the support of the Coast Guard and Congress for the continuation of this critical program, the security of these jobs would be thrown into question.” The FRC is one of many U.S. Government shipbuilding programs that Bollinger is proud to support. In addition to construction of the FRC, Bollinger is now participating in industry studies for [five] programs, including the U.S. Coast Guard’s Offshore Patrol Cutter (OPC) program, the U.S. Navy’s Common Hull Auxiliary Multi-Mission Platform (CHAMP) program, the U.S. Navy’s Auxiliary General Ocean Surveillance (T-AGOS(X)) program, The U.S. Navy’s Large Unmanned Surface Vehicle (LUSV) program and the U.S. Navy’s Light Amphibious Warship (LAW) program. **Source : portnews**

## DAMEN MARINE COMPONENT INSTALLEERD VAN DER VELDEN ROERSYSTEMEN



**Damen Marine Components**-service engineers zijn hard aan de slag geweest om het jaar goed af te sluiten, zij hebben o.a. twee nieuwe casco's uitgerust met elk een **Van der Velden® 4-roerensysteem**. Het gaat hier om **MTS HELSINKI** (linkerfoto) en **MTS AGNIETA W** (rechterfoto). Naast XR roeren, krijgt **MTS HELSINKI** (135 x 11,45) een het **Van der Velden® 4DWKK stuursysteem** en SP2700 besturingssysteem. De Optima straalbuizen waren al eerder onder het casco gemonteerd. **MTS HELSINKI** is door Deltatank AG in eigen beheer gebouwd en zal afgebouwd worden bij dolderman.

Het casco van **MTS AGNIETA W** (135 x 11,45 MoneyMaker 3) is gebouwd door RensenDriessen en wordt afgebouwd bij dolderman. Naast de HD roeren en Optima straalbuizen wordt **MTS AGNIETA W** uitgerust met een **Van der Velden® 4DWKK stuursysteem** en een **SP2700 besturingssysteem**. Op de foto's kunt u duidelijk het verschil zien tussen de roerbladen van het HD- en XR-systeem. De XR roeren hebben een aanzienlijk smaller profiel en zorgen daarmee voor minimale weerstand en maximale efficiëntie. De HD roeren zorgen met hun brede profiel voor een uitstekende manoeuvreerprestatie in de meeste uitdagende vaarsituaties.

## ROUTE, PORTS & SERVICES



The **GEOHOLM** anchored at the Guanabara Bay in Brazil Photo : Capt Jan Plug Master Seven Rio ©

### Shippers worry over falling standards of ports operations

Importers and exporters under the aegis of Shippers Association of Lagos State have lamented the continuous falling standards of port operations in Nigeria. President of the association, Jonathan Nicol, in a chat with The Guardian, said the extortions were overwhelming the shippers, hence the plan to send an intervention team into the ports to protect its members. He said: "The 100 per cent compliance team of freight forwarders associations should focus their compliance campaign on the unbridled actions of the activities of the Nigeria Customs Service (NCS) in double handling of customs assessments of cargos. "In fact, importers and shippers are the groups of people targeted by the Federal Government agencies for punishment. There is no consignment cleared in all the ports without parting with some sorts of under table payment. Industries are no exception. Warehouses are being shut for no just cause. "Duty of five per cent on raw materials run into 15 to 20 per cent during clearing processes as a result of overreaching of the valuation officers queries.



They raise a Demand Notice and force you to accept it for additional payment of duty without contesting such, " he lamented.

Nicol said: "The Shippers Association is very concerned now and we are mobilising to send an intervention team into the ports to protect our members. We do not want any of the importers or shippers to be a target by an illegal compliant team when the port economic regulators are still in existence," He enjoined all freight forwarders to team up with the intervention team to checkmate excesses of government agencies, while applauding the disbanding of the Presidential Task Force. He urged all freight forwarding associations to join the shippers to collaborate and solve the port problems, calling for support of the Federal Ministry of Transportation, the Nigerian Shippers Council, the Council of Regulations of Freight Forwarding in Nigeria and the Nigerian Ports Authority. He also bemoaned the slamming of Peak Period Surcharge Nigerian-bound cargoes by the shipping companies, appealing to CMA CGM to jettison the new unexpected fee on cargoes. He said: "Shippers who have the inflated Peak Season Surcharge should please send their Bill of Lading to us. Shippers Association Lagos State will continue to seek resolutions to port-related issues with service providers through dialogues," On the stranded export cargoes at the ports, he said: "Our export cargo is being snubbed and this is not good, especially at this time of the second wave of the pandemic." **Source: The Guardian**

## **2 COVID-19 cases in marine sector may have breached safety measures; action taken against employer**

**Authorities in Singapore are investigating if two marine sector employees who recently tested positive for COVID-19 had breached safe management measures at work.**

The two employees are the marine surveyor at Lloyd's Register Singapore who tested positive on Dec 29, and the marine service engineer at Master Systems Marine who tested positive on Nov 26. The marine surveyor is among four people in a new cluster involving two Raffles Girls' School students, while the marine service engineer had dinner with 12 family members at a Seoul Garden outlet days before he tested positive. "Preliminary investigations reveal that the marine surveyor, like the marine service engineer who tested positive for COVID-19 infection earlier on Nov 26, consumed food provided by or with the crew onboard the ships, which was against a precautionary measure," said a joint media release on Saturday (Jan 2) by the Maritime and Port Authority of Singapore (MPA), Enterprise Singapore, the Singapore Economic Development Board (EDB) and the Ministry of Health (MOH). "The agencies are also investigating if there had been any breach of COVID-19 safe management measures." For the case involving the marine service engineer, MPA has stopped the company, Master Systems Marine, from sending any of its personnel to work onboard ships. This will continue until the company can show that its employees will adhere to safe management measures onboard ships. For the latest case involving the marine surveyor, Lloyd's Register Singapore has suspended all its shipboard survey and audit activities. The company will also be testing all its marine surveyors for COVID-19. "Further actions may be taken against the companies and individuals after investigations have been completed," said the authorities.

### **ADDITIONAL TESTING FOR 20,000 EMPLOYEES**

A harbour pilot who works at PSA Marine was also among the recent COVID-19 cases in the sector. He is among four cases in a family cluster, three of whom are from the same household at Marine Crescent. In light of these infections, MPA will tighten the testing regime for all shore-based personnel going onboard ships, covering more than 20,000 personnel. They will need to take a COVID-19 polymerase chain reaction (PCR) test within the next seven days - between Jan 2 and 8 - to ensure that they are clear of the virus. They will also have to undergo rostered routine testing every seven days instead of 14 days. "Those who do not adhere to the rostered routine testing regime will not be allowed to board ships to work," said the authorities. Singapore conducts rostered routine testing for groups of workers considered high risk, such as those in the construction, marine and process sectors. All shore-based personnel are also required by MPA to give advance notice before they board ships to carry out works or provide services. Firm action will be taken against the ship's owner, master or agent for non-compliance, said the authorities. For shipyards, EDB had introduced mandatory precautionary measures on Dec 21. "Shipyards should only issue shipyard acceptance letters to ships seeking repairs when a ship is compliant with these measures," the media release stated. In addition, shipyards should only allow shore-based personnel to board a ship for work when all crew have tested negative for COVID-19 on arrival at the shipyard. "Failure to comply could result in EDB enforcing work suspensions and/or financial penalties," said the authorities. The agencies said they will step up checks to ensure companies and individuals comply with COVID-19 safe management measures, adding that they will also review the need to enhance personal protective equipment and infection control measures in the sector.

Singapore confirmed 33 new COVID-19 cases on Saturday, the highest number since Sep 15 when 34 cases were reported. All the new cases were imported and there were no local infections. The total number of cases in Singapore stands at 58,662. **Source : Channel News Asia**



Doneer voor het behoud van de **NOORDBORG** als varende maritiem erfgoed:

<https://www.gofundme.com/f/red-de-houtcoaster-noordborg>

## NAUTILUS PORT SERVICES TAKES OVER KVSA AGENCY

We are thrilled to announce that we have started the new year by strengthening our port operations team. As from January 1st we have taken over the **KVSA agency- and customs department** in the ports of Amsterdam & IJmuiden. Our new office is situated at the mouth of the Amsterdam port in IJmuiden. Three new colleagues will extend the Nautilus family. Each of them are true professionals, with many years of experience as port agents and as custom brokers. Please join us in welcoming: **Henk Peperkamp**, **Guus van der Putten** and **Richard van den Boogaard**, as they begin their journey at **Nautilus Port Services**. Please contact us for any enquiries and or information, we are happy to assist. E-mail: [info@nps-eu.com](mailto:info@nps-eu.com) Tel: +31 255 204 016 (IJmuiden/Amsterdam) Or Tel: +31 10 820 22 30 (Rotterdam/ HQ)







The **GPS AVENGER** enroute the river Oude Maas towards Dordrecht with two Baars barges passing Puttershoek.  
Steering tug is the **ANNE-MARIE** of VKV Services.

Photo : Capt Bas van Hoorn Towmaster / Senior Trainer KOTUG INTERNATIONAL B.V. ©

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



Van Oord's **MPI RESOLUTION** inbound for Rotterdam-Waalhaven Photo : Jan Scheurwater ©

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