

A Word From GPLN



Good news for our GPLN members. Indonesian ministers recently met in Jakarta to accelerate oil and gas production, with their sights on recovering potential resources in the Makassar Strait and Eastern Indonesia. Indonesia has heavily invested in infrastructure and the new administration is expected to continue this trend, moving the country beyond commodity exports. It leads in nickel production, benefiting from Chinese investment and coal reserves. Nickel is crucial for batteries and electric vehicles, despite environmental concerns from its refining process.

Furthermore, the Energy Council forecasts over 4 percent annual growth for Southeast Asia's oil and gas industry from 2024 to 2029, driven by a shift to natural gas and rising energy demands. Indonesia is well-positioned to meet these needs with its resources and workforce.

Meanwhile, Germany's energy sector is undergoing significant change as the nation works towards sourcing 80 percent of its power

from renewables by 2030. The project logistics industry is playing a key role in supporting the conversion of power plants and the construction of new hydrogen and ammonia facilities, developing wind power both on and offshore, decommissioning of nuclear reactors, and various other infrastructure projects.

As announced earlier, our next year's GPLN Annual General Meeting will take place on our home turf in Bangkok, Thailand, from February 14-16, 2025. Please refer for more details and registration to our dedicated AGM websites. Our annual conference can be also combined with Breakbulk Middle East which is scheduled ahead of our AGM from February 10-11, 2025 in Dubai, UAE.

GPLN will exhibit at this event and has secured the same prime location right next to the entrance of Hall 7 at the Dubai World Trade Centre. We still have a few slots available for those members who wish to join our GPLN Booth. Please contact us for more details

We are pleased to inform you that we will exhibit again at Breakbulk Americas which will take place from October 15-17, 2024 in Houston, Texas. This is the region's largest trade event for the project cargo and breakbulk industry with over 6'000 attendees and 300 exhibitors. Following GPLN members will join our GPLN booth and are available for meetings: FOX Project Logistics/Brazil, Green Worldwide Shipping/USA, ITM Transportation/Mexico, KSP Shipping & Logistics/Nigeria and Nu-Era Logistics/Canada.

We are looking forward to meet those who join or visit our GPLN booth #J2 at George R. Brown Convention Center during this event.

Best regards,

Your GPLN team

PROTRANSER handle multiple challenging projects



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G PLN member Protranser from China delivered recently 2 sets of 127-ton transformers from Qingdao, China, to Canada. The total volume was 36 pieces / 326 MT / 613 CBM. Working scope was local picking services, port service in Qingdao port and booking procedure. Protranser's team handled also an 89-ton transformer from Shanghai, China, to UK by RORO in co-operation with their partner in UK. The dimension of the main body was (LxWxH) 7.8m x 3.7m x 3.75m. Other parts of it were stuffed in T20FR OWOH and 440HQ by a container vessel. Working scope included stuffing containers in the warehouse, booking space for containers, and port service for the RORO vessel.

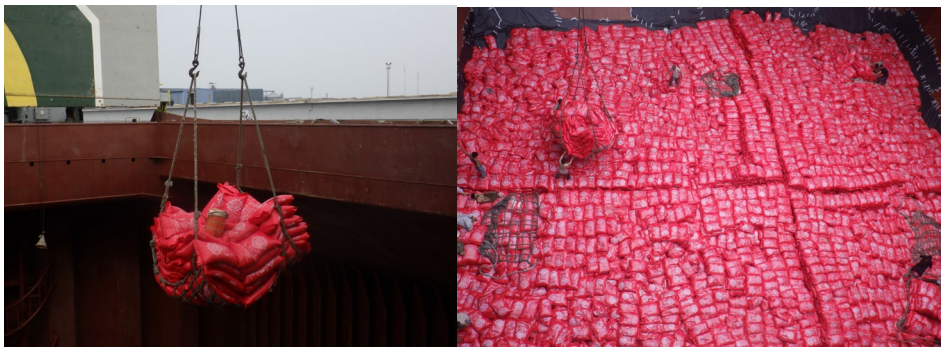
Furthermore, Protranser handled also other projects, such as:

Delivery of 302 rolls of aluminized Steel Coils from Shanghai and Taicang to Nhava Sheva, India, by 76*20'GPs. The weight of each steel coil was 6.5 tons. Four steel coils were stuffed into one 20'GP. All cargo was shipped in two and a half months. The working scope included picking up cargo at factory, stuffing cargo at warehouse and booking space on container vessel to India, as well as almost 1300-ton extra-long steel tubes in two lots from Shanghai, China, to Vietnam by breakbulk vessel. The length of the steel tubes was from 12m to 24.5m. Working scope included port service, customs declaration and chartering service for the breakbulk vessel.

Finally, Protranser delivered 40 mining trucks from Durban Port, South Africa, to Kolwezi, DRC. The total volume is 40pcs/7313cbm/1500tons. Working scope was delivering trucks on low-bed trailers from Durban port to the jobsite in Kolwezi.

Their team handled also 42 different types of trucks from Qingdao, China, to DRC. The total volume was 42 pieces/ 4087 CBM / 830 tons, including 30 dump trucks, 4 sprinklers and 8 oil tank trucks. The working scope covered port service in Qingdao port, chartering service for the breakbulk vessel from Qingdao to Tanga, Tanzania, and delivery to the jobsite in Lubumbashi, DRC.

Star Shipping handle vessel during monsoon season



G PLN member Star Shipping from Pakistan is pleased to announce that we were handling a vessel at Port Qasim for loading rice destined for an African port during the inclement season. It was not easy to cope with stevedores and port authorities, as they are facing a hard time completing the vessel on time and dispatching it.

New GPLN Members / July – August 2024

Scotland

Aberdeen

Logicall UK

Spain

Madrid

Noatum Project Cargo

Total Movements deliver Deethanizer Condensers



GPLN member Total Movements from India successfully executed a safe and timely multimodal delivery of 5 Deethanizer Condensers for an Oil & Gas Project in Saudi Arabia in shipping the condensers via two modes: on flat rack containers and break-bulk (for over-width/height condensers) on a container vessel. Our scope of work encompassed coordinating transportation from the supplier's facility to the

load port, handling all export customs clearance processes, and efficiently loading the condensers into flat rack containers with secure lashing and securing techniques. We oversaw all port handling activities, ensuring the cargo was safely loaded, unloaded, and managed. Lastly, shipping the condensers from the west coast of India to the east coast of Saudi Arabia, adhering to all maritime regulations and standards.

Despite unexpected changes in the vessel schedule that threatened to delay the shipment, our team swiftly adapted by identifying an alternative load port and securing another vessel, ensuring the condensers were shipped on time to meet the project deadline. By efficiently managing all aspects of the transportation process and swiftly addressing unforeseen challenges, we successfully delivered the condensers, supporting the successful execution of the oil and gas project in Saudi Arabia.

A heartfelt gratitude to all the stakeholders involved who supported us in making this a seamless execution.



Holleman Transports Wind Turbines



GPLN member Holleman Romania, with over 25 years of expertise in the heavy transportation sector, recently showcased its capabilities by delivering 30 wind turbines to Serbia, highlighting the complex skills required for such a task. The project began with a port shifting operation, where the turbines were unloaded from a ship.

This successful unloading set the stage for the challenge of transporting these massive structures to Serbia. This phase demonstrated Holleman's adaptability and innovative methods in navigating geographical and infrastructural challenges. The execution of this project can be attributed to the team at Holleman Romania and their modern logistical equipment and skills.

Their extensive experience in heavy transport ensured the handling and movement of the oversized cargo. The team's expertise enabled smooth operations throughout the project, highlighting their professional integrity and commitment to excellence. This case study illustrates how expertise, strategic planning, and the right tools are essential for overcoming challenges in heavy cargo transportation.

Polaris Projects Completes Key Contracts in July 2024



GPLN member Polaris Projects, the project division of Polaris Shipping Agencies LLC, United Arab Emirates, commenced July with a significant cross-trade contract involving shipments from multiple CIS destinations. These shipments were consigned to Polaris, UAE, for storage and refurbishment. Utilizing the Jebel Ali Free Zone Logistics license, Polaris could import these shipments duty-free and VAT-exempt into the Jebel Ali Free Zone, with no time restrictions for export.

The project involved approximately 2,800 freight tons of Roro units, each with a maximum unit weight of 25 MT. These units were meticulously inspected and refurbished at the Jebel Ali facility to meet the receiver's requirements before being shipped to Myanmar. To avoid additional charges at the destination, shipments were dispatched in multiple lots as per the receiver's instructions. The shipments were scheduled on

container vessels using special equipment such as flat racks, open tops, and break bulk. Polaris scope covered the following: Collection from various suppliers in the CIS. Multimodal transportation via Georgia, Turkey to Jebel Ali. Receipt of units in the Jebel Ali Free Zone facility. Condition surveys of all units upon receipt, refurbishment, and export, with direct reporting. Refurbishment according to the receiver's requirements. Coordination and arrangement of all inward and outward formalities. Stuffing and lashing on special equipment for containerized units and delivery under tackle for break bulk shipments. Competitive ocean freight solutions to Port in Myanmar.

We extend our gratitude to all stakeholders, including our overseas associates, partners, and esteemed clients, for their trust in Polaris Services, which enabled us to complete the project on schedule.

Boat Lashing by Navigators

The Industrial packing, lashing and crating department at Navigators, a GPLN member from UAE, undertook a very interesting job recently. The job which demanded close coordination was to successfully execute lashing and securing of an aluminium survey boat which was perfectly done by our team. The total weight of the boat was 4250 Kgs, and the lashing work was done on a timely manner for ensuring smooth cargo movement.

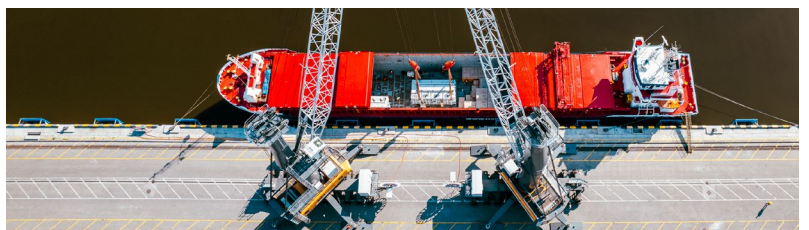


Our expert team provides lashing and securing services to break bulk cargo and other expensive and heavy items like Boats, Luxury Yachts, vehicles on shipping containers, flat racks, and barges and vessels. The purpose of lashing services is to prevent the cargo from shifting, sliding or falling off especially during sea transportation.

We use a wide range of heavy-duty lashing materials for proper lashing of cargo. Our materials include steel wire, lashing extension handle, ratchet tie down, tension lever, lashing chain, turnbuckle, steel wire rope, wire clip for wire ropes, car lashing, D ring, lashing shackle, load binder, load binder chain, and wheel chocking.

Balkonta transport 200-ton transformer

The team of GPLN member Balkonta UAB successfully transported in June a massive 200-ton transformer from Klaipeda port to the Nemencine substation. Covering an impressive distance of 640 kilometers, this transportation was made with precision and efficiency. This complex operation showcased Balkonta UAB commitment to precision and teamwork.



Navio Shipping is handling heavy Control Valve Shipment

GPLN member Navio Shipping from India are thrilled to announce the successful handling and delivery of a highly specialized air shipment comprising a single piece of control valve, weighing an impressive 12 tons. These control valves are vital components utilized extensively in the oil and gas industry, playing a crucial role in ensuring the smooth operation of various processes.

Cargo Details: L x W x H: 135 x 92 x 65 inch / Net Weight: 10,735 kgs / Gross Weight: 1,2192 kgs

The shipment was meticulously managed from Chennai Airport to Qingdao Airport, China, utilizing a freighter where our expertise in logistics and dedication to excellence shone through. Every aspect of the transport was carefully planned and executed by our dedicated logistics team, ensuring not only the timely delivery but also the utmost security and safety of the cargo throughout its journey.



Our team's commitment to meeting the highest standards required for such critical and oversized cargo is a testament to Navio's reputation for reliability and precision in handling complex shipments. We take pride in our ability to coordinate every detail with precision and

professionalism, showcasing our commitment to excellence and our ability to handle the most challenging logistical demands. This achievement underscores Navio's dedication to providing exceptional service and support to our clients in the oil and gas sector and beyond.

3P Logistics as a tailor-made solutions provider



GPLN member 3P Logistic Industrial Projects is continuously delivering good news. In August 2024, their Polish office successfully delivered a SO₂-washer tank (5 meters in diameter) from Gdynia to a sewage treatment plant in Hamburg. Dimension of the cargo: 6.65mx5mx5m, with a weight of 6 tons. Due to bridges and cargo height, it was not possible to deliver this cargo by truck only. Due to the sensitivity of the cargo, it was too risky to transship it multiple times to the vessel/ barge/ truck.

Since the site is located next to the terminal on the same island, the plan was to use the flat rack to avoid touching the cargo during transshipments. To avoid the public roads and bridges we positioned the cargo on the terminal as close as possible to the final delivery place, letting the consignee pick it up with the crane.

That is what we at 3P Logistics refer to as a "tailored-made solution" because it is rare and most likely won't occur again.

Zenith International Freight move Waste Heat Boilers

During the months of July and August 2024, GPLN member Zenith International Freight from UK have arranged transport of 2 x Waste Heat Boilers from Turkey to Poland. The client required a door-door service including DDP import Customs Clearance in Poland. Each unit weighed 63,000.00 kgs. Dimension: Length 905 cm x Width 425 cm x Height 385 cm.



Hot Air Balloons Bagan, Myanmar



THE SKY IS THE LIMIT

**WHEN IT MATTERS –
WE RISE TO THE OCCASION**

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Brelog exports life boats



G PLN member BRELOG from Germany recently combined two competences in one transport: oversized cargo and cruise logistics. The task was to transport five life boats from Germany (Hamburg) to the US Westcoast (Seattle) in one lot. This time critical equipment had to meet a defined timeline to be in Seattle when the mother cruise vessel arrives at the port.

Each lifeboat can accommodate 120 people and has a dimension of 115m x 4,5m x 4m. Due to their excessive size, the lifeboats had to be loaded onto flat racks with special truck equipment

for the pre-carriage. This procedure involved several interfaces and challenges on the way to Seattle. The entire transport was closely monitored to make sure that the cargo is not delayed during the transshipments. Therefore, the alignment of all involved partners was the key for success.

BRELOG managed to arrive in time at the destination. More life boats and oversized cargo is in the pipeline – no matter if agricultural / offroad equipment, machines, trucks, trailers or any other high and heavy cargo.



Sea Cargo Logistics handles shipment for VIP clients

G PLN member Sea Cargo Logistics (SCL's) team from Costa Rica handled another successful project: a specialized machinery (high value cargo) shipment with 11x40' FR OOG + 16x40' HC containers.

They recently coordinated a shipment for one of their VIP clients on a door-to-door basis including local operations such as cargo's reception, port handling, unstuffing of the flat rack containers with crane rental, marine survey, local transportation to site and accompanying visits from our operational team during all processes. The project originated from the port of Santos in Brazil with its destination to San José in Costa Rica in which we transported several out of gauge crates distributed in 11 Flat Rack containers along with 16 x 40' HC containers with ancillary parts for the complete assembly. Thanks to our meticulous coordination based on expertise and project planning, everything was executed seamlessly from origin to destination and complying with the client's requirements and planning.



Our scope performs detailed planning and coordination across various stages from Santos to San Jose. Successful execution required careful selection of transportation modes, experienced staff and customs brokers, along with meticulous preparation and communication. Contingency planning and regular monitoring were crucial to ensure the smooth delivery of all crates to the destination.

Prism Logistics ushers a new area of energy efficiency in Easter India



India's energy landscape is rapidly evolving, driven by climate change and the rising demand for secure, sustainable, and affordable energy. The power shortage was predicted to reach an all-time peak in the summer this year. The expansion of the PGCIL, Subhasgram Sub-Station, West Bengal, was deemed necessary to maximize energy generation. One unit of Transformer Main Tank was transported from the PGCIL, Maithon Sub-Station, Jharkhand, to the Subhasgram Sub-Station, West Bengal.

A key player in project cargo logistics, GPLN member Prism Logistics from India skilfully handled 1000+ complex projects pivotal to the progress of the Oil & Gas, Petrochemicals, and Power & Energy sectors. Guided by 25+ years of expertise, this esteemed asset-rich company undertook the vital Power Plant Project to abate the energy crisis faced by the nation. The Subhasgram Power Plant Project circumscribed transportation of a 500 MVA ICT from the Maithon Sub-Station, to the Subhasgram site. Covering a distance of 500+ km by road and 50+ nautical miles via inland waterway. The dimensions of the

500 MVA Transformer main tank were length 12+ meters, width 5+ meters, and height 5+ meters.

The piece weighed a massive 300+ MT. Prism Logistics endeavoured to haul the exorbitant 500 MVA Transformer while negating any risk factor. The initial step of this nation-building project was the transportation of the site equipment unit after packing of bushings and other ICT accessories in wooden packing/steel frames and other suitable materials at the Maithon Power Station, the 500 MVA Transformer was then carefully loaded from the spare plinth. The Prism Logistics team then embarked on a long journey moving the cargo through the challenging landscape. Civil solutions, like, the jacking of a culvert and its fortification with sandbag packing were performed by the experienced in-house engineers, on the way to the dedicated Jetty constructed by the Prism Logistics team on the Rupnarayan River, from the loading point at Maithon, Jharkhand.

The Multimodal nature of the Subhasgram Power Plant Project necessitated the in-house Marine Engineers at Prism Logistics to conduct Bathymetric surveys to secure berthing in shal-

low waters at container terminals. Achieving Mediterranean position discharge from barges in the Rupnarayan River, 8+ m deep, was a revolutionary step with far-reaching impact. RO-RO Jetty construction at convenient sites on the Rupnarayan River and the Ganga River, NW1, facilitated the specific purpose of cargo loading and stool-down. The SODC units were loaded on a specialized Barge at the Rupnarayan River Jetty to embark on a 50+ nautical miles voyage to reach the Jetty on the Ganga River, NW1. Heavy-duty bituminous approach roads from the highways to the Jetties were duly constructed to enable hassle-free transportation of consignment.

After stool down at the Jetty on the Ganga River, NW1, the cargo was shipped using the high-end fleet of Hydraulic Axle of 16 Axle line modules drawn by Scania & Volvo Pullers to journey across the densely populated stretch up to Amtala, West Bengal. The convoy movement came to an abrupt halt at the bank of a canal a few kilometres from the Jetty site, threatening to put the project in jeopardy. The erudite and highly skilled engineers at Prism Logistics em-

ployed cutting-edge technology, CAD simulation drawings, and STAAD-PRO analysis to draw up an innovative bridge design. This blueprint was thoroughly studied and ratified by India's top-most Engineering Institute. This temporary bridge was speedily constructed across the canal in running water condition ensuring uninterrupted transportation of the SODC packages. Hume pipes were stuffed with sustainable materials like sand gunny bags, brickbats, and tar for construction purposes. The dimensions of the temporary bridge were length 50+ m, width 20+ m, and height from canal bed 6+ m. Overcoming the challenge of crossing the canal, the consignment reached Amtala in due time.

After reaching Amtala, the Prism Logistics team was faced with yet another predicament of navigating the incommodious city roads. The constricted roads entwining each other accommodated heavy traffic and were the chief route availed by the general public. This route was further intersected by the Railway lines at multiple locations. While the massive cargo got stranded in the region with progress restricted to only 2 to 3 km a day, the timely completion of the project was imperative as the approaching summer season along with acute power shortage called for swift installation of the transformer.

Our team employed a fleet of 12 Axle line SPMT to transport the cargo load from Amtala to Subhasgram. Shifting the SODC cargo from the wider 16 Axle module onto the much narrower 12 Axle line SPMT at Amtala resulted in the project picking up speed while navigating the narrow roads. Multiple bypass construction alongside highways was another highlight of the project. Hume pipes packed with brickbats, tar, and sand gunny bags were used to construct these diversions. The dimensions of the longest bypass were length- 1+ km, width- 10+ m, and height from the road surface- 1+ m. Further, civil works like road reconstruction and strengthening, temporary bridge construction, demolition of protruding road structures, removal and subsequent restoration of road signs, culvert fortification, and jacking of bridges accelerated the progress of this crucial power plant project.

Our dedicated team arranged for the Night movement of the consignment package to grapple with the enormous obstacle of frequent



roadblocks during the day. A dexterously handled Night movement of the cargo while abiding by the regulations served the dual purpose of timely project completion and all-around safety of the consignment and the manpower.

The Prism Logistics team of experienced Supervisors, erudite Engineers, skilled Wiremen, and SPMT Operators expediently handled 2 Railway Shutdowns in a single day and managed multiple Electric Shutdowns to facilitate smooth movement of the towering 12+ m long cargo unit. Finally, the jacking and fortification of an existing bridge were carried out during the final leg of the project to ship the transformer into the Subhasgram Sub-Station premises. Specialized services like Dragging and Rotation of the Transformer were performed for final installation at the actual foundation at the Subhasgram site.

Prism Logistics deployed a sophisticated and feature-rich fleet of Goldhofer SPMTs, PPUs, Hydraulic Axles of 16 and 12 Axle modules, Scania & Volvo Pullers, JCB, Hydra, specialised Deck Loader Barge to ply the inland waterways, high-end Mechanical Trailers, Support Vehicles for carrying heavy plates and Escort Vehicles for easy navigation and Protocol maintenance. Our pool of erudite in-house engineers including specialists like, Supply Chain Design Engineers, Process Improvement Engineers, Transport Engineers, Sustainability Logistics Engineers, Inventory Management Engineers, and Civil Engineers conducted detailed route surveys, Load tests, Load distribution, and planned civil works in order to fortify culverts and strengthen the city roads to support the package movement. Each member of the on-site team was fitted with safety gear while daily Tool-Box meetings ensured that the Zero-Accident policy of Prism Logistics was maintained.

The Subhasgram Power Plant Project being a government endeavour was of prime importance for the Prism Logistics team. Elaborate and efficient planning helped in the quick delivery of the massive transformer to the Subhasgram site to tackle the power crisis. Seamless handling of Railway Shutdowns and Electric Shutdowns by Prism Logistics enhanced the all-around security for this time-sensitive project. Multiple authoritative government officials supported the Prism Logistics mavens to manage permissions from government authorities like the Indian Railways, the State Electricity Board, the Forest Department, PWD, the Port Authority, and the State Transport Department and also helped with crowd handling and fund allotment for impeccable project completion within just three months. Prism Logistics synthesized present-day innovation and seamless technology to execute the Subhasgram Power Plant Project. Our innovative spirit and dedication to handling projects of all sizes, even those posing unforeseen challenges have truly revolutionized the face of the Indian logistics industry.

We employed advanced technology for bridge construction across the canal, Mediterranean position discharge for RO-RO Jetty construction, and bypass construction. Ingenious deployment of fleet while handling Night movement, Railway and Electric Shutdowns for expedient completion of this Power & Energy sector Project within three months set a benchmark in the heavy transport industry. The prompt and exceptional execution of the Subhasgram Project has crowned Prism Logistics as the most trusted partner of the Indian Power and Energy Sector.

Quantum Logistics achieve AEO certification



Quantum Logistics handled also various projects in the past. One of them was a special project that required the international shipping of 14,000 tons of products into Brazil. Just to have an idea of the operation's size, the total weight shipped is equivalent to 12 Christ Redeemer statues, and required a total of 423 flatbed trailers for road transport. Due to this magnitude, our team of specialists chartered a break bulk vessel. After signing the charter party, it took us only three weeks to line up the ship at the port of loading. In Brazil, the entire offloading operation took less than three days, and each lift had an average weight of 2 tons. We took care of all details, settling a lot of energy and dedication in each action.

Another project of Quantum Logistics was chartering an Antonov AN124-100 aircraft, to attend an export that required single lot shipment and short lead time. The total weight and cubic meters of equipment's were 70 tons and 545 m3. Robison Gasperi, the company's executive director, explains that the demand just popped up, and it took only one day for Quantum to present the solution and sign the Charter Agreement. The company was also hired to carry out the whole logistics management in Brazil – storage and road transport to Viracopos International Airport, in Campinas/SP. An exclusive fleet of 14 sider trailers was used in the operation, which shows the dimension of the aircraft's cargo capacity.

According to Gasperi, "the customers in Brazil and abroad choose Quantum in complex operations like this, as we always conduct our work seriously, we have credibility and a team built to serve well, no matter the efforts. When a company's team is thrilled by its clients' businesses, the result is absolute", completes the director.

GPLN member Quantum Logistics from Brazil demonstrates commitment to supply chain excellence. Choosing a freight forwarder with AEO certification can lead to smoother logistics operations, reduced costs through efficiency gains, and enhanced security and reliability in the supply chain. These factors contribute for a better customer's satisfaction and competitive positioning in the marketplace. Read more: [Quantum Logistics achieves AEO certification – Quantum Logistics](#)

Global Shipping Services deliver Mudmats for an urgent call

On August 15th, GPLN member Global Shipping Services from USA received an urgent call to deliver Mudmats to Rosyth Scotland by latest September 15th.

We were able to secure the vessel with our favorite carrier, last in / first out basis with Spliethoff and managed the transport from the yard to the port of Houston, Jacintoport, under police escorts (2 motorcycle cops per load).

We had to use 3 different truckers as we only had 2 days to move all loads to make cut off. Cargo was staged at the port on yard trailers. With bad weather around us we anticipated vessel delays, however we were lucky and the vessel arrived 1 day early and loaded the cargo on the same evening.

Kenaz Kenaz and Paul McAuley from Global Shipping Houston office were on site throughout the vessel loading, lashing and securing process. A marine warranty surveyor was also on site throughout the loading / securing operation and the vessel sailed the following morning. Carrier: Spliethoff / Vessel: MV Sluisgracht

Cargo details: 10 pcs @ 7.0m x 6.0m x 2.03m each and 10,000kgs each, plus 11 miscellaneous crates.

We had been tracking the vessel all week from Brazil to Port Aransas and then up to Houston port. The vessel came in 1 day early, and we managed to avoid the heavy rains for a smooth loading. Labor was ordered for 18:00 hrs. and loading commenced 18:00 hrs. sharp. The vessel



completed at 23:45 pm and then sailed the next morning at 10:00 am. ETA Rosyth: Sept 14th (if all going well, without guarantee).