

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 039



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**The Durance class oiler A 607 MEUSE seen arriving in Malta for a port visit
Photo : Lawrence Dalli ©**

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EVENTS, INCIDENTS & OPERATIONS



Stand-by vessel of the **ACERGY FALCON** is the **VIKING ISLAY** and upon request, she came a bit closer to the **FALCON** for some pictures.

Nice and sunny weather, a bit of swell from the NE, which pushed her out of the water a few times.

Photo : Jan Plug ©

Smit Internationale profits soar

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Smit Internationale NV says its net profit for 2006 will amount to approximately EUR 75 million. This is almost twice the net profit earned in 2005 (EUR 38.3 million). It is also substantially ahead of the expected net profit of EUR 62 million that was announced on October 26, 2006.

Smit Internationale says that in the second half of last year harbor towage activities in Rotterdam and Antwerp exceeded expectations. This was mainly due to strong winds.

The Salvage division also experienced an extensive workload during the second half of last year and results were substantially higher than the historic average.

The second half of 2006 also saw high utilization in the Transport & Heavy Lift division--mainly due to the high workload from the Salvage division.



The **HELENE S** seen at the Westerscheldt river – Photo : Henk de Winde ©

Diesel Do Nicely

Diesel fuel that leaked from a Norwegian cruise ship that ran aground in the Antarctic last week has caused no damage to the fragile environment, the Norwegian Polar Institute said Wednesday (07 Feb).

The 404-foot **M/S Nordkapp** ran aground and damaged its hull near Deception Island, which is part of the Antarctic archipelago's South Shetland Islands on Feb. 1. It pulled off the rocks under its own power, but the 294 passengers were transferred to a sister ship.

According to the institute, which is in charge of Norwegian environmental regulations in the Antarctic, some 130-200 gallons)of light diesel spilled into the ocean when the **Nordkapp's** crew tried to transfer the fuel from a damaged tank to one that was intact.

In a news release, the institute said researchers and crews of other cruise ships helped monitor the area and gather samples, which show no damage.

"It is very good that the grounding does not appear to have had any impact on that highly vulnerable environment," said Birgit Njaastad, of the institute's environmental section. Light diesel usually breaks up easily in water, the researchers said.

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The Nordkapp had been anchored at a Chilean scientific station in Maxwell Bay, off King George's Island, where British divers temporarily repaired damage to its hull.

In a separate statement, Norwegian Coastal Voyage, which operates the ship, said the **Nordkapp** would depart Wednesday with an escort ship to Buenos Aires, Argentina, for permanent repairs and a maritime hearing on the accident.

The passengers from **Nordkapp** were transferred to its sister ship, **M/S Nordnorge**, and brought to Ushuaia, Argentina late last week.



The **EXCELERATE** seen in the port of Cape Town – Photo : Glenn Kasner ©

Bourbon reports big revenue increase

Reporting a 16.8% increase in annual revenues to Euros 717.6 million, Jacques de Chateauvieux, CEO of Paris-based Bourbon said 2006 marked "a decisive step" in the group's growth plan.

"In a buoyant market, we have moved from the position of bold challenger to a position as leader in modern offshore oil and gas marine services by offering the most demanding customers worldwide the services of a full line of new generation, innovative and high-performance vessels.," he said.

With 4,300 employees and a fleet of almost 250 owned vessels, Bourbon offers a broad range of offshore oil and gas marine services, towage, assistance, salvage and bulk shipping.

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In the final quarter of 2006, the Offshore Division recorded revenues of 111.9 million euros, representing growth of 43.2% compared to the last quarter of 2005.

Revenues for this Division for the full year 2006 rose 35.8% to 376.6 million euros, 5.6% of which represents the revenues recorded by chartered vessels.

Growth in the business remained strong and was primarily driven by three favorable factors:

- accelerated deliveries in 2006 with the commissioning of 31 new vessels
- exceptional high average day rates in the North Sea on the spot market;
- the renewal of expiring contracts at high rates thanks to strong market trends, particularly in West Africa.



The Global Towing Alliance tug "**WOLRAAD WOLTEMADE**" about to resume the towage of the jdc semi-submersible drilling rig "**Hakuryu no.5**" from Tuxpan, Mexico to Singapore. The picture was taken off Trinidad where she had stopped for bunkers.

Photo : SMIT Amandla Marine ©

Problems Continue to Plague BP Ships

BP's new fleet of oil tankers, already dogged by cracked rudders and missing anchors, now has a new glitch. Fleet managers have been forced to replace deck fixtures called mooring bitts on three of four ships after tests showed they were defective and one violently broke down. Mooring bitts are stout metal posts around which ropes are lashed for tugging on ships or securing them to a dock.

On Sept. 12, the tanker **Alaskan Navigator** was approaching the dock in Valdez when a bitt on the starboard bow broke off as a tug boat pulled on a mooring line, according to people with the U.S. Coast Guard, the ship's operator and a Valdez-based oil-industry watchdog group. When it broke, the heavy iron bitt shot over the side of the ship and

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plunked into the water. Fortunately, no one was in the way when the bitt broke loose, said Cmdr. Michael Gardiner, captain of the port for the Coast Guard in Valdez. The ship's operator, Alaska Tanker Co. of Beaverton, Ore., used X-rays and other tests to determine that the failed bitt plus dozens more on three ships were defective and needed to be replaced. The bitt problem is the latest bobble for the new fleet of \$250mdouble-hull tankers, the first of which began carrying North Slope crude oil to West Coast refineries in the summer of 2004. In spring 2005, two of the ships -- built in a San Diego shipyard -- were laid up for weeks after cracks were discovered in their rudders.

And in December, two ships, including the **Alaskan Navigator**, each lost a 16-ton anchor -- they simply broke off -- as the tankers sailed across the rough Gulf of Alaska with loads of oil. Managers with Alaska Tanker Co., whose ships carry oil exclusively for BP, said the rudders have been repaired and the anchors that cracked and fell into the sea have been replaced.

Anil Mathur, president of the tanker company, said the string of problems has been a disappointment. But he added that he believes the ships are fundamentally safe.

The new double-hull ships built by another oil company, Conoco Phillips, don't seem to be having the same kind of problems, he said. The oil companies were required to replace their single-hull oil tankers with double hulls after the **Exxon Valdez** oil spill in Prince William Sound in 1989. Today, the shipping revolution is all but complete as most every ship now calling on **Valdez** has a double hull, a feature believed to reduce the risk of a catastrophic release of oil should, for example, a ship run aground on rocks. In BP's defense, Devens said the company under federal law had to build its new ships in a U.S. shipyard and those yards don't have the same experience or modern construction techniques as much busier Asian yards.

The mooring bitt broke despite being rated to handle considerably more force than the tug was applying to it. An investigation found that the cast mooring bitts on three ships were too weak to remain in use, while the fabricated bitts on the fourth ship were OK. Mooring bitts are mounted all along the decks of the 941-ft. tankers. Twelve key mooring bitts on three ships have been replaced, but ultimately about 74 will be replaced. An Alaska Tanker Co. e-mail provided by the Regional Citizens' Advisory Council detailed an unexpected engine shutdown on the **Alaskan Navigator** -- the same ship that lost the mooring bitt -- as the vessel left the dock Nov. 28 at Cherry Point, Wash. The vessel was not in danger and the source of the problem was fixed, the e-mail says. Afterward, the company set a new policy that any maneuvering tanker must have at least three of its four engines running, not just two.

Malaysia to beef up patrols in piracy-prone Malacca Strait

Malaysia's coast guard is to step up air and sea patrols of the piracy-prone Malacca Strait and increase its staff by thousands, a report said on Tuesday.

Most of the ships of the Malaysian Maritime Enforcement Agency (MMEA), which was launched in December 2005, are more than 25 years old and some have been in service for 45 years, the New Straits Times reported.

'In order for us to be able to do our jobs effectively, we need at least 116 vessels,' MMEA director-general Mohammad Nik was quoted as saying.

'Before the end of this year, we should have enough helicopters and specialised vessels.'

The Malacca Strait, shared by littoral states Malaysia, Indonesia and Singapore, is one of the world's most important stretches of water, where some 60,000 ships pass through annually carrying about one-third of the world's freight.

The waterway, 960 kilometres long, is notoriously vulnerable to pirate attacks, and governments also fear that it could be a tempting target for terrorists.

'Our main focus is the Strait of Malacca as it is the busiest lane in terms of shipping activity,' said Mr Mohammad.

Two-day tow after ferry engine stops

Aboitiz Transport System-operated ro-pax ferry **Our Lady of Medjugorje** arrived safely back in Manila today after a two-day tow. The 4,433-gt vessel departed from Manila on Friday with 935 passengers and crew on a regular voyage to Coron, in the north of Palawan province. Five hours into the voyage, at a time of strong winds and heavy seas, the ship's engine stopped. The Philippine Coast Guard received the distress call early on Saturday and sent its search and rescue vessel **Pampanga**, while Aboitiz dispatched another of its ferries, the **Superferry 16**, to assist in the evacuation of passengers. It took 20 hours for the ships to arrive alongside the **Medjugorje**, before both began the tow back to Manila. Arrival was delayed by a further 24 hours when the **Superferry 16's** tow rope snapped while passing Lubang Island in Mindoro, according to the Coast Guard. The incident prompted the **Medjugorje** to call for tug assistance.

CASUALTY REPORTING

Grounding Scare for Tsakos Tanker

A Tsakos-operated aframax carrying 100,000 tons of crude oil is now at anchor after briefly grounding in the Gulf of Finland.



According to TradeWinds, the 116,000-dwt "**Propontis**" (built 2006) touched bottom off the island of Suursaari between Finland and Estonia just after midnight local time on Friday morning.

A spokesperson for the Gulf of Finland branch of the Finnish Coast Guard told TradeWinds on Friday that a fly-over from one of its helicopters had revealed no oil spill from the vessel.

There are, however, two breaches to the ballast tanks but the spokesman says the vessel is not in any danger of sinking and the crew "has no need for help" at the

moment. A coast guard cutter has been dispatched to the scene and Tsakos is sending a response unit.

The ship has a crew of 25 and was travelling westward from the Russian port of Primorsk to an unknown port in the North Sea. It is believed to be on charter to Finnish company Neste Oil.

The ice-strengthened tanker is now lying about 50 km south of the Finnish port of Loviisa. The Greece-flagged "**Propontis**" is classed by Bureau Veritas and has insurance cover with the Britannia Steamship Insurance Association.

Ship Grounds in Marmara Sea

The crew of a Slovakia-flagged multi-purpose vessel are trying to re-float the ship after it grounded in the Marmara Sea on Wednesday.

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The Turkish-operated 10,260-dwt "**Garip**" (built 1975) ran aground at Camalti Point off Marmara Island, reports TradeWinds citing Turkish daily Anadolu Agency.

A search and rescue vessel was dispatched by Turkish authorities shortly after the incident but the crew of 18 have apparently so far not requested any salvage assistance as they try to re-float the vessel under its own power.

Nobody at the ship's Istanbul-based manager Yilmar Denizcilik was immediately available for comment on Thursday.

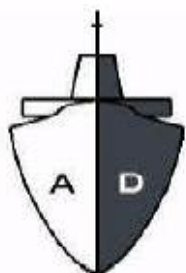
The ship was travelling from the Turkish port of Nemrut Bay to the Russian Black Sea port of Tuapse though its cargo is unknown.

The "**Garip**" is classed by Germanischer Lloyd and Yilmar's website says it has insurance cover with AXA Global Risk of France.

NAVY NEWS

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Nieuw stationsschip goed voorbereid



Foto : Kees Bustraan © - Kees goed om weer foto's van je te zien !!!!

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Terwijl het laatste saluutschot over Willemstad weergalmt, passeert het nieuwe stationsschip **Hr.Ms. Zuiderkruis** de havenhoofden van Willemstad. Majestueus glijdt het bijna 170 meter lange schip de Annabaai binnen, om vervolgens aan de Motetwerf af te meren. Voor de 182 bemanningsleden van de bevoorrader ging hiermee de 'West-term' van start.

Elf dagen nadat het schip uit de haven van Den Helder vertrok, arriveerde **Hr.Ms. Zuiderkruis** op vrijdagochtend 9 februari op Curaçao. Met paradeerol op post en het afgeven van de gebruikelijke ceremoniële saluutschoten aan de koninkrijksvlag en de Gouverneur van de Nederlandse Antillen, liep het nieuwe stationsschip Willemstad binnen. De komende zes maanden voert het nieuwe stationsschip counterdrugoperaties uit voor zowel de Koninklijke Marine als de Kustwacht voor de Nederlandse Antillen en Aruba. Voor counterdrugstaken buiten de territoriale wateren, krijgt de **Zuiderkruis** een 'Law Enforcement Detachment' (LEDET) van de 'US Coast Guard' aan boord. Bovendien is het bevoorradingschip uitgerust met een Westland Lynx helikopter.



Foto : Els Kroon ©

Voorafgaand aan de uitzending naar de Nederlandse Antillen en Aruba onderging het schip een intensief opwerkprogramma, waarbij de nadruk lag op het varen als 'Fast Combat Support Ship'. In dit concept vaart de bevoorrader niet alleen als tanker, maar voert het zelfstandig taken uit zoals boardings en patrouilles. Ook humanitaire hulpverlening en rampenbestrijding kwamen in het opwerkprogramma aan bod. Juist de grote capaciteit van **Hr.Ms. Zuiderkruis** om goederen, personeel of evacués te vervoeren, maakt het schip uitermate geschikt voor dit soort taken.

Hellenic Navy Minehunter Crews Train At MSI Norfolk

MarineSafety International provided training to eight Greek Naval Officers in connection with Foreign Military Sale (FMS) transfer of two US Navy MHC-1, Osprey Class Minehunters. The eight officers spent three days using MSI Norfolk's simulator learning how to handle these unique ships. The Osprey Class MHCs are powered by Voith Schneider cycloidal drive units. The cycloidal drive gives these ships exceptional maneuverability, but operations in close quarters requires new vocabulary and new ship handling skills.

Over the course of three days the crews practiced docking, undocking, and restricted waters transits in increasing ranges of environmental challenges. By the end of the training the Captains and crews of both ships felt confident that they could master the challenge. Over the next several months the crews will continue training and familiarization on board in the ships' current homeport of Ingleside Texas. Actual transfer and movement to Greece will take place in June 2007.

Italian Navy First NATO's Operational Mission for Todaro Submarine

The first operational mission took place on February 5 for the new Italian submarine type U-212A **Salvatore Todaro** in the air naval system by Nato, engaged in Mediterranean in the Active Endeavour operation. The submarine, ended the test cycles that in less of a year have brought it from the delivery to the full operativeness, for about two months will make its activity under the operational control by Comsubsouth and will be deployed with surveillance and fight to the international terrorism purposes. The '**Salvatore Todaro**', type U-212A, born from an international cooperation programme between Italy and Germany, and has been delivered to Italian Navy from Fincantieri last March 29, 2006. It's an underwater unit of medium dimensions, distinguished from the employment of innovative technologies that allow most advanced performances, among them, in the launch of weapons. In particular, the silent propulsion type based on the use by fuel cells, represents an innovative system to produce energy in various sectors, also not military. The 'Active Endeavour' operation, began on October 21, 2001, has been actuated following to the attacks on September 11, 2001 and consigned to the air naval units assigned ad hoc by NATO Countries, under the operative control by Maritime Component Commander of Naples.



Top : The **SALVATORE TODARO** in drydock in La Spezia - Photo : Piet Sinke ©

The Italian Navy since 2001 ensures in permanent way to NATO the availability of an Italian unit in Mediterranean for the 'Active Endeavour's exigencies, to carry out naval operations of presence and control, support to the crisis' situations management and assistance in case of disasters. Currently the Todaro's submarine represents the Italian contribution to NATO in the fight to international terrorism by sea.

HMS Portland Sails After Upkeep Period

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Type 23 frigate **HMS Portland** has been handed back to the Fleet following a nine-month upkeep period completed by Fleet Support Limited (FSL) in Portsmouth. The Devonport-based ship then sailed from Portsmouth on the same day to start a programme of crew training in the South West in preparation for deployment in early summer. FSL has carried out an extensive enhancement and maintenance package on the 1999-built ship that has kept some 150 personnel busy.

The work has included a complete upgrade of the ship's aviation facilities that enable her to operate the Merlin helicopter, and the fitting of the Surface Ship Torpedo Defence suite, improving her employability around the world. This has been supplemented by work on her accommodation, which should see her safely through to her first refit in 2011. There has also been a major upgrade to her IT systems. FSL is also currently regenerating two further ex-RN Type 23s which have been sold to the Chilean Navy.

SHIPYARD NEWS

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Aker Ukraine yard wins order

Aker Yards in Ukraine (Damen Shipyards Okean) has been awarded a contract for delivery of three multi-purpose vessels by the Ukrainian shipping company JSSC "Ukrrihflot".

The yard has previously built six vessels in the same series for the company, and an additional three vessels are currently under production. The vessels are expected to be delivered between April and November in 2009. The total value of the contract is NOK 210 million (about \$33.7 million).

Technical details:

Length overall, approx. 127.3 m
Length between perpendiculars, approx. 122.4 m
Breadth moulded, approx. 16.60 m
Depth to main deck from base line, approx. 6.70 m
Mean draft in salt water from base line, approx. 4.86 m
Main draft in river water from base line approx. 3.60 m
Deadweight at said sea/river draft, approx. 6,355/3,900t

JSSC Ukrrihflot's 200 vessels transported nine million tons of cargo in 2004, in addition to 10,000 tourists and 1.7 million passengers. The fleet operates in 40 countries in the Dnipro, Volga and Danube rivers, Black and Azov, Mediterranean, Baltic and Northern sea basins.

Daewoo Ship union plans strike over stake sale

Daewoo Shipbuilding & Marine Engineering Co workers voted to stop work at the world's third-largest shipyard by backlog unless they are guaranteed a say in the planned sale of a stake by the company's biggest shareholder.

About 90 per cent of labour union members voted to strike, the group said on its website.

That represents about 54 per cent of the Seoul-based company's 10,467 employees. The union will hold a rally tomorrow to push its demands.

A walkout could delay delivery of vessels that Daewoo Shipbuilding is constructing from its record-high order backlog, which represents more than three years of work. The union is asking to participate in the planned sale of more than 50 per cent of the company held by a group of creditors.

Korea Development Bank, with 31 per cent, and Korea Asset Management Corp, with 19 per cent, became shareholders after rescuing the shipbuilder from near collapse, swapping their debt for equity in December 2000. The workers have also offered to buy Korea Asset Management's stake, the union said.

A spokesman for Daewoo Shipbuilding declined to comment on the strike. Shares of Daewoo Shipbuilding rose 50 won to close at 30,950 won yesterday in Seoul. The stock has gained 6 per cent this year, compared with a 0.9 per cent decline in South Korea's benchmark Kospi index.

Daewoo Shipbuilding is the world's No 2 maker of liquefied natural gas carriers, the most expensive and complex type of cargo vessel. It currently has a backlog to build 39 LNG ships.

Samsung Heavy Industries Co, also based in Seoul, is the biggest in that market, with a backlog of 41 vessels.

South Korean shipyards grabbed almost half of last year's US\$105.5 billion in ship orders, the highest level of contracts ever. Samsung Heavy and Daewoo Shipbuilding on Monday won orders to build liquefied natural gas carriers valued at US\$2.37 billion.

Daewoo Shipbuilding said it will construct four ships that can each carry 210,100 cubic metres of LNG for Qatar and one vessel that will carry 170,000 cubic metres of the gas for an unidentified company in Europe. The orders are valued at US\$1.22 billion. The ships will be delivered by the end of 2010, the Seoul-based company said.

Creditors will begin the sale of Daewoo Shipbuilding and Hyundai Engineering & Construction Co this year, Korea Development Bank said in January, and the process will be outlined this month, Sung Joo Young, a spokesman at the lender, said yesterday.

ASRY invests for growth

Work has started on the construction of a new slipway at the Arab Shipbuilding & Repair Yard (ASRY) in Bahrain, according to a TradeArabia report. The slipway, which is due to be completed by February 2008, represents an investment of \$20M and will provide two dry berths of 255m in length able to accommodate vessels up to 15,000dwt. An ASRY spokesman told Fairplay that "the berths will be used for both shipbuilding and repairing. By the time the slipway is completed we hope to have some orders for new ships. A number of possible contracts are being negotiated." The slipway is being constructed by the Ahmed Mansoor Al A'ali Co, a local construction business. The facility will allow about 30% of the larger dry and floating docks to be released for use by larger ships. In addition to the slipway, ASRY also plans to build an additional 1,000m of quay to add to the 2,500m already used to repairs and fitting out.

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The **Team Oman** in Mussafah, Abu Dhabi Esnaad base.

Photo : Peter Lankester ©

Majesty of the Seas Returns From Renovation

Less than a month after aging cruise ship **Majesty of the Seas** went off to drydock in the Bahamas to be refurbished, the new, improved Majesty sailed back to Miami on Feb. 8th to resume its schedule of three and four night cruises. When the 74,000 ton Majesty was put into service in 1992, the ship -- with its seven-story atrium -- was one of the largest, most modern cruise ships afloat.

There are 68 cruise ships in service larger than Majesty, with Royal Caribbean's **Freedom of the Seas** boasting more than twice the gross tonnage. And beyond the size, the newer ships -- with their specialty restaurants, rock-climbing walls, surfing pools, bowling alleys and boxing rings -- have made cruise ships like Majesty appear to belong to a

generation past. But many veteran cruise ship passengers continue to think smaller -- or at least a bit smaller -- is better, and even before its renovation, **Majesty of the Seas** had a number of loyal fans among cruisers.

On February 10th, **Majesty of the Seas** will sail on a two-day preview cruise before departing on its maiden voyage to the Bahamas on February 12th

A2SEA acquires specialist jack-up barge

A2SEA, which specialises in the transportation, installation and service of offshore wind turbines, has acquired the **Jumping Jack** installation barge and related assets from Dutch offshore contractor **Mammoet Van Oord BV** for an undisclosed price.



Photo : Piet Sinke ©

Jumping Jack is a jack-up barge specially designed for offshore marine installations, foundations and topsides for wind turbines.

The acquisition adds **Jumping Jack** to A2SEA's fleet of two vessels and means that A2SEA can now also install the foundations as well as the topsides and larger turbines for offshore wind farms.

Time called on Lanterman

Corporate governance rules are set to force longstanding cruise veteran Kirk Lanterman to step down from the board of Carnival Corp after more than eighteen years with the group.

Lanterman is prevented from standing again for a directorship of the group due to his advanced age, 75. As a result, Carnival said today he would not be nominated for re-election at the next annual general meeting, scheduled for 16 April. Lanterman has been a member of Carnival Corporation's board of directors since 1992 and has played a central role in the group's growth.

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The septuagenarian took over the helm of Seattle-based Holland-America Line in 1983 after the company merged with Westours. The company was bought by Carnival in 1989. Group boss Micky Arison has since praised Lanterman for growing the upmarket cruise brand from a small three-ship operation to 'one of the most successful and innovative cruise companies in the world'.

By all accounts he was given a free rein to build the company as he wished. Late last year, Lanterman in turn praised Arison for his ability to delegate, saying he had not overruled him in 14 years.

Though Lanterman remained in charge of Holland America Line for thirty years, he finally stepped down as executive head of the company in 2004 at the age of 73, making way for vice-president Stein Kruse.

At least one former pretender to the throne of Holland America, Peter McHugh, who joined the company in 1997 ostensibly to succeed Lanterman, left apparently tiring of waiting for Lanterman to vacate the position.

He remains chairman of Holland America Line, which today operates a fleet of 14 cruiseships.

The company is scheduled to take delivery of the first in its new Signature series, the 86,000-gt **Eurodam**, from Fincantieri in June 2008. It recently extended an option on a second ship, with potential delivery in 2010.



Germany cruises towards 1M mark



The **DEUTSCHLAND** seen arriving in the port of Callao

Photo : Ken Lim ©

The German cruise market, which has suffered a long period of weakness, has started to grow in the wake of German economic recovery, and the market could generate one million passengers in 2010, a senior industry figure says. "We will have 1M deep sea passengers in 2010; this would be five years behind the UK, but it is a safe estimate," said Aida Cruises president Michael Thamm. He was speaking at a European Cruise Council event in Brussels yesterday. Aida, a division of Carnival Corp, is the biggest cruise operator in Germany. Cruising has a market penetration of just 1% in Germany and generated €1.2Bn (\$1.5Bn) in revenue in 2005. Thamm expects that revenue figure to double in 2011.

Havila completes sale of UK rescue recovery operations

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Havila Shipping ASA in Norway has announced that it has completed the sale of its UK standby operation to Ocean Mainport Ltd. The sale of Havila Rescue UK Ltd, including the eight ERRV vessels it owned, was completed January 31st.

MOVEMENTS

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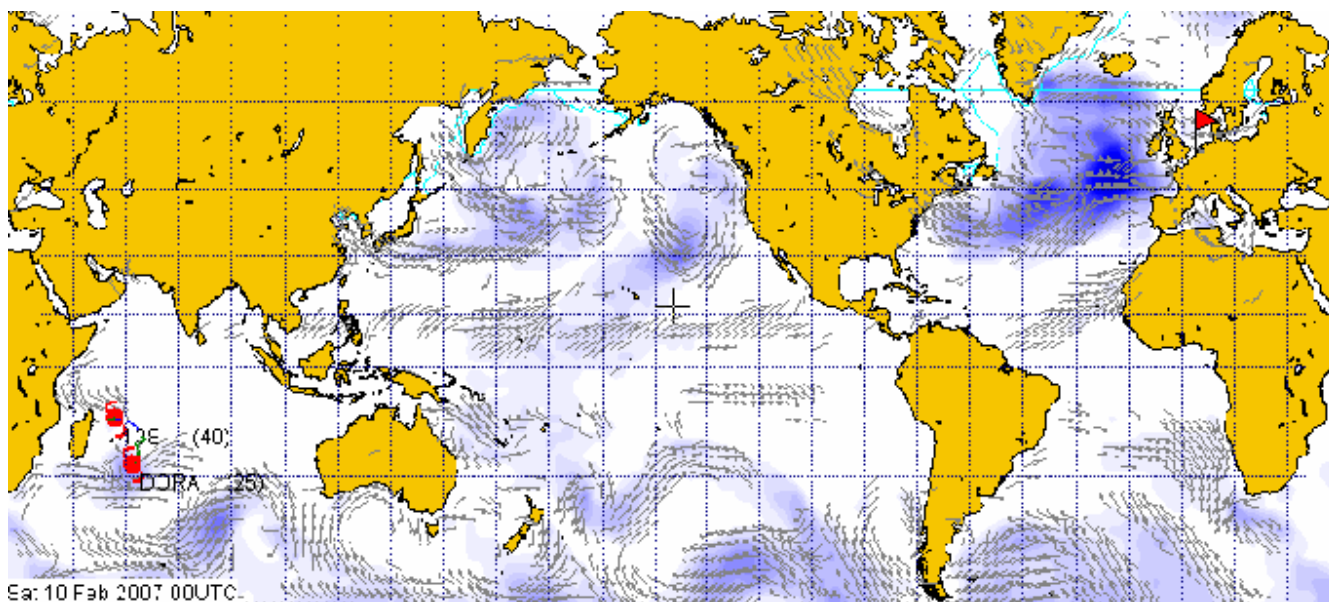
The **CSAV PERU** seen in Rio Grande – Photo : **Marcelo Vieira** ©

MARINE WEATHER

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.... PHOTO OF THE DAY



The **GALAXY** seen at the megapier in Curacao

Photo : Els Kroon ©

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