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The top five trends in tug and towage in 2024

by Martyn Wingrove

Owners, operators, designers and shipyards are adapting to changing trends in towage requirements coming from the shipping industry's drive to decarbonise

Emissions reduction and sustainability have risen to top of the agenda in the towage industry, with more tugs being built with batteries, electric or hybrid propulsion to lower their environmental impact. Tug owners are reducing the footprint of operations without affecting the safety or performance of vessels for manoeuvring ships in harbours.

Early adopters are investing in low-emissions tugs with a high bollard pull to secure more business from environmentally conscientious shipowners, port authorities and terminal operators. These owners are influencing naval architects, tug builders, engine manufacturers and equipment suppliers to develop technology and designs for the next generation of tugboats.

Tug owners have turned to digitalisation technologies to remotely monitor operations to improve fleet management and safety, and gain experience from semi-autonomous operations.Meanwhile, owners of key shipping corridors and canals have invested in their fleets to ensure they can handle the large ships and rising congestion at potential global trade choke points.Here are some of the trends expected to impact the towage sector, tug design, construction and operation, pilotage and port operations in 2024.

Electric-powered tugboats

Tug owners are increasingly selecting an electrical pathway to decarbonisation, with new tugs being built with larger batteries and shore power connections on their assets.Shipyards are starting to ramp up production of electric tugs to provide green solutions to owners and operators of ports and terminals.More all-electric and hybrid-electric tugs are expected to be built in 2024 as the operational and environmental benefits are realised, while safety and technical issues and concerns are ironed out. In Q3 and Q4 2023, Sanmar Shipyards delivered three all-electric harbour tugs to HaiSea Marine, Canada, which has invested in the most environmentally friendly tugboat fleet in the world. **HaiSea Brave** was the third of these electric tugs built for the joint venture between the Haisla Nation and Seaspan ULC, following HaiSea Wamis and HaiSea Wee'Git out of the shipyard and across the Atlantic to British Columbia, where they will assist gas carriers visiting LNG Canada's new export facility in Kitimat.

For its technical innovations and future-proof design, HaiSea Wamis was named International Tug & Salvage's Tug of the Year during the TUGTECHNOLOGY '23 conference in Rotterdam, the Netherlands, in May 2023. These 28-m tugs were built to Robert Allan Ltd's ElectRA 2800 SX design and ABS class with a beam of 13 m, a draught of 6 m, a top speed of 12 knots and 68 tonnes of bollard pull.

Corvus Energy supplied 6.1 MWh of battery capacity, Caterpillar-manufactured Cat C32 generator sets for back-up power and Schottel supplied SCD 460 CombiDrive azimuth thrusters.

With ample clean hydroelectric power available in Kitimat, these tugs will be able to recharge from dedicated shore charging facilities at their berths between jobs, effectively resulting in zero emissions. HaiSea expects its green tug fleet to reduce CO2 emissions by around 10,000 tonnes per annum compared with diesel-powered alternatives, with major reductions of NOx, SOx, carbon monoxide and particulate matter as well.

SAAM Towage is also expecting to bring two battery-powered harbour tugs built by Sanmar Shipyards to ElectRA 2300SX design and ABS class to join its fleet in British Columbia, Canada in Q1 2024. These 23-m electric-propulsion tugboats Dynamo I and Dynamo II will handle bulk carriers at the Neptune Terminal in Vancouver, which is used by Teck Resources to export coal for the steel industry.Teck works with partners to reduce emissions across its supply chain and aims to achieve a 40% reduction in shipping emissions intensity by 2030.

Operating these electric tugs is also part of SAAM Towage's drive to cut emissions and introduce environmental towage solutions.

More ElectRA-series tugboats are coming from Sanmar's shipyards in Q1 2024, with one built for Bukser og Berging in Norway and another for Sanmar's own fleet in Turkey.

Other Turkish shipbuilders are building electric tugs. Navtek Naval Technologies has four all-electric tugboats built for Gisas Shipbuilding Industry, three ZeeTugs with a bollard pull of 32 tonnes and one with 45 tonnes of pulling force, handling ships into repair yards in Tuzla Bay, Turkey. Damen Shipyards is following up its success in delivering its first all-electric harbour tug, Sparky, which manoeuvres ships in Ports of Auckland, New Zealand and was winner of ITS Tug of the Year 2022.Damen is building more battery-powered tugs to its reverse stern drive and azimuth stern drive designs, with two scheduled for delivery in 2024, one for Boluda Towage and another for Port of Antwerp-Bruges, in Belgium.In the US, Master Boat Builders' is building a battery-powered 25-m tug for operations in the Port of San Diego in mid-2024. eWolf is designed by Crowley Engineering Services and will be operated by Crowley Marine, charged from a dedicated onshore facility.There are plans to build electric tugs in China, the Middle East, continental Europe, India and the UK.

Dynamo 1 *is undergoing sea trials after construction by Sanmar Shipyards for SAAM Towage*

Alternative fuels gain traction in tug construction

Tug owners need to invest in their fleets to decarbonise operations and are exploring feasible and commercially acceptable alternative fuels to diesel. Biofuels have become a short-term solution for reducing net carbon from ship handling and

port operations. From sustainable resources, they make a compelling choice due to availability and ease in converting engines from burning diesel fuels.Svitzer has become a world leader in using carbon-neutral hydrotreated vegetable oil (HVO) biofuels for its tugs in the UK and is considering them for ports in Australia and Europe. Fatty acid methyl ester (FAME) fuels are also considered viable drop-in fuels by tug owners. These still emit pollutants in ports, such as NOx and particulate matter, although less so than diesel, which should be dealt with for improving air quality in ports. Some tugs operating in LNG export ports, such as three in northern Norway, are already using LNG fuel, with zero NOx and particulates emissions.

Sanmar is commissioning two escort 999-gt tugs powered by LNG for HaiSea's fleet in in Kitimat, British Columbia, Canada. HaiSea Kermode and HaiSea Warrior were built to RAstar 4000 DF design and ABS class with two Wärtsilä 6L34DF dual-fuel engines and two Schottel SRP 610 thrusters, producing a top speed of over 14 knots and a bollard pull of 105 tonnes.

Hydrotug 1 *was on sea trials offshore Ostend, Belgium before heading to Antwerp*

In the longer term, hydrogen and methanol are seen as the main decarbonisation solutions for tugs. Boluda Towage and Svitzer have committed to methanol for their future newbuildings and Fairplay Towage is seeking to build a fleet of hydrogen-fuelled tugs. They will be watching Port of Antwerp-Bruges in Belgium, as it starts operating the world's first hydrogen-fuelled tug **Hydrotug 1**, which was developed by CMB.Tech and built in northern Spain with BeHydro engines. It was named in December and is seen as a pioneer. The port authority will also be an innovation lead in methanol. It is commissioning Methatug, which was converted from diesel power with Anglo Belgian Corp dual-fuel engines as a green-fuel demonstrator with funding from the European Union.

Kotug Canada will be the first to operate newbuild methanol-fuelled escort tugs after it ordered two from Sanmar Shipyards to RAsalvor 4400-DFM design. These will escort tankers from the harbour limits of the Port of Vancouver to the open Pacific Ocean through the commercial shipping lanes of the Salish Sea as part of the Trans Mountain Expansion Project, when they enter service in 2025.

In the US, a consortium of companies led by Maritime Partners is building the world's first hydrogen fuel cell and battery-powered inland towboat in the US. This will use methanol as the hydrogen carrier due to its easy onboard storage and adequate sourcing. They were waiting for US Coast Guard approval to begin its construction at the end of 2023. The latest plans include demonstrating Hydrogen One on the Mississippi in 2025.

Ammonia could be considered as a fuel to decarbonise towage. Amogy plans to retrofit a 1957-built tug with ammonia fuel-cell technology, with technical support from DNV, C-Job Naval Architects and Feeney Shipyard. It hopes to have the vessel in the water in 2024, demonstrating the viability of the technology.

In Japan, NYK will test one of the world's first ammonia-powered tugboats, with partners ClassNK and IHI Power Systems, by converting an existing vessel for testing in 2024 or 2025.

Building major powers in towage

Market consolidation is well underway in the towage industry and was heading for a crescendo in 2023. Deals already announced and well underway will be completed in 2024 resulting in behemoths in the sector with strong bargaining power and huge global fleets.

It is hard to see how these takeovers and mergers can be topped in the future, but there is still room for other major players to acquire local operators and owners.

Boluda Towage is overtaking AP Moller-Maersk subsidiary Svitzer to bag the top position with the largest global fleet once its ongoing corporate purchase of Smit Lamnalco in completed. Boluda Towage currently has a fleet of more than 300 tugs distributed in the main ports of Europe, Africa, Latin America and Indian Ocean. This was built up through newbuilding deliveries and earlier acquisitions. Svitzer remains the top owner with the largest fleet and continues to grow this through newbuilding additions – it was the most active in 2023 – and is likely to add many more tugs in 2024.

Some of these will be in Australia, as Svitzer is adding ASD tugs to the fleet it leases to mining conglomerate BHP to support bulk ore export on Capesize ships in Port Hedland.

Cheoy Lee Shipyards is building four escort tugs in China to RAstar 2800 design, with the first scheduled to be delivered mid-2024, while Med Marine is building a MED-A2285-series tug for this fleet renewal programme and for Svitzer's new operations in Greece. Svitzer Australia also expects to welcome two TRAnsverse design tugs it has ordered from Uzmar Shipyard in Turkey, for operations in Port of Newcastle. New South Wales.

Perhaps the biggest corporate deal yet to be completed will be the acquisition of Rimorchiatori Mediterranei by container shipping Mediterranean Shipping Co (MSC) subsidiary SAS Shipping Agencies Services from current owners, Rimorchiatori Riuniti and asset investor DWS Group. Rimorchiatori Mediterranei has grown its operations through acquisitions of its own, including purchasing Keppel Smit Towage and its fleet in Singapore and Malaysia in 2023. It operates tugboats and provides towage in Italy, Malta, Singapore, Malaysia, Norway, Greece and Colombia. MSC was operating tugs in ports in Italy, Portugal and the Netherlands through its Med Tug subsidiary so this corporate deal is a huge jump in its operations and places MSC within the top three owners.

In Latin America, SAAM Towage cemented its position as the fourth-largest fleet owner through the acquisition of Brazilian owner Starnav's towage fleet. Its sale of the ports, terminal and logistics business in Latin America to Hapag Lloyd for US$1Bn has given SAAM Towage a warchest to complete more corporate acquisitions. In the US, Seacor Holdings has sold 20 harbour towing vessels from its Seabulk Towing fleet to two buyers: EN Bisso & Son and Bay-Houston Towing Co.The EN Bisso transaction includes 12 harbour towing vessels across ports in Florida and Alabama. Bay-Houston is acquiring eight vessels operating in Texas along the Sabine Neches Navigation District and in the Port of Lake Charles, Louisiana.

Seabulk said it would continue to own and operate a fleet of tugs and barges in support of its Caribbean terminal and bunkering operations, including the KSM joint venture with partner Kotug International, which acquired Seaways International in 2022.In Q1 2024, a

new owner will start operating articulated tug-barges in the US after Seacor Holdings and Crowley formed strategic joint venture Fairwater Holdings.

Smit Lamnalco, which is being acquired by Boluda Towage, tugs assist a ship into Sydney harbour

Digitalisation and automation innovations

Optimised tug operations, improved fleet scheduling and fuel conservation are key benefits from implementing digitalisation across the sector. Communications equipment on tugs enable remote monitoring of operations and diagnostics of issues impacting their performance and efficiency. Tug owners would admit to being late adopters of digitalisation, but they were early implementers of automation as most newbuild tugs have unmanned enginerooms and remotely controlled fire-fighting systems. The next drive will be automating winches, cranes and other deck equipment, removing humans from the risks of deck operations. Artificial intelligence (AI) and machine learning will increasingly be adopted for onboard operations, vessel management, scheduling and deployments. Owners can learn from P&O Maritime Logistics, which created an AI Safety Assistant powered by ChatGPT to support team members in HSSEQ administration. AISA provides crew and shore managers with answers to a range of questions, makes suggestions for further reading and has become a safety assistant to those on board.

AI can also be used to optimise tugboat voyages to ensure they are as safe as possible while reducing emissions for longer haul routes. µ

Tug owners and ports will use AI to optimise scheduling, vessel management, to reduce emissions and cut costs. Kotug International has developed OptiPort for intelligent tug scheduling and it is being rolled out in more ports and terminals. During 2023, OptiPort and Helm Operations' Helm Connect were used together for schedule more than 75% of all towage jobs in the US ports of Los Angeles and Long Beach in California, Port Arthur, Texas and the port of Tampa, Florida.

Autonomous scheduling helps tackle congestion in ports by matching tugs to the exact needs of ships as they arrive and depart from these harbours and terminals. Tug owners are also likely to implement internet of things platforms, such as Damen's Triton to monitor operations, performance, emissions and machinery condition on tugs. With this information and insight, owners can undertake predictive maintenance to prevent alerts becoming issues and failures, causing downtime. Ropes will also have sensors to prevent high strain and failures causing injuries.

With more connectivity, tugs will need to be cyber secure and communications will need to be reliable. With low-latency connectivity, tugs could become more autonomous and be remotely controlled from shore enabling crew to be fully rested for towage jobs and shore managers to ensure vessels will be navigated safely.

LNG terminals bring new fleet opportunities

Rising demand worldwide for natural gas is leading to LNG export and import terminals opening in all regions and each one seems to need a new fleet of tugboats, which owners are happy to provide. This has led to new fleets entering service during 2023 and will do so far into 2024 and the rest of this decade. Each terminal requries four or five tugs for escorting, handling, manoeuvring and docking LNG and LPG carriers. Once there are sufficient LNG terminals, more import and export facilities will be required as energy companies build centres for producing alternative fuels, synthesised and environmental fuels for various industries. These projects will be accelerated in 2024 after COP28 brings a fresh drive to these developments and the demand for net-zero fuels There will be terminals for shipping green methanol, ammonia and hydrogen, all needing tugboat support and these vessels will need to be net-zero or even zero pollution to help other companies cut their scope 3 emissions. As owners gain new contracts, charters and concessions, they will be under greater pressure to renew fleets with low-emissions and zero-emissions tugs causing demand to increase at shipyards into 2025 and beyond. On top of this, infrastructure owners are also renewing, modernising and expanding their fleets. Suez and Panama canal authorities have contracted shipyards to build new fleets, with more than 20 tugs combined to fill these requirements, and that is not the end, as each has options for more deliveries stretching into 2027 and 2028.Some owners will argue their diesel-powered tugs are more efficient and have lower emissions, especially if they comply with IMO Tier III and US Environmental Protection Agency Tier 4 standards, but there will still be a drive to build fleets of tugs using other fuels, such as hydrogen, which will need to be shipped to these ports and other destinations.

Source : Riviera Maritime Media

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Red Sea: New images show British ship Rubymar has not sunk

By Nick Eardley, Joshua Cheetham & Daniele Palumbo

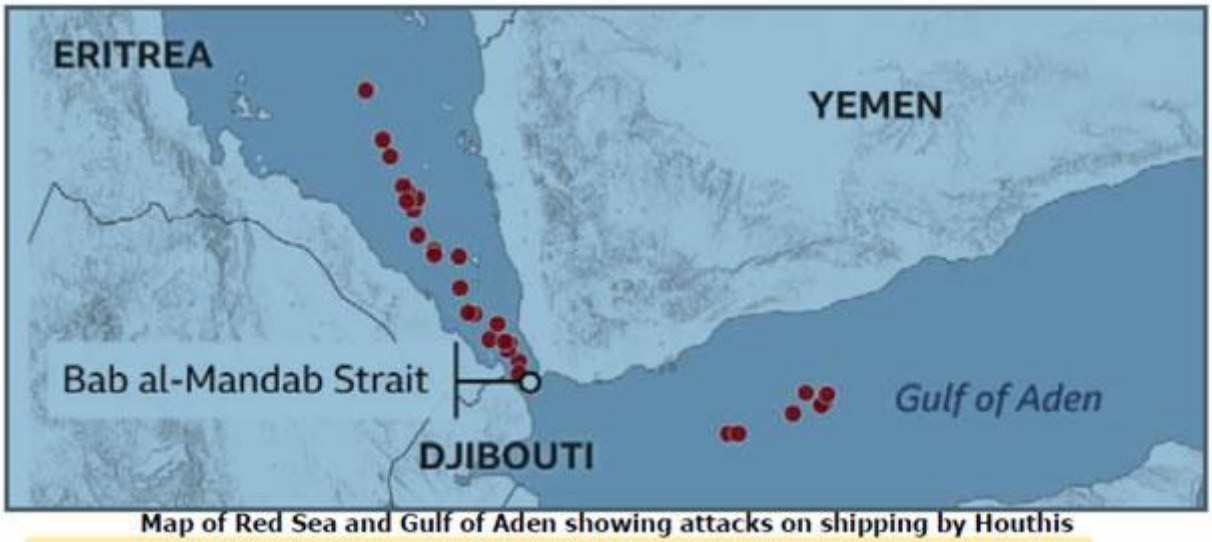
The BBC has obtained images which show vessel afloat but down by the stern

A British registered ship attacked in the Red Sea has been damaged but has not sunk, BBC Verify has discovered. On Monday, Houthi fighters claimed to have sunk the **RUBYMAR**. It would have been the most significant incident since attacks on ships began in November. But the BBC has obtained an image of the ship from Wednesday - which shows it still above water.The vessel's owner said it was being towed to Djibouti but could still sink. Ships in the Red Sea have come under regular attack in recent months. BBC analysis shows the

attacks have continued despite the US and UK launching strikes on Houthis in Yemen. On Monday, missiles hit the **RUBYMAR** near the Bab al-Mandab strait. The ship's owners - Blue Fleet Group - said one missile had hit the side of the ship near its engine room and it was listing.A second missile hit the vessel's deck. The crew abandoned the ship and were taken to nearby Djibouti. That evening, a Houthi spokesman claimed the vessel had been sunk.But the BBC has obtained two images. The first is said to be from Tuesday and shows a vessel still above water. It is down by the stern, but has not sunk. Although the ship's name is not visible, all of its characteristics match those of the Rubymar.The BBC has also obtained an image from Wednesday (shown at the apparently of the same vessel in a similar situation, still afloat but with its stern very low in the water.

A satellite image from Tuesday also appears to show the vessel damaged, but above water. Again, all the characteristics match those of the **RUBYMAR**. The BBC has also been told by its owners that they are trying to tow the ship to Djibouti.

That was confirmed by a second source from the industry. It is unclear whether the vessel can be fully salvaged given the damage done. But Houthi claims to have sunk it on Monday appear to be incorrect. The Houthis say their attacks are a show of support for the Palestinians in the war between Israel and Hamas in the Gaza Strip. The attacks have prompted many shipping companies to stop using the critical waterway, which accounts for about 12% of global seaborne trade.



Map of Red Sea and Gulf of Aden showing attacks on shipping by Houthis

The UK government has condemned the Houthi action as "completely unacceptable" and said it and its allies reserve the right to respond appropriately.US and British forces began carrying out air strikes on military targets across Houthi-controlled western Yemen in response last month.

Source : BBC

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China’s shipbuilders chart exciting waters

Deliveries from Chinese constructors account for half the global total

China’s first domestically built large cruise ship, Adora Magic City, embarked on its maiden voyage on Monday, when it left Shanghai for destinations in Northeast Asia. The successful delivery and operation of the vessel saw China join countries such as Italy, France, Germany and Finland in designing and building their own cruise ships. It also signified that China is the only country to have mastered the technology for building an aircraft carrier, a large liquefied natural gas carrier and a large cruise ship. The nation’s shipbuilding industry is now well positioned to develop its cruise industry chain to a level and scale to match such achievements, with experts predicting that China’s cruise economy will grow to 500 billion yuan ($71 billion) by 2035.

Xing Yue, general manager at Clarksons Research in China, wrote in a report: “Just five shipyards across the world have the experience of building large cruise ships. China State Shipbuilding Corp, or CSSC, and Shanghai Waigaoqiao Shipbuilding Co’s development of Adora Magic City ended the dominance of three European shipyards in building large cruise vessels.”Chen Gang, general manager of Shanghai Waigaoqiao Shipbuilding Co, a unit of CSSC, said constructing a cruise ship is regarded as the “crown jewel” of the shipbuilding industry. Such a gigantic engineering project directly reflects a nation’s comprehensive scientific and technological levels and manufacturing strengths, Chen added.

Since China’s cruise ship project began in October 2013, some 2.3 million man-hours were devoted to design and 18 million man-hours to construction before Adora Magic City became operational. The 323.6-meter-long, 37.2-meter-wide vessel houses 55,000 sets of equipment, 25 million components and parts, 4,750 kilometers of cables, 365 km of pipelines and 120 km of air pipes. The ship, which has a gross tonnage of 135,500 tons, can accommodate a maximum of 5,246 travelers in its 2,125 guest cabins. Equipped with a 40,000-square-meter public living and entertainment area, the vessel is known as a “modern city on the sea”. Chen, who is also chief designer of the shipyard’s large cruise ship project, said, “One of our designers, who has worked on air-conditioning systems for ships for most of his life, said that all such systems he has designed comprise less than half of a single cruise ship.”

Niklas Peterstam, captain of **ADORA MAGIC CITY,** has high expectations for the vessel. He and his crew of about 1,300 from 28 countries will welcome passengers aboard trips that offer a unique maritime experience. “I think that after many years of growth and development, people in China will love this special kind of vacation. Families will admire this ship because it has so much to offer, especially for women and children,” he said.

Boasting a trendy state-of-the-art shopping center that occupies about 2,000 square meters, **ADORA MAGIC CITY** boasts the largest duty-free retail space in Chinese waters by partnering with China Duty Free Group. Since joining the vessel on July 7, Peterstam said he had taken part in two sea trials in July and September, along with two trial voyages with passengers last month, before the vessel's maiden voyage.

Thorough Lin Guolong, director of Shanghai Maritime University's Logistics Research Center, said cruise ships usually undergo two sea trials before receiving certificates from major international classification bodies. The first trial focuses on technical indicators, while the second tests the vessel's safety, comfort and emergency response capabilities. Zhang Yuzhuo, chairman of the State-owned Assets Supervision and Administration Commission of the State Council, said the delivery of Adora Magic City marks a milestone in the nation's transformation to a shipbuilding power, and also a fresh start for China's goal of creating an industrial cruise ecosystem.

Wang Hong, president and professor of management at the China Europe International Business School, said, "The inaugural voyage of the China-built vessel represents not only a great breakthrough for the nation's high-end manufacturing techniques, but also for Chinese people's pursuit of and demand for a better life.
"The entire management operation for Adora Magic City incorporates everything people need onboard, including eating, drinking, entertainment and sightseeing, making the vessel a gigantic amusement park and mobile resort. Such a platform will surely become a new growth engine for consumption and the Chinese economy as a whole."

Despite the impact of the COVID-19 pandemic in recent years, Clarksons, the world's biggest shipping services provider, remains optimistic about the long-term outlook for the cruise market. It predicts that in 2028, the sector will welcome more than 40 million passengers, up from 31 million last year.

"In our passenger forecast, the development of China's consumer cruise market is particularly important," a report from Clarksons said.

The interior decoration of large cruise ships is extremely complex, and involves obtaining and assembling a large amount of supplies at a huge cost, the report added. People's Daily reported that by the end of 2019, China had become the world's second-largest cruise market, with the direct economic contribution of international cruise companies to the nation reaching 14 billion yuan that year, out of an overall economic contribution of 35.8 billion yuan.

Chen, from Shanghai Waigaoqiao Shipbuilding Co, said continuous development of the domestic cruise economy is forecast to propel the nation's cruise industry to a scale of 500 billion yuan."It took the European cruise manufacturing industry more than 40 years to form industrial alliances. Even if the equipment and technology can be mastered by the Chinese shipbuilding industry in a relatively short period of time, it will still take quite a long time to develop management modes and supporting industries," Chen said.Construction of China's second domestically built cruise ship started in August 2022. With the experience gained from building **ADORA MAGIC CITY**, it is hoped that construction man-hours can be reduced by 20 percent, with construction costs cut and efficiency enhanced, Chen added.

Chinese shipbuilders made history last year. With deliveries accounting for half the global total, the nation's shipbuilding industry grew in terms of quantity and quality, boding well for the goal of transitioning from a large shipbuilding base to a maritime production center, industry experts said.

Steve Gordon, global head of Clarksons Research, said that for the first time, China is projected to have contributed half of the world's total shipbuilding production last year by delivering 17.4 million compensated gross tonnage, or CGT, marking a significant consolidation of the nation's significance to the global shipbuilding industry. CGT is an indicator of the amount of work needed to build a particular ship.

Gordon said that despite major disruptions in recent years, shipping remains vital to the global economy by moving 85 percent of all trade worldwide, adding that it is estimated that the shipping industry transported 12.3 billion tons of global trade last year, a year-on-year growth of 2.2 percent.

Significant results

Xing Wenhua, chairman of the Shanghai Society of Naval Architects and Marine Engineers, said, "The Chinese shipbuilding industry maintained its strong development momentum by outperforming in the three major shipbuilding indicators — contracting, orders, and deliveries — seeing growth across the board and a leading market share. «In recent years, the industry has achieved significant results in its accelerated structural adjustment, transformation and upgrading, Xing said. The nation's new shipbuilding breakthroughs cover large cruise ships, vessels powered by LNG, methanol and ammonia, high-end marine engineering equipment, ultra-large container ships, pure car and truck carriers, high-end marine fishery equipment, and marine research vessels, Xing added. Lin Guolong, director of Shanghai Maritime University's Logistics Research Center, said, "These achievements in high-end ships have been made not only in terms of technologies and craftsmanship, but also in winning market recognition." Lin was referring to major Chinese shipbuilders' accomplishments regarding vessels universally recognized as the most difficult to build due to the advanced techniques that are required.

Since delivering Dapeng Sun, the nation's first home-built LNG carrier in April 2008, Hudong-Zhonghua Shipbuilding (Group) Co, a CSSC subsidiary, has developed five generations of LNG carriers. Securing 37 new orders in 2022, the company, which is based in Shanghai, said at the start of last year that it aimed to double its LNG vessel construction capacity and accelerate research and development throughout the year. In September, it announced that its self-designed-and-developed LNG carrier, which occupies 271,000 cubic meters and is the world's largest, had received approval in principle certificates from four major classification bodies. Construction of the vessel showed that Chinese shipbuilders' research and development, design, and manufacturing capabilities were entering a new phase, the company said.

Last year, Jiangnan Shipyard (Group) Co, also a unit of CSSC, completed work on upgrading and technique innovation, as well as accelerating management and production processes. The company, headquartered in Shanghai, met its manufacturing target for the year more than one month ahead of schedule.

Among the medium- to high-end vessels it delivered, the company's dual fuel VLGC, or very large gas carrier, which can transport up to 93,000 cu m of liquefied gas, is the world's largest of its kind with a competitive edge. The vessel has met the latest emissions regulations and requirements. Hu Keyi, the company's corporate technology chief, said the delivery of VLGCs has further consolidated its leading position in global VLGC research, development and construction.

"In the past, domestic shipbuilders always seemed to accept the superiority of foreign engineering, manufacturing and managerial prowess, but Jiangnan refused to do so," Hu said. Lin said, "The benefits of cost efficiency, a complete industrial and supply chain, and constant breakthroughs in key techniques and technologies have seen China come very close to becoming a shipbuilding power." Data from Clarksons show that in the first 10 months of last year, 1,547 new ship orders amounting to 89.12 million deadweight tonnes were placed globally, with nearly 58 percent of them going to Chinese shipyards. A total of 4,359 ships comprising 122.58 million CGT are currently on global order books, with Chinese shipyards securing orders for 2,539 vessels comprising 59.34 million CGT. Lin said China is still at the initial stage of becoming a recognized worldwide shipbuilding power. To weather the challenges ahead, the nation's shipyards need to be more competitive in their research and development, designs and techniques. They should also pay special attention to nurturing talent, enhancing management and efficiency, and adapting flexibly to market needs in terms of design, production and technique, Lin said.

Source: China Daily

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Amerikaanse FourWorld stapt nu ook in België naar rechter tegen CMB

Julie Desmet

Vermogensbeheerder FourWorld – aandeelhouder van de Antwerpse olietankerrederij Euronav die in de Verenigde Staten een rechtszaak is begonnen tegen het overnamebod van CMB op Euronav – neemt nu ook in België juridische stappen.

"Bepaalde fondsen die worden beheerd door FourWorld Capital Management LLC ('FourWorld') hebben nu ook een verzoek ingediend bij het Marktenhof van het Brusselse Hof van Beroep in België in verband met het Belgische overnamebod door CMB op de aandelen van Euronav", zo meldt Euronav op maandag 4 maart 2024 in een persbericht.

Het verzoek volgt op een klacht die door het Amerikaanse hefboomfonds FourWorld bij het United States District Court voor het zuidelijke district van New York op 26 februari werd ingediend met betrekking tot het Amerikaanse overnamebod door CMB op de Euronav-aandelen (Euronav heeft ook een beursnotering in de VS).

Prijs te laag

FourWorld vraagt in zijn verzoekschrift aan het Marktenhof om vast te stellen dat de prijs van het verplichte bod te laag is. FourWorld wil dat CMB de biedprijs op Euronav aanpast, rekening houdend met "vermeende speciale voordelen die zouden zijn toegekend aan Frontline bovenop de aankoopprijs die CMB heeft betaald voor zijn aandelen in Euronav", klinkt het in de mededeling van Euronav. Het verzoek geeft niet aan wat die hogere prijs zou moeten zijn.

Ter omkadering: CMB en de Noorse rederij Frontline – die in handen is van de Noors-Cypriotische scheepsmagnaat John Fredriksen – zaten bijna anderhalf jaar jaar verwikkeld in een overnamestrijd met Euronav als inzet. Uiteindelijk ging Frontline akkoord om alle aandelen die de carrier in Euronav aanhield, aan CMB te verkopen, gevolgd door een verplicht openbaar overnamebod door CMB op alle uitstaande aandelen van Euronav. In ruil verwierf Frontline 24 moderne VLCC-schepen (very large crude carriers) van de vloot van Euronav voor 2,35 miljard dollar.

De overnameprijs is billijk voor de aandeelhouders van Euronav

Euronav linkt – op verzoek van CMB – in zijn persbericht naar bijkomende documentatie die moet aantonen dat het overnamebod correct is. Zo kwam een onafhankelijke financieel expert – bank Degroof Petercam – tot de conclusie dat "de overnameprijs billijk is voor de aandeelhouders van Euronav". Het openbare bod van CMB op alle uitstaande aandelen Euronav is wettelijk verplicht omdat de referentieaandeelhouder, de redersfamilie Saverys, meer dan de helft van alle aandelen van Euronav bezit. Het bod loopt tot en met 15 maart. Tijdens de aanvaardingsperiode hebben aandeelhouders de keuze om hun aandelen aan te bieden aan CMB dan wel hun participatie in Euronav te behouden.

Procedure ongegrond

In een officiële reactie op de klacht van FourWorld herhaalt CMB dat de procedure ongegrond is en dat het van plan is zich stevig te verdedigen. CMB zal beleggers op de hoogte houden van de uitkomst. "In het onwaarschijnlijke geval dat het verzoek zou leiden tot een beslissing van het Marktenhof om de biedprijs te verhogen nadat het bod is gesloten, zal de verhoging ook van toepassing zijn op aandeelhouders die hun aandelen al hebben aangeboden", laat CMB al weten. "CMB zal het bod dan heropenen om aandeelhouders de kans te geven hun aandelen aan te bieden tegen de verhoogde prijs", klinkt het verder.

FourWorld heeft een belang van 2,41% in Euronav.

L'américain FourWorld va désormais également en justice en Belgique contre CMB

Julie Desmet
4 mars 2024

en Belgique.Le gestionnaire d'actifs FourWorld – actionnaire de la compagnie maritime anversoise de transport de pétroliers Euronav, qui a engagé une procédure judiciaire aux Etats-Unis contre l'offre publique d'achat de CMB sur Euronav – engage désormais également une action en justice

Certains fonds gérés par FourWorld Capital Management LLC ("FourWorld") ont également déposé une requête auprès de la Cour des Marchés de la Cour d'Appel de Bruxelles en Belgique dans le cadre de l'offre publique d'achat belge de CMB sur les actions d'Euronav", indique Euronav le lundi 4 mars 2024 dans un communiqué.

Cette demande fait suite à une plainte déposée le 26 février par le fonds spéculatif américain FourWorld devant le tribunal de district américain du district sud de New York concernant l'offre publique d'achat américaine de CMB sur les actions Euronav (Euronav est également cotée en bourse aux États-Unis). États-Unis).

Prix trop bas

Dans sa requête, FourWorld demande au Tribunal du Marché de déterminer que le prix de l'offre obligatoire est trop bas. FourWorld souhaite que CMB ajuste le prix de l'offre sur Euronav, en tenant compte "de prétendus avantages spéciaux qui auraient été accordés à Frontline en plus du prix d'achat payé par CMB pour ses actions dans Euronav", a indiqué Euronav dans un communiqué. La demande n'indique pas quel devrait être ce prix plus élevé.

Pour le contexte : CMB et la compagnie maritime norvégienne Frontline - qui appartient au magnat du transport maritime chypriote norvégien John Fredriksen - ont été impliquées dans une bataille de rachat pendant près d'un an et demi avec Euronav en jeu. En fin de compte, Frontline a accepté de vendre toutes les actions que le transporteur détenait dans Euronav à CMB, suivi d'une offre publique d'achat obligatoire de CMB sur toutes les actions en circulation d'Euronav. En échange, Frontline a acquis 24 navires VLCC (très grands transporteurs de brut) modernes de la flotte d'Euronav pour 2,35 milliards de dollars.

Le prix d'acquisition est équitable pour les actionnaires d'Euronav

Euronav renvoie – à la demande de CMB – dans son communiqué de presse à des documents supplémentaires qui doivent démontrer que l'offre publique d'achat est correcte. Par exemple, un expert financier indépendant – la banque Degroof Petercam – est arrivé à la conclusion que « le prix d'acquisition est équitable pour les actionnaires d'Euronav ».

L'offre publique de CMB sur toutes les actions Euronav en circulation est légalement requise car l'actionnaire de référence, la famille d'armateurs Saverys, détient plus de la moitié de toutes les actions Euronav. L'offre est valable jusqu'au 15 mars. Pendant la période d'acceptation, les actionnaires ont le choix d'apporter leurs actions à CMB ou de conserver leur participation dans Euronav.

Procédure non fondée

Dans une réponse officielle à la plainte de FourWorld, CMB réitère que la procédure est infondée et qu'elle entend se défendre vigoureusement. CMB tiendra les investisseurs informés du résultat. "Dans le cas peu probable où la demande aboutirait à une décision du Tribunal du marché d'augmenter le prix de l'offre après la clôture de l'offre, l'augmentation s'appliquera également aux actionnaires ayant déjà apporté leurs actions", a déclaré CMB. "CMB rouvrira ensuite l'offre pour donner aux actionnaires la possibilité d'apporter leurs actions au prix majoré", précise le communiqué.

FourWorld détient une participation de 2,41 % dans Euronav.

Ardmore's choice of vessel performance technologies

Ardmore Shipping is implementing and trialling a wide range of technologies to improve vessel performance, some not discussed much before, such as ultrasonic cleaning and microboilers.

They gave us an update

Product / chemical tanker operator Ardmore Shipping, based in Cork, Ireland, is using and trialling a number of interesting performance technologies. Ardmore assessed over one hundred technologies during 2022 – and is trialling or fully implementing twelve of them.

Garry Noonan, Director, Innovation at Ardmore, and a former marine engineer onboard vessels with BP Shipping, told us what the company is doing.

Ardmore is exploring using ultrasonics for cleaning propellers, hulls, and speed logs; very low load boilers; and microboilers. It is using or trialling automation to keep the vessel at constant power; variable speed drives; propeller boss cap fins; more frequent speed optimisations; harvesting rainwater; and super-smooth coatings.

Ardmore is also pursuing a unique approach to shipboard carbon capture, where the CO2 rich solvent is kept onboard and separated onshore.

Ardmore takes its ESG (environmental, social and governance) responsibilities so seriously it has created a sustainability committee within its board of directors.

It is chaired by Dr Kirsi Tikka, a former senior executive with the American Bureau of Shipping. The other members are Mats Berglund, former chief executive of Hong Kong bulker operator Pacific Basin, and Helen Tveitan de Jong, CEO of Carisbrooke Shipping Holdings, an operator of thirty-four bulk and project cargo ships.

Ultrasonic cleaning

Ardmore is trialling ultrasonic propeller cleaning. This means using a very highpitched noise or 'ultrasound,' which agitates a material, leading to a cleaning effect, such as particles being shaken off.

It is experimenting with ultrasound around the propeller, which may help prevent a build-up of microfouling on the propeller.

It is exploring the use of ultrasound around the sea chest (where a vessel takes in sea water), to see if it can help prevent fouling taking place. Some countries have regulations requiring sea chests to be kept clean because they are concerned about microbes in fouling being moved around the world.

Ardmore is looking at using ultrasound to try to keep speed log sensors clean. This has an indirect impact on vessel performance, in that accurate speed log measurements are very important in assessing vessel performance. Fouling on the speed log can impact the accuracy of the readings.

With ultrasonics, it is possible to experiment with different frequency sounds, to try to find the frequency which is most effective at stopping the fouling. You may need a diver to visually inspect if it is working.

Low load boilers

Ardmore is looking at ways to run boilers at 5 per cent of maximum load. So far, it has only been possible to run boilers at 20 per cent of maximum load. "We've approached

boiler manufacturers to see if we can get that down further," he said. Currently, if the vessel requires much less steam than a boiler at 20 per cent load produces, the boiler is continually switched on and off. But every time the boiler switches off there is a need to blow cold air through the furnace to make sure there are no products of combustion left in the combustion chamber. So, running continuously at a lower load would be more efficient, Mr Noonan says.

Microboiler

Ardmore is exploring the use of compact marine boilers or "economizers," which generate steam using waste heat from auxiliary engines when the vessel is stationary. One example is the Alfa Laval Aalborg Micro.

This means that, while the main engine is not running, the micro boiler can supplement the boiler hence reducing the boilers fuel consumption. When the main engine is running, surplus heat from the main engine can generate the required steam.

Ardmore anticipates fuel savings of one tonne to 1.5 tonnes of fuel a day from using microboilers.

Ideally, every generator on a ship could have an associated compact boiler, but there is not enough space. "It is only realistic for one," he said.

The compact boilers are being installed on Ardmore vessels during dry docks. By the end of Q4 2024, they should be installed on nine vessels, Mr Noonan says.

Constant power

Ardmore implemented Manta Marine's "FuelOpt" propulsion optimisation technology across its entire fleet during 2023. This is an automation system which keeps the engine operating at a constant power. This means that the fuel supply to the engine does not fluctuate, and the engine is continuously doing the same amount of 'work,' which means it is more efficient.

Most engine and propulsion control systems are designed to keep the vessel operating at a constant RPM, like a car always at 70 kilometres per hour. But this means the work done by the engine is always going up and down.
For example, the engine will do more work to keep the vessel at a constant speed if the vessel suddenly faces a strong wind, just as a car engine works harder to get seventy kph speed when going up a hill.

Fuel savings of typically 1-2 per cent over the voyage are typically possible by maintaining constant power, without the voyage taking any longer overall, Mr Noonan says. A computer model of a voyage showed "conservatively" a saving of 2 per cent. So,a small saving, but one achieved at very low cost.

Of course, it is possible to keep an engine at constant power manually, by keeping your eye on the engine power meter. But this requires mental focus and attention, doing a task which can easily be done by machine.

Variable speed drives

Another useful technology is the "variable speed drive," a system for adjusting the frequency of electricity supplied to rotating equipment such as a pump. In doing so, it can slow the rotating equipment down, and reduce its power consumption.

Much rotating equipment does not have adjustable speed, just an on-off control. Ships are designed with higher power than they need most of the time in case they ever need the full power. But this means they are wasting energy the rest of the time.

It is hard to specify the savings from this because it depends on the environmental conditions the vessel is operating in.

A specific example of where savings can be achieved is on power for the seawater pumps which bring in water to cool the engine. When the vessel is operating in a cold climate, less cooling water is needed, so the pump does not need to run at the same power. There can be savings of "on average a tonne of fuel a day," he says.

Similarly, less power may be needed at different times of year for engine room fans and air handling units for accommodation.

Propeller fins

Ardmore has installed propeller boss cap fins on the propellers of many of its vessels. This is a physical device which reduces hub vortexes on the propeller and has been proven to lead to worthwhile efficiency savings.

"We would also roll this out across any new vessels we bring into the fleet," he said.

More frequent speed optimisations

Ardmore is making more frequent optimisations of vessel speed, working together with a company called Deepsea Technologies (www.deepsea.ai).

Normally, speed is only adjusted daily. This software generates recommendations on the optimal speed for every 10 minutes of the voyage.

The system takes multiple factors into account, such as the cost of the ship per day when a slower speed makes a voyage longer. If freight rates go up, it makes financial sense to go faster. It also considers the changing cost of bunker fuels. "This is not a revolutionary idea, it is more an evolutionary idea," he said.

Previously the work was done using Excel, which is labour intensive. "It is about trying to find that optimisation without us doing massive calculations," he said.

Rainwater

Ardmore is harvesting rainwater for cargo tank washing. If seawater cannot be used to wash the tanks, the ship needs to desalinate water onboard, or purchase water in a port, which all involve more energy and costs.

There are already systems to channel rainwater which falls on the vessel's accommodation area and send it to drains. Instead, it can be sent to tanks.

"We're taking rainwater which falls on the vessel, filtering it, and testing it," he said.

Coatings

Ardmore is exploring new hull coatings, which are "ultra smooth," so low friction and very hard for anything to stick to. And because the surface is hard, it is not damaged by cleaning. Conventional anti-fouling coatings are degraded every time they are cleaned, so you might not clean them as often as you would like to for fuel efficiency reasons.

It is looking at a coating called Seacoat which provides this (see separate article). It is also looking at graphene coating on the propeller, which provides a very smooth, hard wearing surface coating.

Shipboard carbon capture

Ardmore believes shipboard carbon capture, removing CO2 from the ship exhaust and storing it onboard, will be a "prominent part of the energy transition going forward," he said.

Ardmore's proposed carbon capture system is different to systems used on land. On land, there are two stages, one where the CO2 is dissolved into an amine solvent, and a second stage, where CO2 is separated from the solvent by heating it, so the solvent can be re-used, and CO2 sent to be sequestered.

Ardmore's proposed maritime system would only include the first stage, and then store the CO2 rich amine liquid in a tank onboard. The second stage, separating the CO2 from the amine, would then take place on land. This means that the ship does not have to provide the necessary heating to separate CO2 from the amine, or to handle CO2 in gaseous form.

One of the vessel's tanks would need to be converted to store the amine solvent. This does not require any heating or pressure. "It's not a massive upgrade - we could do that at sea or in water," he says.

Ardmore is currently seeking a partner who is interested in developing the necessary infrastructure and systems, he said.

One challenge is that there would need to be a worldwide network of reception facilities for CO2 rich amine. Ardmore's vessels operate on the spot market, rather than trading the same route all the time, and so it would be very hard to have a reception facility in every terminal a vessel might be using.

How to manage it

To manage and make decisions about all these energy saving measures, Ardmore has a team of staff dedicated to the energy transition drawn from other areas of the company, including legal, commercial, technical, and "everything in between."

People from different backgrounds bring different perspectives. "We don't want [only] 10 engineers sitting in the room," he said.

"It is easy to throw technologies [onboard]. But we need to be conscious when it is enough. If you throw too much at them, stuff starts getting missed."

There can be a preference for 'passive' technologies, which can be operated on ships without the active involvement of crew.

One example is autonomous robots for hull cleaning. " If we have a resident robot we can clean whenever the vessel is stationary," he said.

Inséré 12/05/24 NIEUWS NOUVELLES Enlevé 12/06/24

MSC Containership Prohibited from Departing Canada as Fire Winds Down

*With the fire fight nearly complete, the MSC containership is prohibited from moving until a plan is settled (**Kyle McDougall, ECCC photo courtesy of CCG**)*

Transport Canada reports that the fire aboard the MSC Mediterranean Shipping Company vessel **MSC SAO PAULO V** is nearly extinguished after five days. They have however also

prohibited the vessel from departing its current position while a plan is developed for the next phase of the operation. The 63,500 dwt containership registered in Liberia reported an engine room fire on March 3 as it was approaching the pilot station at Les Escoumins on the St. Lawrence River. The vessel with a capacity of 4,500 TEU was outbound from Montreal bound for Portugal.

The Canadian Coast Guard continues to monitor the situation aboard the vessel and has its icebreaker **CCGS AMUNDSEN** still standing by as well as a Coast Guard Environmental Response Team nearby in Tadoussac in case there is a need for a response. They report that there have been no causalities and no environmental issues so far in the incident.While the fire is nearly extinguished, they are reporting that there is still a high smoke and CO2 content on board. Ventilation of the vessel will be required for a minimum of 24 hours before anybody can move freely on it without protective equipment.

MSC had brought in several teams of firefighters with specialized equipment from the United States to assist in the effort. In addition, two of the company's other containerships, **MSC DON GIOVANNI** (41,590 dwt) and the **MSC CELINE** (39,000 dwt) were both in the area and diverted to provide assistance. The crew from the stricken vessel has been using the other two ships for relief and drawing supplies including food from the vessels.The ship is in a sheltered area of the St. Lawrence River outside the main shipping lane near the entrance to the Saguenay Fjord. Two tugs remain alongside and have helped to reposition the vessel to prevent it from grounding during low tide in the region.The Canadian Coast Guard reports that discussions are ongoing with the shipowner and other Canadian agencies to determine the plan for the ship. Some plans for the next steps have been proposed but the ship is prevented from moving until an agreement is reached with the Canadian authorities.

Source : MAREX

Inséré 13/05/24 HISTORIEK HISTORIQUE Enlevé 13/06/24

Le naufrage du Navire-École belge «Comte de Smet de Nayer»

Par J M de DECKER de BRANDEKEN

Parmi les milliers de navires qui, chaque jour, quittent les ports, certains sont destinés à être « sans retour », à mourir non pas sous le chalumeau ou le marteau des démolisseurs, mais à disparaître de mort violente. Les ennemis du navire sont nombreux : le feu, les glaces, la tempête, la brume, les récifs, l'homme lui-même parfois.

Parfois aussi, le désastre qui l'engloutira peut prendre naissance dans ses propres flancs. Le navire-école belge « COMTE de SMET de NAYER » en fournit la démonstration tragique, voici soixante-dix ans.

Beaucoup de monde sur les quais d'Anvers, ce matin du 11 avril 1906, pour assister au départ de ce beau voilier, un trois-mâts carré âgé de deux ans à peine, destiné à l'amarinage des cadets de la marine marchande belge. Un de ces long-courriers « de bois et de toile », dont la haute voilure gonflée par le vent évoque la course et la flibuste. Destination : l'Afrique du Sud. Cargaison : du ciment à livrer à Natal.

Le ministre FRANCHOTTE adresse son allocution aux cadets du

À bord, c'est la fiévreuse activité précédant les grands départs. Sur les quais, parents et amis des élèves suivent avec intérêt le ballet des cadets réglé au sifflet par les officiers. Pour cacher l'émotion, on échange des lazzis, des plaisanteries.

Mais voici le moment de larguer les amarres. C'est l'appareillage dans la fièvre. Les cœurs se serrent, les yeux se mouillent, les mouchoirs s'agitent. Hâlé par un remorqueur crachant rageusement sa fumée.

Le « COMTE de SMET de NAYER » s'éloigne lentement sur les eaux grises de l'Escaut. Au premier coude du fleuve, il n'est déjà plus qu'une silhouette parmi beaucoup d'autres. Une silhouette qu'on ne reverra plus sur l'Escaut, ni nulle par ailleurs. Tout est en place pour une terrible aventure qui reste, aujourd'hui encore, le plus grand drame vécu par des Belges sur le théâtre de la mer.

Ils sont 59 à bord. Un « pacha », routier chevronné, le capitaine Fourcault ; le lieutenant van Zuylen van Nijvelt, premier officier ; les lieutenants Wenmackers, Van Essche et Célis ; l'aumônier Cuipers, avec sa carrure de trappeur, sa grosse face tannée, son poil gris et sa moustache roussie par le brûle-gueule, le médecin Molitor, les professeurs Van den Plus et Van Den Bossche, vingt marins et trente cadets de moins de 18 ans.

Après avoir mouillé à Flessingue, le « COMTE de SMET de NAYER » quitte l'embouchure de l'Escaut le 13 avril. Une bonne brise souffle. Les voiles sont hissées aux mâts de misaine et d'artimon, puis au grand mât. Et bientôt 3.000 mètres carrés de toile se gonflent dans la gloire du vent. Le pavillon belge est envoyé. Le voilier vogue fièrement vers la haute mer, direction sud.

Le 15 avril, H rencontre le paquebot « PRINCESSE ELISABETH ». Navigation rapprochée pendant une demi-heure, au cours de laquelle on fait passer d'un bateau à l'autre des lettres des cadets pour leurs familles. Et déjà, le grand voilier, les voiles gonflées par la brise sud-sud-ouest, disparaît à l'horizon.

Pour toujours.

Rien, pourtant, ne laisse encore présager le drame. Tout va pour le mieux à bord. Les cadets, aidés par les hommes d'équipage manœuvrent bien sous la direction des officiers. On file cinq noeuds, allure que le vent frais permet d'augmenter encore le lendemain. Et le surlendemain. Au prix de quelques paquets de mer, il, est vrai, mais sans qu'il y ait motif à inquiétude. D'ailleurs, le 17 avril au soir, bien que la mer restât grosse, le vent mollit.

- Ainsi, mes garçons seront amarinés dès le début du voyage, confia Fourcault en souriant à l'aumônier Cuypers.

Une demi-heure plus tard, lorsqu'il regagne sa cabine, après un bref entretien avec le second, qui venait de prendre son quart et le maître d'équipage qui venait de terminer sa ronde, le sourire du commandant Fourcault a disparu. Il vient d'apprendre que le « bosco » a constaté un pouce d'eau dans la cale 2. Rien d’inquiétant, en soi : il s'agissait vraisemblablement d'infiltrations causées par les paquets de mer qui avaient arrosé les panneaux au cours des heures précédentes. Mais avec un chargement de ciment, qui boit l'eau comme un buvard... Le maître d'équipage avait reçu instruction de sonder à nouveau toutes les trois heures et de rester discret sur cette mission.

Le navire-école « COMTE de SMET de NAYER ».

Le commandant Fourcault ,ne pouvait pas ne pas se rappeler que son navire était né sous une mauvaise étoile. Lancé moins de deux ans auparavant, il avait chaviré à quai alors qu'on procédait au remplissage, des réservoirs d'eau. Renfloué, il avait été aménagé pour augmenter sa stabilité. Les essais sous voile avaient été satisfaisants, mais la vitesse du voilier n'était pas très élevée. « Un beau sabot, mais un sabot » avaient déclaré certains experts.

Durant son premier grand voyage, au Chili, le « COMTE de SMET de NAYER » avait réalisé un honnête moyen, mais à son retour à Anvers, on avait constaté que la coque était fatiguée. Il avait fallu remplacer de nombreux joints et rivets.

D'où l'inquiétude de Fourcault. La coque n'avait-elle pas fatigué à nouveau ? Ne serait-ce pas la cause des infiltrations d'eau dans la cale ?

Le 18 avril, à six heures du matin, le maître d'équipage Vandeputte frappe à la porte de la cabine du commandant. Son visage parle pour lui. Quatre pouces d'eau dans la cale et les réservoirs. Fourcault monte sur la dunette. Le vent a fraîchi. Le « COMTE de SMET de NAYER » file dix noeuds avec une certaine gîte à bâbord. Ceci explique peut-être cela. L'officier de quart ne signale rien d'anormal. Il sait que le navire est lourd et se redresse lentement. «Faites serrer les perroquets», commande Fourcault. La mer est grosse. Les lames s'écrasent sur la lisse bâbord. La coque travaillait visiblement. La coque travaillait et il y avait de plus en plus d'eau dans la cale. S'il y avait rapport de cause à effet, la catastrophe était inéluctable.

Trois hommes seulement étaient au courant de cette rentrée d'eau. Fourcault, le second, van Zuylen van Nyvelt et le maître d'équipage, Vandeputte. À bord, la vie continuait comme à l'ordinaire. Dans l’entrepont, les cadets suivaient les cours des professeurs Van den Plas et Van Den Bossche. Les matelots s'acquittaient de leurs tâches. Le cuistot s'affairait autour

de ses fourneaux. Le voilier examinait un foc de rechange. L'aumônier jouait avec le chien. La vie continuait, mais seul, Fourcault savait qu'elle était menacée.

En fin de matinée, d'énormes paquets de mer inondèrent les dortoirs et la cuisine. Le maître d'équipage fit écoper l'eau avec des seaux. Fourcault fit rétablir les perroquets avec l'espoir d'améliorer l'équilibre du navire. Le baromètre, stationnaire, restait bas. Pas de changement de temps à espérer dans l'immédiat. Le « COMTE de SMET de NAYER » ne craignait pas le gros temps, il était construit pour étaler les tempêtes. Mais il était de plus en plus lent à s'élever à la lame.

Durant l'après-midi, le vent se calme un peu, mais la houle reste forte. Le voilier roule de plus en plus fort, embarquant à chaque coup des paquets de mer. La gîte devient vraiment préoccupante. Les derniers sondages de la cale révèlent une nouvelle montée d'eau. C'est une véritable masse liquide que le navire roule à présent dans ses flancs. Il devient urgent de se mettre à pomper.

Dès lors, Fourcault réunit son équipage, auquel il s'était gardé jusque-là de communiquer ses inquiétudes, et lui annonce sans autre détail que le navire fait eau et que des mesures de sécurité s'imposent. Le maître d'équipage est chargé de mettre en route la pompe à vapeur. Des équipes sont affectées aux pompes à main.

Les cadets ne manifestent aucune émotion, ils sont trop novices pour se rendre compte de la gravité de la situation. Les matelots, eux, s'étonnent de cette voie d'eau, après une semaine de mer seulement, alors que le navire n'a reçu aucun choc. Les plus anciens se rappellent que le « COMTE de SMET de NAYER » est né sous une mauvaise étoile. Ils se souviennent que lors de son baptême, la marraine avait dû s'y reprendre à deux fois pour casser la bouteille de champagne contre l'étrave, ce qui était un mauvais présage. Il y avait eu ensuite les incidents après le lancement et les réparations à effectuer après la première croisière. En outre, on avait appareillé de Flessingue un vendredi 13, un vendredi-saint de surcroît... On sait que les marins sont volontiers superstitieux.

Quoi qu'il en soit, et sans laisser apparaître leur désarroi, ils se mettent à pomper. Mais la bataille est perdue d'avance. À la tombée du jour, il devient évident que les pompes à main seront impuissantes à étaler la rentrée d'eau. Et il ne reste qu'elles, car la pompe à vapeur, à demi submergée, refuse désormais tout service.

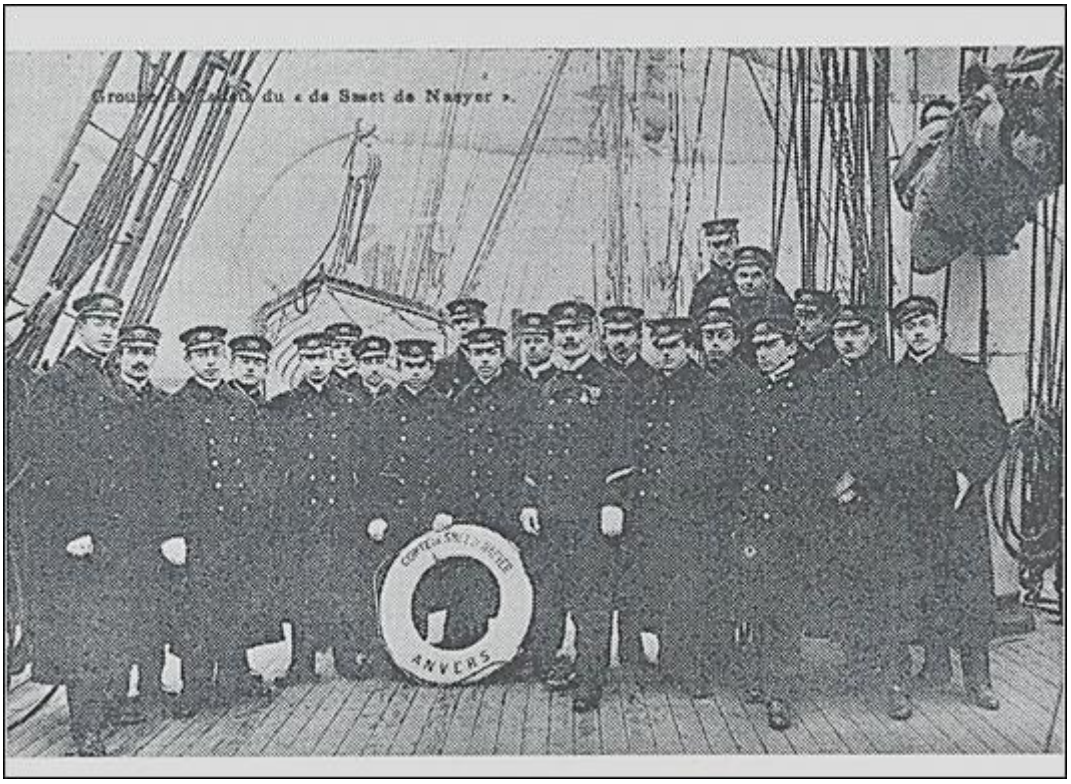
Pour le « COMTE de SMET de NAYER », rongé par un mal mystérieux dont l'évolution, en quelques heures, est devenue foudroyante, l'heure de l'agonie a sonné. Sa cargaison de ciment a joué le rôle d'éponge ; son poids est devenu tel que le navire est condamné à couler bas. Son réservoir à lest complètement rempli d'eau, il subissait à la fois la pression de celle-ci à l'intérieur de la coque et les violents coups de mer à l'extérieur. Sa résistance ne pouvait plus durer très longtemps.

Un instant d'espoir fou, pourtant, au cours de cette tragique nuit du 18 au 19 avril : la vigie signale les feux d'un navire à contre-bord. Deux feux blancs assez lointains.

- Un miracle, murmure l'aumônier Cuypers Aussitôt, les fusées jaillissent du voilier, dont les longues traînées rouges rayent la nuit basse. La rapidité de la réaction dit assez que son équipage n'attendait plus rien du « COMTE de SMET de NAYER », et que l'espoir d'être sauvé ne pouvait venir que de l'horizon. Espoir déçu, car les deux feux blancs ne brillaient plus. Il était quatre heures du matin.

Une dernière inspection du navire révèle au capitaine Fourcault qu'il ne commande plus qu'une épave. Près de deux mètres d'eau dans les cales. Une multitude de craquements, d'éclatements, de déchirures rauques. Le pont du « COMTE de SMET de NAYER » est au ras des vagues. Il n'y a plus une seconde à perdre, il est plus que temps de prendre les dispositions d'abandon.

Un premier canot, celui de bâbord, est descendu. Précipité avec violence contre le flanc du navire, il chavire. Le second, celui de tribord, connait le même sort entraînant ses trois occupants dans l'eau sombre à peine éclairée par le petit jour gris. Les vagues furieuses les empêchent le saisir les bouées de sauvetage qu'on leur lance du pont à l'aide de cordes.



Chez les cadets, c'est l'affolement. Terrifiés, ils sont tous rassemblés sur le « spardeck », au pied du grand mât, écartés par les matelots qui craignent que leur inexpérience ne soit la cause d'une fausse manœuvre.

Le grand canot est descendu avec d'infinies précautions pour éviter qu'il connaisse le même sort que les deux précédents. Mais il a à peine touché l'eau qu'un grosse lame le précipite contre la coque du voilier et le fait chavirer. Par chance les amarres qui le retiennent au navire n'ont pas été brisées. Un matelot s'offre pour essayer de le redresser. On le descend à l'aide d'un cordage. Au péril de sa vie, recouvert sans cesse par les lames de plus en plus fortes, risquant vingt fois d'être fracassé entre l'embarcation et la coque, il arrive à redresser le canot.

Pendant ce temps, d'autres matelots se sont portés vers le gaillard d'avant où se trouvent encore deux embarcations, mais il est impossible de s'en approcher, le pont noyé les isolant des naufragés. Bilan du désastre un seul canot à flot, à moitié rempli d'eau, pour les 56 hommes restant à bord du « COMTE de SMET de NAYER ». Encore fallait-il qu'ils puissent l'atteindre !

Debout à l'arrière, le commandant Fourcault donne l'ordre aux cadets de sauter à la mer et de tenter de rejoindre le canot. Toujours groupés autour du grand mât, paralysé par la peur, les pieds déjà dans l'eau, les jeunes gens ne paraissaient pas se rendre compte que c'était maintenant ou jamais. Il fallut que les matelots donnent l'exemple et que le lieutenant Van Zuylen les encourage pour qu'ils se décident à franchir la lisse.

Chaque fois qu'un homme sautait à la mer, l'aumônier Cuypers le bénissait d'un geste large en lui donnant l'absolution.

- Sauvez-vous maintenant, Monsieur l'aumônier, lui dit le commandant Fourcault.
- Je reste près de vous commandant. J'ai trop de travail, 'répond l'abbé Cuypers.

Même réponse du lieutenant van Zuylen, qui ne veut pas prendre à bord du canot la place d'un de ses hommes.

- Allez-y. Il leur faudra un officier pour les diriger et les aider à regagner la terre.
- Les trois lieutenants sont là pour cela.
- Je vous ordonne de partir.
- Je partirai lorsqu'il n'y aura plus personne de l'équipage à bord.

Une vingtaine d'hommes restaient encore sur l'épave.

- Mais qu'attendent-ils donc. Allez-vous autres, cria Fourcault.

Son cri se perdit dans un énorme bruit d'explosion. La coque du « COMTE de SMET de NAYER » venait de se briser en deux, au tiers arrière de sa longueur. Les drisses cassent. Les voiles sont arrachées. Leurs lambeaux durs comme des lames frappent les hommes, les renversent, les assomment, les jettent à la mer. Les vagues qui écrasent leurs masses furieuses sur le pont balayent tout sur leur passage. Un craquement terrible. Le tonnerre semble foudroyer le navire. C'est le mât d'artimon qui vient de s'abattre sur le pont fracassant tout sous son poids.

Un groupe de cadets du Navire Ecole, sombré en avril 1906
Een groep kadetten van het Schoolschip, vergaan in April 1906

Il est sept heures dix, ce dix-neuf avril. Dans la lumière blanche du matin, le « COMTE de SMET de NAYER », coupé en deux, la poupe et la proue se dressant obliquement vers le ciel, disparaît dans un grand tourbillon au milieu du fracas des lames et avec un long bruit d'aspiration.

Quelques secondes plus tard, il ne reste à la surface de la mer que quelques épaves noires surnageant sur un tourbillon d'écume.

Ils sont 22, une majorité de cadets, serrés dans le canot à deux cents mètres du lieu du naufrage, hébétés, les yeux agrandis par l'effroi, à se retrouver seuls sur l'immensité grise de l'océan, à prendre finalement conscience de la précarité de leur sort. Écrasés par leur propre faiblesse, la presque totalité des membres de l'équipage a péri en luttant désespérément pour tenter de les sauver, ne comprenant pas comment ils sont encore en vie, anéantis par l'ampleur d'un drame auquel ils n'étaient pas préparés.

Anéantis au point de ne pas lever le petit doigt pour essayer de repêcher quelques autres survivants, agrippés l'un à un tonneau, l'autre à un espar, un autre encore à une cage à poules, qui nagent désespérément ver le canot et, malgré leurs efforts, dérivent loin, toujours plus loin.

Au point d'hésiter à prendre à bord quatre rescapés qui nagent vigoureusement vers le canot dont ils attendent visiblement que les occupants fassent force de rames vers eux. Il s'agit d'un cadet, d'un matelot et de deux lieutenants : Wenmackers et Célis.

- On est déjà trop comme cela, on va chavirer ! On peut les excuser, ce sont des gosses dont le plus âgé a moins de vingt ans. Il faudra qu'un matelot, un peu plus âgé, avance l'argument : « On a besoin des officiers pour nous conduire à terre » pour que les hésitations soient dissipées et qu'on laisse les quatre hommes monter à bord du canot.

Aussitôt, Wenmackers prend le commandement.

- Je vous tirerai de là, affirme-t-il. Nous sommes à vingt-quatre heures de la terre. Nous avons assez de provisions pour tenir le coup jusque-là. Mais il faudra souquer dur. Le salut dépendra de votre discipline.

Le canot est endommagé et il fait eau. Il faudra écoper avec des bidons vides. Des équipes sont formées qui rameront à tour de rôle. Au sommet d'un mât de fortune, on hisse une voile faite de vêtements grossièrement assemblés. Le moral revient, car on sent à bord du canot qu'on a affaire à un chef, et on se met à écoper et à souquer. Wenmackers, en fait, a menti, mais il n'avait pas le choix. On n'est pas à vingt-quatre heures de la côte, mais à cinq jours. Les provisions se réduisent à trois livres de chocolat, un baril d'eau et deux bouteilles de « peptone ». De quoi tenir un jour tout au plus. Le seul espoir de survie est la rencontre d'un navire. Espoir fondé, car on se trouve dans le golfe de Gascogne, très fréquenté, mais fort mince espoir malgré tout, car l'océan est vaste et le canot du « COMTE de SMET de NAYER » si petit !

Durant toute la matinée du 19 avril, les rescapés ramèrent avec force, soutenus par les encouragements du lieutenant Wenmackers. Dieu sait pourtant si la partie était dure. L'embarcation, surchargée n'avançait que lentement, embarquant à chaque lame un peu forte. Mais les cadets, ayant retrouvé confiance, ramaient et écopaient à tour de bras. En début d'après-midi, la lutte contre l'océan devenant de plus en plus dure, la fatigue se faisant sentir et la mer restant désespérément vide, le découragement succéda à l'espoir. La distribution d'une demi-tablette de chocolat et de quelques gorgées d'eau par personne, à midi, assortie de l'annonce qu'il n'y aurait plus rien avant sept heures du soir souleva quelques murmures. La promesse, fallacieuse, que tout le monde mangerait à sa faim le lendemain et même plus si certains le voulaient, ne récolta que quelques sourires vite éteints. Wenmackers, lui-même, n'y croyait plus. Les gosses n'avaient plus les forces physiques voulues, ni les ressources morales pour tenir longtemps encore. Le lieutenant avait surestimé la résistance des cadets et il commençait à regretter maintenant de leur avoir menti. Que se passerait-il le lendemain, lorsque les vivres seraient épuisés et qu'aucune côte n'apparaîtrait à l'horizon ? Et qu'il ne pourrait plus cacher à ses hommes que la mort lente était désormais la seule issue à leurs épreuves ?

Les hommes les plus solides relaient désormais plus souvent qu'à leur tour leurs camarades les plus épuisés pour qui manœuvrer une rame est devenu une entreprise surhumaine. Le lourd silence qui règne à bord du canot, la solitude de la mer, le souvenir de la tragédie vécue rongent impitoyablement le moral des naufragés comme l'acide sur l'acier. Plus personne ne se fait illusion sur le sort qui l'attend. Chacun s'en remet, faute de mieux, à la Providence.

Et la Providence se manifeste, à quatre heures, sous la forme d'une voile qui apparaît à l'horizon. C'est le lieutenant Célis, l'autre officier de l'embarcation, qui l'a aperçue. « Un navire ! ». Quelques secondes se passent avant que les occupants du canot ne réalisent la signification de ce cri. Quelques secondes encore avant qu'ils ne se rendent compte que le lieutenant Célis n'avait pas été victime de son imagination ou d'une illusion d'optique, et c'est le délire. On crie, on hurle comme si ces clameurs pouvaient être entendues par le trois-mâts lointain, à une dizaine de milles environ, dont l'existence ne fait plus de doute, on agite désespérément des morceaux de toiles, des maillots, les rames, tout ce qu'on peut agiter. On est sauvé ! On est sauvé, pour autant qu'à bord du trois-mâts une vigie ait repéré de son côté le canot du « COMTE de SMET de NAYER ». Pour le lieutenant Wenmackers, cela semble peu probable vu la distance. Pour mettre la chance de son coté, il faut donc, tenter de s'approcher du voilier et pour ce faire se mettre en travers de sa route. Wenmackers, pourtant, hésite a donner l'ordre de changer de cap car, en ce faisant, il choisissait de s'éloigner de la terre et, en cas d'impossible poursuite, condamnait ses hommes à une mort certaine.

Mourir pour mourir, autant avoir tenté l'impossible. Wenmackers choisit le navire et fait modifier la route du canot. Le hasard était désormais maître du destin des naufragés. Deux heures d'attente, interminables, durant lesquelles leur sort fut sur la balance. Décidé comme le lieutenant à jouer le tout pour le tout, le docteur fait procéder à une nouvelle distribution de vivres. Les dernières tablettes de chocolat, les dernières réserves d'eau, les deux bouteilles de « peptone » y passent.

Vers six heures, alors que la nuit tombe doucement et que le désespoir est prêt à fondre de nouveau sur les malheureux, ils voient le trois-mâts changer de cap et se diriger vers eux. On les a vus. Ils sont sauvés. Sauvés ! Une demi-heure plus tard, les hommes du « COMTE de SMET de NAYER » se retrouvent à bord du « DUNKERQUE », un trois-mâts français faisant route vers Hambourg, dont le commandant ne peut dissimuler sa stupéfaction

- Il n'y avait donc que des mousses sur ce bateau-là !

Le drame qu'avait été le naufrage du « COMTE de SMET de NAYER » était terminé, sauf pour les familles des trente-trois victimes qui y avaient laissé la vie. Le mystère qui entoure sa disparition ne faisait que naître. Il n'a toujours pas été dissipé. Qu'il y ait eu mystère, on s'en rendit compte dès l'arrivée du « DUNKERQUE » à Douvres, quelques jours plus tard, lorsque le remorqueur « GRANVILLE » proposa au capitaine du voilier français, Morfouace, de prendre en charge les rescapés pour les rapatrier à Ostende par le premier paquebot venu et qu'il se heurta à un refus. Les naufragés du « COMTE de SMET de NAYER » désiraient continuer leur voyage, à bord du « DUNKERQUE » jusqu'à Hambourg. Ils avaient les nerfs très éprouvés et redoutaient la foule.

Le lieutenant Wenmackers confirma cette décision au patron du « GRANVILLE ». Il attendait des ordres du gouvernement belge, auquel il avait transmis la liste des survivants. Il se borna, visiblement contrarié, à déclarer que le naufrage était dû à une voie d'eau dont on ne s'expliquait pas la cause. Il fallait attendre les conclusions de l'enquête qui ne manquerait pas d'avoir lieu.

Et le « DUNKERQUE » appareilla pour Hambourg. Le lendemain, le naufrage du « COMTE de SMET de NAYER » faisait la une de la plupart des journaux français, anglais et belges.

On avait fait de la copie au départ des déclarations laconiques du lieutenant Wenmackers, mais on s'étonnait quand -même du mutisme des naufragés et de leur porte-parole. On comprenait le souci de celui-ci de réserver à son gouvernement la primeur de son récit. Mais de là à refuser de répondre à quelques questions, bien anodines, sur les circonstances du drame, cela créait un certain malaise !

Les survivants, de gauche à droite : inconnu ; Sacré ; Ulser ; inconnu ; Cornerade ; Denecker ; Van der Plasse ; Dr. Molit
Meulemeester ; Wenmaeckers ; Tasymans ; Vandeputte ; Van Strydonck ; Vermeulen ; Celis ; Vandenberghe ; Van den Bossch
Dubois ; inconnu, pas visible ; Van Maele ; Netels ; Barbaix ; Veys ; Beelaerts.

Ce malaise fut ressenti le plus profondément en Belgique, pour laquelle la perte du navire-école constituait une catastrophe nationale, d'autant plus que la liste des disparus n'avait toujours pas été publiée. Intolérable angoisse pour les familles des membres de l'équipage. On cria au scandale. On rappela les avatars qu'avait connus le « COMTE de SMET de NAYER » depuis son lancement. On affirma qu'il avait été construit au rabais avec de mauvais matériaux. De nombreuses demandes d'interpellations furent déposées à la Chambre.

Le gouvernement ne se décidant toujours pas à publier la liste des rescapés, les rumeurs les plus folles circulèrent. Le « DUNKERQUE » avait coulé à son tour, en Mer du Nord, II n'y avait pas de survivants !

Le trois-mâts français, qui se portait le mieux du monde, arriva à Hambourg le 28 avril. Les journalistes l'y attendaient, nombreux. Tout comme à Douvres, les rescapés refusèrent de leur parler. A la nuit tombante, encadrés par des forces de police, ils débarquèrent et furent conduits à la gare. Le gouvernement belge redoutant apparemment des manifestations à leur arrivée à Bruxelles, ils furent débarqués à la frontière, et, séparés en

petits groupes qui prirent des trains différents. À leur arrivée, ils furent tous interrogés longuement. Il appartenait désormais aux enquêteurs de faire toute la lumière sur le drame. Il fallait faire vite si l'on voulait apaiser l'opinion publique, qui ne s'expliquait pas l'extraordinaire discrétion des rescapés au sujet des circonstances du naufrage. Cela cachait quelque chose. Quoi ?

En ce début du mois de mai 1906, la Chambre fut le théâtre de débats houleux au cours desquels on remit à nouveau en question la qualité de la construction du voilier-école, « Un bateau pourri ! » ; on déclara sur base du témoignage de certains rescapés que personne à bord ne savait comment déclencher la mise à l'eau des canots de sauvetage ; on prétendit que les officiers, n'ayant pas su maîtriser la panique de l'équipage, s'étaient montrés inférieurs à leur tâche, que faute d'un commandement ferme la plus grande confusion avait régné au moment de la catastrophe, que des matelots avaient pris de force la place des cadets à bord de la seule baleinière utilisable, etc., etc...

Le gouvernement n'eut pas de peine à répondre que le « COMTE de SMET de NAYER » avait été classé en première catégorie par les experts du Lloyd, à la suite d'essais de solidité et de navigabilité ; que dans des circonstances du même genre, la faiblesse momentanée d'hommes frappés par le malheur avait donné lieu à des Incidents semblables dans beaucoup de naufrages et que l'héroïsme de commandant Fourcault, du lieutenant van Zuylen et de l'aumônier Cuypers étaient dignes des grandes traditions de la mer. 'Le mystère, un certain mystère, n'en subsista pas moins. Dont les experts n'apportèrent jamais l'explication.

Les deux derniers survivants, à gauche Mr. G. Denecker (Ostende), à droit le Prof. Vandon Bossche (Anvers).

(Après que cet article a été rédigé, le Prof. Van Den Bossche est décédé le 18 septembre 1976 ainsi que Monsieur De Nec
le 1 décembre.)

L'enquête menée en vue de déterminer les causes du naufrage et d'en établir éventuellement les responsabilités n'aboutit à aucune conclusion précise. Le « COMTE de SMET de NAYER » avait emporté son secret avec lui au fond de l'océan.

Le navire-école belge eut un remplaçant, le « COMTE de SMET de NAYER Il », auquel succéda « L'Avenir ». Celui-ci navigua sous les couleurs belges jusqu'en 1932, date à laquelle il fut vendu à un armateur finlandais qui le céda, cinq ans plus tard, à la Hamburg-America Line. Rebaptisé « ADMIRAL_ KARPFANGER » le voilier revint à sa destination première : un navire-école. Il sombra corps et biens au large du Cap Horn, au retour de son premier voyage, une croisière d'amarinage qui l'avait mené d'Hambourg en Australie. 62 hommes, dont 40 cadets se trouvaient à bord.

Tout comme celui du «COMTE de SMET do NAYER», le naufrage de « l'AVENIR » demeura inexpliqué.

Inséré 14/05/24 DOSSIER Enlevé 14/06/24

Where we are going with decarbonisation – ABS event

Speakers from Mediterranean Shipping Company (MSC), The World Bank and Oldendorff Carriers shared perspectives on where the shipping industry is going with decarbonisation, at an ABS event in London

Asustainable company needs both economic viability and to "meet society's expectations of how to do that responsibly," said Bud Darr, Executive Vice President, Maritime Policy and Government Affairs, Mediterranean Shipping Company (MSC) Group, speaking at the event "ABS Sustainability Summit 2023," held on Sept 11 2023 during London International Shipping Week.

"Sustainability is the art and science of finding the right balance," he said.

MSC is the world's largest container shipping company according to S&P (2022). It also operates cruise ships and ferries.

Mr Darr believes that the maritime industry wants to decarbonise whether it is forced to by regulation or not, because it is an expectation of its customers.

But decarbonisation cannot happen without the fuels being available, he said. "It is a stretch, to be honest with you."

So far, the only lower carbon fuel which is widely available is LNG. MSC has "70 to 80" vessels on its order book with LNG fuel, he said.

There is uncertainty over true carbon benefits of using LNG, because a small amount of methane slips through the engine uncombusted (known as 'methane slip'), and methane is a stronger greenhouse gas than carbon dioxide. Different studies have made a different calculation of the number of years it stays in the atmosphere, ranging from 20 to 100 years.

However, there are many other environmental gains of using LNG, such as the lower emissions of particulates, sulphur, and NOx, he said. The operating costs can be lower than conventional fuels.

In any case, LNG itself will gradually be decarbonised, as it is made more with biogas and synthetic gas with renewables. "I think the days of fossil LNG in mainstream fuel will be pretty limited," he said.

MSC is considering converting some of its vessels to run on methanol fuel. But burning methanol also causes CO2 emissions, unless it is 'green methanol,' and that is "pretty much a unicorn at this moment in time," he said.

Many environmental campaigners do not understand how hard it is to obtain low carbon fuels now. "There's a substantial mismatch between the rhetoric of some of those trying to push industry hard, and the [market] volumes we're seeing," he said.

"We're out in the market every day, trying to figure out where it comes from."

We should not be too optimistic about how fast new types of fuel will be available, with typically an 8–10-year lag between then energy companies make investments and when the fuel is available on the market. "We need to be realistic but be ready," he said.

Mr Darr sees the outcome IMO's MEPC discussions, with a target to decarbonise by 2050 as a "remarkably good result."

"They got the big-ticket items right. Zero by 2050, that is pretty good. It is what the industry has been saying for 2 years," he said.

"I think those that were openly hostile to the outcome had no experience of making things happen at IMO, and certainly don't have experience trying to decarbonise a shipping company," he said.

The intermediate decarbonisation targets "are guesses but they are not bad guesses," he said. "They send a signal of roughly the trajectory and commitments."

Shipping companies should not need much extra incentive to improve efficiency, because it has direct business benefits. "You should run, when you find a solution which balances economical and environmental benefit," he said.

MSC has been involved in a project to support just in time arrival' for the Port of Long Beach, Los Angeles, so container ships can adjust the speed of voyage, so they do not arrive early, so reduce fuel consumption. Before the project was implemented, there could have been as many as 120 vessels at anchorage off Long Beach. "It's possible if everyone wants to pull in the same direction," he said.

MSC is predicting that 7 to 10 per cent of the capacity in the [container] market could be scrapped due to inability to comply with CII. Some ships will comply by reducing speed, but there is a limit to how much this can be used to reduce CO2. "You reach a point of diminishing returns," he said. Ship engines are most efficient when operating near to their design power.

With CII, ships can get a better score if they carry less cargo, since it is based on the CO2 emissions per miles travelled, and an emptier vessel needs less fuel and so emits less CO2. This is a 'perverse incentive,' he said. And the left behind cargo would then need to be carried on another ship.

While CII was perhaps the only measure governments felt able to implement when the rule was created, now we are moving towards fuel standards and economic costs on emissions. This means direct financial impact of CO2 emissions, and so may be more likely to make a difference.

Mr Darr said nuclear power for vessels is "near and dear to my heart," since he has an academic background in submarine nuclear engineering. There would be big advantages in never having to bunker the vessel, he said. "From a technical perspective, given time, I'm convinced it can work," he said.

But there are other big challenges. For molten salt reactors, there are questions about availability of fuel, he said. And of course, it would need regulations and public acceptance, and that may take much longer than the technology.

With maritime e-fuels made with renewable electricity, a concern is that overall demand for electricity will continue to grow as heating and transport is electrified. Future governments may prefer that all available renewable electricity is used by the grid, where it can be used much more efficiently. In comparison, making e-fuels for ships from renewable energy is a relatively inefficient process.

The industry may have regrets if it does not "exploit the bio track," he said.

"I think its important to keep both tracks alive" [biofuels and e-fuels].

Asked for his thoughts about onboard carbon capture, he said that the challenge is the lack of CO2 reception facilities in ports around the world to take it.

Christopher Fee, Oldendorff

"Sustainability" in shipping means meeting high standards in all aspects of ESG – environmental, social and governance, said Christopher Fee, director of global engagement and sustainability with Oldendorff Carriers. Treatment of crew can be part of the 'social' component.

Oldendorff is considering engines which can run on methanol for its fleet. "It is proven, Technology Readiness Level (TRL) 9," he said. "We can use the fuel with existing infrastructure."

But there is a challenge in ensuring that methanol will be available where and when it is needed, he said. Vessels need to go where the cargoes need to go.

Other concerns about methanol are that the energy density is half that of conventional fuels, so fuel tanks twice the size are needed. And there may be very little 'green methanol' available by 2030.

Mr Fee sees just in time arrival' as a 'low hanging fruit' in decarbonisation. It is part of an international 'task force' working to optimise port calls, put together by the International Association of Ports and Harbours (IAPH).

Oldendorf believes there are so many flaws in CII it published a paper on its website about them. One of the biggest is that your emissions index decreases as distance travelled increases. "A vessel can be sailing around in circles to chase a good rating," he said.

On the other hand, a vessel may be stuck in port for reasons beyond its control, emitting CO2 while not covering any distance.

Transhipment, where cargo is moved from one vessel to another, can also mean emissions with less miles. "We want correction factors, especially for transhipment," he said. "I think it is critically important something is done."

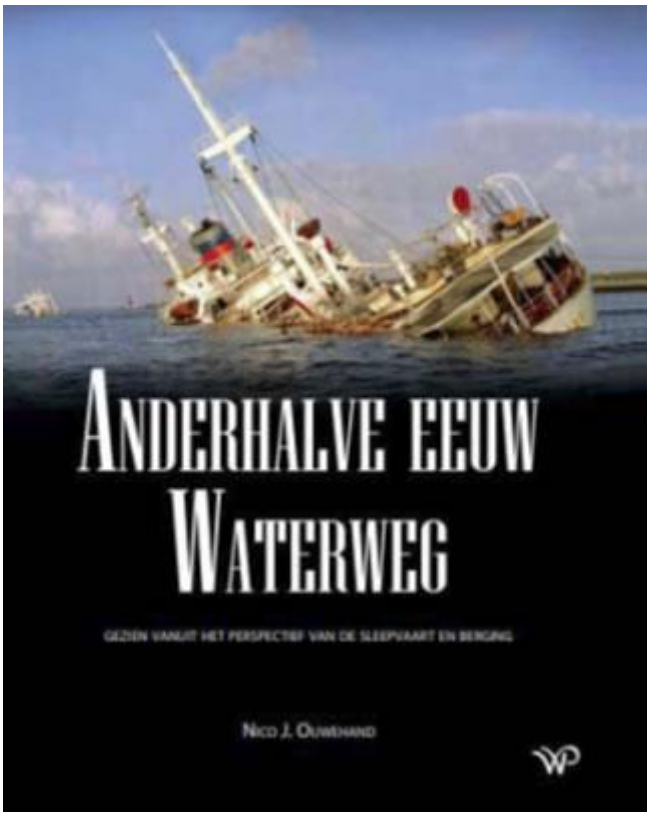
TankerOperator

Inséré 15/05/24 BOEKEN LIVRES BOOKS Enlevé 15/06/24

Anderhalve Eeuw Waterweg

B o e k b e s p r e k i n g door : Frank NEYTS

Bij uitgeverij Walburg Pers verscheen het interessante boek "A**nderhalve Eeuw Waterweg. Gezien vanuit het perspectief van de sleepvaart en berging**". **Nico J. Ouwehand** tekende als auteur.



Calamiteiten komen op de vaarweg naar Rotterdam gelukkig heel weinig meer voor. Vroeger strandden schepen met de regelmaat van de klok rondom de ingang van de Nieuwe Waterweg. Veel van de in problemen gekomen schepen kwamen op de Maasvlakte terecht en die bestaat als zodanig niet meer. Dat gebied is nu een havengebied. Andere schepen kwamen op de stranden terecht even ten Noorden van Hoek van Holland. Vooral als het stormde was het vrijwel ieder jaar wel raak. Bergers en sleepvaartondernemers konden er een goede boterham aan verdienen. De reddingboten van Hoek van Holland, Ter Heyde en zelfs Stellendam voeren met grote regelmaat uit voor hulp. De bemanningen bestonden grotendeels uit bewonderenswaardige vrijwilligers, die hun leven in de waagschaal stelden om zeelieden uit benarde omstandigheden te redden. Voor enkele redders liep dat helaas niet goed af. Bemanningen van sleepboten deden in principe hetzelfde, maar liepen door de stevigheid van hun vaartuigen en het relatief grote vermogen van hun machines of motoren iets minder risico. Zij richtten hun aandacht primair op de schepen in problemen. Als die veilig konden worden binnengesleept leverde dat vaak een aardig bedrag op voor hun rederij en ook voor henzelf.

Net als alle publicaties van Walburg Pers een aan te raden titel!

"**Anderhelve Eeuw Waterweg**" (ISBN 9 789462 499768) telt 128 pagina's, werd als softback uitgegeven en is rijkelijk geïllustreerd. Het boek kost 22.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522. Bestellen kan via de Walburg Pers website.

In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 0032(0)53.78.87.00, Fax 0032(0)53.78.26.91, **www.boekenbank.be** , E-mail: **admin@agorabooks.com**.

Inséré 15/05/24 NIEUWS NOUVELLES Enlevé 15/06/24

Boskalis breidt hoofdkantoor uit naar Abu Dhabi, toekomst in Nederland ongewis

*Boskalis TSHD **STRANDWAY** operating at Rotterdam-Maasvlakte*

Baggerbedrijf Boskalis gaat een deel van het hoofdkantoor vestigen in Abu Dhabi in de Verenigde Arabische Emiraten. Dat zegt topman Peter Berdowski tegen De Telegraaf. Of er ook werknemers van Nederland naar Abu Dhabi meeverhuizen, is onduidelijk. Voor Boskalis werken in de Emiraten nu al ruim 300 mensen. Het bedrijf dreigde vorig jaar Nederland te verlaten, uit onvrede over de regelgeving. Boskalis neemt later dit jaar een besluit over een volledige verhuizing. Eerder verplaatsen Unilever en Shell hun hoofdkantoor uit Nederland. Chipmachinefabrikant ASML zei eerder dit jaar dat nieuwe investeringen mogelijk in het buitenland worden gedaan. Gisteren bleek dat het kabinet aan een plan werkt om het bedrijf in Nederland te houden.

Visum in weken in plaats van jaren

De vestiging in Abu Dhabi is volgens de baggeraar nodig omdat de Nederlandse politiek de komst van buitenlandse kenniswerkers wil beperken. Daar zit het bedrijf dichter bij Azië, "**met oneindig aanbod van talent**". "In Abu Dhabi hebben we binnen een paar weken een visum voor personeel. In Nederland duurt dat twee jaar, als we er al in slagen", zegt Berdowski tegen de krant. Zijn vertrek-dreigement van vorig jaar had te maken met de Wet verantwoord en duurzaam internationaal ondernemen. Die houdt in dat bedrijven moeten voorkomen dat hun activiteiten negatieve gevolgen hebben voor zaken als mensenrechten, arbeidsrechten of het milieu. Een rechter zou dat kunnen toetsen. Deze initiatiefwet is nog niet door de Tweede Kamer aangenomen. Boskalis vreesde dat het vogelvrij zou worden verklaard. "Rechtszekerheid is voor ons als mondiaal opererend bedrijf het belangrijkst. Maar als ik terugkijk op het afgelopen jaar is die rechtszekerheid voor bedrijven in Nederland nog onzekerder geworden", zegt Berdowski vandaag.Het bedrijf heeft een uitzonderlijk goed jaar achter de rug en boekte een nettowinst van 600 miljoen euro. Dat is een stijging van 150 procent vergeleken met 2022. Toen haalde Boskalis onder de streep 241 miljoen euro binnen.

Bron : NOS

Inséré 16/05/24 DOSSIER Enlevé 16/06/24

$3m oil tanker fire caused by exploding radio battery

We have all heard that lithium-ion batteries can be a fire risk, yet tankers are reliant on them. What can be done? Perhaps not charge them unsupervised? A

report from the US National Transportation Safety Board about a tanker fire provided some insights and advice

A 2022 fire on a tanker "S-Trust" docked in Baton Rouge, Louisiana, was caused by an exploding lithium-ion battery for a handheld radio, a US National Transportation Safety Board investigation found. The fire resulted in $3 million in damage.

The fire occurred on the ship's bridge, which was unoccupied at the time. The vessel's crew extinguished the fire, but the vessel's navigation, communication and alarm systems were damaged beyond use. No injuries or structural damage was reported.

"A lithium-ion battery cell can spontaneously experience a thermal runaway if damaged, shorted, overheated, defective or overcharged," NTSB said. Although it did not find which one of those issues had specifically caused the fire.

Crews can help to prevent thermal runaways and ensuing fires by following manufacturers' instructions for the care and maintenance of lithium-ion batteries; properly disposing of damaged batteries; avoiding unsupervised charging; and keeping batteries and chargers away from heat sources and flammable materials, it said.

NTSB also recommended that companies should ensure that lithium-ion batteries and devices that use lithium-ion battery packs are certified by Underwriters Laboratory or another recognized organization. The batteries in this case were certified.

Crew can attempt to extinguish lithium-ion battery fires using conventional fire extinguishers, including water, foam, CO2, dry chemical or powdered agents designed for combustible fires.

How events occured

At the time of the fire, the bridge was unmanned, because the vessel was docked, the master was working in his office, and the crew were working in the cargo control room managing cargo offloading.

The master was alerted to the fire because he had a monitor of a CCTV camera in the bridge, and at 1530 saw that the camera feed was no longer visible. When he went to the bridge to investigate, smoke came out of the door and activated a smoke detector at the top of the stairwell just outside the door.

The master quickly closed the door, went down to the cargo control room, and told the chief mate to stop all cargo operations. After doing so, the chief mate notified the terminal of the fire on the vessel. Terminal personnel then contacted the West Baton Rouge Fire Department. The master returned to the bridge deck to fight the fire. On the way, he used a radio to notify the other crewmembers of the fire.

After arriving on the starboard bridge wing, the master opened the starboard-side door to the bridge to evaluate the situation. He stated that the fire was coming from the communications table. He then proceeded to the port bridge wing and opened the portside door to the bridge, but the smoke was too thick to see into the bridge.

He returned to the starboard bridgewing. The master directed the crew to muster into two fire teams. One on the portside bridgewing and the other on the starboard-side bridgewing. Once the master received notification that all of the electrical power to the bridge was secured, the fire teams began fighting the fire through the port and starboard bridge doors using hoses. At 1550, the fire was reported to be out.

CCTV recording

The CCTV recording showed an orange flash immediately followed by a puff of smoke by the communications table at 1527. Following the initial flash, the video showed smoke rising and increasing in volume and thickness.

At 1529, the footage showed another orange flash in the same area as the first one, followed by an object on fire, which flew from the area of the flash to the starboard side of the bridge, where it landed on the deck in front of the lifejacket locker and continued to burn.

In the video, the fire on the communications table continued to grow. The visibility on the bridge decreased rapidly, and the camera lens became covered in ash and started to deform at 1536, preventing any further view of the fire within the bridge.

Radios and batteries onboard

The vessel carried 20 UHF handheld radios to be used during vessel operations, fifteen by Motorola and five by Entel.

The vessel carried twenty-seven 7.4-volt batteries for the radios. Fourteen of the batteries had lithium-ion cells, and thirteen of the batteries had nickel metal hydride cells.

The vessel had sixteen battery chargers: eight for lithium-ion batteries and eight for nickel metal hydride batteries. Six of the lithium-ion chargers were Motorola chargers and two were Entel chargers.

The chargers were located throughout the vessel, including the bridge, the engine room, the pump control room, and the officers' cabins.

While the radios, batteries, cells, and chargers were manufactured in different countries, they were all certified by Underwriters Laboratories.

Photos from the bridge closed-circuit camera showing (1) a second explosion occurs, (2) an object is propelled on fire into the air (circled), a (3) the object, still on fire, landing on the floor. Source: Stalwart Management Ltd

Was the battery charging?

The report did not draw complete conclusions about whether the batteries had been charging at the time of the fire.

A crewmember informed investigators he believed that the batteries for those radios were not charging the day of the fire.

However, investigators did find the remains of a lithium-ion battery charger and a nickel-metal hydride battery charger around the communications table, where the fire had begun.

They found the remains of a nickel-metal hydride battery around the charger remains, and the remains of two lithium-ion batteries.

All six of the individual cells within the nickel-metal hydride battery were found and exhibited fire damage.

For the lithium-ion batteries, for one battery which contained two individual cells, both cells were found. For the other lithium-ion battery found among the charger remains, neither of the cells were found. So, it is possible that these calls were the ones which had exploded.

Inséré 17/05/24 NIEUWS NOUVELLES Enlevé 17/06/24

Poten: more VLCC orders could threaten market recovery

What is the outlook for VLCC demand in the coming years, and does size still matter in the tanker trade? asks Poten's weekly tanker analysis

For many years, VLCCs have been regarded as the bellwether of the tanker market. Improvements in the market would frequently start with VLCCs and given their dominant position in the Middle East crude oil export trades, the fortunes of OPEC and the VLCC market would often be tied.

The size of these vessels, carrying around 2M barrels of oil, offers charterers of VLCCs unparalleled economies of scale. Trade disruptions as a result of conflicts or geopolitical tension in the Middle East would frequently boost VLCC rates more than those of the smaller crude oil tankers. However, this pattern has been somewhat disrupted since the end of the pandemic. Suezmax and Aframaxes tankers have outperformed VLCCs on a relative basis since 2021. There are unique circumstances and temporary factors that can explain this unusual situation. The more interesting question is: What is likely to happen in the future? That will be the topic of this Weekly Tanker Opinion.During the pandemic, tanker rates suffered from low tanker demand and, while the global economies started to recover in the second half of 2021, it wasn't until Russia invaded Ukraine that tanker rates picked up in a meaningful way. Sanctions on Russian exports scrambled global trade flows and the limitations of Russian export infrastructure boosted Aframax and Suezmax tonne-mile demand relative to VLCC demand.

After recovering nicely from the pandemic slump, growth in VLCC demand from the Arabian Gulf (AG) stagnated from October 2022 onwards, as some Middle East OPEC producers (in particular Saudi Arabia) started to cut back production and exports. This was in response to rapid growth in non-OPEC production. The market share of the AG, which had increased from around 50% of total VLCC tonne-mile demand in early 2021 to more than 60% in Q3 2022, stagnated and dropped to 52% in the middle of 2023. Exports from the Gulf of Mexico (mainly the US) expanded during this timeframe and represented 20% of global VLCC tonne-mile demand in 2023 (up from 13% in 2021). Another growth area was Brazil. Towards the end of 2023, exports from the East Coast of South America represented 9% of the total (up from 6% in 2021/2022). Market share losers over the last few years have been West Africa and the North Sea. Production problems contributed to the former, while

the Russian invasion of Ukraine was the main reason that longhaul exports from the North Sea suffered. European countries kept most of their crude in the region after losing the Russian barrels.

What are the expectations for these markets going forward? As one would expect, there are a lot of moving parts. In the short term, global oil demand growth will be the most important driver. Most forecasters expect demand growth to be rather anaemic, in the 1-1.5M b/d range for 2024 and 2025. However, for tonne-mile demand, the distances are just as important. As mentioned before, growth in US exports have been a key component of tonne-mile demand growth. This could be less of a factor in the coming years, as US production and export growth are expected to slow. The startup of the Trans Mountain Expansion pipeline in Q2 of 2024 may also reduce the Canadian barrels available for export in the US Gulf and could affect longhaul imports into the US West Coast. Over the longer term, the focus of oil demand growth in Asia is expected to switch from China to India. This is not favourable for VLCC demand growth: China imports 74% of its crude oil on VLCCs, while India relies more on Suezmaxes and Aframaxes. India imports only 39% of its crude on VLCCs. Since India is located right next to the Middle East, the tonne-mile impact is even greater.

Despite a mixed outlook for VLCC tonne-mile demand going forward, the expectation is that VLCC rates will be remain strong in the coming years due to the lack of meaningful newbuilding deliveries in 2024 and 2025. However, in recent months, there seems to be more appetite for new orders, with several owners putting pen to paper at the shipyards, despite high prices and relatively long lead times. We are not in the danger zone yet, but an acceleration of VLCC ordering could put a sustained market recovery in jeopardy. this article first appeared on Poten & Partners website.

Inséré 18/05/24 DOSSIER Enlevé 18/06/24

Using side channel pumpson LPG tankers

Side channel pumps use a mixture of suction and rotational energy to move a fluid, so are ideal for gas-liquid mixtures, such as LPG. The suction part can move the gas, the rotational energy can move the liquid. The 'side channel' refers to a channel the gas-liquid mixture is moved into.

by Klaus Reischl, sales manager, SERO PumpSystems GmbH

Side channel pumps for the delivery of LPG are used on LPG tankers, capable of handling LPG volumes from 0.3 m3/h to 35 m3/h.

They always guarantee an uninterrupted delivery flow, even with gas entrainments in the pumped media.

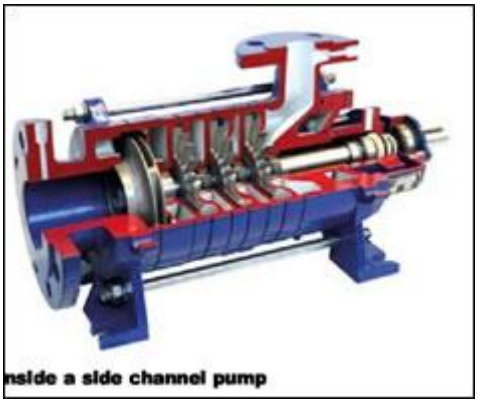
In extreme cases, the SHP can reach a head of almost 1,200 meters at a flow rate of only 1 m3/h.

SERO's "SHPmarine" side channel pump can be used in the hybrid ship propulsion system of a LPG gas carrier, in the Secondary Fuel Supply Systems (SFSS), to transport the LPG from the storage tanks on board to the propulsion engine of the seagoing vessel.

Both high-pressure and low-pressure versions have recently been integrated into the Secondary Fuel Supply Systems of various large gas carriers and successfully commissioned. Tugboats fuelled by LPG are also being considered.

The fuel consumption of a typical LPG tanker is between 3,000 and 5,000 litres of propane per hour depending on its size and maximum attainable speed. The SHP is required to consistently feed the SFSS and in turn the main propulsion engine at this rate and with a pressure head of approximately 1100 meters.

Background to LPG fuelled tankers


nside a side channel pump

Liquefied petroleum gas (LPG) is a gas mixture liquefied under pressure, consisting of propane and butane. It is produced during the extraction and refining of crude oil.

LPG tankers transport the gas from the point of production to consumers on six continents and in more than 125 countries. They can also use LPG as a fuel. LPG transported on the seaway is usually landed at large LPG terminals where it is temporarily stored for further distribution.

On LPG tankers, the actual transported LPG, previously untouched as cargo, is used as the main fuel source.

After unloading the cargo, the gas consumption used for the voyage is deducted from the initial gross cargo load and payment is settled between the ship owner and the client.

IFO (Intermediate Fuel Oil) now serves only as the back-up fuel or for manoeuvring with minimal engine power. Consequently, smaller loads of diesel fuel are required allowing for faster refuelling of the ship, saving both time and money.

LPG is sulphur free. This means that using it as a fuel allows easier compliance with the stringent emission limits on the high seas and the even stricter regulations near the coast.

Using LPG reduces operating costs as it is significantly cheaper than (low sulphur) IFO.

Bio-LPG can be extracted from waste, residues and sustainably produced vegetable oils, with the same physical and chemical properties as LPG. Both LPG variants can be stored under comparatively low pressure at room temperature, which makes transport easier and more cost-effective.

In comparison, liquefied natural gas (LNG) requires storage temperatures of -170 °C to -120 °C; compressed natural gas (CNG) requires pressurization of 200 bar to 250 bar to remain liquid. Storage technology and distribution logistics with these two energy sources are correspondingly complex.

Even though the LPG supply chain is significantly easier to manage from a technical point of view, for a long time the economic value of LPG was so low that it was simply flared - i.e., disposed.

Attitudes towards LPG have changed, to make efficient use of dwindling resources, to protect the environment by reducing emissions and - at the latest since the beginning of 2022 – also to handle exponentially rising energy costs.

In the chemical industry and in process engineering, LPG is used in a wide variety of applications as an economically interesting raw material and energy source.

As a fuel, LPG is offered by more than 6,000 filling stations in Germany alone. Numerous vehicle manufacturers, such as Renault, are selling vehicles with combined gasoline-LPG drives as an alternative to electric hybrids.

In industry as well as in large residential and building complexes, LPG is being stored in main tanks and made available at a wide variety of consumption points, for example, to feed steam and generate electricity, for heating or to drive engines.

Due to its ease of transportability at low pressure, LPG is suited to be filled into LPG cylinders in automated plants and delivered to private households as well as companies.
The World LPG Association refers to more than 1,000 different applications on its website (www.wlpga.org) - many of them along the logistical LPG supply chain.

TankerOperator

Inséré 19/05/24 NIEUWS NOUVELLES Enlevé 19/06/24

India expects piracy attacks to rise, stretching Navy resources

Attacks on commercial shipping in the Arabian and Red Sea by pirates and Iran-backed Houthi rebels are likely to continue, according to senior Indian officials. Those attacks are stretching the Indian Navy's capabilities as it maintains the tempo of its increased deployments in the region.Last week, an Indian warship rushed to the aid of merchant vessel Islander in the Gulf of Aden after it was hit by a drone, injuring a member of its crew. An explosive disposal team boarded the vessel before it was cleared for onward transit, an Indian Navy spokesperson said. The attacks in the Arabian and Red Sea were the focus of discussions between US Secretary of State Antony Blinken and his Indian counterpart Subrahmanyam Jaishankar at the recent Munich Security Conference. Blinken described the two countries' approach to tackling the maritime problems as "mutually reinforcing," according to a statement. India has deployed a dozen warships alongside long-range surveillance maritime aircrafts and drones — its largest peacetime mission in seven decades — to monitor nearly 4 million square kilometers (1.5 million square miles) of the Arabian Sea, primarily to tackle increased piracy in the region that has largely coincided with the Houthi attacks on commercial shipping in the Red Sea. There have been as many as eight hijacking attempts including a successful one since last November, according to the officials, who did not want to be named because they are directly involved in operations. Even as the piracy attempts have dropped off since the US and UK began striking Houthi targets in Yemen — the US has now struck 230 targets in Yemen — the Indian Navy will need to continue its enhanced operations, according to the officials, given that fighting piracy requires time, huge resources and patience. As an example, an Indian naval ship trailed a hijacked Iranian-flagged fishing vessel for over a day before the pirates eventually surrendered. The pirates set the 11 crew members free after it became clear that they would no longer be able to hijack the vessel and demand ransom, the people said, describing one operation. The sustained operations are also stretching the Indian Navy, according to the officials and analysts. The navy has had to move ships from the Bay of Bengal — a key area of operations given the increased presence of Chinese vessels in the area — to patrol the Arabian Sea. "The Indian Navy has done a very impressive job of maintaining a high tempo of operations in the region — and its role has been noticed and generally welcomed by the international community," said Anit Mukerjee, a senior lecturer of South Asian security issues at Kings College, London. He warned though that it "is an open question" whether the Navy can maintain the deployments and tempo of operations given its limited resources.
The Indian Navy and Ministry of Defence declined to comment.

The Indian Navy is trying to add new anti-piracy capabilities. Earlier this week, marine commandos with motorized crafts parachuted into the Arabian Sea from a US-made C-130 transport plane. The commandos could add capability if the nearest warship is at quite a distance from a hijacked vessel, people familiar with the matter said.Much of the piracy could be opportunistic, with Somali pirates trying to take advantage of the turbulence in the region. "The crisis in the Middle East, with the war in Gaza and the Houthi attacks, have certainly emboldened the Somalia-based pirates," said Mu kerjee.Somali piracy in the Horn of Africa and the Arabian Sea peaked between 2010-2013. The World Bank estimates that ransom payments yielded as much as $413 million in the seven years through 2012. The global economy lost an annual $18 billion, according to the United Nations. India meets 88% of its oil demand via seaborne imports which is highly susceptible to any disruptions in sea lanes, according to the consultancy Wood Mackenzie.

Source : hindustantimes

Inséré 20/05/24 HISTORIEK HISTORIQUE Enlevé 20/06/24

De raid op de Belgische kusthavens Zeebrugge en Oostende op 23 april 1918 is één van de roemrijkste militaire ondernemingen tijdens de Eerste Wereldoorlog.

Strijdkrachten van de Britse Koninklijke Marine en van de Royal Marines voeren uit in een poging om de strategische havens Zeebrugge en Oostende te blokkeren, om de rampzalige verliezen aan de Britse handelsscheepvaart, toegebracht door de Duitse duikboten, tegen te houden.

Het betekende een aanval op een zwaar verdedigde Duitse duikbootbasis.

Vanuit hun basissen hadden ze drie jaar lang met hun U-boten het geallieerd scheepvaartverkeer langs de Britse oostkust, de Thamesmonding en het Engels kanaal aangevallen en vernield.

De twee Belgische kusthavens Zeebrugge en Oostende boden heel wat logistieke faciliteiten met name droogdok, herstellingswerven, enz.

Legerleiding Marinekorps Flandern. Vooraan in het midden Von Hindenburg en rechts naast hem Von Schröder.

Op 29 maart 1915 werd de U-Boot-Flotille Flandern opgericht met steunpunt Zeebrugge. De duikbo-tenoorlog was bedoeld om door het kelderen van een maximum aantal koopvaardijschepen, Groot-Brittannië dermate te verzwakken dat een uiteindelijke overwinning op het Westelijke front mogelijk zou worden, vooraleer de Verenigde Staten van Amerika de oorlog aan Duitsland konden verklaren.

In februari 1917 ontketende Duitsland de onbeperkte duik-botenoorlog, nog in dat jaar werden +/- 600 000 scheepstonnen vernietigd. De Britten probeerden de verliezen, enigszins laattijdig, te beperken door het konvooivaren in te stellen.

De Belgische kustzone was een heel zwaarbewaakt gebied. Aan het hoofd van deze militaire zone stond de energieke admiraal Ludwig von Schroder en Korvettenkapitein Karl Bartenbach voerde het bevel over de U-Bootflotille Flandern. Een van de meest succesvolle gezagvoerders van de Flotille Flandern was kapitein-luitenant Otto Steinbrinck. Met UB-57 torpedeerde hij 215 schepen voor een totaal aan scheepsruimte van 230 000 ton. Hij overleefde de oorlog en werd later SS StandartenfUhrer.

Overzicht van de havendam (môle) van Zeebrugge.

Duitse mijnenleggers.

Nepgeschut op de havendam (môle) van Zeebrugge

Ook Kapiténleutnant Lothar von Arnauld de la Perière stond aan de top wat betreft torpederingen van vrachtschepen. Hij vernietigde voor een totaal aan 500 000 ton scheepsruimte. Gedurende één enkele vaart vernietigde hij ongeveer 55 schepen voor een totaal aan 91 000 ton. Niemand heeft ooit beter gedaan, ook niet tijdens de Tweede Wereldoorlog. Hij overleefde de oorlog en werd in 1937 tot konteradmiraal (Schout-bij-nacht) gepromoveerd. Hij opereerde vooral met de U-139 in het Middellandse zeegebied.

Wat betreft het konvooivaren, was de Britse admiraliteit van mening dat deze wijze van werken geen voordelen bracht voor de handelsvaart, dat er een tekort aan escortevaartuigen was en dat door de toenmalige primitieve uitrusting van de koopvaardijschepen, het niet mogelijk zou zijn hun positie 's nachts te handhaven in het konvooi. Pessimisten voegden daaraan toe dat konvooivaren veel geld zou kosten en daarom werd het ook maar laattijdig ingevoerd.

Dat er iets moest gedaan worden om de enorme verliezen aan schepen en mensenlevens in te perken, stond als een paal boven water.

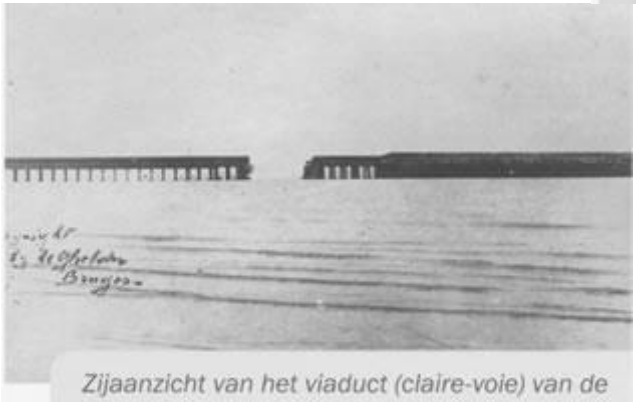
Op het einde van 1917 nam vice-admiraal Roger John Brownlow Keyes, en later rear-admiral, het bevel over de Britse Admiralty. (rear-admiral = bevelhebber die de manoeuvres van de achterhoede van het eskader coördineert).

Als eerste maatregel werd de Dover Barrage ingesteld, een mijnenveld verankerd tussen de Franse kust en Dover. Duitse bronnen vermelden dat zeker 15 duikboten van de Flotille Flandern door dat mijnenveld tot zinken werden gebracht. Ook werden pogingen ondernomen door de pas opgerichte Britse Royal Air Force om de havens van Zeebrugge en Oostende door bombardementen te vernietigen, echter zonder positief gevolg. Als tegenmaatregel om hun duikboten maximaal te beschermen werden in Brugge duikbootbunkers gebouwd. Perfecte schuilplaatsen voor ongeveer 15 U-boten.

Uiteindelijk besliste viceadmiraal Roger Keyes om een verrassingsaanval uit te voeren, gelijktijdig op Zeebrugge en Oostende. Om een aanval met succes te doen slagen moest

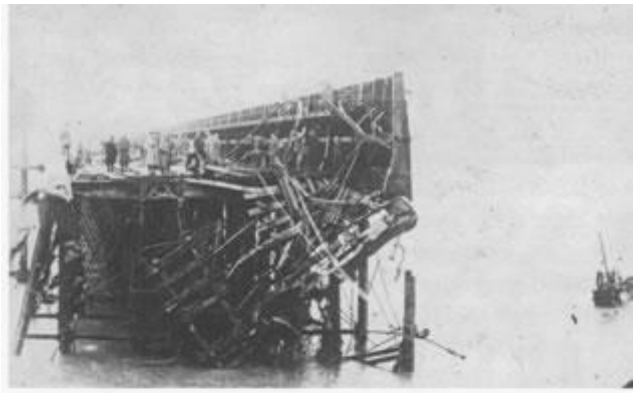
aan bepaalde voorwaarden voldaan worden:

1. De aanval moest 's nachts plaatsvinden.
2. Het moest springtij zijn, met andere woorden een hoge waterstand werd vereist. Dit was nodig om de Britse militairen aan boord van de *HMS Vindictive* zonder veel moeilijkheden op de Leopolddam (ook wel Môle genoemd) te laten landen.
3. Zwakke wind vanuit zee naar de kust toe. Dit in verband met het ontwikkelen van een rookgordijn om alzo de Duitse batterijen het zicht te ontnemen.
4. Kalme zee met windkracht 2 à 3 Beaufort.
5. Ongeveer een half uur na de landing van de Britse commando's op de Môle, moesten de blokschepen *HMS Thetis*, *HMS Intrepid* en *HMS Iphigena* de kop van de Môle passeren om de havengeul, leidend naar de Vandamme sluis, te blokkeren.



Zijaanzicht van het viaduct (claire-voie) van de havendam (môle) van Zeebrugge gezien vanuit de haven in zuidelijke richting.

De Raid op Zeebrugge en Oostende moest plaatsvinden op 23 april 1918. Aldus vertrok 's avonds op 22 april 1918 vanuit de Theemsmonding een armada van schepen, bestaande benevens uit bovenstaande vermelde blokschepen ook nog de HMS Brillant en HMS Sirius plus 2 duikboten C1 en C3, geladen met springstof, op sleeptouw. Daarbij waren een zeer groot aantal motorlaunches en coastal motorboten. Die kleine armada moest zorgen voor het rookgordijn en moest na het afzinken van de blokschepen de zich nog aan boord bevindende bemanningsleden redden.



Het gat in het viaduct (claire-voie) naar de havendam (môle) van Zeebrugge, met provisorische loopbrug

Het ganse eskader werd op de zeereis begeleid door torpedojagers en slagschepen.

HMS Brillant en HMS Sirius moesten naar Oostende varen om daar de havengeul te versperren.

HMS Vindictive geraakte met zeer veel moeite met zijn bakboordzijde langs de westkant van de Móle, mede door de sterke vloedstroom tijdens het hoog water te Zeebrugge, en dit gelukte slechts met behulp van het steunschip HMS Daffoudil.

Tijdens deze aanlegmaneuvers werd de HMS Vindictive zwaar onder vuur genomen door de Duitse batterijen die zich op het uiteinde van de Môle bevonden, in zoverre dat een groot aantal ladders, opgesteld aan de bakboorzijde van de HMS Vindictive, vernield werden. Deze ladders waren nodig om de commando's te ontschepen op de Môle.

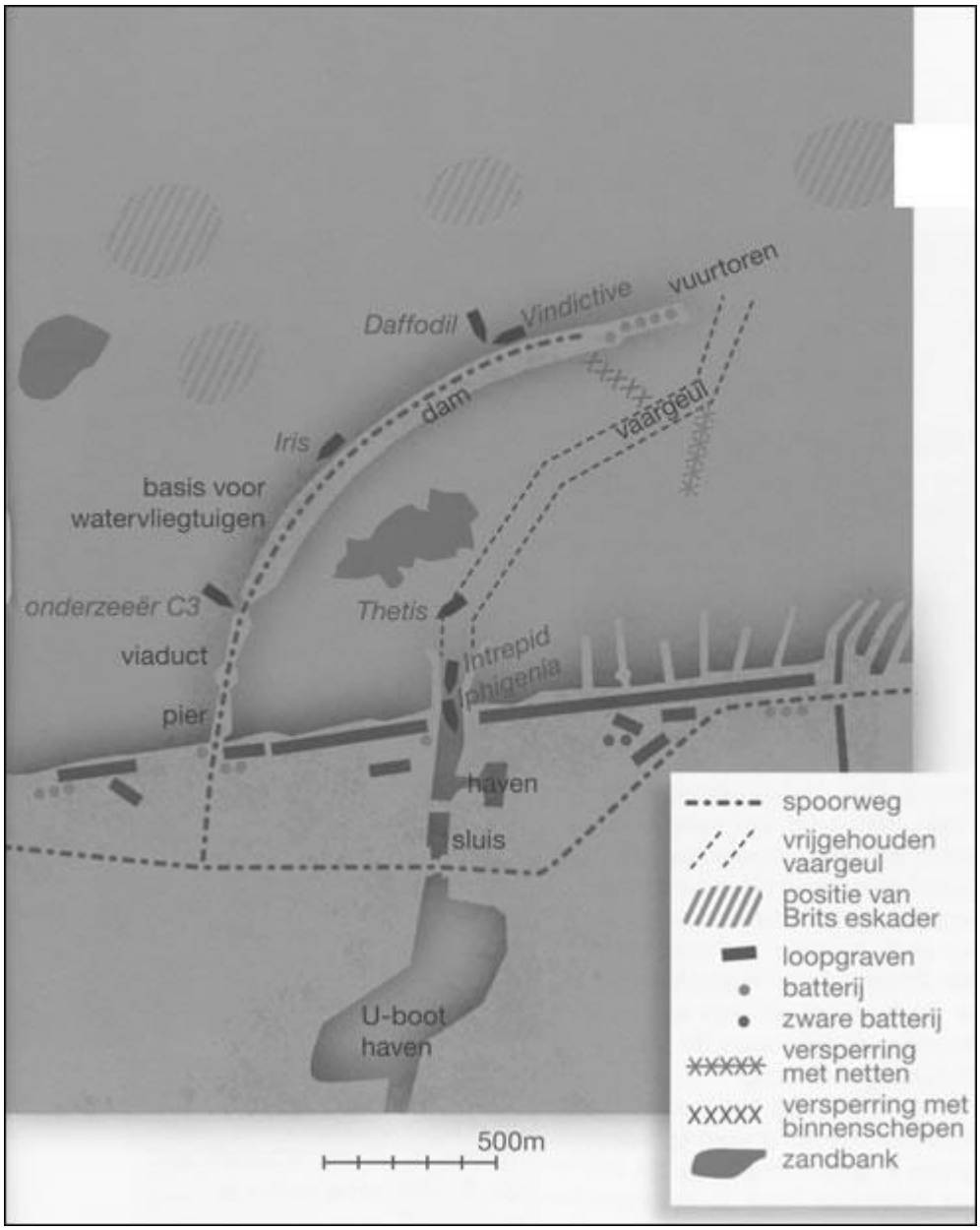
Ook is te vermelden dat veel officieren van de Royal Marines aan boord van de HMS Vindictive door het artillerievuur van de Duitsers werden gekwetst of gedood nog voor ze konden ontschepen. Ze hadden de opdracht de Duitse stellingen op de kop van de Môle te neutraliseren, aldus konden de blokschepen met minder gevaar de Môle passeren. De Britse duikboot C3 werd tot ontploffing gebracht ter hoogte van het viaduct (zie bijgevoegd kaartje). De loopbrug werd volledig vernield en zo konden van Duitse zijde geen versterkingen worden aangevoerd.

Eenmaal geland op de Môle ontstonden vele lijf aan lijf gevechten tussen Duitse militairen en de Britse commando's, vaak met bajonet op het geweer. Men slaagde er echter niet in de Duitse weerstand uit te schakelen.

Het eerste blokschip HMS Thetis raakte met zijn schroeven de versperringen en strandde aan de westkant van de vaargeul, de twee andere blokschepen hadden meer geluk en werden tot zinken gebracht tussen de twee staketsels alhoewel ze er niet in slaagden om zich droog te leggen voor de Vandammesluis.

Ongeveer anderhalf uur na de landing werd de aftocht geblazen en de Britse armada voer terug naar Dover. De verliezen aan manschappen van de Royal Marines en het navypersoneel waren zwaar. Op een totaal van 1700 manschappen die deelnamen aan de Raid op Zeebrugge werden +/- 620 militairen gedood of gewond. Dit is meer dan 35 %

aan verliezen. Aan Duitse kant waren de verliezen miniem. Een 20-tal werd gedood of gewond.



Resultaat, de vaargeul was niet volledig geblokkeerd en enkele dagen nadien werden baggerwerken uitgevoerd in de nabijheid van beide blokschepen zodat U-boten, zei het eerst bij hoog water, opnieuw konden uitvaren.

Tegelijkertijd voeren HMS Brillant en HMS Sirius als blokschepen naar de haven van Oostende. De Duitsers hadden echter voorkennis van het aanvalsplan. De Stroombankboei voor de haven van Oostende werd ongeveer 2 kilometer meer naar het oosten verlegd. Om in de haven van Oostende te komen moest de Stroombankboei aan stuurboord gehouden worden, beide schepen strandden echter ter hoogte van het Fort Napoleon nabij Bredene en werden ter plaatse tot zinken gebracht. Deze raid was een volledige mislukking.

Maar viceadmiraal Roger Keyes kreeg van de Britse autoriteiten toelating om een tweede poging te ondernemen om de haven van Oostende te blokkeren. HMS Vindictive werd haastig en zoveel als mogelijk hersteld en in de nacht van 9 op 10 mei 1918 zou de HMS Vindictive tot zinken worden gebracht tussen het Wester- en Oosterstaketsel van de haven van Oostende. Tijdens die operatie werd het zicht belemmerd door mist maar toch slaagde men erin omstreeks 02:00 uur op 10 mei 1918, de haven op te lopen, doch tijdens dat manoeuvre werden de gezagvoerder, kapitein Alfred Godsal en de tweede in bevel, gedood door granaatinslagen.

Men slaagde er ook niet in om HMS Vindictive slaags (dwars) te krijgen o.a. door schade aan de schroeven en uiteindelijk werd het Ooster-staketsel geramd onder een hoek van 20 graden. Het schip is daar gezonken en heeft nooit zijn taak als blokschip kunnen vervullen.
Men kan terecht stellen dat de raid op Oostende tweemaal mislukt is.

Conclusies

Duitse legerleiding, met voorop Von Hindenburg en Von Schröder, lopen over de havenmuur (môle) tijdens een inspectiebezoek aan Zeebrugge na de aanval in april 1918.

Lloyd George, Britse eerste minister, en ook het oorlogskabinet verklaarden o.a.: "*The successfull efforts you have made to deal with the submarine menace at the source. The blocking of Ostend puts the finishing touch to the gallant achievement at Zeebruges." (NVDR De succesvolle inspanningen die u deed om de onderzeeboot dreiging bij de bron aan te pakken. De blokkering van Oostende zet de kers op de taart van de dappere prestatie in Zeebrugge.*)

Een Duits communiqué deelde het volgende mede: "*De blokkering van de haven van Oostende is totaal mislukt. Nogmaals heeft de vijand onnodig mensenlevens en schepen opgeofferd.*"

Ook de Britse pers bleef niet bij de pakken zitten in het verspreiden van informatie. Het gezaghebbend dagblad The Times publiceerde de volgende uitspraken van de eerste minister Lloyd George in verband met de raids op Zeebrugge en Oostende, in een zeer bombastische stijl: "*These are thrilling deeds that give new heart to a people, not merely for the hour, but when they come to be read by our children and our children's children, for ages to come. They enrich our history, they enrich the caracter of our people, they fertilize the manhood of the land."* (NVDR *Dit zijn opwindende acties die een volk een nieuw hart geven, niet alleen nu, maar ook als ze gelezen worden door onze kinderen en de kinderen van onze kinderen. Ze verrijken onze geschiedenis, ze verrijken het karakter van onze mensen, ze bemesten de mannelijkheid van het land.*)

Het is bekend dat het moraal van de Britse bevolking werd opgepept gezien er gedurende lange tijd van het Westelijke front op het conti-nent niets anders dan negatieve berichten kwamen.
Poor planning, poor briefing was een van de oorzaken van de mislukking of nog zoals admiraal Sir John Fihser o.a. verklaarde: *No such follywas ever devised by fools as such an operation as that of Zeebruges.*

Maar om het leed van de zware verliezen wat te verzachten na de raid, werd kwistig omgesprongen, terecht of ten onrechte, met het uitdelen van eretekens. Niet minder dan zeven Victoria Crosses (de hoogste militaire onderscheiding in Groot-Brittannië) werden uitgereikt. Voeg daarbij nog een aantal minder hoge onderscheidingen. Ook voor de raid op Oostende werden nogmaals 3 Victoria Crosses opgespeld. Ook viceadmiraal Roger Keyes, planner en mentor van beide raids, werd met veel eer overladen.

Duitse torpedobootjagers in de haven van Zeebrugge.

Het is echter aan de aandachtige lezer van deze samenvatting, elk voor zich, om de nodige conclusies te trekken.

De Britse blokkadeschepen HMS Intrepid, HMS Iphegenia en HMS Thetis in de ingang van de haven van Zeebrugge

JMR D'Hondt,
Kapitein t.l.o. (o.r.)

Kapitein D'Hondt, geboren in Oostende op 21 juni 1937, studeerde aan de Hoge Zeevaartschool te Antwerpen waar hij in 1967 het brevet kapitein ter lange omvaart behaalde. Tijdens zijn studies volgde hij aan St.-Ignatius te Antwerpen, ook de discipline Internationaal Zeerecht en Binnenvaartrecht.

Hij heeft zeven jaar *lange omvaart* gevaren op tankers, meestal trampvaart, en daarna nog drie jaar kustvaart. In 1970 werd hij zeeloods. Sinds juli 2002 is hij op pensioen.

Kapitein D'Hondt spreekt onder andere Italiaans, Russisch en Duits. Hij is ook lid van het Duitse Gesellschaft für Schiffahrts- und Marinegeschichte in Nordrhein-Westfalen.

NVDR

Alle foto's komen uit het Zeeuws Archief en zijn van Notaris Arend

Mijs, viceconsul van België in Oostburg en betreffen het Marinekorps Flandern. Dit Duitse legeronderdeel was gestationeerd net over de Nederlandse grens, aan de Vlaamse kust en opereerde te land, ter zee en in de lucht. De fotografen waren Arthur Brusselle en Léon De Ghelder uit Brugge.

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Het Belwind windmolenpark vanuit de lucht © Haven

OFFSHORE WINDMOLENS ONTMANTELEN

Steve Bauwens1

België behoort tot de wereldtop voor wat betreft de installatie en het onderhoud van windmolen parken. Ondertussen komt de ontmanteling van de eerste generatie windmolens in zicht. Er rijzen heel wat vragen over de afbraak van deze reuzen constructies. De Grote Rede ging te rade bij zes Belgische experten die vanuit hun vakgebied het thema benaderen. Vast staat dat het opnieuw innovatief pionierswerk wordt.

PIONIER IN ONTWIKKELING, PIONIER IN AFBRAAK WINDMOLENS

Het Internationaal Energieagentschap verwacht dat windenergie in 2027 de belangrijkste bron van elektriciteits productie in Europa wordt. Er zijn namelijk heel wat voordelen aan windenergie: het is schaalbaar, kostenconcurrerend en biedt heel wat kansen op vlak van tewerkstelling en innovatie.

België is met haar 30.689 km2 oppervlakte een klein land. Dat geldt ook voor het Belgisch deel van de Noordzee, dat nauwelijks 3.454 km2 groot is. Toch is ons land naar windenergie capaciteit vijfde in de wereld en vierde wereldwijd voor offshore windenergie. Voor de bouw van het eerste windmolenpark in het Belgisch gedeelte van de Noordzee in 2008 was echt pionierswerk vereist.

De concessieperiode van het eerste Belgische park loopt tot 2039. Volgens de concessievoorwaarden moeten de parkuitbaters de omgeving in hun oorspronkelijke staat herstellen eens de concessie is afgelopen. Net zoals de installatie van de eerste parken, zal ook de afbraak opnieuw pionierswerk zijn Maar welke impact hebben de wind molens en de ontmanteling ervan op het marien milieu? Hoe zal de ontmanteling in zijn werk gaan? Zijn windmolens recycleerbaar?

VERPLICHT ONTMANTELEN

Marijn Rabaut licht toe: "Momenteel is Zone 1 in het Belgisch gedeelte van de Noordzee volgebouwd met in totaal 9windmolenparken. Die zijn ontwikkeld tussen 2008 en 2020, wat een gefaseerde ontmanteling inhoudt in de periode 2034-2047. De nieuwe parken in de Prinses Elisabethzone krijgen méér en krachtigere windmolens waardoor het vermogen toeneemt. De nieuwe zone zal zo jaarlijks meer elektriciteit produceren dan twee grote en moderne kerncentrales. Samen met de reeds bestaande zone van 2000 MW komt de totale windcapaciteit op zee dan op 5800 MW.

De verplichte ontmanteling is gebaseerd op internationale regelgeving voor boor-platformen. Als algemeen principe geldt hier dat installaties in onbruik nooit mogen leiden tot schade aan andere gebruikers of het milieu. Op nationaal vlak zijn er twee wetten uit 1999 die bepalingen opleggen met betrekking tot de ontmanteling van windmolens, namelijk de Elektriciteitswet en de Wet Marien Milieu.

De Elektriciteitswet stelt dat de concessie kan verlengd worden zonder evenwel een totale duur van dertig jaar te overschrijden. Het zijn vaak de windmolenparkbeheerders die de verlengingen vragen, zij het niet altijd voor de maximaal mogelijke periode. Het hangt af van het vermogen, de technische geschiktheid van de turbines om langer te blijven werken en de financiële rendabiliteit. De ontmanteling moet rond zijn binnen de maximumperiode van 30 jaar en de windmolenparkbeheerders dienen al bij de installatie van de parken een provisie te voorzien voor de ontmanteling.

De Wet Marien Milieu voorziet in een ruimtelijke planning op zee. Deze wet verplicht parkbeheerders om schade of milieuverstoring in de oorspronkelijke toestand te herstellen. Bij ontmanteling moeten ze de windmolenpylonen wegnemen tot 2 meter diep in de

zeebodem, de steenbestorting verwijderen en de elektriciteitskabels volledig uitgraven. Indien concessiehouders de kabels langer willen gebruiken, dienen ze hiervoor een nieuwe vergunning aan te vragen".

EEN RIJKGEDEKTE TAFEL ONDER WATER

In de windmolenparken is ondertussen extra biodiversiteit ontstaan, onder andere op de betonnen sokkels van de windmolens. Steven Degraer volgt deze nieuwe natuur op de voet. *Steven Degraer*: "Offshore windmolens hebben een aantal ongewenste effecten. Zo mijden een aantal zeevogelsoorten – zoals de Roodkeelduiker, een duikende viseter – een gebied van tot wel 15 kilometer rond de windmolens. De windmolens verkleinen dus hun leefgebied

In de windmolenparken is een specifieke biodiversiteit ontstaan, onder andere op de betonnen sokkels van de windmolens, zoals hier in het Belwind windmolenpark op de Blighbank. © VLIZ (Sven Van Haelst)

Andere vogelsoorten zoals sternen, lopen minder risico op aanvaring. Ze lijken zelfs t profiteren van het nieuw gecreëerde kunst matig rif onder het wateroppervlak. Dat rif ligt aan de basis van een heel rijke onderwaterfauna van ongewervelden en vissen. Zelfs zeehonden voelen zich aangetrokken door de windmolens omdat ze er een rijk gedekte tafel aantreffen".

"De nieuwe harde substraten die men in offshore windmolenparken plaatst, komen er van nature niet voor. Ze begroeien met allerlei dier- en plantensoorten. Bovenaan vind je groen- en bruinwieren, daaronder een band van hoofdzakelijk mosselen, en nog lager tref je zeeanemonen en vlokreeftjes. Hoe lager op de fundering, hoe meer soorten. De windmolenmasten staan gemakkelijk 20 tot 30 meter diep in het zeewater. Dat biedt een heel rijke habitat die van nature niet te vinden was in het Belgisch gedeelte van de Noordzee. Is dit positief of niet? Dat hangt af van hoe je hiernaar kijkt. Vind je vooral biodiversiteit en de 'voordelen' van deze nieuwe habitats belangrijk? Dan is de kans groot dat je voor bent. Ben je van oordeel dat het authentiek bewaren van het oorspronkelijke mariene milieu belangrijk is, zal je eerder tegen zijn. In België vinden we het aanvaardbaar dat deze nieuwe habitats zich vormen op en rond de windmolens. We gaan echter niet zo ver als de Nederlanders die – los van de nodige infrastructuur voor de windmolens – extra kunstmatige riffen aanleggen om deze nieuwe natuur aan te trekken.

DOORSTAAN WINDMOLENS DE TAND DES TIJDS?

Windmolens kunnen volgens de regelgeving 30 jaar blijven staan, maar is dat ook technisch gezien mogelijk? Volgens *Hugo Canière* van het Belgian Offshore Platform hebben windmolens net zoals auto's regelmatig onderhoud nodig. Bij defecten kijken de parkbeheerders of het slechts om kleinere reparaties en de vervanging van onderdelen gaat of dat er een structureel probleem is dat herstelling onmogelijk of financieel onrendabel maakt. Dit beïnvloedt de beslissing om grote, structurele defecten al dan niet op te lossen op het einde van de concessieperiode.

Pieter Jan Jordaens (Sirris) stelt dat er heel wat onderzoek gebeurt naar de structurele gezondheid van offshore windmolens. Ook Sirris, samen met de Vrije Universiteit Brussel, is actief op dit gebied. Anders dan bij de olie- en gasplatformen is de belangrijkste belasting van offshore windmolens niet de zwaartekracht. Krachten op windturbines laten zich veel hoger voelen, namelijk op de rotor, en dan vooral horizontaal als gevolg van de wind. Precies weten waar en hoe die kracht werkt, is nodig om veilige en kostenefficiënte ontwerpen te maken. De funderingen van de eerste parken zijn gebouwd met grote marges op vlak van veiligheid. Het betrof hier immers pionierswerk. De oudste turbines zouden de concessie- duur dus goed moeten kunnen doorkomen. Bij nieuwere generaties heeft toegenomen inzicht geleid tot het gebruik van betere materialen en technieken om de ruwe omgeving van de Noordzee het hoofd te bieden.

Momenteel moeten de funderingen na afloop van de concessieperiode volledig verwijderd zijn. *Hugo Canière* stelt dat het hergebruik van de funderingen afhangt van de gehanteerde technieken. Tegenwoordig is de monopile – in de bodem geheid – de meest gebruikte draagconstructie in het ondiepe water van de Noordzee. Het is niet evident om deze monopiles in hun geheel uit de bodem te halen. Tegelijkertijd worden de turbines groter en groter waardoor je nieuwe turbines steeds verder uit elkaar moet zetten en de huidige funderingen niet noodzakelijk op de juiste plaats zullen staan. "Beslis je om de sokkels toch te laten staan, dan kan je er eventueel creatief mee omgaan en er na herbestemming andere constructies zoals bv. voor waterstofwinning (in connectie met nieuwe windmolens) of aquacultuur op plaatsen", aldus *Hugo Canière*.

"Hoewel het momenteel wettelijk niet kan, zou het een meerwaarde kunnen zijn om de funderingspalen tot een drietal meter boven de zeebodem te behouden in functie van de nieuwe natuur", aldus *Steven Degraer*. "Zo neem je vanuit het biodiversiteitsstandpunt mogelijke negatieve effecten boven het wateroppervlak weg en behoud je de kunstmatige riffen onder water". Volgens *Hugo Canière* kan dit idee mogelijks bijkomende risico's met zich mee brengen voor de schepen die instaan voor het onderhoud van de parken. *Steven Degraer* trekt dit niet in twijfel, maar vindt dat de risico's moeten afgewogen worden t.o.v. de biodiversiteitswaarde die het behoud van een deel van de funderingen kan bieden. Momenteel worden de randvoorwaarden hiervoor geëxploreerd.

RECYCLEREN OF OP DE VUILNISBELT?

Hugo Canière ziet de ontmanteling gebeuren op een vergelijkbare manier als de installatie, maar dan in omgekeerde volgorde.

Een kraanschip licht het bovenstuk van de windmolen en laadt die op het dek. Dit neemt een tweetal dagen per windmolen in beslag. Daarna gaan de onderdelen terug aan land. Dit is perfect mogelijk met dezelfde schepen die vandaag windmolenparken installeren.

In de verdere toekomst zal hiervoor mogelijks een marktsysteem ontstaan waarbij bedrijven zich specialiseren in de ontmanteling en hiervoor specifieke ontmantelingstools en -schepen ontwikkelen.

Aan land zal er nood zijn aan een nieuwe logistieke en recyclageketen. De grote structuren dienen in kleinere stukken te worden gezaagd en bij recyclagebedrijven terecht te komen die de materialen recycleren. *Pieter Jan Jordaens* wijst erop dat je een aantal onderdelen kunt hergebruiken als ze nog niet aan het einde van hun levensduur zijn gekomen. "Voor windmolens op land bestaan er al websites waar je online herbruikbare onderdelen kunt bestellen. Zo krijgen tandwielkasten, generatoren, transformatoren en zelfs wieken soms een tweede leven. Wat je niet kunt hergebruiken, kan je terug tot basismateriaal herwerken zoals bv. staal, gietijzer en koper. Het grootste recyclage-probleem vormt het composietmateriaal, een mengeling van glasvezel of koolstofvezel met andere stoffen. Dit sterke en lichte materiaal is de ideale grondstof voor windmolenwieken, maar ook voor andere zaken zoals de rompen van jachtboten. Op dit moment ligt het vrijgekomen volume composiet van windmolenwieken op ongeveer 200 ton per jaar. Volgens cijfers van OVAM en Sirris zal dit tegen 2040 toenemen tot 12.000 ton voor offshore windturbines alleen. De Europese koepelorganisatie Wind Europe streeft naar een stortverbod op Europees niveau. Er is heel wat onderzoek lopende om de wieken beter te recycleren. De Spaanse windturbine-maker Siemens Gamesa heeft in september 2021 de eerste recycleerbare wieken voor windmolens aangekondigd. De ontwikkelaars maken gebruik van een technologie waarbij een nieuw soort thermoplast de componenten samenhoudt en hergebruik van koolstof- en glasvezels nadien mogelijk wordt. Immers, in tegenstelling tot de oudere generatie wieken, kunnen deze gesmolten worden voor hergebruik. Een stap dichter bij een 100% recycleerbare windmolen."

Ben De Pauw wijst erop dat er nog heel wat stappen moeten worden gezet. "In principe is 90% van een windmolen recycleerbaar. Maar een stalen schacht van een windmolen die 30 jaar de ruwe belasting van de Noordzee heeft getrotseerd, is natuurlijk niet meer zo fonkelnieuw als een net geïnstalleerd exemplaar. Bovendien is er ook nog het logistieke vraagstuk hoe alle onderdelen na afbraak terug aan land en in de recyclage-bedrijven geraken. Het Interreg North Sea Region project 'Decom Tools', waarin de POM West-Vlaanderen en heel wat andere partners participeert, zet hierop in. Een van de doelstellingen van het project is aan te tonen dat chemische recyclage van composiet mogelijk is en bovendien rendabel".

WERK VOOR DE BOEG

Een aantal Belgische, toonaangevende bedrijven zullen een prominente rol spelen in het ontmantelingsverhaal. *Lucien Romagnoli*: "Alle bedrijven die nu al actief zijn in de bouw van windmolenparken zien wereldwijd de vraag naar nieuwe offshore parken groeien. Gezien de grote uitdagingen op vlak van de klimaatopwarming en de energieomslag, zal dit nog sterk toenemen. Tegelijkertijd zal ook de vraag naar ontmanteling en recyclage van offshore windmolens snel groeien. Er ligt de komende jaren dus heel wat werk op de plank".

"Er zijn een aantal Belgische bedrijven gespecialiseerd in de ontmanteling van offshore installaties zoals boorplatformen. De gebruikte technieken vergen echter nog bijschaving om ook voor de windmolen-parken inzetbaar te zijn. Zo zijn structuren

De kraan van het offshore jack-up installatieschip Vole au Vent (Jan De Nul) laat toe om op een veilige manier zware funderingen en componenten van offshore windmolenparken te installeren. © Haven Oostende

die jarenlang in het water liggen onderhevig aan verwering en kennen ze een grote aangroei met dieren en planten. We moeten bekijken wat dit betekent aan extra gewicht en hoe je alles zo efficiënt mogelijk kunt verwijderen en aan land brengen", aldus Romagnoli. De eerste ontmantelingen worden opnieuw pionierswerk. Maar van zodra de ontmanteling en hernieuwing van de windmolenparken in het Belgische deel van de Noordzee en daarbuiten van start gaat, zal dit heel wat – vooral technisch- industriële – jobs met zich mee brengen".

MAATSCHAPPELIJK DEBAT NODIG

Er zijn heel wat opties bij de ontmanteling van een windpark, zowel naar technieken, benodigde materiaal, kostprijs als naar de vereiste specifieke innovatie. Voor een aantal Belgische bedrijven is de opgedane kennis en expertise bij de installatie van windmolen-parken op zee een belangrijk exportproduct geworden. Maar die bedrijven zijn niet alleen. Gezien de wereldwijde stijgende interesse in windmolenparken op zee, zijn buitenlandse bedrijven een inhaalbeweging aan het maken. Het zal belangrijk zijn de bedrijven de kans te geven heel goed voorbereid te zijn op de ontmanteling van de windmolen- parken op zee. Daarom is een debat over wat we als maatschappij precies willen op het einde van de concessieperiodes nodig.

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FourWorld vangt bot in rechtszaak tegen overnamebod CMB op Euronav

Koen Heinen

14 mrt 2024

De Amerikaanse vermogensbeheerder FourWorld, die een rechtszaak had aangespannen tegen het overnamebod van CMB op Euronav, is door een rechtbank in New York teruggefloten. CMB meldt dat het bod zoals gepland op 15 maart wordt afgesloten.

Volgens FourWorld zou CMB de Securities Exchange Act van 1934 overtreden hebben door onjuiste en misleidende informatie te verspreiden met betrekking tot het Amerikaanse bod op de aandelen van Euronav. CMB noemde de klacht eerder al ongegrond en krijgt nu dus ook gelijk van het United States District Court for the Southern District of New York.

Sluiting vrijdag 15 maart

In een persmededeling zegt CMB dat, na de beslissing van de Amerikaanse rechtbank, zowel het Amerikaanse als het Belgische overnamebod zullen sluiten op vrijdag 15 maart om 10.00 uur New York City-tijd en om 16.00 uur Centraal-Europese tijd, zoals dat gepland was.

Ook in België werd een klacht ingediend door FourWorld, maar het is niet duidelijk in hoeverre die nog een impact kan hebben op het overnamebod.

FourWorld perd son procès contre l'offre de rachat de CMB sur Euronav

Koen **Heinen**
14 mrt 2024

La société de gestion d'actifs américaine FourWorld, qui avait intenté un procès contre l'offre de rachat de CMB sur Euronav, a été rejetée par un tribunal de New York. CMB annonce que l'offre sera clôturée comme prévu le 15 mars.

Selon FourWorld, CMB aurait enfreint le Securities Exchange Act de 1934 en diffusant des informations incorrectes et trompeuses concernant l'offre américaine sur les actions d'Euronav. CMB avait déjà qualifié la plainte d'infondée et reçoit maintenant raison du United States District Court for the Southern District of New York.

Clôture le vendredi 15 mars

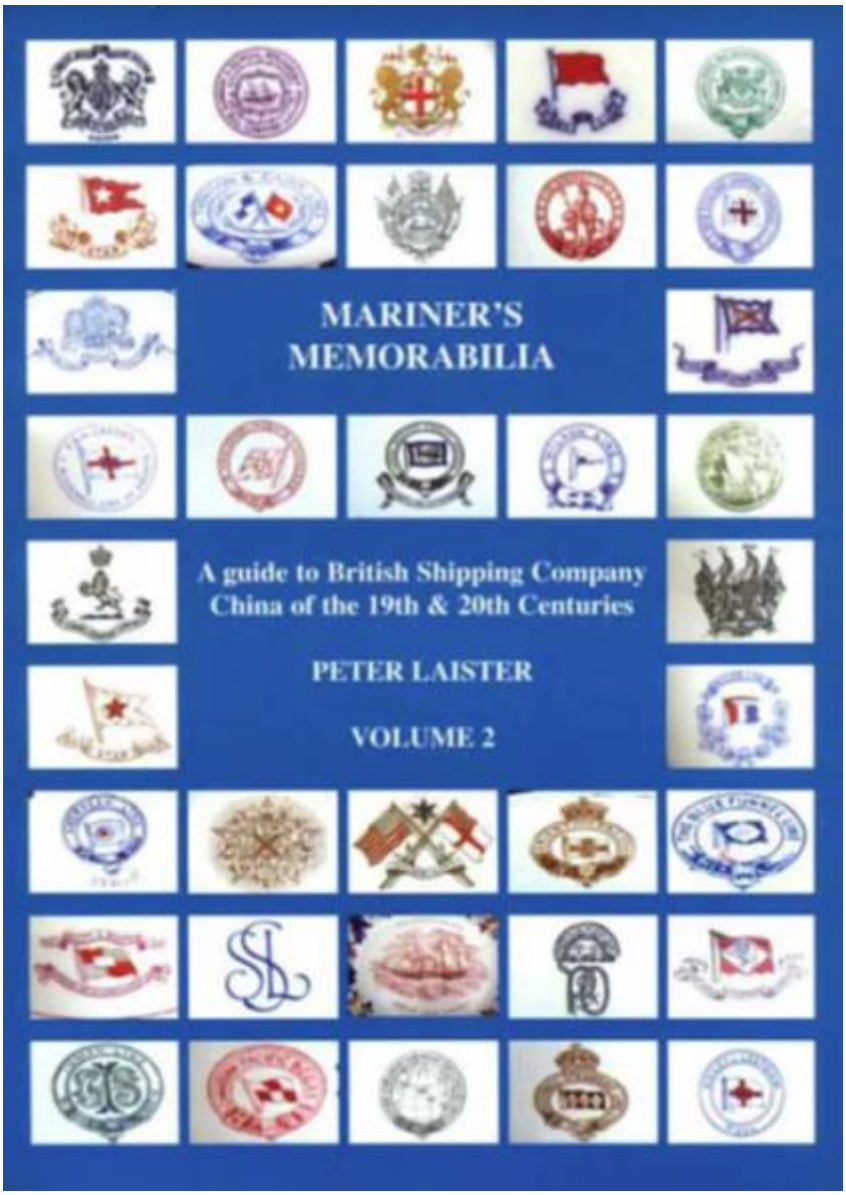
Dans un communiqué de presse, CMB déclare qu'après la décision du tribunal américain, tant l'offre américaine que l'offre belge se clôtureront le vendredi 15 mars à 10h00, heure de New York, et à 16h00, heure d'Europe centrale, comme prévu.

Une plainte a également été déposée en Belgique par FourWorld, mais il n'est pas clair dans quelle mesure elle pourrait encore avoir un impact sur l'offre de rachat.

Inséré 23/05/24 BOEKEN LIVRES BOOKS Enlevé 23/06/24

“Mariner’s Memorabilia. Volume 2”.

B O O K R E V I E W By : Frank



In the last few months Coastal Shipping Publications published already three volumes in a series of four entitled 'Mariner's Memorabilia. A guide to British Shipping Company China of the 19th and 20th Centuries'. All volumes are written by Peter Laister.

This book illustrates examples of china and crockery used on board British merchant ships and covers the period from the beginning of the 19th century to the end of the 20th century. It gives brief historical details of the companies themselves, and the trades in which they were involved. Information about identifying patterns of china and details of the manufacturers, are included. It also covers the difficulty of identification of china that is only marked with a monogram, initials, or a house flag.

A total of 115 companies are dealt with individually and, in total , 495 companies are mentioned in the comprehensive index. These companies were so important to the lifeblood of the United Kingdom and traded to all parts of the world. Sadly, with one or two rare exceptions, they now remain only in memory.

Whilst the name "British" forms part of the title, the book also includes shipping companies that were owned in Australia, Canada and New Zealand, these companies being of great importance to, what used to be the British Empire.

Both the author and his wife are ex. seafarers and met on the Union-Castle Mail Steamship Company's vessel, "STIRLING CASTLE", on the weekly mail service from Southampton to Cape Town in the 1950's, when he was a Deck Officer and she, a Children's Hostess.

The books offer a nostalgic inside view in British Merchant Shipping in the glory days gone by! Like all books issued by Coastal Shipping Publications, value for money!

"Mariner's Memorabilia. Volume 2" (ISBN 0-9554058-1-5) is a softback book, lavishly illustrated. The price is £12.00 plus £1.70 UK postage and £5.00 overseas postage. Ordering via all good bookshops, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk , e-mail: Bernard@coastalshipping.co.uk . Alternatively it can be purchased at all good bookshops.

Inséré 23/05/24 DOSSIER Enlevé 23/06/24

The need to keep on learning and improving

By : Alan Loynd

CC PORTLAND

A friend recently told me we must do more to protect non-binary people at sea. I nodded wisely, then rushed to the nearest computer to find out what he meant by 'non-binary

people'. I confess I had never heard this particular description (of which more below), but the point is I looked it up and now I know.

I was reminded of this conversation when I read the recent – and excellent – National Transportation Safety Board (NTSB) report into the grounding of the tug **CC PORTLAND** in the Corpus Christi Ship Channel last year. And please note I am not telling you what the NTSB does or where Corpus Christi is because I assume you either know already or will look it up for yourself.

Briefly, **CC PORTLAND**is a 4,500hp (3,355kW) ASD tug built in 2018 to a popular and reliable design. She was tasked to assist a large LNG carrier into the port, and was ordered to make fast bow-tobow via the ship's centre fairlead. The channel is barely 150 metres wide, so I guess they have no choice but to employ this method.

The captain was acting as training master, with the mate at the controls. When they met the tanker, they matched its speed of 8.5 knots and commenced passing the towline. Unfortunately, the tug got out of position and was unable to recover as its speed dropped below eight knots. The towline went slack and appears to have been sucked into the port Z-peller unit. This caused the heaving line to part so the tug was untethered and sheered off to starboard. It soon left the dredged channel and grounded, ripping off the starboard Z-peller unit and damaging several keel coolers.

Overall damage to the tug was said to be in excess of US$1.3 million The tug company had what appears to be a very thorough tug training programme, with each trainee given a log book where masters would sign off each manoeuvre or evolution once it was satisfactorily completed. Amongst other things, trainee mates were required to complete at least five bow-to-bow towing jobs to the satisfaction of the supervising master. This came towards the end of their training because it was rightly regarded as one of the more difficult tasks. The trainee in this case was already six months into his ASD training at the time of the accident.

"As professionals, it behoves us to keep learning and improving."

The NTSB report analyses the dangers of bow tug operations. In particular, they quote Henk Hensen's excellent "**Bow Tug Operations with ASD Tugs**," where he states the ship's speed should not be higher than 60 per cent of the tug's maximum speed ahead (i.e., about 6.5 knots in this case, if my calculation is correct). They also refer to Hensen, Merkelbach, and van Wijners "**Report on Safe Tug Procedures Based on Pilot, Tug Master and Ship Captain Questionnaires**," where the vast majority of respondents said that six knots was the maximum safe speed for bow tug operations. The tug masters in Corpus Christi all said they only felt comfortable at speeds between five and seven knots, yet there was no company or pilot association policy outlining a prescribed safe speed. The NTSB also refer to a report it issued in 2022 that featured a similar bow tug accident, and point out that in the earlier case, the speed was 9.7 knots!

In the case of **CC PORTLAND,** the investigators conclude that the probable cause of the accident was attempting to connect at excessive speed. Contributing to this was the lack of a company policy regarding maximum allowable speed for bow assist manoeuvers. This is probably correct, but it is alarming that a company that appears to be well-run with excellent tugs and a thorough training scheme should miss such a basic safety precaution.

As the NTSB pointed out, there are numerous publications that address the problem – they possibly could have mentioned another work by Henk Hensen, "Tug Use in Port," which contains excellent advice and should be on every tug and in every tug company office. Yet somehow all the parties involved have accepted what appears to have been an unsafe situation As professionals, it behoves us to keep learning and improving. Accident investigation reports and recent publications are a good way to ensure we know what is going on and what is going wrong. There are also plenty of newsletters like this one where such things are reported, so how did a good company and good people miss it?

"I think we need to be careful how far we go in this direction, because there will soon be as many labels as there are people."

Perhaps they knew all along of course, but did not want to appear weak. I remember when I got my first command, it was on a low-powered supply boat in a region where we had to take shelter when the weather was too rough to work, but as the newest and youngest captain I did not want to be the first to give up. I absolutely refused to stop work until somebody else did it first. This was stupid, and I was lucky to get away with it, but misplaced ego – or professional pride – made me keep going however vigorously my sphincter was twitching. As I got older, I grew out of such foolishness, but I wonder if something similar was happening in Corpus Christi?

Returning to my friend and his sympathy for the non-binary people among us, I understand there is now a fad for people to choose to refer to themselves as "they" or "it" to avoid gender labelling. I think we need to be careful how far we go in this direction, because there will soon be as many labels as there are people. We need to ensure equal treatment and protection for all young people, females, foreigners, LGBT, MDO, CCTV, and FRSU individuals in shipping – even old codgers like me.

So I suggest we forget the labels and adopt a saying by Hieronymus Bosch (Michael Connelly's fictional detective, not the esteemed Baird Maritime columnist or the tortured artist) – everybody matters or nobody matters. Drum that into every person entering the industry and we might make it an industry worth joining.

Alan Loynd

Alan Loynd is a master mariner with extensive seagoing and shore experience, especially in the areas of salvage and towage. He is the former General Manager of the renowned Hong Kong Salvage and Towage company. He now runs his own marine consultancy and was chairman of the International Tugmasters Association.

Inséré 24/05/24 NIEUWS NOUVELLES Enlevé 24/06/24

CMB heeft 88,61% van Euronav in handen na verplicht overnamebod

Julie Desmet

Na de afsluiting van het verplicht openbaar overnamebod op alle uitstaande aandelen van Euronav, controleert de Antwerpse scheepvaartgroep CMB – die in handen is van de redersfamilie Saverys – effectief 88,6% van de tankergigant.

De aanvaardingsperiode van het openbaar overnamebod op alle aandelen van Euronav die nog niet in het bezit waren van Compagnie Maritime Belge (CMB) of haar verbonden ondernemingen, liep af op 15 maart 2024.
Tijdens de biedingsperiode boden Euronav-aandeelhouders in totaal 69,2 miljoen aandelen, die een belang van 31,47% in de vennootschap vertegenwoordigen, aan CMB aan. Hiervan werden ongeveer 23,5 miljoen aandelen aangeboden in het Amerikaanse bod en 45,6 miljoen aandelen ingebracht in het Belgische bod (de aandelen Euronav zijn genoteerd op zowel de New York Stock Exchange als Euronext Brussels).

Als gevolg krijgt CMB in totaal 177,1 miljoen aandelen Euronav in bezit, wat 80,51% van alle uitstaande aandelen Euronav betekent. Rekening houdend met de 17,8 miljoen eigen aandelen aangehouden door Euronav en de 24.400 aandelen in het bezit van het investeringsvehikel van de familie Saverys 'Saverco', zal CMB 194,9 miljoen aandelen Euronav, ofwel 88,61% van de uitstaande aandelen bezitten.

1,2 miljard dollar

De betaling van de biedprijs voor de aangeboden aandelen zal plaatsvinden op 3 april 2024. Aandeelhouders in het Amerikaanse bod zullen 17,86 dollar per aandeel ontvangen,

terwijl aandeelhouders in het Belgische bod 16,41 euro per aandeel zullen krijgen. In totaal hebben beleggers voor ongeveer 1,2 miljard dollar aan aandelen Euronav verkocht aan CMB.

"We waren verrast over hoeveel mensen hun aandelen Euronav hebben aangeboden. 75% van de overblijvende Euronav-aandeelhouders gelooft klaarblijkelijk niet in ons verhaal en heeft besloten om te verkopen. Dat is meer dan we hadden verwacht, zeker omdat 99% van de aandeelhouders voor de CMB.TECH-transactie heeft gestemd", zegt Alexander Saverys, CEO van CMB en Euronav. "Niettemin hebben we een gevoel van blijdschap. Al onze aandeelhouders hebben de kans gekregen om te kunnen verkopen, we hebben een hele goede deal gemaakt en we zijn opgelucht dat het proces goed is afgerond." Alexander Saverys verwijst daarbij naar de bijna twee jaar durende saga over een mislukte fusie tussen Frontline en Euronav.

"We draaien de bladzijde om en focussen nu op de uitvoering van onze groene strategie", gaat hij verder. "Er verandert niets aan onze strategie of onze groeiplannen. We hadden natuurlijk wel graag wat meer vrij verhandelbare aandelen of 'free float' (12% in dit geval) gehad. Nu ja, het zij zo. We gaan nu volop vooruit."

Niet zonder slag of stoot

Het verplicht openbaar bod verliep niet zonder slag of stoot. Na de aankondiging van het overnamebod dienden bepaalde fondsen beheerd door de Amerikaanse investeerder FourWorld Capital Management een klacht in bij een Amerikaanse arrondissementsrechtbank om CMB's overname van Euronav-aandelen van Amerikaanse aandeelhouders tegen te houden. FourWorld meende dat de Saverysen de Amerikaanse Euronav-belegger wilden uitkopen op basis van "onjuiste en misleidende informatie". Een dag voor de sluiting van het bod, verwierp de rechtbank de klacht. Ook in België heeft het Marktenhof van het Brusselse Hof van Beroep het verzoek van FourWorld om de afsluiting van het overnamebod van CMB op de aandelen van Euronav op te schorten, afgewezen.

BEL 20 met 19

In de nasleep van het openbaar bod, treedt Euronav op woensdagochtend 20 maart 2024 uit de BEL 20, de leidende aandelenindex voor Euronext Brussel. De BEL 20 zal daardoor de komende drie maanden maar negentien bedrijven tellen, in plaats van de gebruikelijke twintig. "In de regels van de BEL 20 staat dat wanneer de overnemende partij meer dan 85% van de aandelen bezit, het overgenomen bedrijf uit de index gaat", meldt Euronext. Dat komt omdat er dan te weinig aandelen verhandelbaar zijn op de beurs. "Het betekent dat Euronav woensdagochtend uit de BEL 20 treedt, met als gevolg dat er tot en met 21 juni 2024 sprake is van een BEL 19", zegt de beursuitbater.

Euronav werd op maandag 18 maart 2024 lid van de BEL 20, maar het was een avontuur van korte duur. Volgens de website van de zakenkrant De Tijd maakt retailer Colruyt de grootste kans om het vrijgekomen zitje van Euronav in de BEL 20 in juni 2024 op te vullen.

CMB détient 88,61 % d'Euronav après une offre publique obligatoire

Julie Desmet

Après la clôture de l'offre publique obligatoire sur toutes les actions en circulation d'Euronav, le groupe maritime anversois CMB - détenu par la famille redéfinit Saverys - contrôle effectivement 88,6 % du géant des pétroliers.

La période d'acceptation de l'offre publique obligatoire sur toutes les actions d'Euronav qui n'étaient pas encore détenues par la Compagnie Maritime Belge (CMB) ou ses sociétés affiliées, a expiré le 15 mars 2024. Au cours de la période d'offre, les actionnaires d'Euronav ont proposé un total de 69,2 millions d'actions, représentant une participation de 31,47 % dans la société, à CMB. Parmi celles-ci, environ 23,5 millions d'actions ont été proposées dans le cadre de l'offre américaine et 45,6 millions d'actions ont été apportées dans le cadre de l'offre belge (les actions Euronav étant cotées à la fois à la Bourse de New York et à Euronext Brussels). En conséquence, CMB détient un total de 177,1 millions d'actions Euronav, ce qui représente 80,51 % de toutes les actions en circulation d'Euronav. Compte tenu des 17,8 millions d'actions propres détenues par Euronav et des 24 400 actions détenues par le véhicule d'investissement de la famille Saverys 'Saverco', CMB détiendra 194,9 millions d'actions Euronav, soit 88,61 % des actions en circulation.

1,2 milliard de dollars

Le règlement du prix d'offre pour les actions proposées aura lieu le 3 avril 2024. Les actionnaires de l'offre américaine recevront 17,86 dollars par action, tandis que les actionnaires de l'offre belge recevront 16,41 euros par action. Au total, les investisseurs ont vendu pour environ 1,2 milliard de dollars d'actions Euronav à CMB.

"Nous avons été surpris par le nombre de personnes ayant proposé leurs actions Euronav. Apparemment, 75 % des actionnaires d'Euronav restants ne croient pas en notre histoire et ont décidé de vendre. C'est plus que ce que nous attendions, d'autant plus que 99 % des actionnaires ont voté en faveur de la transaction CMB.TECH", déclare Alexander Saverys, PDG de CMB et Euronav. "Néanmoins, nous sommes heureux. Tous nos actionnaires ont eu la possibilité de vendre, nous avons conclu un très bon accord et nous sommes soulagés que le processus se soit bien déroulé." Alexander Saverys fait référence à la saga de près de deux ans concernant une fusion avortée entre Frontline et Euronav. "Nous tournons la page et nous concentrons désormais sur la mise en œuvre de notre stratégie verte", poursuit-il. "Notre stratégie ou nos plans de croissance ne changent pas. Nous aurions bien sûr aimé avoir un peu plus d'actions librement négociables ou de 'free float' (12 % dans ce cas). Eh bien, c'est ainsi. Nous allons de l'avant."

Pas sans difficultés

L'offre publique obligatoire ne s'est pas déroulée sans heurts. Après l'annonce de l'offre publique d'achat, certains fonds gérés par l'investisseur américain FourWorld Capital Management ont déposé une plainte auprès d'un tribunal de district américain pour empêcher CMB d'acquérir des actions Euronav auprès des actionnaires américains. FourWorld estimait que les Saverys voulaient racheter l'investisseur américain d'Euronav sur la base d'informations "inexactes et trompeuses". Un jour avant la clôture de l'offre, le tribunal a rejeté la plainte. En Belgique également, la Cour d'appel de Bruxelles a rejeté la demande de FourWorld de suspendre la clôture de l'offre publique d'achat de CMB sur les actions d'Euronav.

BEL 20 avec 19

À la suite de l'offre publique d'achat, Euronav quitte le BEL 20, l'indice boursier principal d'Euronext Bruxelles, le mercredi 20 mars 2024. Le BEL 20 comptera donc les trois prochains mois seulement dix-neuf entreprises, au lieu des vingt habituelles. "Les règles du BEL 20 stipulent que lorsque la partie acquéreuse détient plus de 85 % des actions,

l'entreprise acquise quitte l'indice", indique Euronext. Cela est dû au fait qu'il y a alors trop peu d'actions échangées en bourse. "Cela signifie qu'Euronav quittera le BEL 20 mercredi matin, ce qui entraînera un BEL 19 jusqu'au 21 juin 2024", explique l'opérateur boursier. Euronav est devenu membre du BEL 20 le lundi 18 mars 2024, mais ce fut une courte aventure. Selon le site web du journal économique De Tijd, le détaillant Colruyt a le plus de chances de remplacer Euronav dans le BEL 20 en juin 2024.

Inséré 25/05/24 DOSSIER Enlevé 25/06/24

EU ETS: important compliance clarifications

As of 1 January 2024, vessels over 5,000 GT operating within EU waters are subject to the EU's Emission Trading System (ETS). A recent implementing regulation has clarified how a shipowner may transfer responsibility for compliance – but some important questions still remain. Launched in 2005, the EU's Emission Trading System is a "cap and trade" scheme where carbon emitters in certain sectors have to purchase allowances to cover their emissions during the relevant trading period. The number of allowances at any one time are fixed, but they generally reduce each year, so that emissions covered by the scheme gradually decrease. Allowances can be bought and sold within the scheme, depending on who has a surplus and who has higher emissions. The key features of the EU ETS's application to shipping include:

- Application to all vessels over 5,000 GT trading within EU waters, irrespective of flag
- Start date of 1 January 2024
- A phased-in implementation, with 40% of emissions covered in 2024, 70% in 2025 and 100% in 2026
- All emissions from voyages within EU must be completely covered by the scheme, whereas EU in-bound/out-bound voyage emissions must be covered at 50%
- The system covers carbon dioxide, methane and nitrous oxide
- 30 September is the deadline for surrendering allowances for the previous calendar year – for example, 30 September 2025 is the deadline for 2024 emissions
- Non-compliance can lead to penalties and expulsion orders

Clarification of compliance responsibility

The EU ETS places responsibility for compliance on the "shipping company" which is defined in the ETS Directive as:
"the shipowner or any other organisation or person, such as the manager or the bareboat charterer, that has assumed the responsibility for the operation of the ship from the shipowner and that, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed by the International Management Code for the Safe Operation of Ships and for Pollution Prevention …"

Unfortunately, this definition raised a series of questions about how far parties could contract to transfer their responsibility, and what would happen when an agreement dealt with some but not all of the definition's requirements.

This has now been clarified by the publication of the EU Implementing Regulation, which makes it clear that the "shipowner" remains responsible, subject to certain exceptions. This has been done by adding the following words to the text above:
"…and the obligation to surrender allowances under Article 3gb and 12 of that Directive

(the 'ETS obligations'), Member States shall ensure that this organisation or person has been duly mandated by the shipowner to comply with the ETS obligations."

The effect of the additional wording is that even where a party other than the shipowner has agreed to assume responsibility for the ship including those imposed by the ISM Code, that will not be enough to make them the "shipping company" unless there is an express agreement to transfer the ETS obligations to a different "shipping company" that meets the specified requirements.

Importantly, this will apply even where the vessel has been bareboat chartered out.

Most bareboat charterparties will require the charterer to deal with all matters relating to trading costs and regulatory compliance, so bareboat charterers need to ensure that a suitable mandate has been provided by the shipowners.

It should be noted that the wording of the Implementing Regulation suggests that the mandate can only be granted by the shipowner himself to one single other organisation or person, i.e. multiple mandates are not possible. An organisation or person who has been mandated by the shipowner does not appear to have the right to make a further mandate under the regulations. As such, if the bareboat charterers wish to have their technical managers be responsible for ETS compliance, they may have to request that shipowners specify and mandate this clearly.

How to transfer responsibility

To transfer ETS responsibility to another party the shipowner must provide its Administering Authority with a document signed by both the shipowner and the shipping company "clearly indicating that it [the shipping company] has been duly mandated by the shipowner to comply with the ETS obligations." (Implementing Mandate Art. 1(2)).

Amongst other things, the mandate document must:
1. be signed by both the Ship Owner and the Shipping Company;
2. be in English or an official language of the Member State;
3. be an original or a certified/legalised true copy;
4. identify the name and IMO registered owner identification numbers of the shipowner and shipping company
5. contain information of the shipowner's contact person;
6. specify the start date for the mandate; and
7. contain the IMO numbers for each ship that the mandate applies to.

We suggest that parties consider the mandate wording carefully so that it can be terminated or updated at the end of the charter, whether at the end of its term or early termination.

Remaining uncertainties

The Implementation Regulation only states that the mandate should specify the start date for the mandate. It does not say if the mandate can have an expiry date, or if it can be effective for a limited period, i.e. whether it automatically reverts to the shipowner on expiry.

The wording of the Implementing Regulation is also limited in what it says about how changes to responsibility are to be notified to the Administering Authority. Under Art 2, the shipowner should update the Administering Authority when there are changes to the list of ships that it is responsible for. The current wording suggests that only a shipowner can file an update to the Administering Authority, and it is unclear how or whether a mandated shipping company can terminate its mandate and revert the responsibility for ETS compliance to the shipowner. This may cause concerns for some mandated shipping companies.

There is also uncertainty as to what happens if there is a dispute amongst the relevant parties – does the mandate for ETS compliance continue pending the resolution of the dispute? If bareboat owners dispute bareboat charterers' early termination of the charterparty – are the mandated bareboat charterers still responsible until bareboat owners file an update with the Administering Authority? If a shipowner has granted the mandate to bareboat charterers' technical managers, and there is a dispute between bareboat charterers and their technical managers – the owners would not wish to get involved in this dispute but will have problems if the technical managers fail to act as per their mandate.

Our advice

In summary, the Implementing Regulation of the EU ETS does provide some useful answers to questions about the responsibility for compliance, but some important issues remain unanswered. There are draft ETS mandate wordings in circulation in the industry, but we suggest parties check carefully before signing, to make sure they cover all the points required.

Source: Gard,

Inséré 26/05/24 NIEUWS NOUVELLES Enlevé 26/06/24

Euronav

La société de transport pétrolier d'Anvers, Euronav, quitte le Bel 20 après une seule journée, l'indice regroupant vingt des principales actions belges, car les trois quarts des actionnaires ne croient pas aux plans verts de l'entreprise.

Euronav a rejoint le Bel 20 lundi, mais doit déjà quitter cet indice boursier après une seule journée. Cela est dû au fait que soudainement moins de quinze pour cent des actions de l'entreprise sont cotées en bourse. Ainsi, une condition d'appartenance au Bel 20 est violée et l'indice deviendra temporairement le Bel 19. Pour clarifier les choses : Euronav n'a pas demandé à rejoindre le Bel 20. Euronext, la bourse de Bruxelles, a inclus Euronav dans l'indice boursier de son propre chef. Le fait qu'Euronav doive maintenant quitter le Bel 20 n'a pas d'incidence sur l'entreprise en soi.

Cependant, la raison pour laquelle Euronav doit quitter le Bel 20 est intéressante. L'histoire se déroule comme suit : l'année dernière, le PDG Alexander Saverys a réussi à prendre le contrôle d'Euronav, lui permettant ainsi de mettre en œuvre son plan de transition écologique. Cela signifie qu'Euronav deviendra progressivement moins dépendante du pétrole. Les navires transporteront progressivement d'autres cargaisons que le pétrole, telles que des conteneurs et des produits chimiques. De plus, la propulsion des navires passera progressivement du diesel à l'hydrogène vert et à l'ammoniac vert, sans émission de CO_2.

Pour concrétiser ces plans, Saverys a dû se débarrasser des Norvégiens de Frontline de son entreprise, car ces derniers continuent à miser sur le pétrole. Les Norvégiens ont été rachetés. Cependant, comme la famille Saverys avait ainsi acquis plus de trente pour cent des actions d'Euronav, elle était obligée de faire une offre à tous les autres actionnaires. Il s'avère maintenant que trois quarts des actionnaires ont accepté cette offre et donc cédé leurs actions. Ainsi, seulement environ douze pour cent des actions d'Euronav sont cotées en bourse aujourd'hui.

"Il est très clair que la grande majorité des actionnaires ne croient pas en notre histoire verte", déclare Alexander Saverys. "Je suis heureux qu'ils aient eu la possibilité de sortir de l'entreprise. Nous avions envisagé ce scénario et nous y étions donc préparés. Mais nous croyons bien sûr en notre histoire verte. En témoigne le fait qu'un tiers de notre flotte est aujourd'hui composé de navires pouvant naviguer à l'hydrogène vert ou à l'ammoniac vert, si l'on inclut les navires en construction. Beaucoup de ces navires à propulsion verte seront livrés au cours des deux prochaines années."

Par exemple, Euronav a lancé en décembre dernier avec CMB.Tech, une société qu'elle a acquise fin de l'année dernière, l'Hydrotug 1. Il s'agit du premier remorqueur au monde propulsé à l'hydrogène. Euronav possède également quelques navires à hydrogène qui transportent du personnel vers des parcs éoliens en mer. Tous les navires d'Euronav fonctionnant à l'hydrogène peuvent également fonctionner au diesel là où l'hydrogène n'est pas disponible.

Les bénéfices d'Euronav seront-ils légèrement inférieurs au cours des prochaines années en raison des investissements importants dans la technologie verte ? "Non", déclare Alexander Saverys. "Il existe déjà une forte demande pour notre technologie aujourd'hui, car les compagnies maritimes doivent atteindre leurs objectifs climatiques et un navire est toujours acheté pour le long terme. Nous pouvons donc réaliser dès maintenant de beaux bénéfices."

Inséré 27/05/24 HISTORIEK HISTORIQUE Enlevé 27/06/24

Kredietverlening aan zeelieden in de achttiende eeuw (I)

Willem --Jan Van Grondelle

Particuliere geldleningen door VOC-opvarenden

Credit always has been an important issue for sailors. Since they normally received their wages after returning from their voyage, mariners and their families depended on credit to buy goods and services before their departure. That is why the Dutch East India Company (VOC) organised a widely used sys-tem of credit facilities of its own, with well-designed checks and balances and a credit limit of about one-and-a-half annual salary. Apart from these credit facilities, some VOC-employees also took out private loans shortly before their departure. These loans were registered before a notary and could amount to up to twenty times their annual salary. This article describes and analyses this less well known credit line. Sailors without own or family funds depended on this type of credit if they wanted to buy goods for their private trading and/or to smuggle cash to Asia. As such, private loans were an important means for entrepreneurial VOC-employees to make a lot of money besides their regular wages.

INLEIDING

Vlak voor zijn vertrek in januari 1740 leende Daniël Ronzieres, de schipper van het VOC-schip Rooswijk, van acht verschillende Amsterdamse geldschieters in totaal ruim 17.000 gulden, een klein vermogen overeenkomend met ruim twintig maal zijn jaarsalaris. Hij leende dat enorme bedrag vooral om privé-handelswaar en smokkelgeld mee te nemen

naar Indië. Daar kon hij dan Indische goederen aanschaffen om die na terugkomst in patria met veel winst te verkopen.

Daniël Ronzieres was niet de enige VOC-opvarende die vlak voor zijn vertrek een bezoek bracht aan een notaris. Bij ons onderzoek in het Oud-Notarieel Archief van Amsterdam naar de bemanningsleden van het begin 1740 vergane VOC-schip Rooswijk bleek dat meer VOC-opvarenden voor vertrek bij de notaris een geldlening lieten vastleggen. Zo werden 208 geldleningen aangetroffen van opvarenden van schepen die eind 1739 en begin 1740 gereedlagen om naar Indië te vertrekken.

In dit artikel staan twee vragen over deze geldleningen centraal. Wat was de omvang en de structuur van de particuliere, notarieel vastgelegde geldleningen van VOC-opvarenden? En wat was de betekenis van deze geldleningen in vergelijking met de door de VOC zelf georganiseerde kredietmogelijkheden voor haar opvarenden, zoals de schuldbrieven die opvarenden konden opnemen bij de VOC? Na een korte beschouwing over krediet voor zeelieden in het algemeen, worden eerst de geldleners beschreven en de omvang, de kenmerken en het doel van de gevonden leningen. Vervolgens komen de achtergronden van de geldschieters aan de orde. Daarna worden de particuliere geldleningen qua omvang, risico en toepassing vergeleken met de VOC-schuldbrieven. Het artikel wordt afgesloten met enkele conclusies.

KREDIET IN DE ACHTTIENDE EEUW, IN HET BIJZONDER VOOR VOC-OPVARENDEN

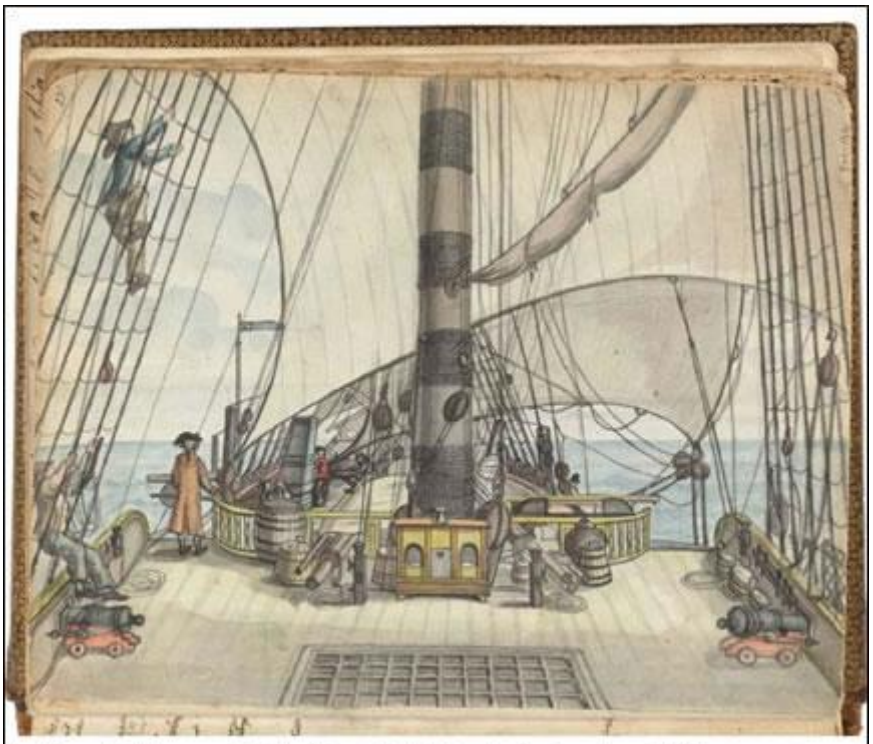
De Republiek der Verenigde Nederlanden kende in de zeventiende en achttiende eeuw al een goed functionerende financiële markt. Terwijl het bankwezen zoals we dat nu kennen pas in de negentiende eeuw ontstond, bestond er in de eeuwen daarvoor ook een goed georganiseerd systeem om de vraag naar en het aanbod van kapitaal bij elkaar te brengen. Er was een betrouwbare registratie, een redelijke verdeling van het risico tussen debiteur en crediteur en een goed geregelde conflictoplossing via de rechter. Deze mogelijkheid van het verkrijgen van krediet van relatief onbekende marktpartijen is een van de pijlers geweest van de economische groei van de Republiek in de zeventiende en achttiende eeuw.

Reeds in de middeleeuwen bestond de verplichting om de verkoop van onroerend goed te laten vastleggen bij de lokale overheid. Geleidelijk aan leidde dit tot de registratie van allerlei financiële contracten bij de schepenbank. De erkenning in 1530 van notarissen als officiële instanties wier documenten rechtskracht hadden, verbreedde de mogelijkheden om juridisch bindende afspraken over kredietverlening en geldleningen vast te leggen. Daarnaast bestond er de mogelijkheid van onderhandse contracten, terwijl voor kleinere bedragen ook voorbedrukte formulieren in zwang raakten om geldleningen vast te leggen. De invoering van het zegelrecht — een belasting op financiële contracten — in 1624 maakte deze formulieren met zegel tot een veelgebruikte contractvorm. Door deze ontwikkelingen kreeg een groot deel van de bevolking toegang tot de financiële markt.

Dat gold ook voor zeelieden. Voor hen was krediet van veel belang om vóór hun vertrek aankopen te kunnen doen en/of contant geld in handen te krijgen. Ze ontvingen hun loon immers pas na terugkeer van een vaak lange reis, terwijl ze in afwachting van hun vertrek wel kosten moesten maken voor tijdelijke huisvesting en voor de aanschaf van hun zeemansuitrusting. Daarnaast was er voor sommigen ook de zorg voor hun achterblijvende vrouw en kinderen, die tijdens hun afwezigheid ook financieel rond moesten zien te komen. Dankzij het instituut van de waterschout konden zeelieden geld lenen van kooplieden en andere handelaren. De waterschout werd door de lokale overheid aangesteld om een ordelijke gang van zaken rond de haven en de handel aldaar te regelen. Een van zijn taken was de registratie van leningen (kredieten) aan zeelieden. Hij was aanwezig bij de uitbetaling van gage na afloop van een reis en zag erop toe dat een deel van de gage werd gebruikt om bestaande leningen af te lossen. Het ging hierbij overigens veelal om kleine

bedragen. Dit systeem gaf de kooplieden veel vertrouwen, waardoor kredietverstrekking algemeen werd toegepast. De regels van de waterschout golden echter niet voor opvarenden van de Oost- en West-Indische compagnieën en van de Admiraliteit. Deze instanties hadden hun eigen regels.

Het belang van krediet was voor opvarenden van de Verenigde Oost-Indische Compagnie (VOC) wellicht nog groter dan voor andere zeelieden door de lange duur van hun reizen. Hun loon werd namelijk deels in Azië en voor de rest pas na terugkomst in patria uitbetaald. Daarom kende de VOC drie vormen van voorschot of kredietverstrekking op basis van de nog te verdienen gage. In de eerste plaats kreeg een opvarende bij aanmonstering bij de VOC standaard een voorschot van twee maanden gage 'op de hand', vooral bestemd voor de aanschaf van zijn uitrusting. Dit bedrag werd bij de eindafrekening in mindering gebracht op zijn gage. Daarnaast kon een opvarende bij aanmonstering desgewenst een op naam gestelde maandbrief tekenen, waarmee zijn echtgenote (of een familielid) tijdens zijn afwezigheid in Indië jaarlijks alvast een vierde deel van zijn gage kon krijgen. Dit werd 'vermaken' genoemd. De echtgenote of het familielid moest dit bedrag zelf gaan ophalen bij het kantoor van de VOC.

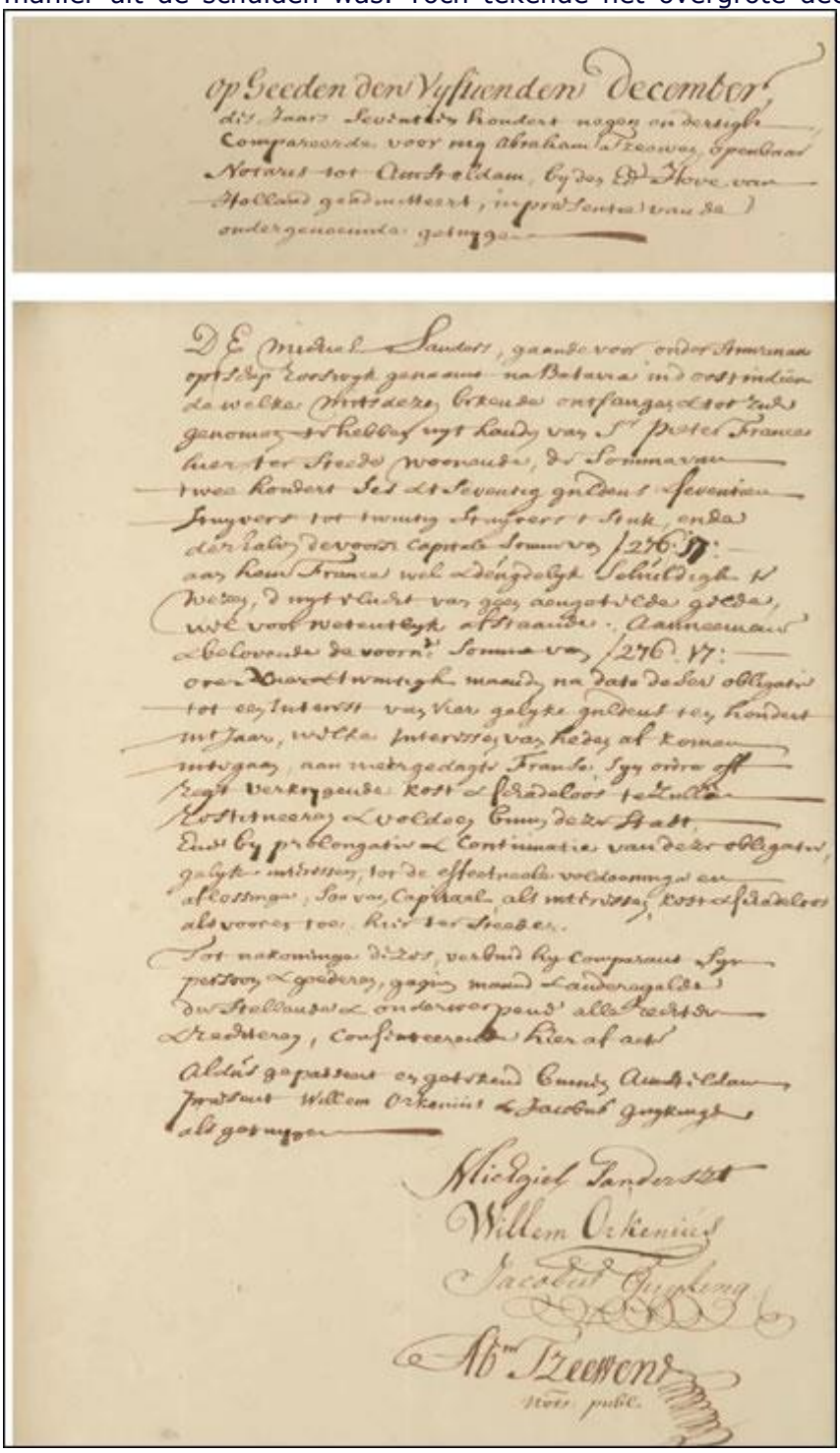


Gezicht op het dek van een Oost-Indiëvaarder. Tekening door Jan Brandes, 1785/86. AMSTERDAM,

Ten slotte kon een opvarende bij aanmonstering ook een (verhandelbare) schuldbrief oftewel transportbrief tekenen, bijvoorbeeld als hij een schuld had bij een logementhouder of een koopman. Zo'n schuldbrief was een bewijs van geldlening met zijn nog te verdienen gage als onderpand. De kredietverstrekker kon op vertoon van deze schuldbrief het uitgeleende bedrag — in delen — op het VOC-kantoor gaan innen. Een opvarende kon met een schuldbrief ook een fictieve schuld genereren, bijvoorbeeld aan zijn vrouw. Zijn vrouw kon op die manier tijdens zijn afwezigheid — in aanvulling op de maandbrief — een bedrag aan contant geld verkrijgen door de schuldbrief te innen.

De hoogte van een schuldbrief was beperkt tot ƒ 150 voor 'gewone' zeelieden en soldaten en ƒ 300 voor de hogere rangen. Terwijl het bedrag op een schuldbrief aanvankelijk de feitelijke schuld aan een kredietverstrekker vermeldde, werd het al snel gewoonte om een schuldbrief voor het vaste bedrag van ƒ 150 of ƒ 300 te tekenen. Een schuldbrief van ƒ 150 betekende voor veel opvarenden een forse schuld, als men bedenkt dat een matroos met een gage van ƒ 9 per maand bijna anderhalf jaar moest werken voor hij op deze

manier uit de schulden was. Toch tekende het overgrote deel van de opvarenden een schuldbrief.



Obligatie van Michiel Sanders, onderstuurman op de Rooswijk, voor een lening van 276 gulden en 17 stuivers van Pieter Franse te Amsterdam.

Een belangrijk aspect van de schuldbrieven was de verhandelbaarheid. Voor logementhouders en kooplieden was het verstrekken van krediet aan een VOC-opvarende om verschillende redenen riskant. In de eerste plaats was het sterftecijfer onder VOC-opvarenden hoog. Gemiddeld kwam slechts een op de drie VOC-dienaren na een reis terug in de Republiek. Er was dus een reëel risico dat de schuldenaar onvoldoende gage zou verdienen om zijn schuld (geheel) af te lossen. En ook als dat wel lukte, duurde het lang voor de kredietverstrekker zijn geld uitgekeerd kreeg. Logementhouders en kooplieden hadden er daarom belang bij om hun schuldbrieven te verkopen aan zogenaamde transportkopers, kapitaalkrachtige handelaren die schuldbrieven als een investering gebruikten. Ze kochten op grote schaal transportbrieven op, maar wel — vanwege het risico — tegen een fors lagere prijs, zo ongeveer de helft van de oorspronkelijke waarde. Een transportkoper kon door de grote aantallen per saldo toch winst maken, terwijl de logementhouder onmiddellijk een, weliswaar lager, bedrag in handen kreeg en bovendien was verlost van het risico van oninbaarheid van de schuldbrief.

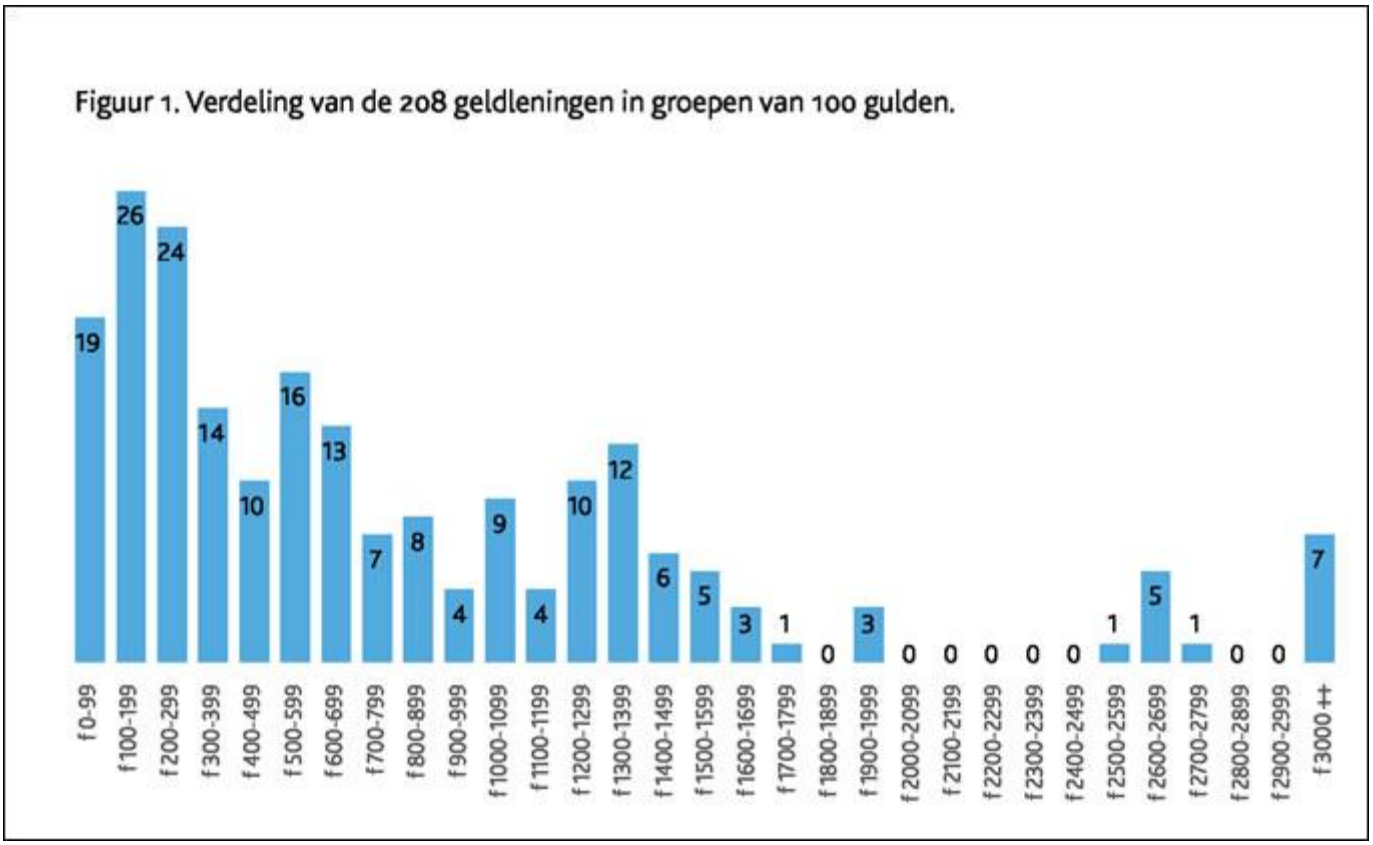
Al met al konden opvarenden hun schuldbrieven gebruiken om krediet te verkrijgen voor geleverde diensten en goederen of om contant geld voor hun familie of voor henzelf. Als een opvarende echter een grote hoeveelheid goederen of veel contant geld wilde meenemen naar Indië, dan was een schuldbrief door de maximumwaarde van 150 (of 300)

gulden slechts beperkt van nut. Het is dan ook niet verwonderlijk dat VOC-opvarenden naast een schuldbrief regelmatig voor hoge bedragen geldleningen afsloten, die notarieel werden vastgelegd. Gelderblom, Hup en Jonker hebben uitvoerig onderzoek gedaan naar schepenkennissen en notariële akten in Amsterdam, Antwerpen, Den Bosch, Gent, Leiden en Utrecht over een periode van twee eeuwen. Daarbij werden in de Amsterdamse archieven in de steekjaren tientallen (in 1620 en 1700) tot vele honderden (in 1660, 1740 en 1780) geldleningen van VOC-opvarenden gevonden. Hieruit kan worden geconcludeerd dat notarieel vastgelegde leningen in de zeventiende en achttiende eeuw een structureel onderdeel waren van de kredietmogelijkheden voor VOC-opvarenden. De in dit artikel onderzochte 208 geldleningen over een periode van ruim drie maanden in 1739 passen in dit patroon. In de eindpublicatie over hun onderzoek hebben Gelderblom c.s. dit type leningen buiten beschouwing gelaten vanwege de gewenste vergelijkbaarheid tussen de zes bestudeerde steden. Van Bochove maakt wel melding van notarieel vastgelegde geldleningen door zeelieden, maar tot op heden ontbreekt in de literatuur een analyse ervan. Met dit artikel wordt beoogd een invulling te geven aan dit tot nu toe weinig belichte aspect van de kredietverlening aan VOC-opvarenden.

PARTICULIERE GELDLENINGEN DOOR VOC-OPVARENDEN

Bij een eerder onderzoek in het Oud-Notarieel Archief van Amsterdam naar de bemanning van de Rooswijk hebben wij uit de protocollen van 51 Amsterdamse notarissen alle akten van opvarenden van VOC-schepen in de periode oktober 1739 tot en met 8 januari 1740 genoteerd. Dit databestand van ruim drie maanden bevat in totaal 326 notariële akten van VOC-opvarenden, verdeeld over testamenten (10), procuraties (81), obligaties (219) en overige akten (16).

In dit artikel staan de obligaties of schuldbekentenissen centraal. Elf van de 219 obligaties hebben geen betrekking op kredietverlening maar op zogenaamd bestelgeld. Ze vormen geen bewijs van geldlening, maar leggen de door de ondertekenaar aangenomen verplichting vast om een bepaald bedrag aan geld mee te nemen naar Indië en dat geld daar af te dragen aan een met name genoemd persoon, uiteraard zonder rente. Deze obligaties worden in deze analyse niet verder meegenomen. Het aantal echte geldleningen van bemanningsleden uit de periode van ruim drie maanden bedraagt zodoende 208.



De totale waarde van de leningen in de onderzochte periode bedraagt 173.140 gulden en 1 stuiver. Het gemiddelde van de 208 leningen bedraagt 832 gulden, de mediaan ligt op 570 gulden. De hoogte van de geleende bedragen varieert van 24 tot 7.477 gulden. Figuur 1 geeft een indruk van het aantal leningen per groep van 100 gulden.
De 208 leningen werden afgesloten door 131 opvarenden, verdeeld over 16 schepen. De geldleners kwamen uit alle rangen: officieren, middenkader en de 'gewone' zeelieden. De hoogte van de geleende bedragen varieerde sterk met de rang van de geldleners. Tabel 1 toont de verdeling van de geleende bedragen naar rang.
Officieren leenden grote bedragen. Schipper Daniël Ronzieres van de Roos-wijk leende bijvoorbeeld in totaal 17.037 gulden, schipper Willem Schull van de Hogersmilde 12.960 gulden en schipper Jan Siksz van de Vis 5.436 gulden. Ook de stuurlieden lieten zich niet onbetuigd. Zo leende Willem Klimp, onderstuurman op de Enkhuizen, 6.310 gulden en Dirk Took, opperstuurman van de Berkenrode, 6.200 gulden. Een aantal derde waken leende ook meer dan duizend gulden.

Tabel 1. Verdeling van de leningen naar rang.

	aantal personen	*aantal akten*	*guldens*	*stuivers*	*gemiddeld per persoon*
officieren					
schipper	9	29	47.965	10	5.329
opperstuurman	13	25	29.985	14	2.307
onderstuurman	7	15	16.825	7	2.404
derde waak	14	28	17.564	12	1.255
koopman	1	2	1.700		1.700
onderkoopman	2	2	4.554		2.277
assistent	1	1	1.560		1.560
predikant	1	2	540		540
subtotaal	48	104	120.695	3	2.514
middenkader					
bootsman	6	7	2.211	6	369
bootsmansmaat	4	5	861		215
botteliersmaat	2	2	520		260
chirurgijn	1	1	1.300		1.300
constapel	2	3	849		425
constapelsmaat	1	3	1.059	6	1.059
derde meester	1	1	300		300
krankenbezoeker	1	1	283		283
kwartiermeester	2	2	686		343
onderkuiper	1	1	50		50
ondermeester	1	1	240		240
opperchirurgijn	1	3	5.292		5.292
oppermeester	6	7	7.595		1.266
oppertimmerman	2	2	382		191
opperzeilmaker	3	3	867		289
schieman	7	11	10.076	4	1.439
tweede meester	3	3	2.240		747
ziekentrooster	1	1	1.350		1.350
subtotaal	45	57	36.161	16	804
lagere rangen					
matroos	27	28	3.565	16	132

	aantal personen	aantal akten	guldens	stuivers	gemiddeld per persoon
militairen					
commandeur	5	13	11.436	17	2.287
corporaal	3	3	821	9	274
adelborst	1	1	138		138
soldaat	1	1	297		297
subtotaal	10	18	12.693	6	1.269
totaal	**131**	**208**	**173.140**	**1**	**1.322**

Ook sommige opvarenden van het middenkader leenden grote bedragen, zoals de oppermeester Rutger Bersch van de Buvegnies met in totaal 4.162 gulden, de opperchirurgijn Christoffel Bollee van de Beukestijn met 5.292 gulden en de schieman Cornelis Mazier van de Rooswijk met 4.000 gulden. Deze bedragen zijn des te opmerkelijker als men bedenkt dat hun maandgage ƒ 36 (chirurgijn) en ƒ 20 (schieman) bedroeg. Bij de gewone zeelieden komen veel lagere bedragen voor, variërend van 30 tot 300 gulden. De commandeur van de soldaten Otto Luder Hemmij uit Bremen sloot voor zijn reis met de Buvegnies tien leningen af van in totaal 9.456 gulden. Een lening door een soldaat komt in de onderzochte periode eenmaal voor. Deze Fredrik Blom van de Phoenix leende 297 gulden.

In grote lijnen kan worden geconcludeerd dat, zoals te verwachten was, de hoogste rangen de grootste bedragen leenden. Ook binnen het middenkader kwamen relatief hoge geldleningen voor. Het meest opmerkelijk is wellicht dat ook matrozen particuliere leningen aangingen, voor gemiddeld ruim een jaarsalaris.

Naast deze leningen hadden 58 opvarenden ook een schuldbrief getekend, terwijl 52 opvarenden geen schuldbrief hadden. Van 21 opvarenden is dit onbekend omdat hun scheepssoldijboek ontbreekt. De 58 opvarenden met een schuldbrief waren gelijkelijk verdeeld over de rangen.

Werdt vervolgd

Wind power giants find little shelter from sector troubles

By Christoph Steitz, Stine Jacobsen and Jacob Gronholt-pedersen

The world's three biggest wind power groups - Siemens Energy (ENR1n.DE), opens new tab, Orsted and Vestas (VWS.CO), opens new tab - on Wednesday gave a sober view of the year ahead for an industry buffeted by project delays, equipment problems and inflation.Siemens Energy, the world's largest maker of offshore wind turbines, expects a 2024 loss before special items of around 2 billion euros ($2.2 billion) at Siemens Gamesa. The wind division has had to deal with the cost of addressing quality problems affecting some onshore models.

Siemens Energy CEO Christian Bruch said the overall energy sector had strong fundamentals, but "one still has to note that ... the speed at which grids and renewables are expanding is still not sufficient".

He said the current expansion, most of which is happening in China, put the world on track to increase global renewable capacity two-and-a-half-fold by 2030, below the three-fold target agreed at last year's COP28 climate summit in Dubai.

In addition, rising prices for raw materials and components as well as regulatory delays have caused writedowns and losses across the wind industry despite robust demand for renewable technology. Turbine makers have been particularly hit."You see the terms and conditions of the projects being too difficult for investors and project developers to take. So we are in a standstill," said Danny van Doesburg, senior portfolio manager at Dutch APG Asset Management, which according to LSEG data owns stakes in Vestas, Orsted and Siemens Energy."The market is not functioning anymore," he added, calling for a stronger role for governments to help deliver a functioning market model that distributes profits throughout the value chain.

'NO FREE GIFTS'

Anders Schelde, chief investment officer at Danish fund Akademikerpension, also said market conditions in offshore wind needed to be reset to make the sector profitable again. Vestas, the world's top maker of wind turbines, swung to a fourth-quarter profit, but said it would not pay a dividend for 2023, and its CEO Henrik Andersen said challenges would continue to weigh on the sector this year.

"We love our clients ... but none of our shareholder wants us to hand out free gifts," he told Reuters, adding the company was working closely with developers and governments to ensure a fair split. Shares in Siemens Energy and Vestas were up 1.3% and 6.7% respectively, while those in Orsted, the world's biggest offshore wind project developer, fell 1.8% in the wake of its capital markets day. Orsted announced a portfolio review as well as job cuts following major writedowns on delayed U.S. projects. The Danish group said it aimed to reduce fixed costs by 1 billion Danish crowns ($144 million) by 2026, which would include 600-800 job cuts globally, flagging around 250 redundancies in 2024 as part of the review. «In order to improve our competitiveness, ensure value creation, and ensure our ability to attract capital to the renewable build-out, we will make Orsted a leaner and more efficient company," CEO Mads Nipper said.

Norwegian oil and gas group Equinor (EQNR.OL), opens new tab said it remained committed to offshore wind and other renewables despite lower returns, in line with its long-term plan to diversify its income.

Source : Reuters : Reporting by Christoph Steitz, Stine Jacobsen and Jacob Gronholt-Pedersen; Editing by Jason Neely, Mark Potter and Barbara Lewis

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Zeevaart in gevaar door groot tekort aan Nederlandse kapiteins

De toekomst van de oranje zeevloot komt in gevaar, waarschuwen reders volgens De Telegraaf. Regelgeving vereist dat er in principe een Nederlandse of Europese kapitein op alle schepen zit. Maar er zijn onvoldoende Nederlandse kapiteins. De Tweede Kamer sprak donderdag de Wet bemanning zeeschepen, de opvolger van de Wet zeevarenden. Een nieuwe eis betekent dat reders voor schepen onder Nederlandse vlag steeds vaker ontheffing moeten aanvragen voor niet-Europese kapiteins. 'Dit is voor reders niet te doen.' 'Daarmee komt de groei van de vloot onder de Nederlandse vlag in gevaar. Je loopt het risico dat bestaande Nederlandse schepen uitvlaggen', zegt topman Jan Valkier van rederij Anthony Veder in de krant over de praktijk om dan de vlag van een ander land te voeren.De Tweede Kamer sprak donderdag de Wet bemanning zeeschepen, de opvolger van de Wet zeevarenden. Als dit voorstel erdoor komt, heeft dit grote gevolgen voor onze maritieme sector én de Nederlandse zeevarenden, waarschuwt de **Koninklijke Vereniging van Nederlandse Reders. Bron : schuttevaer**

Inséré 30/05/24 DOSSIER Enlevé 30/06/24

Return of piracy on Somalia waters to push up costs

The International Chamber of Commerce's International Maritime Bureau (IMB) is advising shippers to remain vigilant as they transit waters off Somalia and the Gulf of Aden, as piracy remains a threat. With at least four vessels reported to have been hijacked since November off the Somalia coast, two of which are still being held ransom by pirates, uncertainty has gripped operators of cruises ship, cargo vessels and oil tankers, with fears of cargo delays and a resultant increase of prices in the coming days. The four vessels reportedly attacked off the Somalia coast are **FV ALMERAJ 1, MV CENTRAL PARKER**, a Liberian flagged ship, **LILA NORFOLK** and Maltese flagged bulk carrier, **RUEN.** IMB director Michael Howlett said the latest incident demonstrated the continued capabilities of Somali pirates. "This is a cause for concern and the IMB is once again calling for all masters and vessel owners to continue following the recommendations and reporting procedures as per the latest version of the Best Management Practices," Mr Howlett said. The IMB urged vessels to continue implementing the industry's best management practices and encouraged the continued stabilising presence of navies in the region. According to the IMB, Somali pirates are well armed with automatic weapons and rocket-propelled grenades, and sometimes use skiffs launched from mother vessels, which may be hijacked fishing vessels or dhows. The return of piracy cases off the coast of Somalia and the Gulf of Guinea in the past few weeks continue to be a serious threat to international maritime safety, in particular to seafarers and international trade as well as to the security and prosperity of the regional countries. Shippers Council of Eastern Africa (SCEA) head of policy and advocacy Agayo Ogambi said the attacks would disrupt supply chain as it will take longer to deliver the cargo. "Kenyan exports such as tea will take longer to deliver, considering the routes are no longer safe. The vessels have to take longer routes or hire security for safe passage, which will delay supplies at an extra cost," Mr Ogambi said. He

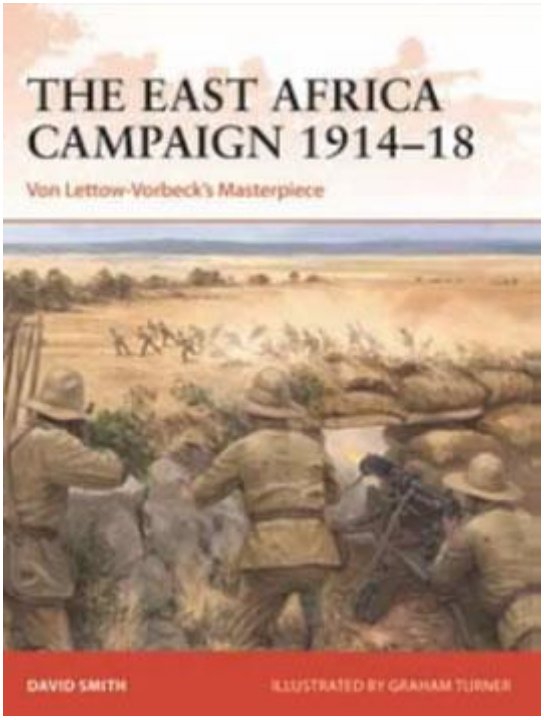
added, "We are in a difficult situation and this will need both political and military interventions to resolve the crisis but, at the moment, clients should plan accordingly to ensure they do not run out of stock." Recent sporadic attacks on vessels off Somalia's coast have triggered concerns that piracy is making a resurgence in the region, which might lead to increase of ship insurance premiums at expense of traders. In 2022, the Kenya maritime waters were re-designated from being a high-risk area by the global shipping industry, which lowered insurance premiums significantly and attracted more ships. The East African and Horn of Africa maritime waters had been designated high-risk in 2009 by the Best Management Practices to Deter Piracy and Enhance Maritime Security (BMP-5).As a result, shipment insurance premiums went up and five of the largest global shipping industry associations, the International Association of Dry Cargo Ship Owners, International Association of Independent Tank Owners, International Chamber of Shipping, Oil Companies International Marine Forum and Baltic and International Maritime Council, withdrew from the region. Andrew Mwangura, a maritime expert said that the Somali pirates are still demanding $400,000 to release Iranian fishing vessel **FV ALMERAJ 1** or else they turn it into "a mother ship for piracy operations". Mr Mwangura said two days after FV Almeria I attack, the gunmen in two skiffs attacked **MV CENTRAL PARKER** off Yemen, but the US naval ship managed to outgun them and rescued the merchant ship. According to online marine tracking website Marine Traffic, on December 14, 2023, a Maltese merchant bulk carrier was seized by pirates, approximately 680 nautical miles off Bossaso while headed for Turkey from South Korea, laden with metals. One of the 18 multinational crew was evacuated for medical care ashore. On January 4, 2024 Lila Norfolk was hijacked 460 nautical miles off Eyl, while en route to Khalfa bin Salman port, Bahrain. The Liberian flagged vessel was rescued by Indian Navy just an hour after the attack and all 21 crew safely evacuated. $1 trillion worth of goods - about 12 percent of global trade - are passed through the Red Sea, and the continued re-routing of merchant ships around the southern tip of Africa is expected to cost more of up to $1 million in extra of fuel for every round trip between Asia, East Africa and northern Europe. «Shipping reports indicate that the disruption to Middle Eastern supply after the recent Red Sea attacks to merchant ships drove oil prices higher in the first trading session of this year. Already, over 100 merchant ships have been redirected to avoid violence in the Red Sea," Mr Mwangura told The EastAfrican. The Red Sea is one of the important routes for oil and gas shipments as well as for commercial goods, which means higher prices for countries reliant on maritime transport through the Suez Canal. Disruption in the Red Sea and the recent piracy attacks in the Gulf of Aden could trigger global inflation and affect tourism in the western Indian Ocean region, comprising Comoros, Kenya, Tanzania, Somalia, Seychelles, Mauritius, Mozambique, South Africa, Madagascar and Reunion Islands. The disruption to Middle Eastern supply after the recent Red Sea attacks to merchant ships drove oil prices higher in the first trading session of this year. Already, over 100 merchant ships have been redirected to avoid violence in the Red Sea.

Source : East African

Inséré 31/05/24 BOEKEN LIVRES BOOKS Enlevé 31/06/24

The East Africa Campaign 1914-18

B O E K B E S P R E K I N G by : Frank Neyts



Osprey Publishing issued a most interesting book "**The East Africa Campaign 1914-18. Von Lettow-Vorbeck's Masterpiece**". The book is written by David Smith and illustrated by Graham Turner.

The East African Campaign in World War I consisted of a series of battles and guerrilla actions which began in German East Africa in 1914 and spread to portions of Portuguese Mozambique, northern Rhodesia, British East Africa, the Uganda Protectorate, and the Belgian Congo. German colonial forces under Lieutenant-Colonel Paul von Lettow-Vorbeck attempted to divert Allied forces from the Western Front. Despite the efforts of the Allied forces, Lettow-Vorbeck's troops remained undefeated at the end of the war. In this fascinating work, David Smith documents how a wide array of British, Indian, South African, Belgian, Portuguese and local native forces invaded German East Africa and slowly ousted the German forces, a process made tortuous by Lettow-Vorbeck's masterful management of tactics and movement. Among the events covered are the Battle of Tanga, the scuttling of the Königsberg, the German railway campaign, and the battles at Salaita Hill, Kondoa-Irangi, Mahenge, Mahiwa and Namacurra.

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Inséré 31/05/24 NIEUWS NOUVELLES Enlevé 31/06/24

Houthis Agree to Give China and Russia Ships a Pass in Red Sea

The Marlin Luanda, carrying Russian naphtha, pictured January 27, 2024 after it was struck by a Houthi missile in the Gulf of Aden.

The Yemen-based Houthis have told China and Russia their ships can sail through the Red Sea and Gulf of Aden without being attacked, according to several people with knowledge of the militant group's discussions.

China and Russia reached an understanding following talks between their diplomats in Oman and Mohammed Abdel Salam, one of the Houthis' top political figures, said the people, who asked not to be named discussing private matters.

In exchange, the two countries may provide political support to the Houthis in bodies such as the United Nations Security Council, according to the people. It's not entirely clear how that support would be manifested, but it could include blocking more resolutions against the group.

Spokespeople for the governments of China and Russia, as well as the Houthis, including Abdel Salam, didn't reply to Bloomberg's requests for comment.

While the Houthis have already signaled Moscow and Beijing's assets would not be targeted, the talks underscore the increased nervousness among world powers about the group's missile and drone attacks in and around the southern Red Sea since mid-November.

The Houthis, an Islamist group, say they're targeting ships linked to Israel, the US and UK. Yet they appear to have mis-identified some vessels and Russia and China may have wanted stronger assurances from the group.

This month, the Houthis hit the *True Confidence*, a bulk-commodities carrier, causing the first deaths since they started their maritime attacks. The Houthis said the vessel was American. It used to be owned by Los Angeles-based Oaktree Capital, according to a person with knowledge of the matter, but a new, non-US company recently took it on.

Separately, missiles exploded near a ship hauling Russian oil near Yemen in late January. It happened days after a spokesman for the Houthis told a Russian newspaper that Russian and Chinese merchant ships needn't fear attacks.

Ostensibly, the assaults are to put pressure on Israel to stop its war in Gaza against Hamas, though many analysts doubt the Houthis would end their campaign in the event of a cease-fire or permanent peace deal.

The waterways — including the Bab el-Mandeb strait connecting the Red Sea and Gulf of Aden — are crucial for the global economy and normally around 30% of container cargo flows through them. They also handle a large proportion of oil and liquefied natural gas flows.

Since the attacks started, most Western shipping firms have avoided the strait and are instead going around southern Africa. That's adding days and significant freight costs onto journeys between Asia and Europe.

Companies from China and Russia haven't announced they're avoiding the area and ship-tracking data shows many of them still send their ships through it.Play Video

Yemen War

Both China and Russia are diplomatic and economic partners of the Houthis' main military and financial backer, Iran. Most Iranian oil exports go to China and the Islamic Republic has, according to the US and European Union, provided drones and other weaponry to Russia for its war in Ukraine.

Still, the Houthis retain plenty of independence from Tehran. Iran has said it supports the Houthis but that they make their own decisions on political and military matters.

The Houthis are a rebel group that took control of Yemen's capital, Sanaa, at the start of the country's civil war in 2014. They now also hold the key Red Sea port of Hodeidah.

They have survived years of bombing from a Saudi-led coalition aimed at ousting them. There's been a tentative truce in the civil war for about two years and the Houthis are involved in peace talks with the Saudis.

But the group isn't formally recognized by international governments and is on a US terrorism list.

China and Russia have already given some diplomatic support to the Houthis. In early January, they abstained from a resolution sponsored by the US and Japan that condemned "in the strongest terms" the Houthi attacks on ships. Hours after it passed, the US and UK began airstrikes against targeting the Houthis' military infrastructure, including missile launch sites and radar stations.

In mid-February, China and Russia questioned the legality of the strikes against the Houthis and said they had never been authorized by the Security Council.
The US and UK moves have failed to deter the Houthis. Even so, the Pentagon says the group's attacks are becoming less frequent as its capabilities are degraded.
The Houthis' goal is "sinking America, Britain and the West in the swamp of the Red Sea," Ali Alqhoom, a senior Houthi political leader, said on X, formerly known as Twitter. He claimed China and Russia back the group's campaign, even though they've both said they want ships to move freely through international waters. Beijing has called for a halt to the attacks more than once.

Last week, the Houthis' leader, Abdul Malik Al-Houthi, vowed to expand the campaign to the Indian Ocean and hit vessels traveling around South Africa.

Inséré 01/06/24 DOSSIER Enlevé 01/07/24

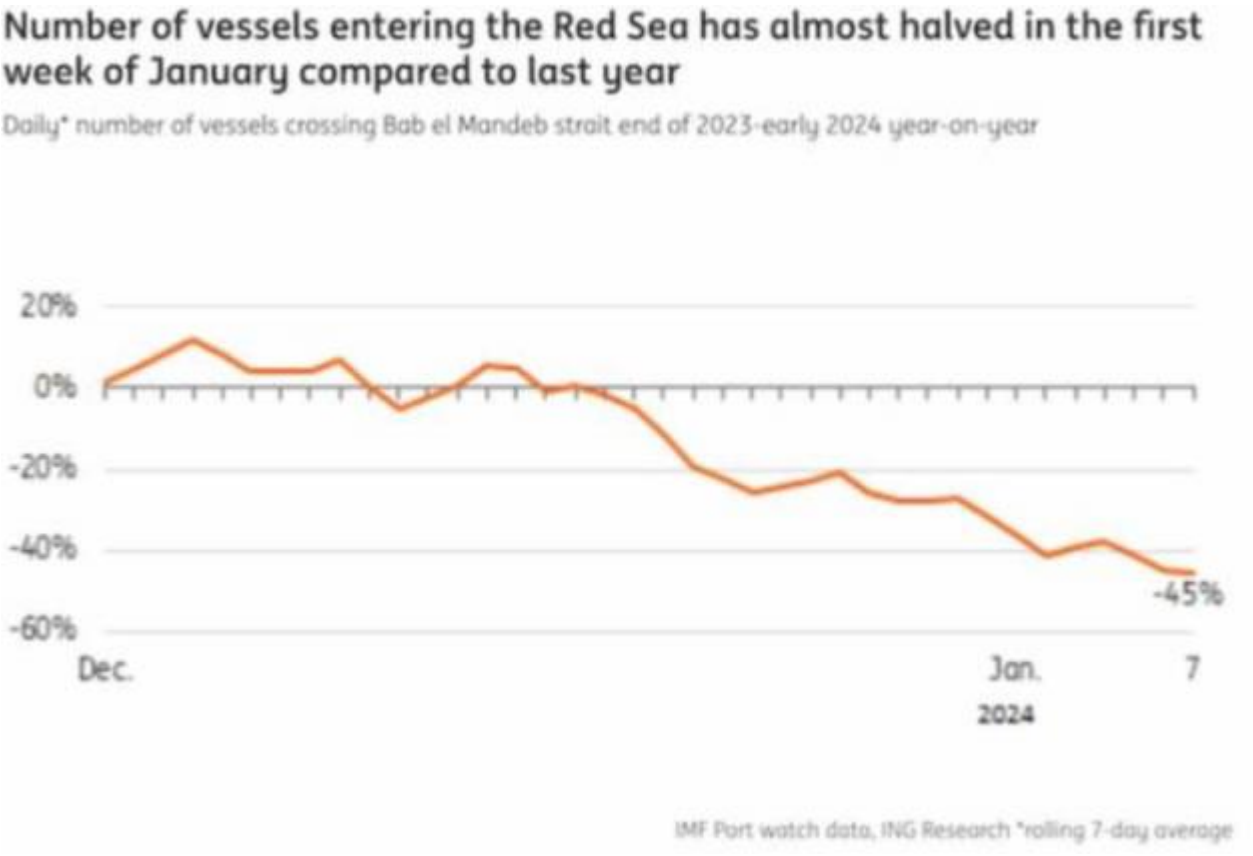
Red sea shipping disruption rages on and the impact will continue well into 2024

No quick fix for Red Sea shipping risks, impact potentially drags on to 2Q

2023 ended with new disruptions for trade and supply chains following the security crisis in the Red Sea and there's no end in sight yet. To avoid Houthi militant attacks on their vessels in the Gulf of Aden and the Red Sea, shipping companies and their clients continue to avoid the major Suez Canal route – handling some 12% of global trade – and are rerouting their vessels around the Cape of Good Hope. Sailing around the Cape saves Suez Canal fees but adds some 3,000-3,500 nautical miles (around 6,000 km) to the journeys connecting Europe with Asia. At a speed of 14 knots, this means over 10 days is added to the length of the trip, potentially running up to two weeks.The disruption has raged on for almost four weeks now, and the US-led naval operation 'Prosperity Guardian' has not yet succeeded in removing threats and providing a corridor safe enough to resume transit. And risks are unlikely to disappear anytime soon amid intensified incidents, the ongoing war in Gaza and associated geopolitical tensions in the Middle East. This is rattling the shipping sector as well as shippers and supply chain partners down the line, and the knock-on effects could take us well into 2024.

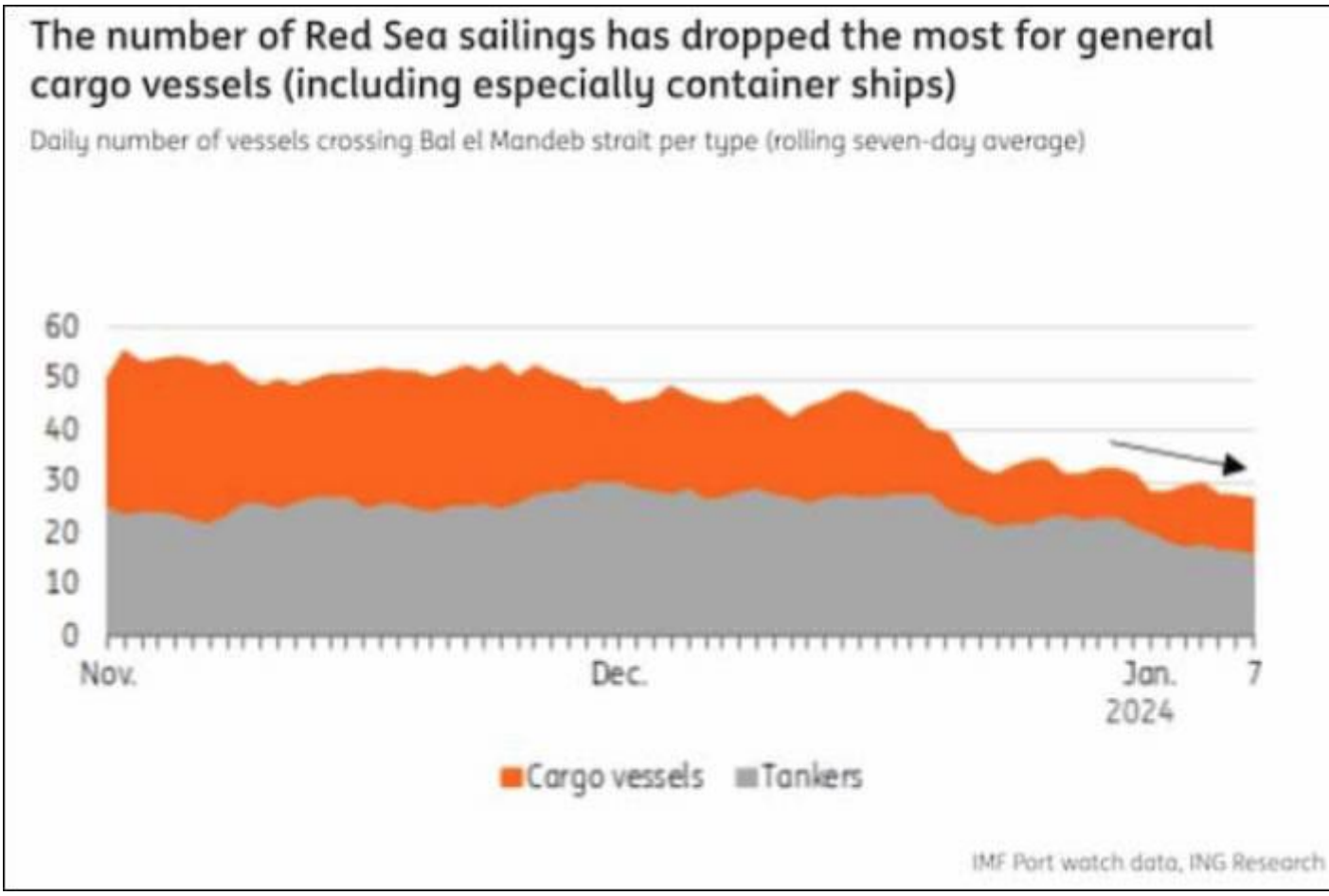
1. What is the magnitude of the forced detours and which flows are most affected?

From mid-December onwards, shipping companies and their clients and charterers started to avoid the risky Gulf of Aden and Bab al Mandeb sea strait (30 km), which is the entrance to the Red Sea and the route to the Suez Canal. And these numbers are still increasing. In the first week of January 2024, around 220 fewer vessels took this route compared to the previous year (-41%) and the figure is on a downward track, meaning the rerouting of vessels is still mounting. As many ultra-large vessels are among those being redirected, the impact on trade volumes is even bigger (-47%).



Vessel crossings nearly cut in half as number of rerouted vessels mounts

Roughly half of the shipped tonnage crossing the canal are containerised goods making it the most important artery for container trade. The trade lane is also a vital corridor for shipping oil and oil products from the Persian Gulf to Europe and the US (some 20-25%).



Container vessels most at risk from Red Sea troubles

Most of the rerouted vessels carry general cargo and particularly containers. Car carriers sailing from Asia are also being diverted, but these make up a small cargo fraction. In the three weeks after mid-December, some 80% of the container vessels on the route have been forced to change course, a level which reached 90% in the first week of January (according to Clarksons). Market leaders MSC and Maersk have diverted over 60 container vessels around the Cape in just three weeks. Other larger container liners, Hapag Lloyd, Cosco, ONE, Evergreen, HMM and ZIM have followed suit. CMA-CGM continues to use the route but is also opting for detours. All in all, this effectively means that 9 out of 10 containers on the Suez Canal route are currently sailing a longer way. As a result, global container capacity depletion could potentially go up by 20-25%.

Tankers continue to sail, but the number is diminishing as risk of assaults comes at a cost

Most tankers are continuing their journeys, but this doesn't mean the tanker market is not affected by the threat of attacks on vessels. Spot rates, including those for very large crude carriers (VLCC) chartered on this route from the Persian Gulf, are under strain. And in the meantime, insurance market premiums for Red Sea crossings have surged. So different from what some may think, the Red Sea – Suez Canal shipping route isn't blocked, but it is certainly increasingly affected.

2. What are container rates doing? And why are they up this much against the backdrop of excess capacity in container shipping

Container rates on most effected Asia-Europe route more than tripled while the global average doubled Container spot rates on one of the largest and most affected global trade routes, Asia-Europe, have tripled compared to early December in the first week of January. This marks the provisional end of downward trending prices after earlier record-breaking levels during the pandemic. Spot rates, including surcharges on the Shanghai-Rotterdam route, reached $ 4,400 on 11 January compared to $1,170 at the start of December for a standardised 40-foot container. Most trade lanes across the world are indirectly affected, and global spot rates have doubled over the same period. Several US east coast-bound vessels from Asia have shifted away from the Panama Canal, which is suffering from a drought, and are now also impacted by the troubles in the Red Sea. This comes on top of already extended sailing times.
Container rates rebounded

Quickly and more may follow

Container sport rates have gone up rapidly following the capacity disruption and rates may go up even further. But we are still far away from the record-breaking levels of early 2022. Current spot prices still hover below half of this peak for the Shanghai – Rotterdam route. A complicating factor for the market is that the world simultaneously faces another chokepoint – the Panama Canal – also a vital link for trade, and the coinciding Chinese New Year may lead to extra friction this year. But on the other hand, demand for goods is running far less hot than over the pandemic, and with a range of new-build vessels online and still underway there's much more capacity available. In addition, port operations are generally also running relatively smoothly. Red sea crisis in a different category for shipping than the pandemic disruption

The current market balance of supply and demand is less strained than when Evergiven blocked the Suez Canal in 2021, which should limit the upside for container rates.

Having said that, the impact ultimately depends on how long it takes to resume shipments. Rebalancing takes time as we have seen before. If extreme weather events add to the disarray, elevated freight rates could easily be around for longer. But the current disruption also masks underlying overcapacity following a massive inflow of vessel capacity. When the most pressing Red Sea disruption is resolved we can gradually expect renewed downward pressure.

Mounting surcharges complicate the market

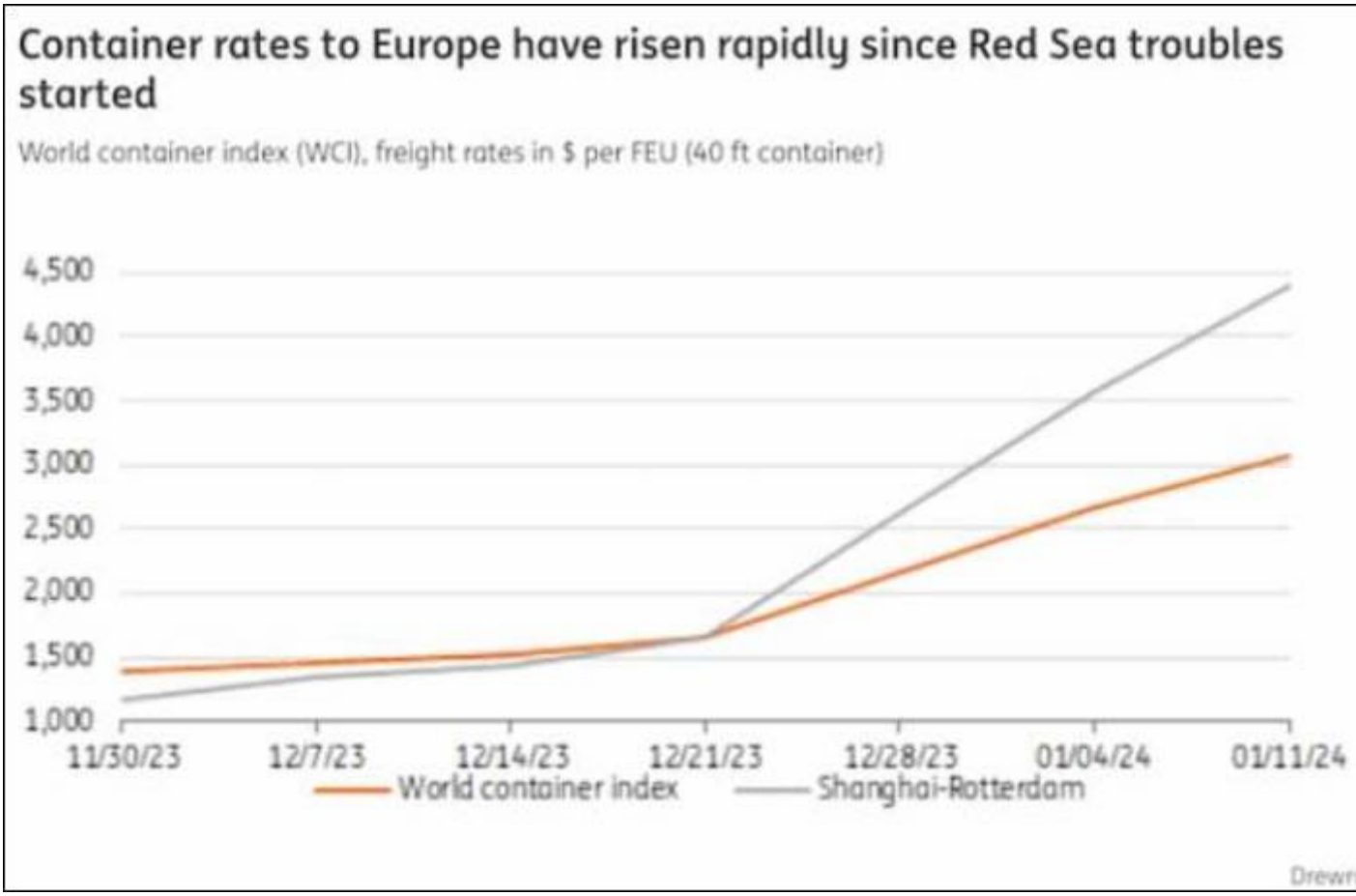
The container shipping sector is subject to various surcharges on top of base freight rates and several of them, including the bunker adjustment (BAF) and from this year the Emissions surcharge (EMS) are covered by clauses in contracts. But the list of surcharges has continued to expand in response to several events in the last few years. Port congestion surcharges (PCS) were introduced over the pandemic and amid the current Red Sea crisis, container liners have implemented 'transit disruption charges' (TSD). This extra fee, combined with a peak season surcharge ahead of the Chinese New Year (PSS), has pushed up container rates. These fees differ among container liners but have become a dominant factor in pricing. Consequently, container transport pricing has turned increasingly opaque and hard to predict for shippers and logistics services providers.

3. What is the impact of the Red Sea crisis for shippers and consumers?

Shipping costs up again and delays hit consumer markets in subsequent months
Container vessels predominantly carry finished consumer goods, and semi-finished products are most impacted by the disruption. An estimated 30% of the world's traded consumer goods are shipped through the Suez route. Higher transport costs obviously raise

costs for shippers, but how they are affected depends on specific contracts although surcharges may hit them even if they have term-contracts.

Shipping costs usually make up a small fraction of total sourcing costs per product. For lower valued or voluminous products this could, for instance, make up around 5%. If prices double or triple, this raises total costs by 5 or 10%, but we've also just gone through a prolonged downward cycle after the pandemic highs. Unless the current disarray lasts longer than expected, the impact on consumer prices may be limited (for now).



Mounting delays of detoured vessels arriving in ports are resulting in increased uncertainty for shippers and handling pressures at terminals. Delays could also spark port congestion and hit the turn-around trip as well as connected journeys. The disruption leads to short-term mismatches between supply and demand and imbalances in the availability of vessels, personnel, and empty containers, and this needs to balance out again. With the Chinese New Year approaching and vessels returning to Asia too late, leading to cancellations. This will likely impact most of the first quarter and potentially the second quarter as well. For time-sensitive deliveries not yet underway, shippers may opt for shipment through the air, but this is much more expensive. Altogether, this could mean some products will arrive later on the shelves if stocks are depleted, as companies like IKEA have warned about. In any case, questions about reliability lead to challenges in terms of fulfilling demand on time, and it reminds shippers that building resilience in supply chains remains vital.

4. What does it mean for the profitability of container liners?

Container liner profitability expected to recover in 1Q

Only part of the price increases can be attributed to higher fuel and wage costs, which means container liners will benefit from the sudden mismatch and imbalances between demand and supply, as we have seen previously. Profits skyrocketed in 2021 and 2022. But container rates plummeted in 2022 and trended down over most of 2023, even dropping below pre-pandemic levels last autumn. With locked-in higher contract rates expiring, elevated profitability levels have been declining since the second half of 2022. This continued over 2023 with some liners approaching break-even in the third quarter and ZIM even encountering negative levels. With the current price hikes, profitability is likely to turn a corner, and we may see margin improvement either in the fourth quarter or by the first quarter of 2024.

5. What about the impact on trade?

New inefficiencies but trade unlikely to be derailed

Global trade has entered a phase of low growth following economic headwinds, geopolitical tensions and increasing protectionism. Trade growth may even lag global GDP growth for longer than expected. Trade patterns have also been disrupted over the last two years following sanctions on Russia, which led to big shifts in imports and exports of commodities and vessels sailing longer routes, especially in tanker shipping. Current detours add to already historically long routes in trade and introduce new inefficiencies. Falling container rates have long been positive for trade since 2022, and current increases reverse some of that, but as mentioned previously rates and ocean timelines for shipments are nowhere near peak levels. Shippers are looking into options for shift sourcing and nearshoring to reduce risk, but we've also seen that (underlying) interdependencies remain strong and companies continue to trade if potential benefits surpass costs. All in all, we stick to our forecast that merchant trade will grow 2.5% year-on-year in 2024 compared to the low competitive base of 2023.

Source: ING

Inséré 02/06/24 NIEUWS NOUVELLES Enlevé 02/07/24

Stricter EU regulations to reduce ship pollution

NEGOTIATORS from the EU Parliament and Council have reached an informal agreement to expand an existing ban on ship discharge of oil spills to now include sewage and garbage, reports Athens' Safety4Sea. Under the agreement, substances already prohibited from ship discharge, such as oil and noxious liquid substances, will be joined by sewage, garbage and scrubber residue.Additionally, Members of the European Parliament (MEPs) have included a provision mandating the EU to reassess the regulations five years after their implementation into national law. This review will evaluate whether penalties should be imposed for marine plastic litter, container loss and plastic pellet spills from ships.To bolster monitoring and enforcement, MEPs have ensured that EU member states and the commission will enhance communication regarding pollution incidents, share best practices for pollution mitigation, and implement follow-up measures. This includes utilising the CleanSeaNet European satellite system for oil spill and vessel detection.To prevent illegal

discharge from going undetected, the agreement stipulates the digital verification of all high-confidence CleanSeaNet alerts, with a target of verifying at least 25 per cent of them by competent national authorities

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Inséré 03/06/24 HISTORIEK HISTORIQUE Enlevé 03/07/24

Kredietverlening aan zeelieden in de achttiende eeuw (II)

HET DOEL VAN DE LENINGEN

Waar hadden deze opvarenden al dat geld voor nodig? In een aantal akten wordt het doel van de lening omschreven. Daarbij vallen termen als: 'voor kost, drank, huisvesting en verschoten penningen', 'voor zijn nodige uitrusting', 'ter leen ontvangen en genoten, en tot zijn nodige uitrustinge wederom aangelegt en besteed' en 'voor zoveele contante en aan hem toegetelde penningen'. Op basis van deze omschrijvingen kunnen de volgende doelen worden onderscheiden: een krediet voor genoten kost en inwoning bij een logementhouder, een krediet bij een koopman voor gekochte goederen of een lening van contant geld van een koopman/ondernemer of een particulier. Omdat deze kredieten en leningen vlak voor vertrek werden aangegaan, is het aannemelijk dat opvarenden de gekochte goederen en het contante geld meenamen naar Indië. Een opvarende kon de gekochte goederen daar met winst verkopen en met het meegesmokkelde geld kon hij koerswinst behalen of in Indië goederen kopen om die na terugkomst in patria met winst te verkopen. Het smokkelen van geld gebeurde door opvarenden van alle rangen. Bij onderzoek van wrakken van VOC-schepen is gebleken dat veel geld naar Indië werd gesmokkeld, vooral in de vorm van zilveren dukatons, omdat die munt daar erg gewild was.

Een goed voorbeeld van krediet van een logementhouder is de lening van Jacob Jurriaanse uit Sunderburg , matroos op de Berkenrode. Hij leende 50 gulden van zijn slaapbaas Jochem Sijbrands 'wegens contante penningen en kost, drank en huisvesting en uitrusting' terug te betalen bij thuiskomst. Overigens had Jurriaanse naast deze lening ook een schuldbrief van 150 gulden afgesloten, op naam van zijn slaapbaas Jochem Sijbrands. Blijkbaar vond zijn slaapbaas de schuldbrief als betaling niet genoeg. Het was Jurriaanses eerste reis met de VOC. Wellicht was Jurriaanse na aankomst uit het Deense Sonderborg lange tijd bij Sijbrands in de kost geweest voor hij een plek op een VOC-schip kon vinden.

In het databestand komen 23 leningen voor met expliciet 'genoten huisvesting, kost, drank en uitrusting' als reden voor het krediet. De bedragen variëren van 40 tot 300 gulden, met een gemiddelde van 124 gulden en een mediaan van 68 gulden. De geldleners kwamen uit diverse rangen: zeventien matrozen, twee bootsmansmaats, een tweede meester, een kwartiermeester, een adelborst en een derde waak. Het is niet verrassend dat zestien van deze 23 zeelieden afkomstig waren uit het buitenland; zij hadden immers zeker een slaapplek in Amsterdam nodig gehad. Er is verder sprake van 20 verschillende crediteuren. Bij de meeste leningen van slaapbazen werd geen rente gerekend. Vermoedelijk bevatte het geleende bedrag al een opslag voor rentekosten.

Het tweede type obligatie betreft een krediet voor gekochte koopwaar. Zo is er de lening van Michiel Sandersz, onderstuurman van de Rooswijk, die verklaart 276 guldens en 17 stuivers schuldig te zijn aan Pieter Franse, koopman, terug te betalen over 24 maanden, met 4% rente vanaf heden. Hoewel de tekst niet expliciet spreekt van geleverde goederen maar van 'aan hem toegetelde contanten', lijkt het hier toch zeker over krediet voor

koopwaar te gaan. De gelduitlener is een koopman en het lijkt bovendien onlogisch om contant geld te lenen in de vorm van een gebroken bedrag.

Het aantal leningen voor koopwaar is niet exact vast te stellen, omdat in veel gevallen een duidelijke omschrijving ontbreekt. Het databestand bevat dertien leningen van gebroken bedragen, variërend van 162 gulden en 10 stuivers tot 1238 gulden en 2 stuivers. Daarnaast zijn er leningen met allerlei onregelmatige bedragen wat ook op krediet voor koopwaar zou kunnen duiden, zeker als de omschrijving luidt 'voor zijn uitrusting' (40 keer) en/of als de gelduitlener volgens de akte of volgens de Amsterdamse belasting gegevens van 1742 als een koopman of een andere neringdoende te boek staat (63 keer).

Tenslotte het derde type obligatie: een lening van contant geld. Dit lijkt vooral aan de orde bij leningen door opvarenden uit de hogere rangen van mooie ronde bedragen in 100-voud, met als gelduitleners rijke kooplieden en gegoede burgers. Het geleende bedrag moest binnen twee jaar worden terugbetaald aan de gelduitlener of na aankomst in Batavia aan een vertegenwoordiger, met rente 4% vanaf heden. Zo leende Jan Siksz, schipper van de Vis, 1200 Caroli guldens van Jacob Willink Meures. Hij beloofde dit bedrag binnen zes weken na zijn aankomst in Batavia te zullen betalen aan Adriaen Willijns, eerste opperkoopman bij de voc, tegen een rente van 4% per jaar. Leningen van bedragen van een 100-voud (bijvoorbeeld 1200, 1300 en 2600 gulden) betroffen vermoedelijk contant geld in de vorm van rijksdaalders van 50 of 52 stuivers per stuk. Een lening van 1300 gulden bijvoorbeeld — die zeven keer in het databestand voorkomt — betekende dan in de praktijk de overdracht van 500 zilveren rijksdaalders van 52 stuivers per stuk.

VOORWAARDEN BIJ DE LENINGEN

De leningen kenden een aantal voorwaarden, zoals met betrekking tot de looptijd, het rentepercentage en het onderpand. Ook de plaats waar en de persoon aan wie het geleende geld moest worden terugbetaald en een eventuele borgstelling waren belangrijke onderdelen van de voorwaarden.

De duur van de leningen varieerde. Als het geld moest worden terugbetaald aan de gelduitlener, gold als regel ofwel terugbetalen na terugkomst in patria, of terugbetalen na een bepaald aantal — meestal 24 — maanden, of zoveel eerder als de geldlener terug was in patria. Bij leningen die in Batavia moesten worden terugbetaald, luidde de voorwaarde dat het geleende bedrag plus de rente na aankomst binnen een bepaalde tijd moest worden betaald aan de vertegenwoordiger van de gelduitlener. Deze kon het ontvangen bedrag — minus commissie — dan op wissel terugsturen naar patria. De termijn van 24 maanden is opmerkelijk omdat een VOC-dienaar standaard voor (minimaal) vijf jaar tekende. Sommige VOC-opvarenden verwachtten blijkbaar in de praktijk binnen twee jaar weer terug te zijn in patria. De voorwaarden in de akten voorzagen overigens vaak wel in voortzetting van de lening na de genoemde termijn tegen hetzelfde rentepercentage.

Het rentepercentage bedroeg bij 157 van de 208 leningen 4% per jaar. Bij 123 leningen ging deze rente onmiddellijk in. In deze categorie vallen onder andere de leningen van grote beleggers zoals Jan van Oosterwijk, Jacob Roman en Jacob Willink Meures — over hen later meer —, maar ook leningen voor koopwaar. Bij 34 van de leningen met 4% rente ging de rente pas in na afloop van de leningstermijn van — meestal — 24 maanden. Bij twee daarvan ging het om krediet van een logementhouder en bij de overige meestal om krediet van kooplieden. Bij dit type 'rente na twee jaar' was vermoedelijk een opslag verwerkt in het geleende bedrag als alternatief voor rente in de eerste jaren.

Het rentepercentage van 4% lijkt tamelijk laag, in aanmerking genomen dat de rente op Hollandse staatsobligaties in deze tijd meestal ook 4% bedroeg. Op staatsobligaties werd echter wel de belasting van de 200e en 100e penning geheven — oftewel 1,5% –, waardoor deze rente effectief op 2,5% uitkwam, terwijl particuliere leningen niet werden belast. Dit

verschil is wellicht een verklaring voor het animo bij kooplieden en beleggers om leningen met VOC-opvarenden af te sluiten.

Daarnaast waren er twaalf leningen met percentages van 3, 5 en 6% per jaar en 39 leningen zonder rente. Bij leningen zonder rente ging het om krediet van een logementhouder, leningen binnen de familie of leningen voor aanschaf van uitrusting. Op drie na moesten deze leningen bij terugkomst van de opvarende in patria worden terugbetaald, dus het betrof duidelijk geen bestelgeld. Drie leningen moesten in Batavia worden terugbetaald, maar ook die waren duidelijk bedoeld als krediet van een koopman.

Als zekerheid stelden de geldleners in alle gevallen hun persoon en goederen (huidige en toekomstige) en de te verdienen maandgages en andere verdiensten tijdens de reis. In geval van overlijden van de geldlener werden eventuele erfgenamen dus verantwoordelijk voor de terugbetaling van de lening. Soms vond de gelduitlener deze zekerstelling blijkbaar niet genoeg. In die gevallen werd in de akte aanvullend een persoon genoemd die persoonlijk borg stond voor de terugbetaling van de lening.

Als extra zekerheid kwam het voor dat een geldlener de VOC machtigde om, indien hij onderweg zou overlijden, namens hem de lening voor zover mogelijk af te lossen uit zijn verdiende gage. Vermoedelijk kwam daar in de praktijk weinig van terecht. Als de overledene ook een schuldbrief had afgegeven, kan worden betwijfeld of er daarnaast nog gage over was om ook de lening af te lossen. Bovendien ging het vaak om zo grote bedragen dat de tot het overlijden verdiende gage veel te weinig was om de lening af te betalen.

DE GELDSCHIETERS: LOGEMENTHOUDERS, KOOPLIEDEN EN BELEGGERS

De gelduitleners c.q. crediteuren hadden heel verschillende achtergronden, variërend van logementhouders, kooplieden en handelsfirma's tot rijke ondernemers en renteniers. Amsterdam telde in die tijd een groot aantal logementhouders en slaapbazen. Het is dan ook niet verwonderlijk dat bij de 23 akten met logementhouders 20 verschillende namen worden aangetroffen.

Ook bij de kooplieden is er sprake van een groot aantal verschillende namen. Kooplieden worden in een akte soms als zodanig aangeduid, maar vaak is dat niet het geval. Namen van uitleners als 'Berends en Zoon', 'Pieter Prop en Pieter Franse' en 'Frederik en Gerard Stegman' doen echter vermoeden dat het in zo'n akte ook om kooplieden gaat. Bij sommige wordt hun beroep duidelijk uit de Amsterdamse belastinggegevens van 1742. Opvarenden hadden blijkbaar een ruime keus om hun handelswaren te kopen.

Zilveren munten uit het voc-schip *Rooswijk*. Smokkelgeld is soms te herkennen aan een gaatje in de munt om in de kleding vast te naaien. AMERSFOORT, RIJKSDIENST VOOR HET CULTUREEL ERFGOED

Rijke ondernemers waren onder andere Jan van Oosterwijk, een lakenhandelaar wonend op de Nieuwendijk, die eind 1739 aan VOC-opvarenden in totaal 14.458 gulden uitleende tegen 4% rente per jaar, en Dirk Steenhoff, zijdefabrikant op de Fluwelen Burgwal (tegenwoordig de Oudezijds Voorburgwal), die in de onderzochte periode van ruim drie maanden in totaal 5.495 gulden aan VOC-opvarenden uitleende, ook tegen 4% jaarlijkse rente. De bedragen varieerden van onregelmatig (ƒ 7.477) tot mooi afgerond (ƒ 1.000). Bij onregelmatige bedragen lijkt er sprake te zijn van krediet voor geleverde koopwaren. Een lening van 1.000 gulden wijst echter eerder op uitlening van contant geld als belegging. Het was overigens niet ongebruikelijk dat kooplieden geld uitleenden als belegging. Beleggers worden ook gevonden bij gegoede burgers, renteniers en leden van de Amsterdamse elite. In die laatste categorie valt bijvoorbeeld Jacob Willink Meures, die zich na een verblijf in Indië als VOC-koopman met vrouw en kinderen vestigde aan de Keizersgracht als luitenant van de Burgerij van Amsterdam, regent van het Spinhuis en Nieuwe Werkhuis en opperklerk van de Thesaurie extraordinaris. Hij leende aan vijf VOC-opvarenden in totaal 6.540 gulden uit, tegen 4% rente per jaar. Zo ook Jacob Roman, reder en Regent van het Burgerweeshuis, wonende aan de Binnen Amstel, die 2.500 gulden uitleende en Frans Adam Carelson, bankier en makelaar, wonend aan de Keizersgracht, die — soms samen met Coenraad Lokman, oud-opperstuurman VOC — voor een totaal van 7.974 gulden uitleende. Ook Daniel Camerling, in de belastinggegevens 1742 aangeduid als rentenier, leende 2.340 gulden uit. Al deze beleggers rekenden een jaarlijkse rente van 4%.

De onderzochte geldleningen geven ook zicht op de daaronder liggende sociale netwerken. Logementhouders gaven meestal krediet aan zeelieden van de lagere rangen. Beleggers zoals Willink Meures en rijke ondernemers zoals Van Oosterwijk deden — in deze periode — echter uitsluitend zaken met schippers en andere officieren. Steenhoff daarentegen leende vergelijkbare bedragen zowel aan officieren als aan middenkader uit. Het is de vraag of dit alleen met de omvang van de geldleningen samenhing of dat hier ook standsverschil een rol speelde. In de akten zijn hiervoor geen aanwijzingen gevonden.

Het valt ten slotte op dat de gelduitleners steeds dezelfde notaris inschakelden. Zo gingen geldleners bij Jacob Willink Meures (op één na) naar notaris Salomon Dorper (4×), bij Dirk Steenhoff naar notaris Isaak Angelkot (5×), bij Jan van Oosterwijk (ook) naar notaris Angelkot (6×) en bij de koopman Pieter Harsing naar notaris Philippus Pot (9×). Het lijkt ook logisch dat de gelduitlener kon bepalen bij welke notaris een geldlener zijn schuldbekentenis moest vastleggen. Uit de akten blijkt overigens niet dat de kredietverstrekkers c.q. de gelduitleners bij de ondertekening aanwezig waren. In geval van een lening van contant geld vond de overdracht van het geld kennelijk op een ander moment plaats.

PARTICULIERE GELDLENINGEN: OMVANG EN RISICO

Wat was nu de betekenis van deze particuliere leningen? De omvang van de particuliere leningen in verhouding tot die van de voc-schuldbrieven laat zich het beste in beeld brengen per schip. Van vijf schepen van de kerstvloot 1739 zijn de gegevens uit het Amsterdamse archief over de particuliere leningen van de bemanningsleden compleet, terwijl ook het totaal aan schuldbrieven van de hele bemanning bekend is. Het totaalbedrag aan 'Amsterdamse' geldleningen blijkt op deze vijf schepen ongeveer 46% te bedragen van het totaal aan krediet via schuldbrieven (zie tabel 2). Dit is overigens een onderschatting omdat Barend Lont, de opperstuurman van de Rooswijk, voor vertrek ook in Rotterdam voor ƒ 3.450 aan leningen had afgesloten, terwijl van enkele bemanningsleden van de Hogersmilde leningen na 8 januari 1740 zijn gevonden voor een bedrag van ƒ 5.814. Met inbegrip van laatstgenoemde bedragen is het totale bedrag aan geldleningen op deze vijf schepen 51% van het totaal aan schuldbrieven. Het aandeel bemanningsleden met een of meer leningen bedraagt circa 4%. Hoewel het hier een steekproef betreft, geeft dit wel aan dat particuliere geldleningen een substantiële bron van krediet c.q. contant geld waren voor VOC-opvarenden.

Tabel 2. Het totaal aan schuldbrieven en 'Amsterdamse' particuliere geldleningen van de bemanning van vijf schepen van de kerstvloot 1739.

	aantal personen met een schuld-brief	*totaal bedrag schuldbrieven (guldens)*	*aantal personen met leningen*	*totaal bedrag leningen (guldens)*
Berkenrode	283	46.216	13	12.522
Beukestijn	209	34.750	12	15.675
Buvegnies	222	37.325	7	17.045
Enkhuizen	192	30.375	10	16.804
Hogersmilde	218	36.225	8	22.118
totaal	1124	184.891	50	84.164

Anders dan bij een schuldbrief was de hoogte van een privélening niet begrensd; dat was een zaak tussen geldschieter en geldlener. Privéleningen waren daardoor vaak vele malen groter dan de maximale bedragen van de schuldbrieven. Enerzijds was dit ontbreken van een officieel maximum van een geldlening zowel voor geldschieters als voor geldleners een voordeel ten opzichte van een schuldbrief. Zo'n geldlening gaf immers de mogelijkheid om een groot bedrag aan krediet of contant geld te kunnen verstrekken c.q. verkrijgen. Anderzijds liep een geldschieter daardoor wel meer risico dan bij een schuldbrief. Er was geen garantie dat de geldlener de lening werkelijk zou aflossen. Waar bij schuldbrieven de VOC de gage van een opvarende inhield en zo als het ware spaarde voor de geldschieter, lag bij geldleningen de verantwoordelijkheid voor aflossing geheel bij de geldlener. Daarbij kwam dat de hogere bedragen nooit (geheel) uit te verdienen gage zouden kunnen worden gespaard; aflossing was afhankelijk van de handelswinst en/of koerswinst die de geldlener beoogde. Het kwam dan ook voor dat een geldlener na thuiskomst in patria een deel van de lening opnieuw bij de geldlener moest lenen.

Het feit dat een privélening bij een notaris werd geregistreerd gaf voor de geldschieters wel enige zekerheid. De obligaties vermeldden naast de naam en het geleende bedrag ook dat de geldlener in dienst was van de VOC in een duidelijk genoemde rang en op een met name genoemd schip. Zo'n akte vormde een juridische basis voor de lening, het wel en wee van de geldlener kon via de VOC worden gevolgd en de kans dat hij met de noorderzon vertrok was door het langjarige dienstverband gering.

Om het risico voor de geldschieter te beperken, hadden de geldleningen verder, zoals reeds genoemd, niet alleen de te verdienen gage, maar ook de persoon en goederen van de

geldlener als onderpand. Dat betekende dat, anders dan bij schuldbrieven, de nabestaanden van een overleden geldlener via zijn nalatenschap aansprakelijk konden worden gesteld voor aflossing van het resterende deel van de lening. Als het om grote schulden ging, is het echter goed voorstelbaar dat erfgenamen zo'n nalatenschap niet wilden of konden aanvaarden en dat de geldschieter zijn geld dan toch niet terugkreeg.

Overigens konden beleggers en kooplieden het risico van geldleningen aan VOC-opvarenden verminderen door hun beleggingen en kredieten te spreiden. Zo leende de rijke burger Jacob Willink Meures in de onderzochte periode aan vijf opvarenden vergelijkbare bedragen uit, verspreid over drie schepen, Jan van Oosterwijk verstrekte zes leningen aan opvarenden van vier schepen en Dirk Steenhoff had vijf leningen lopen op vijf verschillende schepen. Dit lijkt een duidelijk teken van strategisch beleggen. Ook kooplieden hadden krediet uitstaan bij opvarenden van verschillende schepen, zoals bijvoorbeeld Pieter Harsing met negen leningen verdeeld over zes schepen. Het is echter de vraag of kooplieden hierbij actief konden sturen. Wellicht konden ze niet al te kieskeurig zijn bij de keuze van hun klanten.

Aan de kant van de grote geldleners doemt daarentegen het beeld op van 'shoppen' bij verschillende geldschieters. Zo leende de commandeur Otto Luder Hemmij bij negen verschillende geldleners een bedrag van in totaal 8.456 gulden. Ook de schippers Daniel Ronzieres (acht leningen), Willem Schull (zes leningen), Jan Siksz (vijf leningen) en Jan de Boer (vier leningen) sloten al hun leningen bij verschillende personen af. Vermoedelijk wisten al die gelduitleners niet dat hun 'client' ook bij andere geldschieters langs ging. En omdat een gelduitlener, zoals al opgemerkt, in de regel zijn eigen notaris inschakelde, had die ook geen overzicht van alle lopende leningen van een opvarende. Deze stapeling van leningen was in principe riskant voor de geldschieters omdat terugbetaling afhankelijk was van de opbrengst van de privéhandel van de geldlener. Dit bleek onder andere bij de afhandeling van de nalatenschap van Willem Schull, de schipper van de Hogersmilde, die in 1741 op Ceylon overleed. Zijn toch niet geringe nagelaten boedel van circa 44.000 gulden bleek niet voldoende om alle schulden af te betalen. Naast de zes bovengenoemde leningen had hij nog veel meer schulden. Zijn 31 schuldeisers kregen uiteindelijk elk 68 1/4 % van het door hen uitgeleende bedrag.

Voor de VOC ten slotte was de particuliere kredietstroom problematisch. De VOC probeerde gedurende zijn hele bestaan de privéhandel door opvarenden sterk in te perken. Zo werden lange tijd strenge regels gesteld aan het aantal en de afmetingen van de kisten die opvarenden in de verschillende rangen mochten meenemen. Op de heenreis was dit privégoederenvervoer meestal geen probleem omdat de schepen dan niet volgeladen waren. Op de thuisreis was de ladingcapaciteit van de schepen echter nodig voor de handelsgoederen van de VOC. Toch zagen opvarenden steeds weer kans om veel meer privégoederen mee te nemen dan was toegestaan, terwijl ook het verbod om geld aan boord mee te nemen door hoog en laag stelselmatig werd overtreden. Zo kan worden geconstateerd dat het systeem van particuliere geldleningen — anders dan de door de VOC zelf gecreëerde kredietmogelijkheden — op gespannen voet stond met het VOC-beleid.

CONCLUSIE

Particuliere, notarieel vastgelegde geldleningen door VOC-opvarenden — vooral door officieren en middenkader — kwamen veel voor. Dergelijke leningen vormden in 1739 naast VOC-schuldbrieven een substantiële bron van krediet c.q. contant geld voor VOC-opvarenden. Omdat het gebruik van een VOC-schuldbrief aan een maximum was gebonden, was een privélening voor een opvarende zonder eigen middelen of familiekapitaal de enige manier om veel handelswaar te kunnen aanschaffen en/of om een groot bedrag aan (smokkel)geld in handen te krijgen. Voor kooplieden en beleggers waren dergelijke leningen overigens ook aantrekkelijk. Ze boden aan kooplieden de mogelijkheid

om een ruim krediet te verstrekken. Voor beleggers was het rentepercentage van 4% nog altijd 1,5 procentpunt hoger dan de netto-rente op Hollandse staatsobligaties en blijkbaar aantrekkelijk genoeg om het risico aan te gaan. Zo waren particuliere geldleningen voor ondernemende VOC-opvarenden een belangrijk middel om naast hun gage extra inkomsten te verkrijgen.

OVER DE AUTEUR Willem-Jan van Grondelle deed samen met zijn partner Els Vermij in het kader van het archeologische opgravingsproject #Rooswijk 1740 onderzoek naar de bemanning van het in 1740 vergane VOC-schip Rooswijk. Naast een onderzoeksverslag publiceerden zij diverse artikelen over de herkomst en de lotgevallen van individuele bemanningsleden van de Rooswijk. Inmiddels richten zij hun onderzoek op Zweedse immigranten in Amsterdam afkomstig van het eiland Gotland in de Oostzee.

Inséré 04/06/24 DOSSIER Enlevé 04/07/24

Would you Recommend a Life at Sea to Your Children?

Tommy Olofsen, CCO and President at OSM Thome, recently moderated a panel discussion at the Crew Connect Global conference 2023 where panellists discussed shipping's image problem, as compared to other industries, when trying to attract the younger generation. The audience of maritime professionals were asked in a poll if they would recommend a career at sea to their children and over half said they would not. This telling statistic and the fact that Mr Olofsen was not surprised by the result, shows just how much ground the industry needs to make up to attract new talent to the maritime world.

With the latest Seafarer Workforce Report predicting that shipping will need an additional 89,510 officers by 2026, it is vital that key issues are addressed to put shipping on the radar of young people as a potential long-term career.

The panellists agreed more work should be done in schools and colleges to promote shipping as a an exciting, fulfilling and viable option with clearly defined and diverse career paths. Equally, they felt that the harsh realities of life at sea should not be brushed under

the carpet as it can at times be a dangerous profession. Also, time away from families and friends can be difficult.

However, the benefits of working in a global industry and the opportunities to work in different parts of the world should be viewed as a real incentive to ambitious young people.

A lot of job seekers in Asia are attracted by the higher salaries they can earn at sea when compared with those onshore however many young people these days are also looking to work for companies that share their values. In particular, the younger generation are very concerned about the environment and so will be attracted to companies that can demonstrate what they are doing to become more sustainable.

Shipping is making great strides at looking at ways to decarbonize but clearly more can be done especially if it is to hit the IMO's target of zero GHG emissions by 2050.

Other areas that the industry needs to address is connectivity. Millennials have grown up with 24/7 internet access and will not put up with extended periods of time with no online access. Employers need to address this issue as those with good connectivity solutions will be more successful in employing younger workers than those that cannot.

Capt Ashok Srinivasan, Manager Department of Maritime Safety and Security for BIMCO, also pointed out that ship owners and managers need to ensure that seafarers get home promptly after the end of their onboard contract as not achieving that can lead to some seeking employment ashore.

PTC Group Chief Executive Gerardo Barromeo stated that a career in shipping had become devalued and that we should emphasize the prestigious nature of the job roles. Mr Olofsen concurred with this and felt that part of the blame could be related to the outdated terms used in certain job role titles like 'ordinary' and 'able-bodied'.

However, Julia Anastasiou, Chief Crew Management Officer and Cyprus Managing Director at OSM Thome, during a recent interview with TradeWinds expressed how much crew are seen as valuable assets to the ship manager saying, "We have a unique setup — we employ the majority of our crew and we are utilising our own manning offices in the vast majority of our operation to ensure unparalleled quality for our customers' vessels."

President and managing director of OSM Thome in the Philippines, Mailyn Borillo speaking during an interview with Marino World, concurred saying, "Seafarers are human being not human doing," emphasizing that "Shipmanagement is about people, retaining the right people." She added, "Retaining the right individual also draws in more interest to the workforce. Retaining the right people involves a strong emphasis and concrete action on both their professional development and holistic well-being. Without this, any initiative to attract the younger generation will be futile."

Attracting a diverse workforce is essential for an industry to grow and thrive and it is disappointing to note that The Diversity Study Group's 2023 Annual Review of 2,500 shoreside maritime professionals described the level of women in leadership roles as poor

and that the proportion of women in technical roles had declined when compared to the previous year. On the plus side the review did reveal that shipping is becoming more ethnically diverse with the proportion of leadership roles held by white people falling from 69.5% to 61%. Clearly though, there is still a lot of work to be done to create more diversity and inclusion in the maritime industry so it can shed its old outdated 'macho' image.

In conclusion, the maritime sector has always been the unseen and invisible industry which only gets publicity on a national and international scale when something goes wrong like an oil spill or sinking vessel. We must change that perception so the public view it as a key part of the global supply chain which transports 90% of all our goods and services and how it can bring varied, long-term and exciting job prospects for young professionals looking for a challenging and rewarding career.

Inséré 05/06/24 NIEUWS NOUVELLES Enlevé 05/07/24

Lloyd's Register releases a report on the operational and safety issues of the use of ammonia as a marine fuel

A new Lloyd's Register report has highlighted the need for industry-wide understanding of the operational and safety challenges surrounding the use of ammonia as a marine fuel, for its adoption as part of the maritime energy transition, according to LR's release.The report has identified that by taking steps to develop a framework today, the industry can avoid delays and build on the strong technology case for ammonia adoption. For the safe handling and infrastructure, the maritime industry can draw on the extensive experience of transporting ammonia as a cargo throughout the 20th and 21st centuries. There are, however, still concerns around ammonia's toxicity, crew awareness and training and its overall impact on aquatic, human and environmental health. The study also found that among the factors to consider for ammonia adoption, social acceptance and scalability are key. The pricing of renewable electricity, green hydrogen and carbon capture will all impact ammonia's affordability as a marine fuel. Clean ammonia producers, who are looking to upgrade production to create blue and green ammonia, see potential in increased demand from agriculture and other sectors, as well as shipping, all putting pressure on supply. LR's is supporting ammonia pioneers in delivering designs and processes that are safe and reliable. In addition to being a founding member of the Castor Initiative, a joint development project for two deep-sea ammonia propelled tankers, LR will class Exmar's ammonia-fuelled gas carriers currently under design development by Hyundai Mipo Dockyard. LR has also issued approval in principle for ammonia-fuelled engine designs and technologies and has completed a risk assessment with Yara Marine Technologies and Pilbara Port Authority for ammonia supply and bunkering.

Source : portNews

Inséré 06/06/24 DOSSIER Enlevé 06/07/24

The rotor manoeuvring system is a good investment’

Aboard Henk de Vries’s new MTS **MYRIAM** vessel, a single system attracts special attention from fellow shippers: the Rotor Manoeuvring System (RMS) developed and produced by Damen Marine Components (DMC). This active RMS improves the course stability of a vessel and reduces fuel consumption. ‘You definitely notice the effect.’ If you have been active in inland shipping for a long time, you continually see new developments coming in. If, like Henk de Vries, you have been active in the industry for almost half a century, you sometimes even see discoveries making a come-back decades later.

De Vries (69) experienced that when he supervised the construction of his latest **MTS MYRIAM** More or less by coincidence, the RMS came up in a discussion with DMC. De Vries had known of the system since its introduction in 2000, but it had faded into the background somewhat for him since then. Yet an RMS for more course stability and less fuel consumption was precisely what he needed.

So he had not just one, but two RMSs installed into his new inland shipping tanker, which has a length of 135 metres and a beam of 17.50 metres. Now that he has been sailing with these for a while, he can conclude that they meet his expectations. ‘It’s been a good investment,’ he says.

Magnus effect

The RMS consists of a vertical cylinder of corrosion-resistant composite material. At a sailing speed of 6 km/h or more, the cylinder can submerge into the water below the vessel. The operation of the system is based on the principle of the Magnus effect, the physical phenomenon in which the rotation of objects in a liquid or in air affects their propulsion. If the cylinder rotates quickly below the bow, a pressure difference arises in the water flowing past it between the starboard and port sides of the cylinder, with a

sideways lift force or propulsion: in other words, the Magnus effect. By switching the rotation direction, the cylinder can pull the vessel to starboard or port. In this way, the bow is kept straight, so that there is no need to compensate with the main rudders, which can remain straight. The rotor drops to a maximum of 1.20 metres below the bow, which means that the draught is very limited, and can be infinitely adjusted from an extension of 60 centimetres. Extension and retraction take place hydraulically. The rotation is controlled electrically with the aid of a 15-kilowatt electric motor. The system can be operated via an HDMI touchscreen and a handle that enables the skipper to control the speed of the electric motor.

Course stability, less fuel consumption

De Vries finds the RMS very easy to use. 'With a crosswind, you lower the rotor a little and you can stay perfectly on course. At first, you have to find the combination with the ordinary rudders at the back, so that the bow and stern 'communicate', as it were. But once you have mastered that, it all goes fairly simply. When you want more propulsion, you extend the cylinder a little lower below the vessel and give the command for faster rotation. You then definitely notice the effect.' Apart from improved course stability and, therefore, improved safety, the RMS has another major advantage for him: it saves him fuel. 'The rudders at the stern now have little or no rudder deflection, and everyone knows that all rudder deflection causes a change in speed, which in turn costs fuel. We no longer have to deal with that now.'Toofan Pour, senior sales engineer at DMC in Hardinxveld-Giessendam, can confirm that. 'The rotor does not steer on the basis of resistance, as normal bow rudder systems do, but solely on the basis of the Magnus effect. So you don't lose speed and there are no rudder movements that increase the fuel consumption.'For every new vessel, DMC can provide a document containing proof that the RMS saves fuel. As a result, the owner qualifies for an Energy Investment Allowance, a Dutch government subsidy to stimulate investments in energy-saving equipment.

Integration with river autopilot

The RMS on board De Vries's MTS Myriam had an extra upgrade in February last year, when it was integrated with the Alphatron Marine river autopilot, a frequently used system in inland shipping. 'In the past, you had to adjust the rotor yourself, depending on the route,' Pour explains. 'Now there are two buttons on the pilot: one for the conventional pilot system, using the rudders, and one for the RMS, which leaves the rudders as they are while you steer only with the RMS.' The new AlphaRiverPilot MFS will be on the market soon, leading to further integration, with both systems being operated simultaneously with the rudder of this autopilot.

In that way, a system that has already been around for a very long time still remains in development. In some ways, however, the upgraded version of the RMS can hardly be compared with the original. 'In 2020, we completely overhauled the product dating from 2000, recalculated it and adapted it to modern requirements,' Pour says. 'That's why we no longer talk about the old and the new version; this is the version.'

High demand

It is a version that could not have come at a better time, the demand for the RMS is higher than it has ever been. 'There are various new vessels already sailing with it, and there will be dozens more. That's thanks to the inland shipping culture. If you see that a fellow

shipper has a system like that and ask him about it, and then get a very enthusiastic reply, you start to become curious about it yourself. It really has developed a new life of its own.'

A source of great satisfaction to De Vries, who has been active in inland shipping as an independent skipper since as long ago as 1976 and has been using the products of DMC since 1987 (when DMC was still named Van der Velden). His latest MTS Myriam is equipped with a DMC steering system, rudders, nozzles and hydraulic units. And regardless of all the benefits in the fields of course stability and fuel savings, the key issue for him is something else. 'Sailing pleasure and enjoyment are also important to me, and systems like the RMS certainly contribute towards that.

Inséré 07/06/24 NIEUWS NOUVELLES Enlevé 07/07/24

Red Sea Crisis in Full Swing Despite Months of Turbulence

Incidents and Houthi attacks in the Red Sea remain a steady constant, despite international efforts to mitigate the crisis. This, in turn, is having a major impact in the shipping market. In its latest weekly report, shipbroker Xclusiv said that "reports from the Red Sea indicate no progress towards de-escalation. Houthi rebels continue targeting ships with drone missiles and recently claimed to possess a new hypersonic missile. The Houthis' leader, Abdul Malik al-Houthi, threatened attacks on ships traveling towards Africa's Cape of Good Hope, potentially disrupting east-west maritime traffic. The extent of the Houthi threat and their capability to counter the US and its allies remains unclear".

According to Xclusiv, "the International Energy Agency (IEA) hiked its 2024 oil demand forecast by 110,000 b/d to 1.3 million b/d, citing a stronger US economy and increased fuel use by ships rerouted due to Red Sea attacks. While global onshore oil stocks remain at their lowest since at least 2016, detours around the Red Sea have led to a rise in oil stockpiles held on ships. The IEA also downgraded its 2024 oil supply forecast by 930,000 b/d to 102.86 million b/d, citing both extended OPEC+ production cuts announced in March and earlier disruptions to Canadian output caused by cold weather".

"Middle Eastern diesel exports to Europe surged to a two-month high of 374,000 b/d in February, up from 318,000 b/d in January. Saudi Arabia and Kuwait led the surge, with Saudi Arabia becoming the top exporter at 192,000 b/d in February, up from 169,000 b/d in January and Kuwait's shipments more than doubling to 114,000 b/d from 55,000 b/d over the same period. Also February marked the first time since August 2023 that Egypt shipped diesel to Europe. Since the EU's ban on Russian oil products in February 2023, Europe has become heavily reliant on Middle Eastern and US diesel imports. Africa and Latin America, meanwhile, have absorbed much of the displaced Russian oil products, including any European surplus. A key question now is whether recent drone attacks on Russian refineries will curtail their diesel exports. This could prompt African and Latin American countries to seek alternative sources from the Middle East and the US, potentially tightening diesel supplies for Europe", the shipbroker said.

Meanwhile, according to Xclusiv, "in the tanker sector, the orderbook-to-fleet ratio (by number of vessels) currently sits at 8.7%. While this is nearing the levels of 2020 and 2021, it remains almost 40% below the average orderbook-to-fleet ratio observed between 2014 and 2019.Despite a strong start to 2024 with nearly 67 tanker orders placed year-to-date, the tanker market needs more orders. Nearly 50% of the active tanker fleet

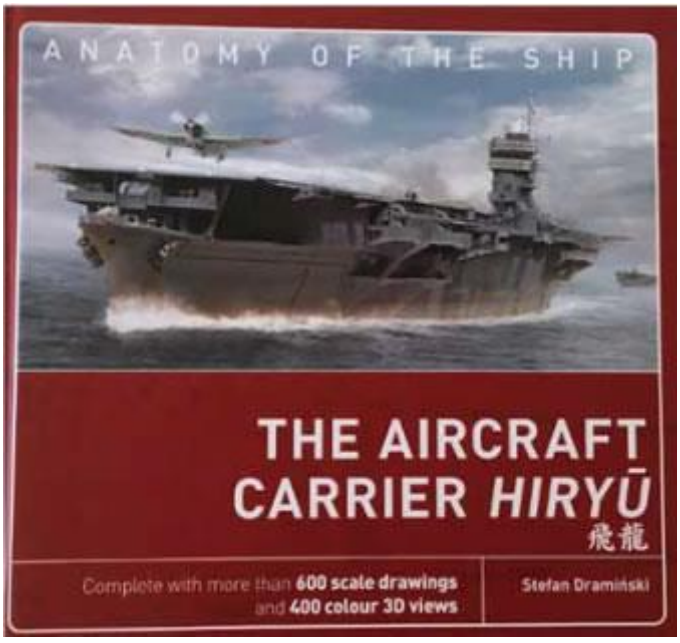
consists of vintage vessels (16+ years old). The VLCC sector has the most serious aged fleet issue compared to other tanker segments. Here, a total of 269 vessels (30% of the VLCC fleet) are older than 16 years old, with only 37 new VLCCs currently on order (4% orderbook to VLCC fleet ratio). Notably, 31 of these new VLCCs are scheduled for delivery in 2026 and 2027. The tanker fleet growth (in DWT) was about 2 % in 2023. Our predictions based on the orderbook and the assumption of about 7.3 mill DWT in yearly demo (based on the average of the last 10 years – since 2013) are that the fleet growth will be 2024: 0.02%, 2025: 1.7%, 2026: 1.8%"

. **source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Inséré 08/06/24 BOEKEN LIVRES BOOKS Enlevé 08/07/24

"The Aircraft Carrier HIRYU"

B O E K B E S P R E K I N G by : Frank NEYTS



In the series 'Anatomy of the Ship' Osprey Publishing issued the splendid book "**The Aircraft Carrier HIRYU**". Stefan Draminski signed as the author. Superbly illustrated with full-colour artwork of the ship through its career, a complete set of detailed line drawings, internal reconstructions of deck layouts, and 30 illustrations of every detail of the ship from its rigging to its aircraft to its anchors, this book recreates and dissects one of the most prominent carriers of the early Pacific War. Built in the late 1939s, HIRYU took part in the attack on Pearl Harbor and most of the operations of Japan's triumphant first months of the war, before being sunk at Midway.

Drawing on Stefan Draminski's new research and making the best use yet of his acclaimed 3D illustration techniques, this is the most comprehensive examination of HIRYU ever published. The detail in the illustrations is explained by fully descriptive keys, and supported by technical details, photographs, and a concise history of the ship's construction and service.

A superb new addition to the Anatomy of the Ship series, suitable for modelmakers, ship enthusiasts and naval historians.

"**The Aircraft Carrier HIRYU**" (ISBN 978 1 4728 4026 4) a hardback, counts 336 pages and is lavishly illustrated and costs £45 ,P&P exclusive. One can buy the book in the better bookshop or direct with the publishers: Via the Osprey web site: **https://ospreypublishing.com/the-battleship-scharnhorst-hb**

Inséré 08/06/24 DOSSIER Enlevé 08/07/24

Is the Red Sea effect on container shipping being overblown?

No one disputes that the Red Sea crisis is massively diverting containerized goods around the Cape of Good Hope. But opinions widely diverge on how serious this is for global supply chains, consumers and economies. On one end of the spectrum, there's the view that the Houthi attacks will stoke inflation, cause major goods shortages and have a material effect on Western economies, while container lines, previously expected to sink under the weight of excessive newbuilding deliveries, will turn into cash machines. On the other end of the spectrum, there's the view of respected shipping consultancy Drewry, which laid out a far more sober scenario during a presentation on Tuesday. "The market globally is so heavily oversupplied that it has ample cover for disruptions such as this," maintained Simon Heaney, Drewry's senior manager of container research. "Yes, more ships are needed to maintain weekly service [due to longer voyages around the Cape]. But there is ample spare capacity from the idle fleet, from the newbuilds that are coming in thick and fast, and from existing tonnage in other oversupplied trades that can be transferred across. "While having too many ships is generally a bad thing for container lines, in this case, it is providing quite a lot more resilience to cope with disruptive events," he said. "Clearly, you can't just pick up ships and move them where you want to. It will take time to reposition ships, so the pinch is going to be the worst in this initial stage. But we think things will ease once Red Sea diversions become part of the longer-term planning by carriers."

Spot rate jump partially due to timing

"Rates in affected trades will remain elevated for the duration of the crisis, but they won't go so high as to stoke inflation," predicted Heaney.Referring to the Middle East conflict in general, he said, "The impact on the world economy, if any, is going to come from higher energy costs rather than higher freight rates. We've not yet seen this materialize, but this could change, obviously, if the situation in the region escalates and oil prices increase dramatically."mAccording to Philip Damas, head of Drewry Supply Chain Advisors, the huge jump in spot rates following the Houthi attacks was partly related to timing. Red Sea diversions happened to coincide with a period of high demand as importers sought to load cargoes prior to the February Chinese New Year holiday break.

The new built **MSC ANITA** early morning departing from the New mega Container port in Singapore Tuas heading for Colombo at Sri Lanka.

"The initial shock was due to ships being in the wrong place or out of schedule. But the second point is that the timing was really unfortunate. Ship capacity was tight because many companies were trying to import from China before the Chinese New Year closure. This timing made the bottleneck worse. There was frankly a bit of a panic in China, with everybody trying to get their containers out, and with a shortage of box equipment for exports.

"The short-term dislocation was painful and worrying, but we can already see a softening of spot markets and the situation sort of normalizing," said Damas. "There will not be a capacity crunch after March or April because the ships will be back in operation where they are needed," he maintained.

Supply will still outpace demand

Drewry estimates that diversions around the Cape affect around 30% of global container ship capacity, with those diversions increasing transit times by an average of 30%. This equates to a 9% reduction in global capacity. That, in turn, lowers the year-on-year growth rate in effective capacity.The consultancy previously estimated that effective capacity would surge 9.3% in 2024 versus 2023 due to newbuilding arrivals, with port throughput (demand) rising 2.3% — a major imbalance.Taking diversions into account, it now estimates effective capacity will grow by 5.3% and demand will rise 2.4% — still a big imbalance. Drewry publishes a supply-demand index, with 100 points equating to supply-demand balance. Prior to the Red Sea crisis, its index outlook for 2024 was at around 75. Running the numbers again to account for the diversion effect, the index rises to 77 if diversions last for the first six months of this year and 81 if they last all year.Thus, the Red Sea effect on capacity "barely moves the needle," said Heaney. "It's not going to flip the overall overcapacity story."

Comparing Red Sea crisis to supply chain crisis

Current container trade dislocations come at a time when memories of the supply chain crisis are still fresh. Some media reports have started to compare the impact of the Houthi attacks to the COVID-era disruptions.But according to Heaney, "The current situation is only partially comparable to the pandemic. During lockdowns, we saw a huge surge in demand for containerized goods, which, when coupled with disruptions across every link of the supply chain, sent shipping costs into orbit. "These days, demand is much more pedestrian. You don't have the government stimulus. Spending patterns have reverted back to services.As opposed to the case in 2021-2022, "there is now a surplus of ship capacity and you don't have the widespread supply chain snarl-up we had back then." That said, port congestion is an important bellwether to watch. "The deterioration of port productivity was a major reason why rates went into orbit during peak COVID. There is a definite risk that these off-schedule ship diversions will cause ships to cluster upon their arrival, which could lead to port congestion and more equipment shortages. «It's our view that liner networks will recalibrate to account for diversions, but clearly, we need to keep a close watch on that."
Source: Freight Waves by Greg Miller,

Inséré 09/06/24 NIEUWS NOUVELLES Enlevé 09/07/24

Antwerpse gastankerrederij Exmar ziet omzet stijgen, maar winst dalen

Julie Desmet

De Antwerpse gastankerrederij Exmar boekte in 2023 een omzet van 487,3 miljoen dollar. Over 2022 bedroegen de inkomsten 155,6 miljoen dollar. In het jaarverslag maakte Exmar ook de verkoop van zijn accommodatie- en werkschip 'Wariboko' bekend.

Gebaseerd op de proportionele consolidatiemethode steeg de omzet van 243,3 miljoen naar 578,3 miljoen dollar. De operationele winst (ebitda) daalde anderzijds van 341,6 miljoen dollar naar 80,4 miljoen dollar. De nettowinst daalde van 320,3 miljoen dollar naar 72 miljoen dollar. De winst per aandeel bedroeg 1,25 dollar in 2023 in plaats van 5,60 dollar in 2022. De gecorrigeerde ebitda steeg evenwel van 26 miljoen naar 80,4 miljoen dollar.

De ebitda voor het segment 'Shipping' toont in 2023 een prestatie in lijn met 2022. Het bedrijfsresultaat en het nettoresultaat in 2023 vielen met respectievelijk 143,8 miljoen dollar en 82,3 miljoen dollar iets lager uit dan in 2022 (omzet en winst van 141,4 en 81,6 miljoen dollar), "voornamelijk als gevolg van toegenomen rente en terugboekingen van bijzondere waardeverminderingen voor 9 miljoen dollar in 2022", meldt Exmar.

Ammoniak

Niettemin blikt Exmar tevreden terug. "De markt van middelgrote gastankers (MGC's, midsize gas carriers) kende opnieuw een sterk jaar. Voortbouwend op de vier decennia ervaring van Exmar op het vlak van ammoniak, was 50% van deze vloot actief in het ammoniaksegment", klinkt het. "Verwacht wordt dat dit in 2024 zo zal blijven. Begin 2024 is 92% van de MGC-vloot van Exmar verzekerd van contracten."

De inkomsten in het Infrastructure-segment stegen in 2023 met 294,2 miljoen dollar tot 374,7 miljoen en werden gestimuleerd door inkomsten uit de engineering-, inkoop- en conversiecontracten voor het Marine XII-project in Congo. De constante tewerkstelling van 'Eemshaven LNG' en 'Excalibur' droeg bij tot de stijging van de inkomsten in 2023, laat Exmar weten.

Polyester aanmeertouwen

Voor het eerst draagt BEXCO volledig bij tot de inkomsten en ebitda van Exmar. "2023 is een uitstekend jaar gebleken voor BEXCO, gedreven door een grote vraag in de Offshore Energy-markt, en door een verbeterde vraag naar de levering van Polyester aanmeertouwen voor 'permanent aanmeren'", schrijft Exmar.

'Wariboko'

In 2023 werd de Infrastructuurportefeuille van Exmar aangevuld met een participatie van ongeveer 12,1% in Vantage Drilling International ('Vantage'). In het jaarverslag maakte Exmar ook bekend dat het het accommodatie- en werkschip 'Wariboko' verkoopt. Dat accommodatieplatform werd in de tweede helft van 2023 ingezet op een project van TotalEnergies.

Exmar stelt tijdens de jaarvergadering van 21 mei 2024 voor om een brutodividend van 0,40 euro per aandeel uit te keren.

CEO Francis Mottrie gaf op 1 januari 2024 de leiding over aan Carl-Antoine Saverys, de zoon van de bestuursvoorzitter, terwijl hij zelf aanblijft als chief operations officer (COO). De familie Saverys heeft via Saverex ongeveer 84% van de aandelen Exmar in handen.

La Belgique d'outre-mer

Les "petits Belges" dans l'œuvre de civilisation entreprise au Congo se sont montrés dignes de la confiance que leurs rois avaient mise en eux. En quelques décades ils ont pacifié ce pays où régnait la terreur, l'ont doté d'institutions démocratiques et l'ont pourvu d'une infrastructure moderne. Beaucoup de Belges se sont voués à cette œuvre de civilisation et aujourd'hui encore nos compatriotes aident avec joie et enthousiasme la jeune République Congolaise à se tailler la place qui lui revient au soleil.

Notre aide à ce grand pays en voie de développement doit se traduire par une assistance technique généreuse et par l'octroi de machines et d'outils lui permettant d'exploiter ses richesses naturelles immenses.

A l'embouchure du fleuve des installations portuaires modernes permettent de drainer ces richesses, vers toutes les parties du globe et de conquérir les marchés mondiaux.

Dans quelques années ce pays construira sa propre flotte et l'armera, ses marins se tailleront une réputation méritée sur les mers où flottera le pavillon congolais. Les écoles navales et maritimes belges pourront s'enorgueillir d'avoir contribué à former ces équipages d'élites.

La naissance de cette flotte ira de pair avec l'évolution économique sensationnelle que connaitra ce pays dès que l'ordre et la tranquillité régneront à nouveau définitivement sur ce territoire que d'aucuns ont voulu livrer au pillage et à la tuerie.

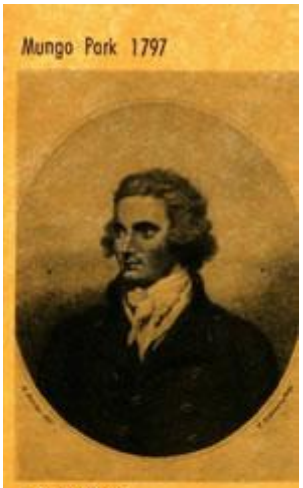
Les jeunes Congolais et les jeunes Belges sont convaincus quo c'est par les relations de bon voisinage la Belgique d'outre-mer

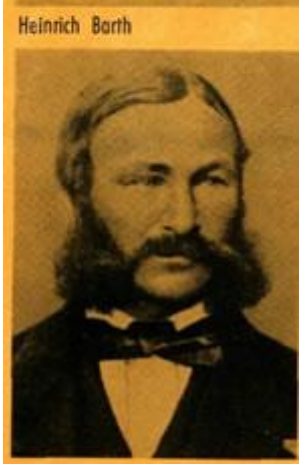
que peuvent être résolus tous les problèmes qui doivent apporter paix et prospérité à la jeune nation congolaise.
Dans cet ordre d'idées, les marins aussi peuvent apporter leur pierre à la construction de l'édifice congolais en leur offrant au point de vue maritime et naval une collaboration plus étroite encore.

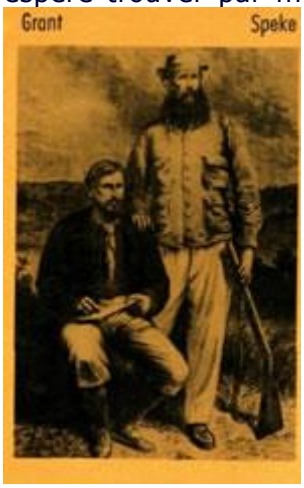
La marine militaire belge en particulier n'épargnera auc

ne peine pour prendre en ce domaine les responsabilités que le gouvernement belge pourrait lui imposer.
Fidèle à sa devise "non multa sed multum" :la Force Navale se fera un point d'honneur d'être au rendez-vous.

Historique des découvertes







De tous temps, l'homme n'a pu résister au désir de se lancer à la découverte des terres ou des mers qui l'environnaient. Aujourd'hui, sauf quelques régions déshéritées, notre planète est connue. L'homme est insatiable. Il donne une nouvelle orientation à sa soif de découvertes : il crée les satellites artificiels, bientôt il les habite et rêve de voyages dans le cosmos vers des planètes dont il veut connaître les mystères.

Et oui !, l'exploration de notre planète n'est pas un fait récent ! Cinq siècles avant Jésus-Christ, Hérodote remonte le Nil. Avec des moyens de fortune, il tente d'en découvrir les sources mais ne peut y atteindre.

Alexandre le Grand entraîne son armée dans une expédition sans fin.

Les phalanges macédoniennes traversent l'Asie et la volonté de leur chef les porte jusqu'aux Indes.

Sur de frêles esquifs, l'homme s'aventure sur mer. A marches forcées, il parcourt des terres arides ou luxuriantes.

Des pays lointains, il emporte des visions merveilleuses et souvent surfaites. Dans ses bagages, il ramène des objets, des denrées dont bientôt il fait commerce. De hardis marchands s'élancent vers ces terres lointaines et dès lors, esprit de négoce et exploration vont de pair.

Henri le Navigateur, Prince de Portugal s'embarque à Lisbonne ; il espère trouver par mer la route des Indes. Madère, les Açores, leSénégal, les Iles du Cap vert le voient accoster. Après sa mort, les caravelles du roi Jean II reprennent sa glorieuse succession. L'embouchure du Congo est bientôt reconnue. En 1487, Barthelemy Diaz dépasse l'estuaire du grand fleuve équatorial - le tropique du Capricorne est franchi, le cap de Bonne-Espérance est atteint. En 1497 Vasco de Gama double le cap de Bonne-Espérance et rallie les Indes.

Les explorateurs des 15e, 16e et 17e siècles dédaignent l'Afrique. Seules, l'Asie et son commerce, l'Amérique et ses richesses les attirent. Fin du 18e siècle, l'Afrique reste un continent mystérieux. Le Nord appartient aux musulmans. Eux-seuls s'aventurent dans la forêt équatoriale et y font régner leur loi. Quelques hardis marchands portugais remontent le Zaire et commercent avec les autochtones. Le cœur de l'Afrique reste inviolé. Hautes montagnes, déserts arides, rivières entrecoupées de rapides,

indigènes hostiles sont autant d'éléments qui effraient les plus téméraires. Il y a bien quelques postes dont la plupart proviennent des premières expéditions ibériques. Ainsi, plusieurs comptoirs portugais jalonnent les côtes de l'Angola et du Mozambique. L'Espagne envoie ses fils au Maroc et aux Iles Canaries. L'Angleterre s'est établie en Gambie, sur la Côte d'Or, au Cap. La France s'est alliée à quelques roitelets du Sénégal.

De ces havres de civilisation, quelques hommes aventureux, désintéressés et que seul guide un esprit altruiste, vont s'enfoncer au cœur du continent inconnu. Nous sommes au début du 19e siècle. Les grandes nations cherchent de nouveaux débouchés à leur commerce ; la mainmise musulmane sur la Méditerranée, l'existence d'une nation américaine, l'essor prodigieux de la mécanisation ne sont pas étrangers à cette attirance des occidentaux pour l'Afrique tant équatoriale que du Sud. Citons quelques explorateurs célèbres : Mungo Park dès 1797 descend le Niger. Il trouve la mort avant d'en avoir percé le secret. Caillé (Fr) traverse le Sahara, Barth découvre le lac Tchad. L'Anglais Speke reprend les recherches d'Hérodote. Il découvre le lac Victoria descend le fleuve et peut ainsi affirmer avoir trouvé la source de ce cours d'eau qui a tout donné à l'Égypte. Baker à la même époque découvre le lac Albert autre source du Nil.

En 1849, un médecin écossais qu'accompagnent son épouse et ses trois enfants quitte le Cap. Pour compagnons, sa famille et deux amis, pour armes, sa volonté, son désintéressement, pour but, son amour de l'humanité. Le docteur Livingstone s'enfonce dans le désert de Kalahari, rencontre le Zambèze, découvre en 1866 le lac Nyassa, le lac Moero et croit reconnaître dans la rivière Lualaba le Nil. Abandonné du gouvernement britannique, il échoue à Udjidji sur le lac Tanganyika.

En moins de cinquante ans, l'extérieur de la cuvette congolaise a vu l'homme blanc l'explorer. Au centre, reste inconnu cet immense territoire. Et, combien de questions se posent encore au monde ? Quelles voies suit cette rivière Lualaba ?

Où sont les sources du Zaire dont les eaux limoneuses se précipitent dans les flots de l'Atlantique ?

Stanley est gallois. Pas très grand, mais robuste, les yeux enfoncés, portant une épaisse moustache et un menton taillé durement. C'est un homme dur dont la jeunesse a été rude. A l'instar de Cecil Rhodes, il rêve de conquêtes et l'immensité africaine l'attire. Pour le compte du New-York Herald, il entreprend une expédition. Son but : retrouver Livingstone dont la disparition émeut l'occident. De Zanzibar, il s'enfonce dans l'Est africain. Nous sommes en pleine saison des pluies et la marche est pénible et entrecoupée de mille dangers. L'objectif est atteint : est-il nécessaire de rappeler la date du 28 octobre 1871, entrevue mémorable entre le rude Gallois et le philanthrope écossais que minent les fièvres. Stanley rejoint l'Amérique.

En 1873 Livingstone meurt ; Stanley revient en Afrique. Il explore les rives du lac Tanganyika puis, cherche à percer lé mystère du Lualaba. Il s'enfonce dans ce continent inconnu, lutte contre la maladie, les flèches des autochtones, les embûches de la nature. Mille jours d'expédition et s'ouvre à lui la plus belle récompense : l'Atlantique est là. Le tracé du Zaïre, Lualaba ou Congo est enfin révélé.

Pour nous, Belges, une épopée grandiose s'ouvre

Reducing the risk of fire in the engine room(I)

Considering the wide range of both sources of fuel and sources of ignition within the engine room, it should come as little surprise that a large proportion of fires onboard ships originate there.

Research coordinated by IMO1 has indicated that between 30 and 50% of all fires on merchant ships originate in the engine room and 70% of those fires are caused by oil leaks from pressurised systems. Following a major engine room fire it is relatively rare that a ship is able to proceed under her own power. This leads to expensive costs of salvage, towage, repairs, downtime, cancellation of cruises, etc, which can typically run into millions of dollars.

Special attention should be given towards maintaining a clean and tidy engine room where machinery and emergency control equipment are installed and operated in accordance with SOLAS Regulations and IMO Guidelines and that the equipment is routinely serviced and maintained in good working order, and subject to routine testing. IMO MSC.1 /Circ. 1321 dated 11 June 2009 entitled "Guidelines for measures to prevent fires in engine rooms and cargo pump-rooms" is especially relevant. If a failure to carry out proper maintenance or to have proper maintenance systems in place is linked to the cause of a fire, the shipowners or managers could face litigation in which allegations of crew negligence and/or unseaworthiness feature.

Except in certain specialist ships, the engine room is invariably a large enclosed space with limited divisions and compartmentation, with restricted access and with only defined walkways between equipment. It is not surprising, therefore, that engine room fires often present very challenging fire fighting conditions where effective first-hand. Ffire fighting may be limited in time for reasons of safety, and where visiting fire parties may have to fight the fire from above when there is little or no visibility. Frequent and realistic fire drills that are tailored to address foreseeable fire scenarios specific to the particular engine room are essential. Moreover, some ship operators choose to engage specialist fire training companies to provide more advanced training aboard their ships.

Fire essentials

All seamen should be aware of the Fire Triangle principle in that if the three elements of an oxidiser, (invariably oxygen from air), a source of fuel and a viable source of ignition come together a fire will result. The basic principles of fire fighting are to "break" one or more sides of the Fire Triangle so as to limit or eliminate the source of fuel and/or the oxidiser. It is also important to keep the fire triangle in mind when conducting fire risk assessments and implementing fire prevention measures.

In an engine room there is inevitably a plentiful supply of air and very effective ventilation systems. It is helpful, however, to consider in a little more detail the other two elements of the fire triangle; 'sources of ignition' and 'fuels'. An appreciation of the ignition processes will enable engine room personnel to better implement fire risk assessments and fire prevention measures.

Ignition processes

The process of ignition involves the transfer of a sufficient amount of energy to a fuel to

initiate a self-sustained combustion reaction. Not all potential sources of ignition will be viable for all types of fuel. For example, whereas a short duration electrical spark is likely to be a viable source of ignition for flammable gases, it will not ignite a liquid fuel unless it is very hot (above its flash point) nor would it ignite most solids. Similarly, although hot particles produced from welding or cutting operations (including angle grinding and disc cutting) are capable of initiating a smouldering fire in fibrous or finely divided solid fuels such as cotton waste, cotton rags, sawdust and cardboard packaging, such sources of ignition are much less likely to ignite solid materials such as timber and plastics. It should be noted that carelessly discarded smokers' materials (such as cigarettes and matches) provide a potent source of ignition for materials capable of supporting a smouldering fire. Smoking in an engine room should be confined to the control room, where appropriate means of disposing smokers' waste materials should be provided, such as a sand tray or a suitable safety ashtray. On no account should smokers' waste materials be disposed of in a general waste container, such as a waste paper bin.

It will be apparent from these considerations that sources of fuel and potential sources of ignition cannot be considered independently from one another. Possible fuels in an engine room exist in the solid, liquid and gaseous states and their physical and chemical properties will determine the way in which they react to a potential source of ignition and whether that ignition source is viable. The table in Appendix 1 summarises the various types of fuel typically encountered, conditions required to achieve ignition and examples of viable sources of ignition for the fuel. For ease of reference the technical terms shown in italics in the table are explained in a glossary.

Although the table in Appendix 1 provides a useful and quick source of reference, it is helpful to illustrate how a failure to comply with SOLAS Regulations and to provide for effective maintenance and tidiness in an engine room can lead to a serious fire with the potential for loss of life and injury, major financial consequences and unnecessary litigation.

Oil fires

Oil fires are invariably the most serious category of engine room fires. Two ships entered with the Club recently suffered significant engine room fires with remarkable similarities. Both fires originated in the region of the generators when leaking oil sprayed onto hot exhaust surfaces and the subsequent efforts to extinguish the fires were hindered because of a failure to maintain the fire smothering systems correctly and/or a lack of understanding by the crew of the correct method of deploying the systems. In one case, two crew members suffered smoke inhalation injuries and in the other, one died while trying to fight the fire. In both cases significant damage to the engine room occurred resulting in towage and expensive repairs.

Fires can result from a failure to attend to small persistent leaks that can, for example, spread across machinery surfaces to reach parts operating at a high temperature, and from larger leaks that develop suddenly. For example those caused by:

- Loose joints
- Fractured pipes and mechanically damaged (perforated) pipes on both high and low pressure fuel lines
- Bleed cocks on generator fuel filters working loose
- Pipe unions that are over or under tightened
- The fracture of flange bolts if over tightened

- The fracture of cyclically stressed bolts or studs that are under-tightened, such as those securing fuel injector pumps
- The use of unsuitable seals or gaskets which deteriorate due to the effects of heat
- The rupture of high pressure oil and hydraulic fluid hoses due to mechanical damage or aging

Correct maintenance procedures should be strictly adhered to. High pressure pipes should be sheathed and flange joints enclosed where they are in proximity to hot surfaces in order to comply with SOLAS Regulations. Any hot surface shielding should also be effectively maintained.

Hot surface ignition and preventative measures

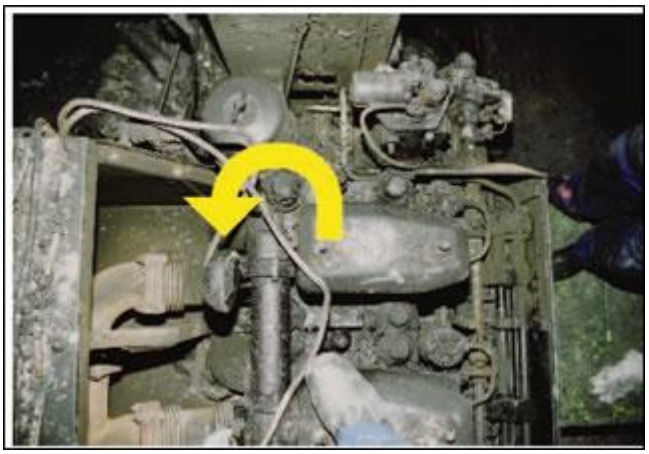
Oil fires usually occur when oil from a large leak or a smaller but persistent leak comes into contact with a nearby hot surface at a temperature that exceeds the 'minimum auto ignition temperature'(MAIT) of the oil. MAITs of diesel and fuel oil are typically about 250°C, but MAITs as low as 225°C have been reported. Lube oils and hydraulic oils have somewhat higher MAITs. High pressure sprays comprising fine droplets of oil can ignite immediately on contact with the hot surface, and liquid leaks can ignite after a short period of time sufficient to evaporate the oil and generate a flammable concentration of fuel vapour. Under certain circumstances, such as where flammable concentrations of vapour form in confined spaces, the fire may be preceded by an explosion. Clearly, all oils should remain contained within their intended systems. Oil fires often develop and spread quickly compromising the safety of engine room personnel and, in the case of generators, damaging associated main electrical cabling feeding the switchboard which can lead to a loss of electrical power and, as a result, motive power.

Spray shields should be fitted around flanged joints, flanged bonnets and any other threaded connections in fuel oil piping systems under pressure exceeding 0.18 N/mm2 which are located above or near units of high temperature in accordance with SOLAS II-2 Reg. 4.2.2.5.3 and MSC.1 /Circ1 321. Furthermore, high pressure fuel delivery pipes should be sheathed within jackets capable of containing leaks from pipe failures, the annular spaces of which must be equipped with suitable drainage arrangements to facilitate the rapid drainage of oil to a safe location, such as a drain tank.

It is essential to employ good maintenance systems and engineering principles in order to reduce the risk of oil leaks. This includes, for example:

- attending to minor leaks without delay
- tightening connections to fuel injectors and fuel injection pumps to the correct torque to prevent leakage and/or fatigue fractures caused by cyclical stresses induced by operation of the pump
- maintaining oil leak detection and alarm equipment that can warn of the presence of oil leaks in concealed areas such as a 'hot box' enclosing fuel pumps on some types of generator

Potential route for hot oil vapour to spread from the hot box enclosure to the exhaust enclosure (cladding/covers removed for inspection)



The maintenance of leak detection/alarm equipment is especially important where oil vapour from a leak of hot oil at a temperature above its flashpoint can, for example, migrate from the hot box of a generator, across the engine entablature to exhaust system enclosures where the vapour can auto-ignite on exhaust components that are otherwise properly shielded from leaks in accordance with the requirements of SOLAS.

Preventing oil leaks is one half of the problem, the other being effective cladding or shielding of hot surfaces so that they do not present a source of ignition if an oil leak occurs. This is possibly the most effective way to prevent Engine Room fires and fairly easy to implement onboard.

It is a SOLAS requirement that surfaces, with temperatures above 220°C that might come into contact with oil as a result of a system failure are properly insulated. Ship's crew should, therefore, appreciate that even a small exposed area of no insulated hot surface, such as part of a flange joint or an instrument pipe, can be potentially dangerous. The photographs below illustrate examples of defective protection of hot surfaces ranging from a complete failure to clad generator exhausts to the exposure of parts of exhaust systems.

Infra-red temperature gun. On some instruments a laser beam pinpoints the target surface of interest, making for precise measurements and accurate temperature profiling. Slightly more expensive instruments provide a heat map image of the area of interest.

"Hot spot" due to missing insulation

While every effort may be made to shield or clad large hot surfaces and their appendages, gaps can exist even in what appears to be well

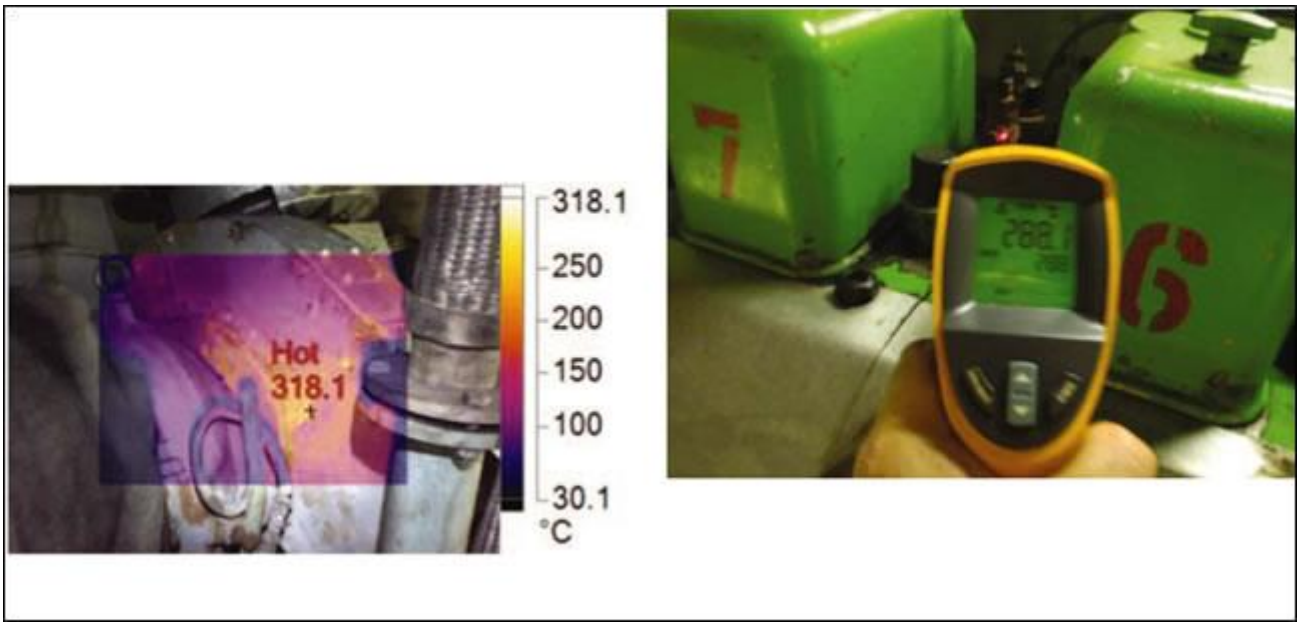
maintained insulation. Turbochargers, in particular, by their complex shape canbe particularly challenging to effectively insulate. Therefore, it is sensible practice to carry out routine surface temperature measurements of the critical parts of machinery, especially at bends and flange joints where surface profiles may vary considerably. This can be done effectively by using an Infrared temperature gun (such as the one illustrated) which is relatively cheap and provides an instantaneous visible reading while being used remotely from the area of interest. It is important to follow the instrument manufacturers' operation instructions otherwise misleading results will be obtained. Some instruments sound an alarm if a measured temperature is outside set limits. It should be noted that higher surfaces temperatures are likely to be reached when there are higher ambient temperatures (such as when the ship is operating in hotter climates) and engines should be under normal or heavy load and up to maximum operating temperature when measurements are made. The instrument can also be used to warn of potential sites of localized electrical overheating on the main electrical switchboard, electrical circuitry and running machinery and for the correct operation of reefer equipment, as will be discussed later.

Exhausts completely uninsulated

Exhaust bellows exposed

Small portion of exhaust surface exposed (as arrowed)

Alternatively, surveys can be carried out by using more expensive thermal imaging equipment which provides a clear image of the surface temperature profile as illustrated in the example below, where the thermal image is compared with the visible light image. Uncovered indicator cock with exposed temperature above SOLAS limit IR001153.IS2-NO1 Auxiliary engine



Lagging fires

Visible light image Main image markers

Emissivity

As a result of such surveys, it was estimated that around 80% of ships checked had exposed areas in excess of the 220°C SOLAS requirement. Recent checks by the Club's Risk Assessors using an Infra-red temperature gun suggest that this figure may not be exaggerated.

Indicator cocks are another potential source of ignition. IMO MSC.1 /Circ. 1321 Para 1.1.5 recommends that "Exposed indicator cocks should be insulated in order to cover the high temperature surface."

Again, an IR temperature gun can be used to assess the fire ignition risk of uncovered indicator cocks.

If mineral oils (fuel oil, diesel oil, lube oil) soak into lagging on pipe work operating at a temperature above about 150°C there is a risk that the oil will oxidise slowly within the matrix of the lagging and eventually ignite spontaneously, causing the lagging to disintegrate and oil from a persistent leak to ignite. This process can take many hours, and there may be little external warning of the imminent danger until smoke appears shortly before the fire becomes visible. It is essential, therefore, that oil leaks are attended to promptly and that permanent repairs, including the replacement of oily lagging, are made correctly rather than resorting to makeshift solutions.

Risk of spontaneous ignition

Tank save-alls

Self-closing gauge glass valve gagged with wire

Self-closing gauge glass held open with string

Dirty oil tanks and purifier save-alls present a fire hazard, both from being at a risk of ignition and providing a means of spreading a fire. It is essential to keep drain lines clear and prevent oil accumulation. Oil residues are likely to be at a temperature below their flash points and, therefore, not directly ignitable. However, fibrous solids such as cotton waste and rags partially immersed in the oil can function as a wick. The 'wick' may be ignited by contact with a welding spark or a smouldering source, such as a carelessly discarded cigarette, leading to a smouldering fire that eventually undergoes transition to flame. The oil feeds into the wick to sustain the fire and the surrounding oil layer is raised to a temperature at which flame can spread across the oil surface causing the fire to develop. The failure of tank valves and level gauges directly exposed to the save-all fire becomes possible.

Self-closing valves are fitted between the lower end of an oil tank and its gauge glass. The purpose of these valves is to isolate the tank gauge glass from the tank. In normal operation they should be shut and only opened to check the tank contents after which they should be shut automatically under spring pressure or counter balance gravity.

The UK Club's ship inspectors regularly find that various methods are used to keep these valves permanently in the open position. Chocks of wood, pieces of wire and purpose made clamps are often seen to be used to for this purpose. This is dangerous practice. If a gauge glass breaks in a fire the entire contents of the tank will leak into the burning area, escalating the fire.

Solid fuels

As summarised in the Table at Appendix 1, solid fuels typically encountered in an engine room include:

- cellulosic materials, such as constructional timber, cardboard packaging, sawdust, cotton waste and rags, and

plastic materials, of which there are two main types: thermosetting plastics, which maintain their form and rigidity - when exposed to high temperatures, and thermoplastics, which tend to melt and drip when exposed to high temperatures.

The potential for cellulosic materials to smoulder and to be susceptible to ignition by small ignition sources such as sparks produced by hot work and carelessly discarded smokers' materials is often overlooked. Smouldering fires can develop slowly, sometimes in concealed spaces, and may not be discovered until several hours later after the transition from smouldering to flaming combustion has occurred. Although the presence of constructional timber in an engine room is unusual, it should be noted that timber insulated from its surroundings and in contact with a hot surface at only a moderately elevated temperature (i.e. above about 120°C) can under certain circumstances ignite after many days. Any constructional timber should, therefore, be well separated from or insulated from hot surfaces.

A stream of sparks from disc cutting

Angle grinding and disc cutting operations should be included in the 'hot work' category because, although the size of incandescent particles produced is generally very much smaller than those produced by welding and flame cutting operations, a stream of grinding or disc cutting sparks landing in the same area of a solid fuel can be sufficient to initiate a smouldering fire. Frictional heating of the work piece may also act as an ignition source, e.g. of oil residues on its surface.

It is essential that engine room workshops and stores are kept clean and tidy and that smoking is strictly prohibited. In the stores, packaging materials should be kept to a minimum and cardboard cartons should be stored clear of light fittings. In the workshop, floor areas and work surfaces should be clear of all combustible waste, particularly cellulosic materials susceptible to smouldering combustion. This is especially important when hot work is carried out behind welding curtains to prevent the spread of stray sparks. Cotton waste and rags should be kept in a bin fitted with a lid and bales of cotton waste and rags stored in a metal cabinet.

Oil soaked rags have been known to "self heat" and combust spontaneously so, until they can properly be disposed of, should be kept in a steel container with a lid.

Hot work outside the workshop should be the subject of a hot-work permit system. It should be noted that sparks from welding and flame cutting operations take time to cool to a temperature at which they are no longer incendive, can be projected considerable distances, e.g. more than 10 metres, can travel horizontally by bouncing and can fall though gaps. Careful consideration must be given to the removal of all combustible materials within range of the hot work and the use of proprietary welding blankets or curtains to cover materials that cannot be moved and to cover any gaps to prevent incendive particles falling into unprotected areas. If there is a possibility of a flammable atmosphere being present in the area where hot work is planned, gas testing of the atmosphere within range of flying sparks must be carried out before and frequently during the work out by a competent person using an explosimeter that has been calibrated and serviced in accordance with the instrument manufacturers' guidelines. Hot work should only be permitted if the reading on the explosimeter registers 10% LEL or less both before and during the hot work.

Another potential source of ignition is an electrical lead light whose unprotected bulb and its filament are perfectly capable of starting a fire.

Next

Inséré 12/06/24 NIEUWS NOUVELLES Enlevé 12/07/24

Euronav sells three VLCCs, orders three tankers

by Jamey Bergman

Company said it has sold three VLCCs, taken delivery of Mineral France and ordered two Newcastlemaxes and an additional VLCC Euronav called 2023 "a transformative period for Euronav and CMB.Tech" and its shareholders, referencing a battle with John Fredriksen's Frontline for control of Euronav. Ultimately, the Saverys family backed Compagnie Maritime Belge won the fight in a multi-billion-dollar exchange of shares, ships and cash. The company lately faced down rebel investors to see the acquisition completed."The deadlock with Frontline was resolved, the renewed strategy to become the benchmark in sustainable shipping was rolled out through the successful completion of the CMB.Tech transaction, and the mandatory public takeover bid was concluded," Euronav's statement said. "A new chapter is being written – full steam ahead to execute the value-creating strategy." In recent moves, Euronav said it has sold VLCC **NECTAR** (2008; 307,284 dwt), VLCC **NEWTON** (2009; 307,208 dwt), and VLCC **NOBLE** (2008; 307,284 dwt). "This transaction will generate a capital gain of US$83.5M. Euronav said it also concluded an order for two Newcastlemaxes and one additional VLCC at Qingdao Beihai Shipyard (China).The vessels are expected to be delivered in Q1 and Q2 2027. Euronav and CMB.Tech now have five VLCCs and 24 Newcastlemaxes on order at Qingdao Beihai Shipyard. All of the vessels will be ammonia-ready or fitted with ammonia-capable propulsion, the company said. On 18 March, Euronav and CMB.TECH took delivery of the fourth super-eco Newcastlemax **MINERAL FRANCE** (2024; 210,000 dwt). That acquisition brings Euronav and CMB.Tech's Newcastlemax fleet to four vessels on the water, all trading in the spot market, in a "highly supportive dry-bulk freight environment".The company said it expects another six Newcastlemaxes to be delivered during the course of 2024.

Source : Riviera Maritime Media

Inséré 13/06/24 DOSSIER Enlevé 13/07/24

Reducing the risk of fire in the engine room(II)

Gaseous fuels

A relatively small number of ships utilise gas as a fuel for propulsion. Gaseous fuels typically encountered in an engine room are acetylene and propane. Oxygen, although not a fuel, will also be present for oxy-gas welding and flame cutting operations. These gases are supplied in colour coded cylinders with gas specific regulators and flashback arrestors. Gas

cylinders should not be stored in the engine room. Oxygen and acetylene cylinders should be stored upright in separate ventilated steel compartments above the weather deck, separated from other compartments. From there, the gases at low pressure are distributed via flashback arresters and steel pipes to outlet stations in the engine room fitted with stop valves which should be kept closed when not in use. Alternatively, gases can be distributed at high pressure to outlet stations fitted with flashback arrestors, regulators and stop valves. Where only portable oxy-gas welding or cutting equipment is available this should be secured upright when not in use in designated ventilated compartments on or above the weather deck.

Flexible hoses designated for use with oxy-gas equipment, colour coded blue for oxygen, orange for propane and red for acetylene must be used. When laid out in an engine room the hoses should not be kinked or pass over sharp surfaces that could cause damage. When a cutting or welding torch is not in use the gas supplies must be isolated at the shut off valves. Under no circumstances should hoses be folded over to temporarily isolate a gas supply to the torch. Hoses should be subjected to frequent inspection and damaged hoses should be replaced in accordance with manufacturers' recommendations.

All equipment must be properly maintained and leak tight. The leakage of acetylene into enclosed spaces causes an explosion and fire risk. Acetylene is an extremely reactive gas and, when mixed with air in certain proportions can detonate. In a previous accident a pressurised acetylene flexible hose was leaking close to the air intake of the starting air compressor, resulting inflammable mixture being created in the air receiver. Subsequently, when the air was used to start a generator, a series of serious explosions occurred, fracturing pipe work and other equipment. Similarly, oxygen leaks must be prevented and special care must be taken to exclude even traces of grease in oxygen handling equipment, such as regulators. Combustible materials that may ordinarily not be easily ignited will ignite readily and burn violently in oxygen enriched atmospheres.

Electrical fires

Electrical circuits are distributed from the main electrical switchboard to all parts of the ship via sub-distribution boards. Cables are protected against overload by using fuses or circuit breakers. Fuses and circuit breakers are rated specifically for the size of the cable and the load they are protecting and it is dangerous to replace these with protection devices of a higher rating. All circuits should be correctly labelled at the main switchboard and the subdistribution boards. Where cable routings have been altered it is essential to make permanent changes to circuit labelling at the fuse or circuit breaker board and to updated electrical drawings. Temporary labels marked on adhesive tape or written on adhesive paper to cover over the original label can deteriorate and detach, leading to confusion over which circuit is energised.

Spaces behind switchboards should be clear of packaging materials and the floor area should not be used for storage purposes. Such practices increase the risk of a serious fire developing there. The inside of switchboard casings should also be kept clear of dust, dirt and other flammable materials.

In a normal circuit there should be no added resistance introduced at junction points, such as where cables are screwed to terminal connectors or where plugs are inserted into sockets, or as a result of thinning of conductors in a cable caused by mechanical damage. Unfortunately this is not always the case. A failure to ensure that terminal connections are correctly made and tight can cause a point of local resistance, unwanted heating and a fire hazard ('resistance heating'). Such defects are usually selfworsening as a result of thermal cycling and an accelerated formation of surface oxide which increases the resistance thus

further reducing the effectiveness of the terminal contact. It is important, therefore, to not only ensure that terminal connections are correctly made, but also to inspect these whenever the opportunity arises.

Routine inspections of busbar connections on the main electrical switchboard can be made by using an Infra-red temperature gun of the type to which reference was made earlier. However, such inspections will not always be a useful indicator of incipient resistance heating faults at sub-circuit or equipment terminal connections. Whereas the incipient fault may not be apparent at the time of the Infra-red temperature measurement, it could self-worsen exponentially with time. Nevertheless, such measurements are to be encouraged generally, even though the results should be interpreted with caution. There are also companies that specialise in undertaking such surveys.

Although the table in Appendix 1 provides a useful and quick source of reference, it is helpful to illustrate how a failure to comply with SOLAS Regulations and to provide for effective maintenance and tidiness in an engine room can lead to a serious fire with the potential for loss of life and injury, major financial consequences and unnecessary litigation.

Oil fires

Oil fires are invariably the most serious category of engine room fires. Two ships entered with the Club recently suffered significant engine room fires with remarkable similarities. Both fires originated in the region of the generators when leaking oil sprayed onto hot exhaust surfaces and the subsequent efforts to extinguish the fires were hindered because of a failure to maintain the fire smothering systems correctly and/or a lack of understanding by the crew of the correct method of deploying the systems. In one case, two crew members suffered smoke inhalation injuries and in the other, one died while trying to fight the fire. In both cases significant damage to the engine room occurred resulting in towage and expensive repairs.

Fires can result from a failure to attend to small persistent leaks that can, for example, spread across machinery surfaces to reach parts operating at a high temperature, and from larger leaks that develop suddenly. For example those caused by:

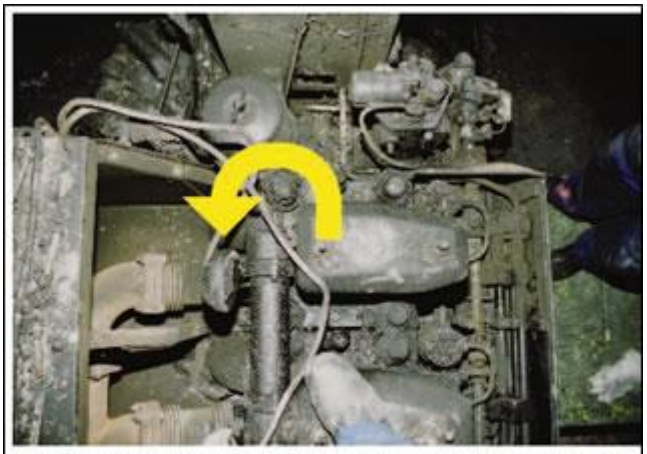
- Loose joints
- Fractured pipes and mechanically damaged (perforated) pipes on both high and low pressure fuel lines
- Bleed cocks on generator fuel filters working loose
- Pipe unions that are over or under tightened
- The fracture of flange bolts if over tightened
- The fracture of cyclically stressed bolts or studs that are under-tightened, such as those securing fuel injector pumps
- The use of unsuitable seals or gaskets which deteriorate due to the effects of heat
- The rupture of high pressure oil and hydraulic fluid hoses due to mechanical damage or aging

Correct maintenance procedures should be strictly adhered to. High pressure pipes should be sheathed and flange joints enclosed where they are in proximity to hot surfaces in order to comply with SOLAS Regulations. Any hot surface shielding should also be effectively maintained.

Hot surface ignition and preventative measures

Oil fires usually occur when oil from a large leak or a smaller but persistent leak comes into contact with a nearby hot surface at a temperature that exceeds the 'minimum auto ignition temperature' (MAIT) of the oil. MAITs of diesel and fuel oil are typically about 250°C, but MAITs as low as 225°C have been reported. Lube oils and hydraulic oils have somewhat higher MAITs. High pressure sprays comprising fine droplets of oil can ignite immediately on contact with the hot surface, and liquid leaks can ignite after a short period of time sufficient to evaporate the oil and generate a flammable concentration of fuel vapour. Under certain circumstances, such as where flammable concentrations of vapour form in confined spaces, the fire may be preceded by an explosion. Clearly, all oils should remain contained within their intended systems. Oil fires often develop and spread quickly compromising the safety of engine room personnel and, in the case of generators, damaging associated main electrical cabling feeding the switchboard which can lead to a loss of electrical power and, as a result, motive power.

Spray shields should be fitted around flanged joints, flanged bonnets and any other threaded connections in fuel oil piping systems under pressure exceeding 0.18 N/mm2 which are located above or near units of high temperature in accordance with SOLAS II-2 Reg. 4.2.2.5.3 and MSC.1/Circ1321. Furthermore, high pressure fuel delivery pipes should be sheathed within jackets capable of containing leaks from pipe failures, the annular spaces of which must be equipped with suitable drainage arrangements to facilitate the rapid drainage of oil to a safe location, such as a drain tank.
It is essential to employ good maintenance systems and engineering principles in order to reduce the risk of oil leaks. This includes, for example:
- attending to minor leaks without delay
-tightening connections to fuel injectors and fuel injection pumps to the correct torque to prevent leakage and/or fatigue fractures caused by cyclical stresses induced by operation of the pump
-maintaining oil leak detection and alarm equipment that can warn of the presence of oil leaks in concealed areas such as a'hot box' enclosing fuel pumps on some types of generator .



Potential route for hot oil vapour to spread from the hot box enclosure to the exhaust enclosure (cladding/covers removed for inspection)

The maintenance of leak detection/alarm equipment is especially important where oil vapour from a leak of hot oil at a temperature above its flashpoint can, for example, migrate from the hot box of a generator, across the engine entablature to exhaust system enclosures where the vapour can auto-ignite

The insulation on cable conductors and motor windings can deteriorate over time. A breakdown in cable insulation can lead to stray electrical currents and ultimate short-circuit arcing in a cable. This can be a highly energetic event that can readily melt plastics and may completely evaporate metal contacts and cable conductors resulting in the explosive ejection of molten metal providing a source of ignition. A breakdown in the insulation of motor windings can be a source of localised heating and fire. It is essential, therefore, that a programme of routine insulation resistance testing of cables and other equipment is maintained, and be aware that cable insulation can deteriorate from exposure to UV light.

Arc flash incidents can occur where engine room personnel work carelessly on live equipment and cause a short circuit with a tool. No matter how well a person may be trained, distractions, weariness, pressure to restore power, or over-confidence can cause an electrical worker to bypass safety procedures, work unprotected, drop a tool or make contact between energised conductors. This may not only lead to serious injury or death, but also provide a source of ignition for a fire.

The contacts of switching mechanisms, such as in contactors, can become eroded and this may cause contacts to s

tick closed or provide a source of resistance heating. Routine inspections of such equipment may not be practicable, especially in respect of small compact devices. However, the equipment should be repaired or replaced if there is evidence that the contacts fail to open and close correctly or if signs of localised heating are discovered.

Arc flash incident

PPE to guard against the effects of arc flash

The confluence of electrical cables in distribution boards necessitates a large number of terminal connections to both cable conductors and overload protection devices such as circuit breakers. Inspections of terminal connections and, ideally temperature measurements of the same made by using an Infra-red temperature gun, should form part of shipboard inspection and maintenance programmes. Where multi-stranded electrical conductors are connected to a terminal care should be taken to ensure that there are no stray strands that could inadvertently make contact with another part of the installation. It should be established that all switchgear is clean and circuit breakers are in good condition. Fire stopping around cable glands should be in good conditionto minimise the risk of a fire spreading from the distribution board to surrounding areas.

Cables entering a distribution board through fire stopped openings in the casing

Larger electrical cables are often steel braided or steel wire armoured so that combustible insulation is not exposed and the risk of flame spread is minimal. Even though cable insulation is invariably flame retarded to lessen the risk of ignition and flame spread, groups of cables fixed to a cable tray can spread flame, especially when exposed to an external source of

fire, such as a fire on an auxiliary generator.

Inséré 14/06/24 NIEUWS NOUVELLES Enlevé 14/07/24

ijfers Euronav: "Fundamenten tankermarkt blijven constructief"

Julie Desmet

De Antwerpse tankerrederij Euronav behaalde in het vierde kwartaal van 2023 een nettowinst van 406,6 miljoen dollar. Een historisch lage orderportefeuille, gekoppeld aan een gunstige fundamentele vraag, zal volgens Euronav een verhoogde volatiliteit van de spotprijzen in 2024 in stand houden.

Het finale resultaat van 406,6 miljoen dollar in het laatste kwartaal van 2023, is 4,3 miljoen dollar lager dan het voorlopige resultaat van 410,9 miljoen dollar dat begin februari 2024 werd gerapporteerd. Dat verschil heeft te maken met de integratie van de 2023-resultaten van de joint ventures TI LLC en TUKA Ltd. en enkele bijkomende boekingen in verband met overlopende rekeningen en offhires.

De nettowinst voor het volledige boekjaar 2023 bedroeg 858 miljoen dollar tegenover 203,2 miljoen in 2022. De operationele winst (ebitda) bedroeg maar liefst 1,2 miljard dollar. In 2022 rijfde Euronav 'slechts' 534,4 miljoen binnen.
"De markt van grote ruwe tankers bleef zich in 2023 herstellen van de structurele en politieke factoren die het jaar voordien de inkomsten hadden opgedreven. De VLCC-tarieven (tarieven voor very large crude carriers) haalden de Suezmax-tarieven in in een jaar dat gekenmerkt werd door een aantal tegenseizoensgebonden oplevingen in activiteit en inkomsten, wat de strakke dynamiek weerspiegelde tussen het aanbod van schepen en de vraag naar ruwe olie", schrijft Euronav in het jaarverslag.

80.000 dollar per dag

"De structurele verstoring door de inval van Rusland in Oekraïne in februari 2022 genereerde extra tonmijlen, vooral in kleinere tankersegmenten (Aframax & Suezmax), en werd opgenomen in de marktdynamiek. Het herstel van de ruwe oliemarkt in de eerste helft van 2023 droeg bij tot twee opmerkelijke stijgingen in vrachttarieven en tankeractiviteit in maart, april en juni. In beide periodes stegen de vrachttarieven richting 60.000 tot 80.000 dollar per dag, gedreven door een jaarlijkse groei van het verbruik van ruwe olie met 2,2 miljoen vaten per dag", klinkt het verder.

Amerika en Azië

De fundamenten van de tankermarkt blijven constructief, zo kondigde het bedrijf in de toelichting op de cijfers aan. Vooruitkijkend naar 2024 blijft de wereldeconomie volgens Euronav veerkrachtig ten opzichte van verschillende recente negatieve invloeden en stijgen de voorspellingen voor de vraag naar olie. "De vraag naar olie op jaarbasis bereikt nieuwe pieken", meldt Euronav. "Bovendien zou de groei van de productie van ruwe olie in de Verenigde Staten, Canada, Brazilië en Guyana, in combinatie met de groei van de vraag in Azië, moeten blijven zorgen voor langere reizen en toenemende tonmijlgroei. Lage wereldwijde voorraden ondersteunen ook de groeiende overzeese handel."

Euronav verwacht dat een historisch lage orderportefeuille, gekoppeld aan een gunstige fundamentele vraag, een verhoogde volatiliteit van de spotprijzen in stand zal houden. Die volatiliteit, versterkt door de aanhoudende geopolitieke onrust, zou de vrachttarieven op middellange tot lange termijn moeten ondersteunen.

Hoogtepunten

Het jaar 2023 werd gekenmerkt door de fusie tussen Euronav en CMB.TECH. Sinds november 2023 is er een nieuwe directieraad – waaronder de drie kopstukken Alexander (CEO), Ludovic (CFO) en Michael Saverys (CCO) – en raad van toezicht aangesteld. De overname van CMB.TECH werd in het eerste kwartaal van 2024 afgerond, bevestigde Euronav. Daarnaast zette Euronav in op een verdere vlootoptimalisatie met 5 VLCC's, twee bitumentankers, twee Suezmaxen en twee Newcastlemaxen gecontracteerd in 2023 en het eerste kwartaal van 2024.

Euronav zal tijdens de jaarlijkse aandeelhoudersvergadering op 16 mei 2024 voorstellen om 4,57 dollar per aandeel uit te keren.

Chiffres d'Euronav : "Les fondamentaux du marché des pétroliers restent constructifs"

Julie Desmet

La compagnie maritime de pétroliers anversoise Euronav a réalisé un bénéfice net de 406,6 millions de dollars au quatrième trimestre de 2023. Un carnet de commandes historiquement bas, associé à une demande fondamentale favorable, maintiendra selon Euronav une volatilité accrue des prix spot en 2024.

Le résultat final de 406,6 millions de dollars au dernier trimestre de 2023 est inférieur de 4,3 millions de dollars au résultat provisoire de 410,9 millions de dollars rapporté début février 2024. Cette différence est due à l'intégration des résultats de 2023 des coentreprises TI LLC et TUKA Ltd., ainsi qu'à quelques réservations supplémentaires liées aux comptes de report et aux offhires. Le bénéfice net pour l'ensemble de l'exercice 2023 s'est élevé à 858 millions de dollars contre 203,2 millions en 2022. Le bénéfice d'exploitation (EBITDA) s'est élevé à 1,2 milliard de dollars. En 2022, Euronav a réalisé "seulement" 534,4 millions de dollars.

"Le marché des grands pétroliers bruts est resté en récupération en 2023 des facteurs structurels et politiques qui avaient stimulé les revenus l'année précédente. Les tarifs VLCC (tarifs des very large crude carriers) ont dépassé les tarifs Suezmax au cours d'une année marquée par plusieurs reprises d'activité et de revenus hors saison, ce qui a reflété la dynamique tendue entre l'offre de navires et la demande de pétrole brut", écrit Euronav dans son rapport annuel.

80 000 dollars par jour

"La perturbation structurelle due à l'invasion de la Russie en Ukraine en février 2022 a généré des tonne-milles supplémentaires, notamment dans les segments de pétroliers plus petits (Aframax & Suezmax), et a été intégrée à la dynamique du marché. La reprise du marché du pétrole brut au premier semestre de 2023 a contribué à deux augmentations remarquables des tarifs de fret et de l'activité des pétroliers en mars, avril et juin. Au cours de ces deux périodes, les tarifs de fret ont atteint entre 60 000 et 80 000 dollars par jour,

stimulés par une croissance annuelle de la consommation de pétrole brut de 2,2 millions de barils par jour", poursuit le rapport.

Amérique et Asie

Les fondamentaux du marché des pétroliers restent constructifs, a annoncé l'entreprise dans ses commentaires sur les chiffres. En regardant vers 2024, l'économie mondiale reste, selon Euronav, résiliente face à diverses influences négatives récentes et les prévisions de demande de pétrole augmentent. "La demande de pétrole atteint de nouveaux sommets annuels", déclare Euronav. "De plus, la croissance de la production de pétrole brut aux États-Unis, au Canada, au Brésil et en Guyane, combinée à la croissance de la demande en Asie, devrait continuer à stimuler les voyages plus longs et la croissance des tonne-milles. Les faibles stocks mondiaux soutiennent également la croissance du commerce transocéanique." Euronav prévoit qu'un carnet de commandes historiquement bas, associé à une demande fondamentale favorable, maintiendra une volatilité accrue des prix spot. Cette volatilité, renforcée par les troubles géopolitiques persistants, devrait soutenir les tarifs de fret à moyen et long terme.

Faits saillants

L'année 2023 a été marquée par la fusion entre Euronav et CMB.TECH. Depuis novembre 2023, un nouveau conseil d'administration - comprenant les trois dirigeants Alexander (PDG), Ludovic (directeur financier) et Michael Saverys (directeur commercial) - a été nommé ainsi qu'un conseil de surveillance. L'acquisition de CMB.TECH a été finalisée au premier trimestre de 2024, a confirmé Euronav. De plus, Euronav a mis l'accent sur une optimisation continue de sa flotte avec cinq VLCC, deux pétroliers bitumineux, deux Suezmax et deux Newcastlemax contractés en 2023 et au premier trimestre de 2024. Lors de l'assemblée générale annuelle des actionnaires le 16 mai 2024, Euronav proposera de verser 4,57 dollars par action.

Inséré 15/06/24 DOSSIER Enlevé 15/07/24

Japan set for world’s first transport of liquefied CO2

Within six months, Japan is set to start what will be the world’s first transport of carbon dioxide on a low-temperature and low-pressure liquefied CO2 carrier over 1,000 km in a series of trial voyages, which are expected to play a key role in the country achieving its carbon neutrality goal. The trial voyage of the EXCOOL, a low-temperature and low-pressure liquefied CO2 carrier operated by Nippon Gas Line, is slated to start in early October between Kansai Electric’s 1.8 GW Maizuru coal-fired power plant in Kyoto prefecture and a Tomakomai terminal in Hokkaido. The trial is expected to last for about two-and-a-half years.This is part of a pilot project commissioned by the state-owned New Energy and Industrial Technology Development Organization (NEDO). The project, which began in June 2021 and will end in March 2027, involves several Japanese companies and is expected to demonstrate capturing CO2 from the Maizuru power plant and liquefying it and transporting it on a newly built carrier. The transport on the 996-gross-ton EXCOOL with a cargo tank capacity of 1,450 cu m will be a moment of truth for Japan to test the low-temperature and low-pressure liquefied CO2 transport technology, as the country aims

to store 13 million mt/year of CO2 for carbon capture and storage in Japan and abroad by 2030 under its first seven CCS projects selected by the government. The EXCOOL at Daikoku Pier in Yokohama Port Feb. 16, 2024. Source: Takeo Kumagai, S&P Global Commodity Insights If this technology can be proven, it would eventually improve economics of CCS projects, allowing larger volumes of CO2 for transport and storage, compared with the current medium-temperature and medium-pressure technology, according to officials involved with the project.Like other industrialized countries, Japan sees CCS as among key decarbonization solutions for industries, particularly those in hard-to-abate sectors, to trim greenhouse gas emissions. «The pressure of CO2 will decrease by lowering temperatures, which would allow us to thin down the plate of tank, and we are aiming to upsize it," said Keiji Iwagami, managing director and general manager of plant engineering department, at Japan CCS, which leads research and development of CO2 liquefaction and storage system.

LNG scale

This transport project is essentially about pursuing a scale of low-temperature and low-pressure liquefied CO2 storage tanks similar in scale to LNG carriers for Japan to be able to store around 120 million-240 million mt/year of CO2 by 2050 to achieve carbon neutrality, said Norihiko Saeki, director of CCS policy office, at the Ministry of Economy, Trade and Industry.

"The success or a failure of this research and development will be determined by how close we can enlarge [CO2] storage tanks to a level close to LNG carriers," Saeki said. Japan sees a need to launch its CCS business by 2030 and increase its CO2 storage volumes by 6 million-12 million mt/year thereafter to achieve 2050 carbon neutrality. Considering Japan's plan to store 120 million-240 million mt/year of CO2 at home and overseas by 2050, "this does not mean all of the volume will be transported overseas. However, the pursuit of [storing] 120 million mt [of CO2] would mean half of this would equate roughly [Japan's] current LNG transport volumes," Saeki said.

"This is why we believe this research and development, which could be decisive to Japan achieving carbon neutrality," Saeki said. "In the absence of a low-temperature and low-pressure liquefied [CO2] carrier, we might not be able to achieve it."
To achieve 2050 carbon neutrality, Japan might need a CO2 carrier fleet of "several hundred" ships, similar to the current level of LNG tankers used for importing around 70 million mt/year of LNG, Saeki added.

Project expansions

With the aim to store 120 million-240 million mt/year of CO2 by 2050, Japan has selected the first seven CCS projects — five in Japan and two in Malaysia and Oceania — with the ability to expand, Saeki said, adding that "expansion should not be as difficult" as the country needs to accelerate CCS storage volume growth after 2030. Japan has found reservoirs in 11 locations suitable for storing a total of 16 billion mt of CO2 in the country's earlier surveys. To help support business developments in the country, the Japanese cabinet approved Feb. 13 a CCS business bill, which outlines domestic frameworks for drilling and storage rights as well as relevant business and safety regulations. The bill is currently being deliberated at the House of Councillors in the Diet after having passed by the House of Representatives on April 9.

The passage of the CCS business bill would mark Japan entering "the first year of CCS business," Saeki said.

Transport project

In the upcoming CO2 trial transport using the EXCOOL, "we plan to transport a total of tens of thousands mt of CO2 from navigation records," said Makoto Nunokawa, NEDO's director of advanced thermal power and CCUS group at environment department. "By the end of fiscal year 2026-27, we aim to have some idea about conditions for transporting a large volume of CO2 on suitable carriers, as well as specs for ground facilities and operational procedures for us, as well as for Japan," Nunokawa said. The project plans to eventually transport CO2 at low-temperature and low-pressure levels respectively of minus 50 C and 0.7 MPa on the EXCOOL, after starting at medium-temperature and medium-pressure levels respectively of minus 20 C and 2.0 MPa. Lowering CO2 temperatures would require careful handling, as CO2 becomes dry ice at about minus 56.6 C with 0.52 MPa and changes in its content from mingling with impurities. During trial voyages, the project will also examine sloshing of CO2, as in whether CO2 will become dry ice from sailing in different sea areas due to the difference in wave behaviors, said Iwagami of Japan CCS. The size of CO2 storage tanks will also be a decisive factor for building CO2 receiving terminals feasibly in coastal areas in Japan, where it has limited space, Iwagami added. The project involves capturing CO2 from exhaust gas emitted from the Maizuru coal-fired power plant, where a 3 mt/hour CO2 liquefaction facility and a 750 mt liquefied CO2 storage tank are being installed. A 1,200 mt liquefied CO2 storage tank — the largest in Japan — has also been installed at the Tomakomai terminal**.**

Source: Platts

Inséré 16/06/24 BOEKEN LIVRES BOOKS Enlevé 16/07/24

"Het goud in mijn beurs in plaats van op de rok'"

B O E K B E S P R E K I N G by : Frank NEYTS

Bij uitgeverij Walburg Pers verscheen zopas het boek "**Het goud in mijn beurs in plaats van op de rok. De 'Herinneringen' van koopvaardijkapitein Cornelis Abrahamsz jr. (1802-1879)".** Het boek werd bezorgd en ingeleid door W.F.J. Mörzer Bruyns. Het werk verschijnt als deel 121 in de reeks Werken van de Linschoten-Vereeniging.

Cornelis (Kees) Abrahamsz jr. (1802-1879) kwam uit een familie van Amsterdamse kooplieden, scheepsbevrachters en reders. Hij wilde naar zee, bij de marine, maar het werd de koopvaardij, waar hij het goud in mijn beurs in plaats van op de rok kon verdienen. Na de Kweekschool voor de Zeevaart in Amsterdam maakte Kees twee zeereizen en ontving hij zijn stuurmansdiploma. Vervolgens voer hij in verschillende rangen naar Suriname en Nederlands Oost-Indië en werd op zijn zevenentwintigste als kapitein aangesteld. In totaal maakte Kees vijftig zeereizen. Hij trouwde met Catharina (Kaatje) Douwes Dekker, de oudere zuster van Eduard (Multatuli).

Dit boek bevat de transcriptie van Kees Abrahamsz 'Herinneringen', die hij voor zijn zoon Theodorus schreef,. Het is een onderhoudend en gedetailleerd verslag van zijn privéleven verweven met zijn zeevarend bestaan en zijn belevenissen in Suriname en Oost-Indië. Omdat de 'Herinneringen' alleen voor Theodorus bestemd waren, zijn ze openhartig, soms aandoenlijk en vaak humoristisch. Maar ook wel emotioneel, zoals over de invloed van zwager Eduard op zijn gezin, die hem veel verdriet bezorgde.

Net als alle publicaties van Walburg Pers buitengwoon interessante lectuur!! "**Het goud in mijn beurs in plaats van op de rok**" (ISBN 9 789462 498402) telt 527 pagina's, werd als hardback uitgegeven. Het boek kost 71.86 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522. Bestellen kan via de Walburg Pers website.

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Inséré 16/06/24 NIEUWS NOUVELLES Enlevé 16/07/24

Russia's Novatek may scale back Arctic LNG 2, focus on Murmansk

Russia's Novatek (NVTK.MM), opens new tab is being forced to scale back its huge Arctic LNG 2 project after Western sanctions curbed its access to ice-class tankers, and will focus instead on developing its project at the ice-free port of Murmansk, industry sources said. Russia has been focusing on developing global sales of seaborne LNG to make up for a drop in pipeline gas exports to Europe, which have plummeted to post-Soviet lows amid a severe rift with the West over Ukraine. The possible scaling back of the Arctic LNG 2 plant in the Gydan peninsular would complicate Moscow's goal to boost its share of the global LNG market to a fifth by 2030-2035 from around 8% currently. The project had been due to become Russia's largest such plant with eventual output of 19.8 million metric tons per year of LNG and 1.6 million tons per year of stable gas condensate from three trains.Novatek did not respond to a Reuters request for comment on its plans. The company began liquefied natural gas (LNG) production at Arctic LNG 2's first train in December, but has been behind schedule in supplying its first cargoes of super-cooled gas

from the project amid shortages of ice-class gas carriers. Sources have said the conversion of methane into a liquid at a temperature of minus 163 Celsius (minus 261 Fahrenheit) has now been suspended at the plant.Its second and third lines were due to begin operations in 2024 and 2026 respectively, with its second production train currently being built at a plant in Belokamenka in the Murmansk region. However, the third train could be used instead at the Murmansk LNG plant announced by Novatek last June.

"An option is being considered is to send a second gravity platform for Arctic LNG-2 in the summer, and to use a third one for Murmansk LNG," a source familiar with the plans said. The Murmansk LNG project is slated to be even larger than Arctic LNG 2, with eventual output of 20.4 million tons per year. It is projected to start production at its first two trains by the end of 2027, with a last line scheduled to start operations in 2029. One of the advantages of the Murmansk project in comparison to Arctic LNG 2 would be its access to the ice-free port in the Barents Sea "All attention now is on Murmansk, the ice-class tankers are not necessary there," a source said The plans for Arctic LNG 2 were complicated last year when it was included in Western sanctions over Russia's conflict in Ukraine, prompting foreign shareholders to freeze participation and Novatek to issue a force majeure.Novatek has also failed to secure enough ice-class gas carriers as foreign partners were scared off by sanctions. The head of Arctic LNG 2 stakeholder TotalEnergies (TTEF.PA), opens new tab said in February that the project's third train had been put on hold but the second train was likely to be installed.

Inséré 17/06/24 HISTORIEK HISTORIQUE Enlevé 17/07/24

Outlaws of the Atlantic (I)

MARCUS REDIKER

The European deep-sea sailing ship—and the seamen who made it go—transformed the world. On the Santa Maria, on which Columbus crossed the Atlantic, on the Victoria, on which Magellan circled the globe, and on the ever-growing fleets of merchant and naval vessels that linked the seven seas, their continents, and their peoples, the motley crews who worked aboard the most sophisticated machines of their day made history. By moving commodities such as silver, spices, and sugar over long distances they built the world market and the international economy. By carrying traders, settlers, and empire builders to Africa, Asia, and the Americas, they changed the global political order. Deep-sea sailors thus made possible a profound transformation: the rise of colonialism, capitalism, and our own vexed modernity.

Yet sailors have never gotten their due in the history books. Bertolt Brecht asked, "Who built the seven gates of Thebes?" He answered, "The books are filled with the names of kings," but then he wondered, "Was it kings who hauled the craggy blocks of stone?" Explorers like Columbus and Magellan, and admirals like Horatio Nelson, have long dominated our view of the history of the sea, but that at last has begun to change. Histories of "great men" and national glory by sea have, over the past generation, been challenged by chronicles of common sailors and their many struggles. Maritime history has grown to include indentured servants and enslaved Africans, whose transatlantic lives were mediated by a gruesome yet formative Middle Passage across the sea. The rise of social history since the 1970s has of course transformed our view of many historical subjects, but few have witnessed as dramatic a reorientation as maritime history.

Within the more recent rise of transnational and world history the sailor has begun to move from the margins—his customary position in national histories —to a more central position as one whose labors not only connected, but made possible, a new world. It is increasingly obvious that crucial historical processes unfolded at sea and that seafaring people were history makers of the first importance. This collection of my work over the past thirty years focuses on both transformations, bringing together the Atlantic and global histories of seafaring and slavery, the rise of capitalism and the many challenges to it from below—often literally, from below decks.

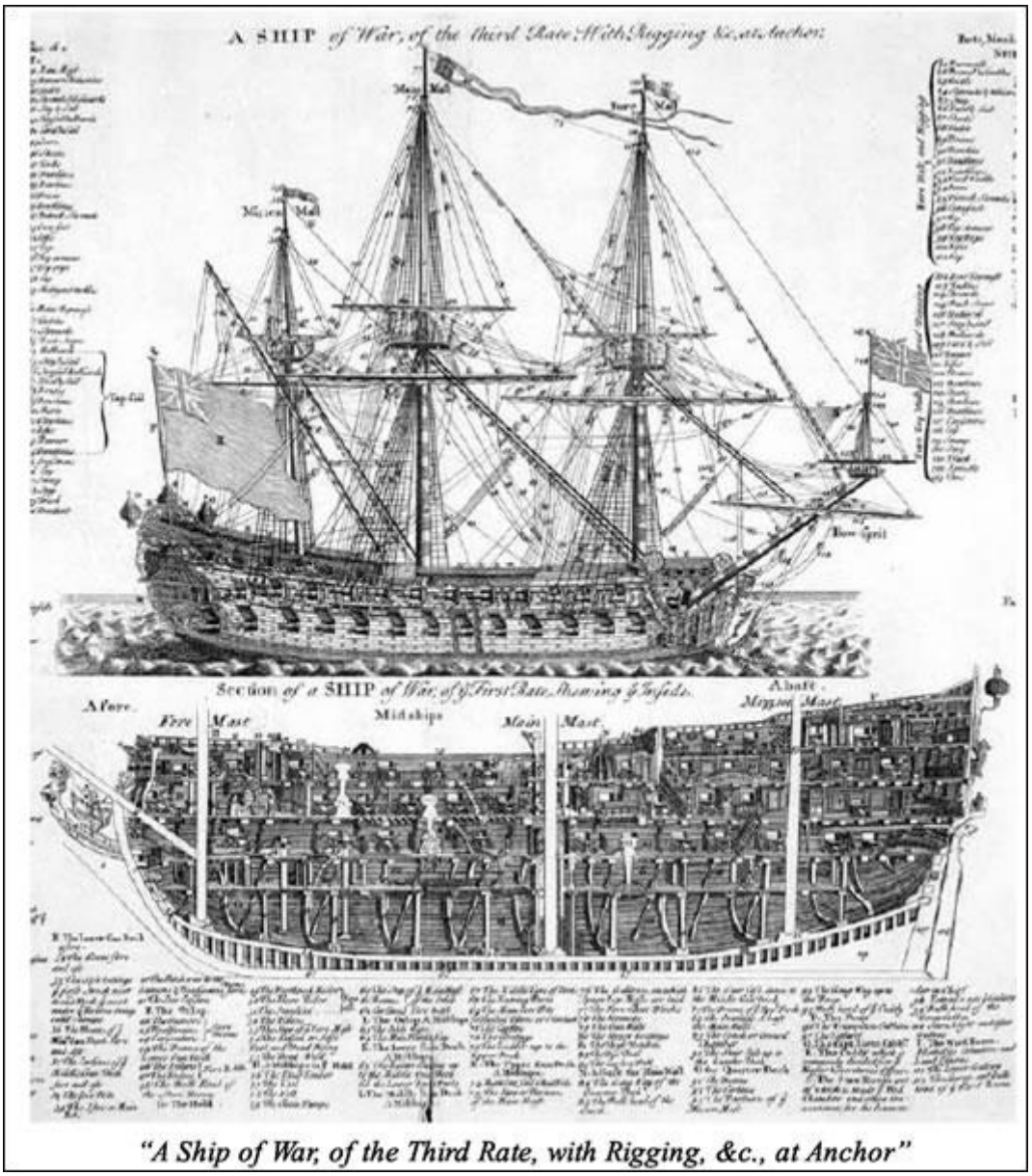
In writing maritime history from below, I have encountered not only the elitism of the old maritime history but an obstacle more subtle and less understood: the uninspected assumption that only the landed spaces on the earth's surface are real. Perhaps it is not quite right to call this assumption a matter of thought; it is more an instinct, a mental reflex, and perhaps all the more powerful and pervasive for being unconsidered. One suspects that it is a matter of mentalité, a deep structure of Western thought that has an ancient history. Yet it must also be noted that this way of looking at the world—I call it terracentric—was surely strengthened by the rise of the modern nation-state in the late eighteenth century, after which power and sovereignty would be linked to specific ethnic, civic, and national definitions of "the people" and their land, their soil. At the same time the Romantic generation simultaneously "evacuated" the sea of real ships and sailors—"dirty bilge water and people at work," writes literary scholar Margaret Cohen—substituting a sea wild and sublime, populated with imaginary figures, fit for aesthetic contemplation.

The other side of terracentrism is the unspoken proposition that the seas of the world are unreal spaces, voids between the real places, which are landed and national. This logic—the bias of landed society—is evident in the work of thinkers as radically different as novelist Joseph Conrad and philosopher Michel Foucault. Conrad, who spent considerable time at sea, called the oceangoing ship "a fragment detached from the earth." The statement suggests that the ship is disconnected not only from the land, but somehow from the planet, existing in a realm apart. Foucault called the ship "a floating piece of space, a place without a place, that exists by itself, that is closed in on itself, and at the same given over to the infinity of the sea." The ocean, in this formulation, is not only a place apart, it is "no place"—the original meaning of utopia. In both cases there is a refusal to consider the ocean as a real, material place of human work and habitation, a place where identities have been formed, where history has been made.

The West Indian poet Derek Walcott exposed and attacked Western terracentric bias in his poem "The Sea Is History," which reflects on the experience of the peoples of the African diaspora:

Where are your monuments, your battles, your martyrs? Where is your tribal memory?
Sirs,
in that gray vault. The Sea.
The sea has locked them up. The sea is History.

Walcott challenges us to overcome a deeply inculcated, often unconscious terracentrism, which would have us believe that the oceans are empty places, without history. It is our job to unlock the gray vault and make it give up its deep, hidden secrets.



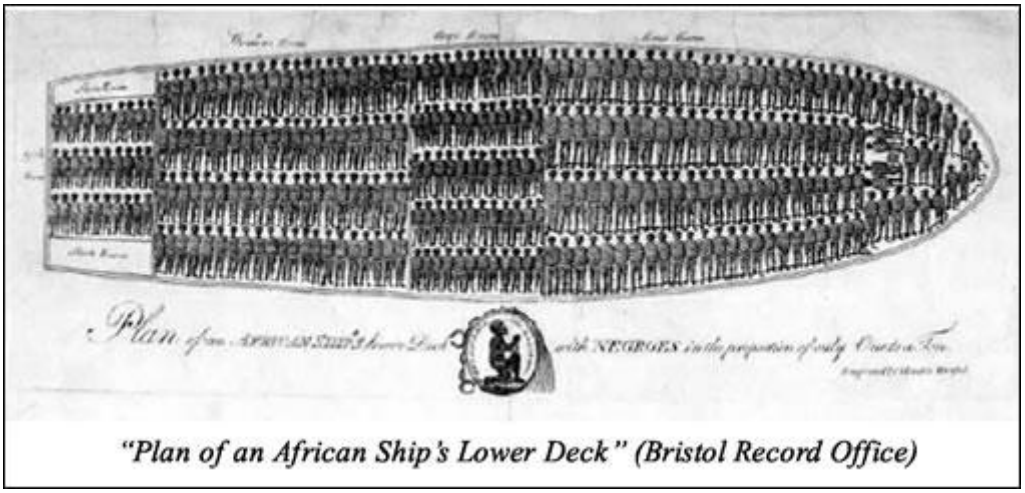
"A Ship of War, of the Third Rate, with Rigging, &c., at Anchor"

This image of a third-rate man-of-war demonstrates the architecture of the deep-sea sailing ship: the three decks; the numerous compartments; the storage of supplies in casks and hogsheads; the small arms, gunpowder, and cannon; and the extraordinary complexity of rigging. The "gunned warship" combined mobility, speed, and great destructive power. When it showed up in parts of the world that had never before witnessed such a machine, it caused wonder. It was called a "floating island" and indeed it was: some men-of-war had crews of a thousand men, as many as a small town. The firing of the guns turned astonishment to terror. One observer noted that it was enough to make non-Europeans "worship Jesus Christ."

The armed European deep-sea sailing ship was the means by which a vast oceanic commons was made safe for private property. It projected European imperial sovereignty onto the seas around the world. It made possible the circulation of commodities and the resulting global accumulation of capital from the late fifteenth century onward, unleashing a profound set of interrelated changes. Perhaps the greatest of these was the creation of the world market, whose existence can be summed up simply: no ships, no world market, because water links the continents of the globe. And of course the ship moved only because of the collective labor of the sailor, who slowly and fitfully knit together the world economy, integrating the various regions (Africa, the Americas, Asia) at different moments into an expanding whole.

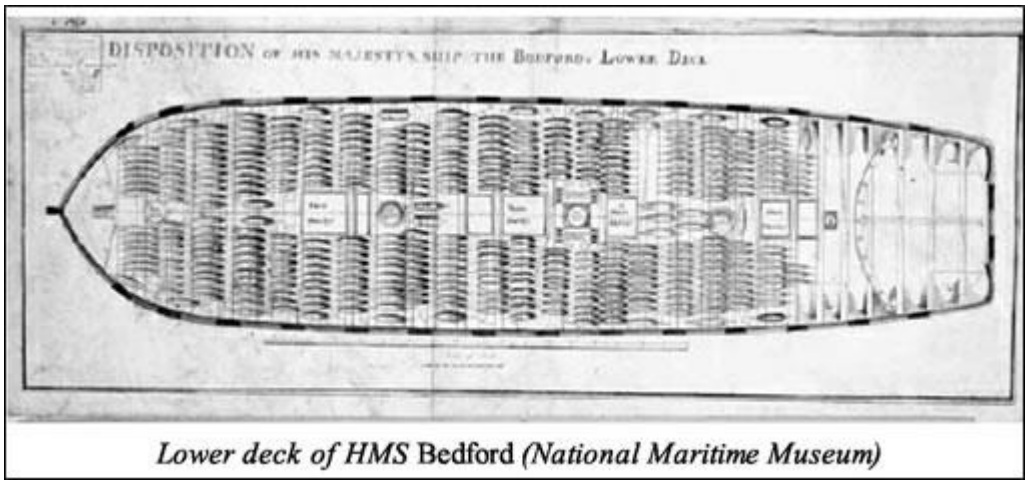
Historian Eric Hobsbawm wrote, "the creation of a large and expanding market for goods and a large and available free labor force go together, two aspects of the same process." So it was that the deep-sea sailing ships of Europe were operated by an ever-growing mass of free wage laborers. Global shipping required a maritime proletariat, whose members, aboard ship, were called "hands." Sailors usually had no means of production (no land, skill, or craft tools) and were thereby reduced to the labor of their hands to get a living. In organizing the sailing ships of the world, the ruling classes of Europe learned to think about labor as a commodity, buying and selling the labor power of seamen in an international market, for money. As the father of modern economics, Sir William Petty, wrote in 1690, "the Labour of Seamen, and Freight of Ships, is always of the nature of an Exported Commodity, the overplus whereof, above what is Imported, brings home mony, &c."

The European rulers of the terraqueous globe also saw that there were other important ways to think about labor power as a commodity. Tall ships were once again central to the process. The slave ship Brooks sailed out of Liverpool between 1782 and 1804 and carried more than five thousand Africans across the Atlantic to the burgeoning slave societies of the Americas. This familiar image (Plan of an African Ship's Lower Deck), drawn by abolitionists, was designed to make real to contemporary readers the human horrors of the slave trade—the tight packing of bodies in cramped spaces below decks. No small part of the horror lay in the systematic annihilation of individual identity built into the process. The slave ship appeared as a factory, mass-producing African bodies for the plantations of the Americas. Labor power was brutally rendered for what it was: a commodity. The sinister industrial quality of the image drove the point home.



"Plan of an African Ship's Lower Deck" (Bristol Record Office)

This image bears useful comparison to another, less familiar one, of a naval vessel from the same era, HMS Bedford. Here labor power is represented, not by actual bodies, but more discreetly as individually drawn hammocks in which sailors slept below decks, with not much more room than enslaved Africans had on slave ships. If the representation of the Brooks was meant to shock and horrify, the image of the Bedford had a more prosaic purpose: to show how hundreds of sailors (originally shown in blue) and marines (in red) might physically inhabit the lower deck of a warship. In both cases the depiction of labor power as a commodity was the order of the day. The fundamental class relationships of modern capitalism, involving both slave and free labor, were thus mediated by the ship.



Lower deck of HMS Bedford *(National Maritime Museum)*

As European rulers organized a transoceanic capitalist economy, they necessarily created new relationships among workers, in their own nations and around the world. To put the same point a different way, the organization of production for greater profits required a new cooperative division of labor worldwide. As the great West Indian scholar/activist C. L. R. James wrote: "The more capital succeeds in organizing itself, the more it is forced to organize the working class." The dynamics of transoceanic accumulation depended on collective working relationships among ever larger and more diverse bodies of workers, to produce and transport the commodities of the world. Agricultural laborers had to be linked to craft workers, who in turn had to be linked to dockworkers and sailors. As these linkages multiplied with the expansion of the capitalist economy, something new began to happen: these groups of people brought together by the productive power of capital began to conceive projects of their own. In short they transmuted their cooperation for capital into something else. For example, the sailors who cooperated to sail the ships of London discovered their common interests in 1768, when after a wage cut they went from vessel to vessel, striking (taking down) the sails and immobilizing the world's greatest shipping fleet. The "strike" was born and would circulate rapidly among working people around the world. Other forms of resistance, from running away, to mutiny, piracy, slave revolt, urban riots and insurrections, and even revolution—all examined in this book—emerged from new forms of cooperation. Atlantic commercial networks of accumulation became Atlantic networks of self-activity and subversion. The organization of capitalism and empire from above created resistance to capitalism and empire from below, as we shall see in the following chapters.

Inséré 18/06/24 DOSSIER Enlevé 18/07/24

Suez Canal toll earnings set to continue falling, as vessels re-route around the Cape of Good Hope

As we enter in to the third month of escalating conflict in Yemen this has prompted significant rerouting of vessels with far-reaching consequences for global trade and transport and the latest trade data from Veson Nautical indicates a notable shift in traffic patterns. Geopolitical tensions and conflict have raised maritime security concerns in the region, given its strategic importance and critical maritime trade routes.In addition, the ongoing crisis in Yemen has implications for traffic through the Suez Canal and therefore

Egypt, which may incur substantial costs due to the disruptions in trade and transport. Although this situation could potentially serve as a catalyst for increased diplomatic efforts to broker peace, considering the economic losses incurred by the Egyptian government as a result of the crisis. Understanding the economic impact on Egypt and specifically the Suez Canal might encourage a more proactive approach towards resolving the conflict and mitigating its adverse effects on global trade.We take a look at the changes in the Suez Canal toll fees for crude Tankers, Bulkers, LNG, LPG and Containers over the period spanning from the beginning of 2023 to early January 2024. This analysis provides valuable insight into the financial implications for the Suez Canal and for the Egyptian government as Suez Canal transits reach a low.

Overall toll fees fall c.40% since November 2023

Looking at the weekly tolls graph*, overall tolls have fallen by c.40% since the end of November from USD 47 mil to USD 28 mil. Container tolls have significantly decreased, falling by c. 66% from the end of November, where estimated fees fell from c. USD 18 mil that week to USD 6 mil at the start of January. However, in percentage terms the LPG sector experienced the biggest drop with tolls down by c.93% from USD 1 mil at the end of November to USD 153,000 in the first week of January. LNG tolls ranked third, with a fall of c.65.65% followed by Crude Tankers which experienced a fall of c.23.34% from USD 7.3 mil to USD 5.7mil in January. Bulkers were the least affected, with a comparatively modest decline of about 7%.The analysis of the sum of weekly calculated SCNT (Suez Canal Net Tonnage) transiting through the Suez Canal versus the Cape of Good Hope (Graph 2) reveals a noteworthy trend. The graph illustrates a reduction in SCNT through the Suez Canal and a corresponding increase in the Cape of Good Hope region/transit zone, which is particularly evident since November 2023. Month on month, there has been a significant decline of approximately 38% in the sum of weekly calculated SCNT through the Suez Canal, while the sum of SCNT going around the Cape of Good Hope has increased by about 25%.

This shift is attributed to a surge in attacks targeting vessels in the region, compelling ship operators to alter their routes. The consequences of which include increased costs including rising oil prices, shipment delays, threats to maritime security, and concerns about geopolitical instability. Without resolution to the situation, this could further impact trade flows and increase commodity prices and emissions.

As vessels divert away from the affected area and opt for the Cape of Good Hope route, tonne-mile demand for various sectors has increased, providing support to vessel earnings.

In addition, the intervention of the US and UK military with strikes has caused a spike in oil prices. While levels have not risen as dramatically as they did following the invasion of Ukraine, there are ongoing threats of retaliation from Iranian-backed forces, suggesting potential further disruptions to oil supply in the future.

Mixed impact on cargo markets

The influence of the situation on the various cargo markets has been mixed. In the crude Tanker sector, rates for Suezmaxes and Aframaxes have firmed since the start of December up by around 16% and 63% respectively. The route around the Cape of Good Hope more than doubles the length of voyages from the Middle East to Europe and therefore reduces the supply of available tonnage in the market. In the Container sector, the diversion has reversed a steady downward trend in freight rates since 2022. A large number of vessels have diverted from the Red Sea to Travel around the Cape of Good Hope, and this has also led to increasing earnings with Post Panamax period rates for one-year up by c.7% from December. Although the impact on the Bulker sector is significantly

lower than for other markets, despite the usual dip in earnings during January, rates have remained historically high for this time of the year, even after a decrease from the peak in December.

Conclusion

The complex interconnection of geopolitical events, maritime security concerns, and global trade dynamics underscores the multifaceted challenges facing the shipping industry in the current scenario. Although longer transit times and increased earnings may be acceptable in the short term, looking further ahead, they could be outweighed by increased costs to the owner.From the perspective of Egypt, reduced traffic through the Suez Canal and therefore a lower income from toll fees is likely to persist for the foreseeable future. However, understanding the economic repercussions on the nation could foster a more proactive approach to resolving the conflict and alleviate its adverse effects on global trade.
*Estimated toll fees were calculated using the toll fees pre-15th Jan.

Source: Veson Nautical

Inséré 19/06/24 NIEUWS NOUVELLES Enlevé 19/07/24

CMB.TECH / Namibië

Koning Filip heeft in Namibië groene waterstof getankt voor een eerste dual-fuelvrachtwagen aan het tankstation met on-site groene waterstofproductie van CMB.Tech. Redersgroep CMB profileert zich als koploper in de energietransitie en investeert fors in onderzoek naar waterstofoplossingen.

CMB.TECH, de technologie- en ontwikkelingsafdeling van de Antwerpse redersgroep CMB, stapte begin 2022 in een joint venture met het Namibische familiebedrijf Ohlthaver & List (O&L) om onder de noemer Cleanergy Solutions Namibia projecten voor waterstofproductie in Namibië te ontwikkelen. Doel was om in Namibië op basis van zonne-energie groene waterstof aan te maken.
Daartoe omvat het project een zonnepark van tien hectare groot met een productiefaciliteit voor groene waterstof, die is uitgerust met een 5 megawatt Proton Exchange Membrane (PEM)-elektrolyser en een batterij met een opslagcapaciteit van 5 megawattuur. Via meer dan zevenduizend zonnepanelen maakt de installatie direct gebruik van zonne-energie (Namibië profiteert van enkele van de beste zonnebronnen ter wereld) om groene stroom op te wekken. Die groene stroom wordt dan weer gebruikt om op zijn beurt via de elektrolyse van water, groene waterstof te produceren.

Dual-fuel

Dual-fuelvrachtwagens – die kunnen rijden op zowel waterstof als diesel – kunnen op de site van Cleanergy Solutions in Namibië gaan tanken, maar op termijn zal de groene waterstof ook worden gebruikt om lokaal locomotieven of kleine schepen aan te drijven. Ook in Antwerpen beschikt CMB.Tech al over een waterstoftankstation, maar het gebruik daarvan is vooralsnog beperkt vanwege enkele praktische uitdagingen die de nieuwe technologie met zich meebrengt.
Op donderdag 2 mei maakten de Belgische Koning Filip en de president van de Republiek Namibië Z.E. Dr. Nangolo Mbumba hun opwachting op de site van Cleanergy Solutions

Namibia in Walvis Bay, waar ook de grootste haven van Namibië ligt. Koning Filip vulde donderdag de eerste dual-fuelvrachtwagen, die voorlopig wel nog uit Antwerpen kwam, met groene waterstof. Het waterstoftankstation in Namibië zal eind dit jaar operationeel zijn.

Trends wereldeconomie

"We doen dit omdat we geloven dat vergroening en een verschuiving naar hernieuwbare energie belangrijke trends zijn in de wereldeconomie", zegt CEO van CMB.TECH Alexander Saverys. "We moeten de uitstoot van broeikasgassen verminderen, maar industrieën die moeilijk te vergroenen zijn, zoals maritieme industrieën, havens en mijnbouw, kunnen niet overschakelen op elektriciteit of batterijen. In plaats van elektronen hebben ze moleculen nodig. We zijn van plan om die moleculen in Walvis Bay te produceren om lokale vrachtwagens, havenapparatuur, locomotieven en kleine schepen van energie te voorzien." "Bovendien zal de haven van Walvisbaai zich in een unieke positie in Afrika positioneren: dankzij ons project zal de haven koolstofarme industriële distributieketens kunnen aanbieden aan zijn klanten. Dat zal de weg vrijmaken om bijkomende logistieke stromen en investeerders aan te trekken", aldus Saverys.

Ammoniakfabriek

CMB.TECH investeerde samen met de Ohlthaver & List groep (O&L) 30 miljoen Amerikaanse dollar in de site, meldt persagentschap Belga. Maar de ambities van CEO Alexander Saverys zijn vele malen groter. De Antwerpse scheepvaartgroep wil samen met O&L de komende jaren tot 3 miljard dollar pompen in groene waterstof in Namibië. Dat moet op termijn zelfs resulteren in een ammoniakfabriek – groene ammoniak wordt gemaakt met groene waterstof – die grote schepen moet laten varen op ammoniak en waar in Namibië bijkomend ook kunstmest mee kan worden gemaakt. Overschotten kunnen worden uitgevoerd richting Europa, als grondstof voor de chemie.

Waterstofschip

Daarnaast zal Cleanergy, samen met CMB.TECH, Port of Antwerp-Bruges en Namport, het eerste waterstofschip in Afrika lanceren. Dat meldt CMB.TECH in hetzelfde persbericht. Na de samenwerking tussen CMB.TECH en Port of Antwerp-Bruges met de lancering van de 'Hydrotug' en 's werelds eerste multimodale waterstoftankstation in de haven van Antwerpen, verschuift de focus nu naar de ontwikkeling van een Multifunctioneel Port Utility Vessel (MPHUV) aangedreven door dual-fuelwaterstofmotoren.

"Het veelzijdige ontwerp van de MPHUV zal de integratie mogelijk maken van verschillende uitrustingen die nodig zijn voor een reeks havenactiviteiten, waardoor de uitstoot van broeikasgassen tijdens de activiteiten aanzienlijk zal verminderen", aldus CMB.TECH. "Omdat havens kunnen fungeren als hubs voor de implementatie van waterstoftechnologie en gezien hun inspanningen om koolstofemissies te verminderen, komen de haven van Walvis Bay en Namport naar voren als een ideale partner om Afrika's eerste waterstofschip te gebruiken. De betrokkenheid van de haven zal waardevolle inzichten opleveren in de specificaties van het vaartuig tijdens de ontwikkeling en zal het concept verfijnen op basis van operationele ervaring en feedback van gebruikers zodra het in gebruik wordt genomen."

Le Roi Philippe a fait le plein d'hydrogène vert en Namibie pour un premier camion à double carburant au poste de ravitaillement en hydrogène vert sur place de CMB.Tech. Le groupe armateur CMB se positionne comme un leader dans la

transition énergétique et investit massivement dans la recherche de solutions hydrogène.

CMB.TECH, la division technologique et de développement du groupe armateur anversois CMB, a entamé une coentreprise avec l'entreprise familiale namibienne Ohlthaver & List (O&L) au début de l'année 2022 pour développer des projets de production d'hydrogène en Namibie sous le nom de Cleanergy Solutions Namibia. L'objectif était de produire de l'hydrogène vert en Namibie à partir de l'énergie solaire.
À cette fin, le projet comprend un parc solaire de dix hectares avec une installation de production d'hydrogène vert, équipée d'un électrolyseur à membrane échangeuse de protons (PEM) de 5 mégawatts et d'une batterie d'une capacité de stockage de 5 mégawattheures. Grâce à plus de sept mille panneaux solaires, l'installation utilise directement l'énergie solaire (la Namibie bénéficie de certaines des meilleures ressources solaires au monde) pour produire de l'électricité verte. Cette électricité verte est ensuite utilisée pour produire de l'hydrogène vert par électrolyse de l'eau.

Double carburant

Les camions à double carburant - qui peuvent fonctionner à la fois à l'hydrogène et au diesel - peuvent être ravitaillés sur le site de Cleanergy Solutions en Namibie, mais à terme, l'hydrogène vert sera également utilisé pour alimenter localement des locomotives ou de petits navires. À Anvers également, CMB.Tech dispose déjà d'une station-service à hydrogène, mais son utilisation est pour l'instant limitée en raison de quelques défis pratiques liés à cette nouvelle technologie.

Le jeudi 2 mai, le Roi des Belges Philippe et le président de la République de Namibie S.E. Dr. Nangolo Mbumba se sont rendus sur le site de Cleanergy Solutions Namibia à Walvis Bay, où se trouve également le plus grand port de Namibie. Le Roi Philippe a rempli jeudi le premier camion à double carburant, qui venait pour l'instant d'Anvers, avec de l'hydrogène vert. La station-service à hydrogène en Namibie sera opérationnelle d'ici la fin de l'année.

Tendances de l'économie mondiale

"Nous faisons cela parce que nous croyons que la verdure et le passage aux énergies renouvelables sont des tendances importantes dans l'économie mondiale", déclare le PDG de CMB.TECH, Alexander Saverys. "Nous devons réduire les émissions de gaz à effet de serre, mais les industries difficiles à verdir, telles que les industries maritimes, portuaires et minières, ne peuvent pas passer à l'électricité ou aux batteries. Au lieu d'électrons, elles ont besoin de molécules. Nous prévoyons de produire ces molécules à Walvis Bay pour fournir de l'énergie aux camions locaux, à l'équipement portuaire, aux locomotives et aux petits navires."

"De plus, le port de Walvis Bay se positionnera dans une position unique en Afrique : grâce à notre projet, le port pourra proposer des chaînes de distribution industrielles à faible teneur en carbone à ses clients. Cela ouvrira la voie à des flux logistiques supplémentaires et attirera des investisseurs supplémentaires", ajoute Saverys.

Usine d'ammoniac

CMB.TECH a investi avec le groupe Ohlthaver & List (O&L) 30 millions de dollars américains dans le site, selon l'agence de presse Belga. Mais les ambitions du PDG Alexander Saverys sont bien plus grandes. Le groupe maritime anversois prévoit d'injecter jusqu'à 3 milliards de dollars dans l'hydrogène vert en Namibie au cours des prochaines années avec O&L.

Cela devrait finalement aboutir à une usine d'ammoniac - l'ammoniac vert étant fabriqué avec de l'hydrogène vert - qui propulsera de grands navires à l'ammoniac et produira également de l'engrais en Namibie. Les excédents pourront être exportés vers l'Europe comme matière première pour l'industrie chimique.

Navire à hydrogène

En outre, Cleanergy, en collaboration avec CMB.TECH, Port of Antwerp-Bruges et Namport, lancera le premier navire à hydrogène en Afrique. CMB.TECH l'annonce dans le même communiqué de presse. Après la coopération entre CMB.TECH et Port of Antwerp-Bruges avec le lancement du 'Hydrotug' et de la première station-service à hydrogène multimodale au monde dans le port d'Anvers, l'accent est désormais mis sur le développement d'un Navire Utilitaire Portuaire Multifonctionnel (MPHUV) propulsé par des moteurs à double carburant à hydrogène.

"La conception polyvalente du MPHUV permettra l'intégration de différents équipements nécessaires à diverses activités portuaires, réduisant ainsi considérablement les émissions de gaz à effet de serre pendant les opérations", explique CMB.TECH. "Étant donné que les ports peuvent servir de hubs pour la mise en œuvre de la technologie de l'hydrogène et compte tenu de leurs efforts pour réduire les émissions de carbone, le port de Walvis Bay et Namport se présentent comme des partenaires idéaux pour utiliser le premier navire à hydrogène d'Afrique. L'engagement du port fournira des informations précieuses sur les spécifications du navire pendant le développement et affinera le concept en fonction de l'expérience opérationnelle et des commentaires des utilisateurs une fois qu'il sera mis en service."

Inséré 20/06/24 DOSSIER Enlevé 20/07/24

Flags of Deceit could take shipping back to the bad old days

Registries that facilitate sanctions evasion are just as bad for the industry's image as the registries that once facilitated tax dodging and seafarer exploitation

SOME SHIP REGISTRIES MAY BE ENTIRELY BOGUS, WITH CRIMINAL ENTERPRISES EXPROPRIATING STATE POWERS WITHOUT AUTHORISATION AND SELLING REGISTRATIONS ON A FRAUDULENT BASIS.

THE International Transport Workers' Federation knew what it was doing when it devised the label "flag of convenience" and summarily attached it to any registry it happened not to like. Getting the designation into common parlance turned out to be a stroke of public relations genius.

The phrase wasn't entirely unfair, especially when first introduced in the immediate post-war period. But even then, some of the targets were more guilty than others.

About 30 years ago, the better open registries launched a counteroffensive, in a bid to redress this image deficit. This has largely been successful, and many former pariahs now enjoy parity of esteem with national flags, certainly within shipping circles and perhaps more importantly, beyond them.

Of course there remains a layer of flags that work on a no-questions-asked, shut-up-and-pay-the-fee basis. The difference is that such a *modus operandi* now generates resentment rather than a desire for emulation.

But even though the overall picture is one of progress, this is now at risk, thanks to the rise of a new breed of Flags of Deceit.

Unlike the worst FoCs of old, their unique selling point is not the ability to dodge taxes, pay seafarers next to nothing or rip up the health and safety rule book, although no doubt that is still on offer too.

Instead, the conscious intent is to enable the operation of a dark fleet* of older vessels, anonymously owned by opaque corporate structures and exclusively dedicated to trade in sanctioned oil or oil products.
These ships comprise 12% — on some estimates, as much as 20% — of the internationally trading tanker fleet, which is sailing with little to no regulatory oversight.

Seven out of ten of these vessels have no known P&I provider and those that ostensibly do rely on institutions whose ability to pay out after a major casualty remains, to put it politely, untested.

They use "IMO numbers" that have never been within a thousand nautical miles of Albert Embankment. They engage in frequent spoofing and Automatic Identification System manipulation.

No entity that genuinely regards itself as a high-quality provider of registry services should be giving these ships houseroom.

Many will ask why any registry will take such business when so doing implies lack of even minimal patriotic pride in their national flag. The obvious answer is that their links to their supposed sovereign state go little further than the presentation of the annual fee for licencing the name.

Indeed, some ship registries may be entirely bogus, with criminal enterprises expropriating state powers without authorisation and selling registrations on a fraudulent basis.

At this rate, it cannot be long before Narnia, Utopia, Middle Earth, Freedonia, La-La Land and Big Rock Candy Mountain are offering their capitals as home ports.
We had hoped for better. Four years ago, Lloyd's List argued that shipping was on the cusp of a transparency revolution, driven by a confluence of security, financial and regulatory forces.

At the high end of the industry, this revolution remains in full flow; at the bottom end, it isn't being televised.

The hard-won rehabilitation of open registries began in earnest in the 1990s and was surely in keeping with the spirit of the age.

This was the heyday of globalisation, and the once-controversial notion that companies in any country in the world should be able to provide services to companies in any country in the world was on the way to becoming simple common sense.

The basic argument was that the supposed distinction between necessarily good national registers and supposedly second-rate others was now outmoded.

That contention was buttressed by empirical data, proving unequivocally that many open registries fared better than national counterparts on yardsticks such as port state control detentions.
An annual International Chamber of Shipping survey, published since the 2000s, accords spotless scores to Liberia, the Marshall Islands and Panama, and rightly so.

Other parts of the jigsaw also fell into place. Many national flags — not least the Red Ensign — adopted tonnage tax schemes that bought tax bills into line with the cheapest that could be had anywhere else. So no difference there, then.

Another milestone was the agreement of the Maritime Labour Convention in 2006, and its entry into force in 2013. Setting a global floor for seafarer rights hasn't entirely eradicated shameful treatment of the industry's workforce. But it has gone a long way towards doing so.

All of this has been accompanied by a secular rise in safety standards that has dramatically cut the annual toll of total losses, injuries and deaths.

These advances took longer than they needed to do or should have done. But for those old enough to remember then and now, they mark considerable strides forward in the span of a single career.

Nobody who has watched this story unfold will want to go back to the maritime equivalent of the Wild West.

But the danger now is that, if left unchecked, the activities of the Flags of Deceit could turn the clock back by decades.

Inséré 21/06/24 NIEUWS NOUVELLES Enlevé 21/07/24

REBO nv, de zwaarlastterminal van Haven Oostende, zit volop in groeiscenario

Recent kondigde Haven Oostende haar financiele resultaten aan. Zowel op het vlak van maritieme trafiek, als op het vlak van werkgelegenheid zagen we een duidelijke stijging.Bovendien behaalde Haven Oostende het beste financie le resultaat sinds 1998! Ook haardochteronderneming REBO nv behaalde schitterende resultaten. Haven Oostende verhoogdehaar belang in oktober 2019 van 15% naar 100%. De zwaarlastterminal REBO nv die in het verleden quasi uitsluitend gebruikt werd voor de bouw van offshore windturbineparken werdhiermee een volle dochter van Haven Oostende.

De reden waarom Haven Oostende alle aandelen wenste te verwerven, was tweeledig. Enerzijds: met de bouw van het voorlopig laatste windturbinepark in 2020 (Seamade project) wist Haven Oostende dat er tussen 2020 en de bouw van de toekomstige windturbineparken in de Prinses Elisabethzone vanaf 2027 gedurende een zeer lange periode leegstand op de zwaarlastterminaldreigde. Anderzijds wou Haven Oostende een nieuwe dynamiek geven aan deze uitstekendgelegen terminal met directe toegang tot open zee.In de periode van de oprichting in 2010 tot en met 2018 wisselden periodes vanhoogconjunctuur, ten gevolge van de bouw van windturbineparken, zich af met verliesjaren als er geen windparkprojecten waren. Na de acquisitie van deze terminal van Haven Oostende werd een strategische herorie ntatie doorgevoerd waarbij resoluut gekozen werd om van de pure offshore windterminal een polyvalente zwaarlastterminal te maken. Met succes! De winst is in de periode na de acquisitie verdrievoudigd naar een gemiddelde winst van€ 201 015 per jaar. De winst voor belastingen in het afgesloten boekjaar 2023 bedraagt € 361 305 of een gecumuleerde winst voor de periode 2019 – 2023 van € 1 005 076. Deze terminal wordt zeker en vast nog steeds gebruikt voor offshore wind; daarnaast vinden actueel de bouw van stalen opslagtanks plaats met een gewicht tot 155 ton, die later dit jaar zullenverscheept worden naar LBC tankterminals in Antwerpen. Daarnaast is er op- en overslag van andere maritiem gebonden zware constructies.

Dirk Declerck, CEO Haven Oostende & REBO: "We zijn bijzonder verheugd dat het behendig inspelen op de gewijzigde marktomstandigheden duidelijk haar vruchten afwerpt.Zowel

financieel, qua werkgelegenheid als op het vlak van maritiem verkeer." Bart Tommelein, Burgemeester Stad Oostende & Voorzitter REBO: "Als voorzitter van REBO nv ijver ik voor een maximale bezetting van deze terminal, met aandacht voor blauwe economie en andere sectoren binnen de nichemarkten waar Haven Oostende de focus oplegt. De vele positieve reacties die ik krijg, zijn positieve getuigen van de verbondenheid tussen haven en stad." Charlotte Verkeyn, Voorzitter Haven Oostende: "De structureel goede resultaten gaanhand in hand met stijgende werkgelegenheid, ook voor dokwerkers. Op piekmomenten zijn er tot 65 dokwerkers actief op de eigen terminals van Haven Oostende."

Haven Oostende zet in op continuïteit, groei en tewerkstelling binnen vijf pijlers: Blauwe Economie, Lift-on lift-off, Bulk & Project Cargo, Cruises & Roll-on-roll-off, Circulaire Industrie en de Visserijsector. Deze sectoren worden verder uitgebouwd op basis van twee fundamenten:prioriteitstelling van veiligheid, gezondheid en milieu en als tweede het ondersteunen vaninnovatie en ontwikkeling.

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Houthi attacks on Red Sea shipping: Charterparty implications

The shipping community is still coming to terms with the disruption following attacks by Houthi rebels on merchant vessels transiting the Red Sea, in particular when passing the Bab al-Mandab Strait, one of the most frequently used sea passages and a "chokepoint" for international trade.

We consider below some of the important charterparty implications arising out of the unrest in the area for vessels transiting the Red Sea and provide some practical guidance both to owners and charterers.

What route must the vessel take?

The starting point is the charterparty itself: the vessel will generally be obliged to proceed via any route stipulated in the contract.

Often however no provision is made as to the route to be taken to a particular port and in such cases, a "usual" or "customary" route must be used. The "usual" route is presumptively the most direct route, although it is open to the parties to adduce evidence that there is an alternative "usual route".

The route to be taken by the vessel is a matter of her employment[1] and, subject to contractual restraints, an Owner / Master is obliged to comply with, for instance, a time charterers' legitimate employment instructions as to the route taken and to proceed with utmost despatch.

An unjustified, non-contractual deviation is a breach of contract and an off-hire provision in the charterparty may also put the vessel off-hire during such deviation.

Ordinarily, a voyage from the west coast of India to Europe, for instance, would be via the Red Sea / Suez Canal. Proceeding instead via the Cape of Good Hope adds approximately 3,500 nautical miles to the voyage.

The "evolving" Red Sea situation

The first widely-reported attack on merchant shipping in the Red Sea by the Houthis was the seizure of the Bahamian flagged vehicle carrier "**GALAXY LEADER**" on 19 November 2023, which was taken to Hodeidah. Spokespersons for the Houthis claimed the group was targeting only those vessels with Israeli connections in response to the conflict in Gaza between Israel and Hamas. In the early stages of the unrest, there was indeed a spate of missile and drone attacks on vessels either owned or managed by prominent Israeli nationals or corporations. Since then and as of 1 February, there have been in excess of 30 reported attacks or attempted attacks on merchant ships of varying types and flags and it is clear that a number of the attacked vessels in fact have no conspicuous connection to Israel. The means of attack employed by the Houthis has been increasingly varied, with the reported use of a range of ballistic missiles, drones and autonomous underwater vehicles. In view of this, as well as the volume of traffic in the area, the risk of misdirected or misinformed attack is clear.On 19 December 2023 a coalition of state partners, including the US and UK, launched Operation Prosperity Guardian in which naval forces were sent to the area to protect merchant shipping from the Houthi threat. Despite the multinational effort, however, Houthi attacks continued.

On 12 January, the US and the UK, in response to further attacks on merchant shipping, launched missile strikes on Houthi targets in mainland Yemen[2]. There have been further Houthi attacks and US/UK air strikes since then and it is understood that US and UK vessels are considered as targets by the Houthis.

Since the attacks in the Red Sea began, there has, predictably, been a reduction in vessels transiting the Red Sea and an upturn in vessels proceeding via the Cape of Good Hope although precise and accurate figures are difficult to obtain publicly.

Can Owners refuse orders and / or re-route?

There are a number of contractual and common law grounds for refusing to comply with a charterer's order to proceed through the Red Sea or otherwise deviating from the "usual" route which should be considered.

War Risks Clauses

The starting point should be to consult any war risks provision in the subject charterparty and to see if it is engaged.

Is the war risks clause engaged?

The first question is whether the Red Sea situation actually constitutes a "war risk" as defined in the relevant war risks clause. Some clauses define the war risk narrowly[3] whereas others define the war risk more broadly.
Many war risks provisions refer to "warlike" areas and / or operations and it was particularly unclear at the beginning of the series of Houthi attacks to what extent these could be said to be "warlike". For clauses such as CONWARTIME 2013, which define war risks more broadly so as to include e.g. "acts of terrorists; acts of hostility or malicious damage", their engagement by the Red Sea situation is much clearer.

What does the war risks clause permit?

This will depend on the particular wording of the clause in the charterparty.

CONWARTIME 2013, for instance, gives owners the right to refuse to proceed or continue to or through any port, place area or zone or any waterway or canal where it appears that the vessel, her crew or cargo in the reasonable judgement of the master or owners may be exposed to War Risks. If the vessel refuses to proceed to a loading or discharge port,

having first given notice to charterers, owners may request an alternative port nomination and if no such nomination is received within 48 hours, owners may discharge the cargo at any safe port of their choosing, with the costs and expense of doing so being for charterers' account.

Under VOYWAR 2013, owners may discontinue loading operations or otherwise cease to proceed to or remain at any place at which the vessel is exposed to a war risk. Owners may also require an alternative port nomination, and discharge at a safe place of their choosing if no alternative nomination is forthcoming within 48 hours (and also recover extra discharge expenses as well as additional freight if the extra distance exceeds 100 miles). VOYWAR 2013 also deals with the situation where the usual route becomes dangerous. In such cases, owners may give notice that a different route will be taken and can also recover additional freight to the extent the extra distance exceeds 100 miles[4].

Owners' Assessment of Exposure to War Risks

The entitlement of owners to refuse orders under many war risks provisions is based on some form of assessment of the likelihood of the vessel's exposure to such risks.

The previous CONWARTIME 2004 clause, for instance, permits refusal to proceed if the vessel, cargo or crew "in the reasonable judgement of the Master and / or the Owners, may be, or are likely to be, exposed to War Risks". Owners' judgement under the clause must be exercised in good faith and be objectively reasonable, while the exposure must be "a real likelihood" or a "serious possibility"[5]. It will assist owners in this regard if all necessary enquiries are made to assess the degree of exposure[6]. Such enquiries could include, for instance, an appropriate (independent) voyage risk assessment; liaising with flag state representatives and / or consideration as to any additional safety measures which may be employed on the vessel[7].

Owners are generally not permitted, however, to refuse orders to trade in areas in respect of which they have, by the terms of the charterparty construed in its factual context, accepted the risk, unless they can establish that there has been a "qualitative change"[8] in the risk since the date of the relevant charterparty[9]. Acceptance of the risks associated with a certain trade may be inferred in cases where, for instance, owners must have known upon entering the charterparty that the vessel would be employed in that particular trade[10], or if a clause stipulates, for example, that a particular route is "always allowed"[11]. Also important will be the knowledge that may reasonably be attributed to the parties when the contract was agreed. For instance, an owner is more likely to be deemed to have accepted at least some of the "war risks" now associated with Red Sea passage in a charterparty entered into on 1 December (after there had been numerous reported Houthi attacks on vessels) than one entered into on 1 November (before any such attacks had occurred). Note, however, that the revised 2013 CONWARTIME clause may be engaged "whether such risk existed at the time of entering into [the charterparty] or occurred thereafter". Overall, a refusal to proceed through the Red Sea will likely be deemed more reasonable for a vessel with Israeli connections or if it has connections with the US or UK (in particular) or any state participant in Operation "Prosperity Guardian".

It will be more difficult for vessels with no such connections to justify refusing to proceed through the Red Sea in the absence of an independent risk assessment confirming that there is a real risk to the particular vessel in attempting such passage.

What if there is no applicable war risks clause?: the Common Law position

Entitlements to refuse to comply with charterers orders and to deviate also exist at common law in the absence of an express clause, although the level of danger (and its imminence) required to engage such entitlements are considerably higher.

For instance, at common law there is an entitlement to deviate for the purposes of saving lives at sea. Further, if an order is given, compliance with which exposes the vessel to an imminent peril[12] or otherwise to a risk which its owner or crew has not agreed to bear, the master is entitled to refuse to obey it[13].

Clauses Paramount and other Liberty Provisions

In respect of cargo claims, if the charterparty incorporates the Hague or Hague-Visby Rules with an appropriate paramount provision, this will include Article 4(4) which provides that any deviation in saving or attempting to save life or property at sea or "any reasonable deviation" will not amount to a breach of the contract of carriage. "Reasonable deviation" has been held to refer to such departure from the contract voyage as a prudent owner would make having regard to all the relevant circumstances[14]. The charterparty may also contain a standard or bespoke provision entitling the vessel to deviate in certain circumstances. The latest BIMCO liberty and deviation clause, for instance, permits deviation for any "reasonable purpose", with a non-exhaustive list of examples[15].

Potential Remedies for Charterers for Unjustified Deviation

Damages

To the extent the vessel either deviates or fails to comply with, for instance, a time charterers' orders without justification, this will amount to a breach of contract on the part of owners. Charterers should, in principle at least, be able to recover damages for losses caused by such a breach to the extent the type of loss claimed is not too remote.

Off-hire

In cases of deviation, an off-hire provision in the charterparty may also put the vessel off-hire until, for instance, such time as she is in a position not less favourable to charterers[16]. In this regard, charterers may not be obliged to give credit for savings made on e.g. canal fees and AWRP.

Proceeding through the Red Sea

To the extent the vessel does indeed proceed through the Red Sea, a number of consequences follow.

Additional War Risks Premiums

In response to the Houthi attacks and the risk posed to vessels transiting the area, the JWC has widened the areas in the Red Sea considered as "high risk". This has in turn led to an increase in additional war risks premiums (AWRP). In mid-October 2023 war risks premiums for Red Sea passage stood at around 0.07% of the vessel's value, whereas by the end of December the figure jumped to 0.7%. Under **CONWARTIME 2013,** if the vessel indeed proceeds through an area exposed to war risks, charterers are obliged to "reimburse to the Owners any additional premiums required by the Owners' insurers and the costs of any additional insurances that the Owners reasonably require in connection with War Risks."[17].

Potential Remedies for Owners if the vessel incurs loss / damage

Damages

To the extent a charterer's order to proceed through the Red Sea is not legitimate, this is a breach of the charterparty. Such a breach will not automatically be repudiatory, but may become repudiatory to the extent charterers persist in their illegitimate orders. If the vessel is damaged as a result of charterers' breach of contract, owners should generally be able to recover damages to the extent their loss is caused by the breach and the loss claimed is not too remote.

The implied indemnity

If the vessel is damaged as a result of complying with, for instance, a time charterers' order to proceed through the Red Sea, Owners may be able to recover under the implied indemnity, e.g. in clause 8 of the NYPE 1946 form. For such an indemnity claim to succeed however, the charterers' orders must be an "effective cause" of the owner's loss[18], and no indemnity will be recoverable in respect of risks which owners are deemed to have agreed to bear under the relevant charterparty[19].

Can the Charterparty be terminated?

Cancellation clauses

The Charterparty may contain an express clause permitting cancellation of the contract e.g. if the vessel cannot be delivered into the charterparty within a certain period or in other stipulated circumstances.Under VOYWAR 2013, for instance, if at any time prior to the commencement of loading it appears in the reasonable judgement of the master / owner that the performance of the contract of carriage may expose the vessel to war risks, owners may give notice to charterers to cancel the charterparty.

Frustration

Frustration will have the effect of mutually discharging the parties from their respective contractual obligations. The potential for unrest in the Red Sea to frustrate a charterparty will depend on the nature of that charterparty and the voyage(s) to be performed thereunderIt is well established that frustration of a contract occurs in cases where a change of circumstances, not attributable to the fault of either party, so radically changes the nature of performance that it would be unjust to hold the parties to their contractual obligations[20]. It is equally well established that merely because performance has become more expensive or time consuming will not, without more, frustrate a contract[21]. In at least one case it has been held that the need to reroute a voyage via the Cape of Good Hope did not frustrate the contract[22]. However, the need to reroute via the Cape may conceivably frustrate a contract of carriage where, for instance, the contractual cargo cannot possibly endure such an extended voyage.

Inséré 23/06/24 NIEUWS NOUVELLES Enlevé 23/07/24

Russia's Zvezda Shipyard Launches Two Additional Arc7 LNG Carriers for Novatek's Arctic LNG 2

By : Aleksey Kosygin

The launch of two more Arc7 LNG carriers provides a pathway for Novatek to secure partial shipping capacity for its Arctic LNG 2 project later this year. The use of conventional carriers during the summer months could also ease logistical constraints. All five Arc7 LNG carriers currently under construction at the Zvezda shipyard in Russia's Far East have now been launched. Satellite images indicate vessels **VIKTOR CHERNOMYRDIN** and **KONSTANTIN POSYET** leaving the drydock last week joining the first three carriers, **ALEXSEY KOSYGIN, PYOTR STOLYPIN** and **SERGEO WITTE.** Zvezda constructed the vessels in a now-canceled partnership with South Korean shipyard Samsung. Their exact status, especially the completion of the internal membrane containing the liquefied gas, remains unclear.

French provider Gaztransport & Technigaz (GTT) departed from Russia in 2023 having completed work on two or possibly three Arc7 carriers. Zvezda may look to complete work on the remaining vessels without GTT's help applying knowledge gained from the Technical Assistance and License Agreement it signed with the French company in 2020. The Russian government has systematically worked to achieve import substitution of key technologies used in the oil and gas sectors. With respect to tanker membranes, Russian company Segezha Group has developed its own brand of "tanker plywood" used in the membrane-type insulation panels.

In 2022 Segezha's product was certified by GTT for use in its Mark III membrane. The product has already found application in the Chinese shipbuilding market and could likely aid in the completion of the membrane in the remaining Arc7 vessels, industry experts speculate. "Currently, there are no manufacturers of membrane cargo containment systems for LNG tankers on the Russian market. Therefore, all our products are sent abroad. However, we maintain close working contacts with Russian companies that plan to begin domestic production of membranes in the near future," explained the company's Vice President for Commerce Dmitry Beresnev last month. "When a domestic manufacturer of such membrane systems appears on the market, we will be ready in the shortest possible time to offer them plywood elements that have already proven themselves on the global market for the corresponding insulating layers," he continued.In addition to the five vessels at Zvezda, six Arc7 carriers face uncertainty at South Korean Hanwha shipyard. U.S. sanctions have complicated the delivery of completed vessels to Japanese operator MOL or directly to Novatek.

Can Novatek secure enough capacity

Novatek previously stated that in order to deliver LNG to markets it requires one Arc7 carrier per one million tons of annual production. Arctic LNG 2 has a total production capacity of around 21 million tons per year split across three production lines, the first of which was launched in late 2023. But the company has yet to make a single delivery as it has been unable to procure any Arc7 vessels. The service entry of the five Zvezda vessels – experts expect two to three vessels to be ready this year, with the remaining ones to follow in 2025 – provides a pathway for Novatek to begin deliveries from Train 1 this year. In combination with conventional or low-ice class LNG carriers during the summer months it may be able to assemble sufficient shipping capacity to transport all the LNG produced by Train 1. Though it remains to be seen if the modified design following sanctions can reliably achieve nameplate capacity of 6.8 million tons per year.But beyond Train 1 the shipping logistics look less favorable unless the six vessels tied up at Hanwha can also find their way into service with Arctic LNG 2.

Source : Highnorthnews

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Shipmaster's Security Manual 2022

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SHORT OVERVIEW : The BIMCO Shipmaster's Security Manual contains guidance to shipowners, Masters and crew on the most pertinent security challenges facing the maritime industry today.

DETAILED OVERVIEW

Detailed overview

The BIMCO Shipmaster's Security Manual contains guidance to shipowners, Masters and crew on the most pertinent security challenges facing the maritime industry today.

Totalling seven chapters, the manual covers the following topics:

***NEW for 2022* Armed conflict and war**, which is the result of conflicts between different actors including state- as well as non-state actors. In recent years the state of conflict between Iran/Iranian proxies and US/UK/Israeli interests, and recently the Russian invasion of Ukraine, has seen more and more cases where weapons of war has been directed against commercial ships.

Piracy and armed robbery in the Gulf of Guinea, off Somalia, and in Southeast Asia, with a focus on Gulf of Guinea. Niger delta pirates remain the primary piracy threat in the world. BIMCO has been in the forefront to help the maritime industry mitigate the risks. In early 2022, BIMCO released a standard contract for the employment of Security Escort Vessels (SEV-GUARDCON). In Gulf of Guinea the use of SEV has become more and more the norm but their use entails commercial risks which should be managed by using the SEV-GUARDCON, a copy of which is included in this edition of the manual.

Cyber security, especially focussing on onboard risk management and the interface with shore. While the industry has not yet seen cyber security incidents with major safety implications the cyber threats are continually developing, and the increased sophistication of criminals require cyber risk management to be steadily updated.

Drug smuggling is increasing threat to shipowners and crew. Smugglers typically in South- and Central America abuse the ships as "mules" by concealing drugs on board or even welding containers to the underwater hull. In cases where drugs are found on board some port States react forcefully and detain ships and crew for prolonged periods despite lack of evidence to suggest shipowner or crew involvement.

The ISPS Code, which is the cornerstone document for managing risks from terrorists against ships and port facilities and furthermore subject to several audits and compliance checks.

Stowaways, continue to remain a big risk to shipping operations because of the administrative- and practical burden and not least cost associated with resolving stowaway cases. In some cases, stowaways even represent a security threat to the crew on board.

Mass mixed migration by sea, which continues to disrupt the operation of ships and in some cases develop into a humanitarian crisis on board with owners and crew caught in a limbo between state migration politics of coastal and flag states.

ABOUT THE AUTHOR

BIMCO is the world's largest direct-membership organisation for shipowners, charterers, shipbrokers and agents. In total, around 60% of the world's merchant fleet is a BIMCO member, measured by tonnage (weight of the unloaded ships).

The organisation has NGO status and is based in Copenhagen, Denmark, with offices in Athens, Singapore and Shanghai.

With around 1900 member companies across 120 countries – from the largest shipowners in the world to small local port agents and law firms, BIMCO represents a wide range of maritime companies and organisations.

BIMCO's goal is to secure a level playing field for the global shipping industry. BIMCO therefore works to promote and secure global standards and regulations for the maritime sector. The organisation's century long effort into creating standard contracts and clauses is an expression of that aim.

Inséré 24/06/24 HISTORIEK HISTORIQUE Enlevé 24/07/24

Outlaws of the Atlantic (II)

Edward Barlow, "Poor Seaman"

Edward Barlow leaving his mother's house (National Maritime Museum)

Edward Barlow plied the oceans of the world for almost half a century. The only thing more remarkable than his ability to survive so long in a dangerous, often deadly occupation was the record he left of that survival. His journal, located in the National Maritime Museum in Greenwich, England, is an extraordinary work of 225,000 words and more than 150 drawings and color pictures. Self-educated in literacy and art ("I could not write before I came to sea"), Barlow wrote so that others might "understand what dangers and troubles poor seamen pass through." Even though he made no apparent efforts to publish his work in his lifetime, perhaps he had family or friends in mind; perhaps he wrote for posterity, which is to say, for us.

Barlow sailed the seas during momentous times. His career (1659–1703) parallels almost perfectly England's "Commercial Revolution," the exponential and increasingly vital growth of trade between 1660 and the 1690s. During these years, unprecedented numbers of seamen were mobilized in the shipping industry in order to move the commodities of the world, and in navies in order to protect those profitable movements. Barlow was thus a member of one of the largest and most important occupational groups that comprised the first generation of international free wage laborers. He worked on the ship, where free and fully waged workers were employed, segregated, and taught the semiskilled work of using machinery within a complex division of labor, and where workers were disciplined to the task of orderly collective production. The concentration of labor on Barlow's ships was huge by the standards of the day, reaching as many as one thousand sailors on the largest man-ofwar.

Barlow's astonishing journal illuminates what it meant to be a sailor in the late seventeenth century. Here we can hear a man from the lower order speaking in his own voice; his words are not mediated or distorted by authorities—the merchants, naval officers, judges, and royal officials on whom we often depend for information about working people. We do not, for once, have to ask repression to recount the history of what it was repressing. Instead we can learn of the seaman's life as set down in the crooked hand of an autodidact, a man who valued his observations so much that for many years he carefully protected them from the elements in a wax-stoppered joint of bamboo. His triumph over the voracious seas allows us to undertake an exercise in biography and identity formation from below.

Early Life

Born in Prestwich, England (near Manchester), in 1642, Barlow early on had all the makings of a sailor. He had humble origins amid a large family of "poor people" who struggled as farmers. The family with six children had an annual income of eight or nine pounds (a little

more than $1,200 in 2014 US dollars). "I never had any great mind to country work," admitted Barlow, "as ploughing and sowing, and making hay and reaping, nor also of winter work, as hedging and ditching and thrashing and dunging amongst cattle and suchlike drudgery." He had also worked in the coal pits. Without money or connections, Barlow was unable to get an apprenticeship to a decent trade: "the tradesmen would not take us without money or unless we would serve eight or nine years," an unreasonably long term. In any case, Edward never had a "mind to any trade [from the time he was] a child." Instead he had eyes that longed to see the world, and he had feet given to wandering. After hearing neighbours spin yarns about their travels, he wanted to see places remote and "strange things in other countries. "

Although he did not know what a ship was the first time he saw one, he had in fact laid eyes upon his fate. Over the initial objections of family members, he signed an apprenticeship to a naval captain at the age of thirteen. He spent the remainder of his life working his way around the world, sailing merchant and naval vessels to Europe, the East Indies, and the New World. He spent many years living on the unforgiving element called the ocean, and left an unparalleled record of his working life.

At Sea

Barlow's integration into the labour system of the wooden world upon the high seas was jarring. One of his earliest and most emotional comments about his new work life concerned his painful separation from loved ones. As he prepared to leave London, he ruefully noted, "Here hath the husband parted with the wife, the children from the loving parent, and one friend from another, which have never enjoyed the sight of one another again, and some by war and some in peace, and some by one sudden means and some by another." Work at sea meant painful distance from family and friends, in the short term and, for many, the long: all relationships involving sailors were haunted by the Grim Reaper— captains drew the death's head, a symbol of mortality, into their logs to record a sailor's end, far from home.

Separated from kith and kin, Barlow had to adjust to the new spatial order of the ship. From the beginning of his long life at sea he compared the seaman's lot to that of the man who "endures a hard imprisonment." His sleeping place, for example, resembled nothing so much as a "Gentleman's dog kennel." And for good reason: after he was impressed into the navy in 1668, Barlow did not set foot on land for seven months. When he finally did feel the ground beneath his feet, it was in "a place where they knew I would not run away, it being a heathen country" (in North Africa). The Admiralty's fear of desertion, especially in wartime, made this a common fate among sailors. Long incarceration on a ship was a favorite complaint among naval sailors.

Barlow soon began to see that the seaman's life was a running duel with fear. He discovered the hard way that the work of a maritime laborer was extremely dangerous. Before he had mastered "sea affairs," he suffered a serious accident: he fractured his skull while working at the capstan (a winch for heavy lifting). He also faced raging storms, including a hurricane, a fire in a ship with four hundred barrels of gunpowder, leaky vessels, cruel and abusive masters, capture by the Dutch navy and a Spanish privateer, and the ever-present threat injury, disease, and epidemic. Barlow counselled "young men to take any trade rather than go to sea, for though he work hard all day, he may lie safe at night." Lucky seamen might live as well "as many ordinary tradesmen, yet they must go through many more dangers." Peril and premature death, Barlow found, were the seaman's shadows while working on the vast and unpredictable ocean.

Another important part of Barlow's initiation into the world of deep-sea sailing was learning to live on his wage, which he now required for subsistence itself. His family, although

humble, always managed to produce a little food for themselves, but for Barlow and others aboard the ship, this fundamental fact of life had changed. He now depended upon that customary part of the wage that was food, always a topic of serious interest to Barlow, who dearly loved to eat. When he first went to sea, Barlow thought the food was better than what he had eaten among his poor rural family at home. But later he repented of such thoughts, recalling how he left his apprenticeship to a bleacher because of bad fare: "Though it was sometimes coarse, yet it might serve any ordinary man to live by, and many times since I could have wished for the worst bit of it." Compared to the sailor's traditional rotten salt beef and biscuit so full of vermin that it could self-locomote, his previous diet at times looked kingly. At sea he dreamed of the "pleasures those had in England who had their bellies full of good victuals and drink, though they never worked so hard for it."

Barlow also complained about the monetary portion of his wage, especially after he had worked off his apprenticeship. He never considered his wages equal to his trouble and suffering, and worse, he found that he often had to fight for what was lawfully his. Many merchants, it turned out, bilked seamen of their wages in order to cover the cost of damaged cargo and oceanic transport. Barlow also discovered, much to his dismay, that the navy illegally held wages in arrears as a means of labor control, to prevent desertion. As we shall see, Barlow had serious misgivings about the ways in which money increasingly governed human relationships. His own dependence upon the wage taught many lessons on this score.

All of these problems—isolation, incarceration, danger, and wage struggles—led Barlow to conclude: "There are no men under the sun that fare harder and get their living more hard and that are so abused on all sides as we poor seamen." He was even moved to write an imaginary dialogue with young men who were thinking of becoming sailors. He warned them away from the sea, saying that he found himself "wishing many times I had never meddled with it." He approvingly cited "the old saying": "whosoever putteth his child to get his living at sea had better a great deal bind him prentice to a hangman." He went on to lament, "Yea, I always knew that the worst of prentices did live a far better life than I did, for they had Sundays and other holy days to rest upon and take their pleasures; but all days were alike to us, and many times it fell out that we had more work on a Sabbath day than we had on other days."

"East Indiaman Sceptre" by Edward Barlow (National Maritime Museum)

This last comment is crucial, for it shows how the very necessities of work at sea weakened or stripped the seaman of attachments to local and regional land-based cultures. Life at sea, for example, nearly obliterated the plebeian calendar rich with holy days and breaks from work. By Barlow's reckoning, labour at sea even made difficult the observance of basic Christian rituals such as a proper Christmas dinner. Working as a seaman also had other, more subtle cultural effects. Barlow found that he had less control of his own time, his schedule, and his hours and activities of work, play, and rest. Seafaring, like disciplined wage labour in general, represented a brave new world.

Since Barlow continually bemoaned his occupation, why didn't he leave the sea? At the end of each voyage Barlow faced the question anew. It seems his inability to leave the sea did not turn on lack of effort. Indeed, he felt his life at sea was a race against the clock, not least because he deeply feared having to go to sea after he reached forty years of age. Barlow kept trying to "drive a trade ashore," but he kept failing. He faced enormous obstacles. The English economy in the late seventeenth century offered little to the "swollen mass of the poor." The situation did not improve until late in the century, by which time Barlow was in his fifties and was unlikely to be able to switch occupations. His fears notwithstanding, Barlow was still battling the elements and "proud, imperious, and malicious" captains as he moved into his middle fifties. This was relatively uncommon among seamen, but far from unknown.

Work and Thought

How did work at sea affect Barlow's consciousness and identity? Did it foster class consciousness? Did it foster national consciousness? International consciousness? How did he think about the world and his own place within it? We can answer these questions by analysing the evidence of social conflict in Barlow's journal, and more specifically the language he uses to describe and discuss the power relationships that governed ever-roving travels around the globe.

Barlow took great pride in his global seafaring, which transformed him from a provincial farm laborer into a man of the world, a genuine cosmopolitan. Indeed he looked back from his worldly perch at sea to scorn his neighbours: "Some of them would not venture a day's journey from out of the smoke of their chimneys or the taste of their mother's milk; not even upon the condition that they might eat and drink of as good cheer as the best nobleman in the land, but they would rather stay at home and eat a little brown crust and drink a little whey." Barlow would return home as Walter Benjamin's man from afar to tell stories of strange and fascinating things he had seen overseas.

One of Barlow's most dogged habits was his insistence upon blaming authorities for the problems he experienced. Whether his difficulties were personal or political, small or large, he usually managed to find a culprit. Not surprisingly, he always had special venom for those who exploited and oppressed "poor seamen." Actions by the lesser officers of the vessels on which he sailed rankled him from time to time, particularly with their privilege of first choice of the ship's food. When the officers took their cut of the salt beef, they "left for the poor men but the sirloin next to the horns." They also left the tars "Hobson's choice"—that or nothing. Barlow also disliked the surgeons on the larger ships, whose prescriptions, he said, "doeth as much good to [the sick sailor] as a blow upon the pate with a stick." Even when Barlow became an officer later in his career, his view of the world reflected his origins on the lower deck.

Barlow reserved special wrath for the purser, who stocked the king's ships with food and drink. This greedy figure "never buyeth that which His Majesty alloweth, but always buyeth the worst and putteth thee rest of the money in his own pocket." Corruption was rife throughout the Royal Navy. Even more galling—and dangerous—was a purser in unholy alliance with the ship's captain, for "if a poor seaman do but speak [his complaint], then he is in danger of being beaten, for the purser and captain holding together and sharing all the gains that cometh that way, a poor man must not be heard for that which is his right." Anyone who dared to speak for such right risked "twenty or thirty blows on the back." In extreme cases, "poor men's lives" were "taken away for speaking for what is their due. "

Masters and captains did not have to unite with pursers to excite Barlow's wrath, for oftentimes they were quite unbearable on their own. Barlow railed against "proud and

ambitious masters" of merchant vessels, who cheated tars out of their lawful wages, made unreasonable demands, and found fault with every little thing the crew did. He had contempt for cowardly commanders of naval ships, "who can swagger and curse and swear, damn and damn, with their great periwigs and swords, huffing about when [none of their enemies] is near them." Such pretentious aristocrats, Barlow thought, belonged more in "some dung boat than in a good King's ship." Barlow was never reluctant to judge his "superiors," and his judgments were often harsh.

Barlow aimed his most bitter denunciations at "merchants and owners of ships in England." These figures did not stock their vessels with enough food for transatlantic voyages, and they thereby profited from the sailor's "hungry belly." They also docked the seaman's hard-earned wages to pay for damaged cargo, even when the damage had been caused by a leaky ship, which a carpenter might fix but a common sailor could not. Barlow did not confine his criticism to single owners of ships or to small companies. He went after the East India Company, which he felt consistently took advantage of the "poor man" before the mast. To Barlow and his mates, the company's customs officers were always "as welcome to us as water into a ship which is about to sink." Barlow had nothing but a sneer for Sir Josiah Child, a leading light in the company and a leading mercantile thinker of the day. His fortune, not surprisingly, had come from being a merchant victualler to the Royal Navy in Portsmouth.

Barlow occasionally ventured beyond the maritime world altogether in his expression of antagonism. He was not shy about criticizing "the rich," or at least some of them. He argued that "great Lords and earls" who lived in "pomp and vanity" amid their "moneys and pleasures"—and who were often "traitors" to their country—should have their property expropriated and given to "some poor true-hearted seaman that goes to sea for want of means." He also thought that "many of our English gentry and such as lie at home in their beds of down, in their ease and pleasure, eating up the fat of the land, and studying treacheries" should have to change places with seamen "for a month or two." Barlow fiercely detested the refusal of wealthy people to help "a poor lame or old seaman" who had "lost his limbs and suffered shipwreck and imprisonment" while defending the rich and their country and who was now reduced to begging. Barlow's desire to turn the world upside down by changing the places of rich and poor proceeded from his understanding that one of the primary functions of the state was to protect the wealthy and their property. Barlow several times referred to the misfortunes and dangers suffered by seamen on the high seas so that the rich "may lie glutting themselves at home in all manner of pleasures." In fact, many were poor because a few were rich and vice versa, in his sophisticated conception of the relations between classes.

There was one last villain on Barlow's black list, and that was the English state itself. Barlow ranted against the "evil custom" of impressment, which affected so many seamen and so many of the poor as a whole. Throughout the seventeenth and eighteen centuries the Admiralty used forced labour to man the navy and fight the wars of empire. Many a "poor man" lost "his chest and clothes and several months' pay" when pressed, all of which were "more to him than he can make good again in a twelvemonth time, considering his small wages and the uncertainty of it before he received it." Barlow himself was impressed into the Royal Navy, as were many of his shipmates. They told their yarns of battle against the press gang. The state itself oppressed the tar by its use of coercive and involuntary labor.

Barlow spoke of conflict largely in a religious idiom taken from the Bible. His contestants in conflict were sometimes "the rich" and "the poor," both Biblical concepts, but more often they were the powerful and the powerless, with the former designated according to position of power (merchant, captain, purser), and the latter as victim ("poor seaman," "poor man," "poor soul"). The notion of "the poor" is utterly central to Barlow's language of class. Barlow used "the poor" to designate not only the afflicted and the unfortunate in temporary need

of relief, but all those with "want of means," those who had no independent way of getting a living, even though they did not, as in Barlow's case, lack employment. Barlow's poor were the labouring poor, who multiplied rapidly with enclosure of common lands and other forms of expropriation in seventeenth-century England. Living in a society fundamentally organized through patronage and preferment, Barlow's poor also lacked connections. When Barlow himself was on the verge of realizing a lifelong dream by setting up as captain and getting his own ship, his patron in the arrangement suddenly died: "It proves many times thus with a poor man, when he most depends upon the fair words and slippery performances of many men, their words being wind which passed away without any hold to be taken of them." The "poor" or "ordinary" man, forced to sell his labour power for a wage because he owned no land, skills, or tools was thus repeatedly buffeted by forces beyond his control. This, along with the sheer weight of difficult material circumstances, led to a certain fatalism in Barlow's treatment of rich and poor. He noted that "riches always forget poverty," and that "he that is poor shall be poor still." Here as elsewhere Barlow paraphrased a common biblical observation: "For the poor always ye have with you."

Alongside or within his beliefs about the ubiquity of "the poor," Barlow also had a certain levelling instinct, as he consistently expressed values of equality and justice in many of his complaints and critical reflections outlined above. For example, he placed rich and poor upon the same plane of spiritual equality. He believed that "there is no question that the Lord will hear the praise of the poor as well as the rich." God was "no respecter of persons," which meant that he did not favour the rich over the poor, men over women, white over black. He also pointed out that rich and poor were equally subject to "death's stroke." If Barlow could not always see how the poor might achieve parity with the rich, he was at least able to comfort himself with the evanescence of riches, which "have wings many times, and fly away from many." Barlow also expressed his levelling instinct in action. He returned to his hometown after years at sea, in clothes which, he said, were "too high for my calling." But the clothes had the desired effect: all of his old neighbours asked about the identity of the visiting "gentleman." Barlow snickered to himself: "if they had seen me many times before and since on such condition as I was many times in, they would sooner have asked what beggar or what gaolbird I had been, or from what prison I had come out of."

Barlow's attitude toward concentrated riches and the money that increasingly shaped England's social and political life was largely negative, sometimes violently so. His consciousness expressed a moral economy of fair treatment and decent subsistence for all. The advance of free mobile waged labour was part of a broad process of social change and polarization, part of the early establishment of capitalist relations of production in England and its empire. Such relations featured prominently in the merchant shipping industry and the Royal Navy, where Barlow and many thousands of others like him worked. As more men and women began to work for wages, money became more central to getting a living and thus to social life as a whole. Barlow found this process by which "all matters are balmed with money" to be deeply disturbing. The rapid accumulation of wealth was considered by many to be a corrosive, even illegitimate process. Barlow explained, "it is an old maxim, and I do believe a true one, that he that makes haste to be rich cannot be innocent." The lust for wealth thus produced an amoral drift in social life. Some men, Barlow said, "do anything for a little money, not caring how or which way they break their oath, so that they get gain." Although Barlow aimed these words at those who abused their authority in search of gain, they struck perilously close to home: many poor people found themselves in the desperate position of having to "do anything for a little money." Keeping body and soul together required it. But the real offenders to Barlow were not the poor, but rather the powerful. Merchant captains, Barlow insisted, "care not how much or what way they can get all to themselves, and care not what little other people get that are under

them." Barlow clearly felt that proper social relations were being deranged by the advancing competition, materialism, and "possessive individualism" of the age.

Near the end of his life, in 1703, Barlow issued a thundering damnation after a great storm that sank hundreds of vessels and killed thousands of his brother tars. To Barlow, the meaning of the storm was straightforward: it was a "warning of God's anger" and a sign of moral corruption. He wrote, "No man values his word or promise, or matters what he doth or saith, so that he can but gain and defraud his neighbour. All commanders and masters of ships are grown up with pride and oppression and tyranny." He concluded in frustration drawn from his own life experience: "I want words to lay out the business and unworthy dealings of many men I have met with, not acting like Christians." It would be no exaggeration to say that Barlow criticized, and often battled, ship captains throughout his long labouring life.

Edward Barlow was not a radical, at least not according to the standard meaning of the term in the mid- to late- seventeenth century. He apparently harboured no antiroyalist sentiments; other than his complaints about impressment, he made no sustained critique of "kingly power." In fact he proclaimed the accession of Charles II in 1660 "with great joy." (It must be noted, however, that it is hard to tell how much of the joy came from satisfaction that the monarchy had been restored and how much came from the free wine, the piece of gold worth nine shillings and sixpence, and the extra month's pay given to the men in the Royal Navy to encourage their joy, celebration, and loyalty.) Barlow had no apparent association with the radical sects of the revolutionary era. He mentioned such groups only once, in 1661: there were "troubles arising about the Fifth Monarchy men, so called, and other disturbances, which put us in fear for the ships in Chatham, and we were forced to keep a watch very strictly every night. "

Despite such differences Barlow shared something of a mental and moral world with the radicals, for both were products of the same wrenching social changes that shook seventeenth-century England. Most significantly, both expressed great awareness and experience of social power and difference. The language used to discuss such matters fused politics and religion within a militant Christianity. Indeed Barlow sounded like the True Digger Gerrard Winstanley, one of the most radical voices of the English Revolution, when he wrote that the docking of seamen's wages was "a custom too long used in England to the oppression of poor seamen," depriving "the poor man of his lawful hire." Later in life, perhaps when his ability to fight his own battles had waned, Barlow invoked an angry and avenging God who "in His time will reward [the East India Company's] doings to oppress the poor and the hireling." It is of crucial significance that Barlow, like the most extreme of the radicals, identified not with "the people" (the middling elements of English society), but rather with "the poor. "

Like many of the radicals, Barlow considered himself both an English patriot and a Protestant internationalist, and as such he was often concerned with the doings and "plottings" of "papists." He called himself a patriot, a "true-hearted Englishman," a product of high civilization, and he tended to look down on the strange customs practiced in "heathen countries." It troubled him immensely—as Protestant, European, and free labourer—to hear about the selling of Christians as slaves in Algiers, where men were bought and sold "like so many sheep." He did not express the same objection to African slavery, though it must be noted that in his many voyages he never sailed in a slave ship, which must have reflected an important personal choice. He also expressed sympathy for the enslaved Africans who rebelled near Port Royal, Jamaica, in 1678: they "live under so much torture and hardship that rather than endure it they will run any hazard, for they are very hard worked. "

Yet Barlow's patriotism and Protestantism had limits. Like some radicals in the English revolutionary movement of the 1640s and 1650s, Barlow had doubts about the civilizing

quest of the English empire. In 1689, after voyages to Brazil, China, and the East and West Indies, Barlow wondered about the world outside Europe: "But for foreign nations to come and plant themselves in islands and countries by force, and build forts and raise laws, and force the people to customs against the true natures and people of the said places, without their consent, how this will stand with the law of God and the religion we profess, let the world judge." His scepticism about the "civilizing" project of imperialism was palpable. Barlow also thought on occasion that England was "grown the worst kingdom in Christendom for poor seamen." His experience in the international maritime labour market undercut whatever nationalist sentiments he may have harboured.

Another important commonality in the worldview of Barlow and many radicals was the utter absence of belief in "the dignity of labour." Despite his Protestant identity, Barlow gives not a shard of evidence to suggest that he attached any moral meaning whatsoever to work at sea. There was nothing dignified about the wage dependency and the harsh, degrading relations of authority Barlow experienced as a seaman. In fact, his condition seemed so bad at times that he likened the seaman's plight to that of the slave. He noted that "all the men in the ship except the master [were] little better than slaves, being under command." Barlow also fantasized about changing places with a beggar: "I was always thinking that beggars had a far better life of it and lived better than I did, for they seldom missed of their bellies full of better victuals than we could get, and also at night to lie quiet and out of danger in a good barn full of straw, nobody disturbing them, and might lie as long as they pleased." Of course "it was quite the contrary with us": Barlow never got his "belly full"; he never slept more than four hours (often it was less) because of the watch system at sea. Bitter comparisons to slaves and sweet fantasies of beggars are not the stuff of belief in the dignity of labour. Barlow saw work as "sweat and toil"; he got his living "by hard fare and sore labour. "

Conclusion

Christopher Hill has shown that seventeenth-century ideas about the dignity of labor were most popular among people of middling property, who, as independent farmers and craftsmen, owned their own land and tools, their means of independent subsistence. At the other end of the social scale there existed a contrary attitude, a hostility to wage labour and a desire to escape it. Hill writes, "Theories of the dignity of labour had little appeal for those who had evolved out of serfdom into wage labour." Further, the "antithesis of freedom was the stultifying drudgery of those who had become cogs in someone else's machine." This was precisely the situation in which Edward Barlow found himself. The drudgery was the monotonous and closely supervised work in the wooden world; the machine was the ship; the someone else to whom it belonged was the merchant and the shipowner, those ungodly people against whom he railed bitterly throughout his journal of four decades.

In the end, Edward Barlow's precious account of his long life at sea offers a remarkable glimpse into the mind of a late- seventeenth-century sailor. Fundamentally shaped by his experience of labour, he combined in his thinking and doing a potent mix of the national and the international, the religious and the secular, the moral and the political. Given the present state of research, it is impossible to say whether Barlow was "typical" of his brother tars or English working people more generally. But we can say that his journal allows us to study a particular consciousness and set of beliefs in a concrete and nuanced way, to see how Barlow's work experience helped to create a personal disposition that included egalitarian, anti-authoritarian, and moralistic tendencies. It might be argued that in certain ways Barlow's thought reflects a form of plebeian antinomianism, a set of beliefs that by the late seventeenth century had lost both some of its millennial religious fervour and its

overt political meaning. In any case, Barlow's journal illuminates a horizon of possibilities within a popular world of work and consciousness, a world still only poorly understood.

Inséré 25/06/24 DOSSIER Enlevé 25/07/24

What are the impacts of the Red Sea shipping crisis?

The Red Sea shipping crisis — a result of Houthi rebel attacks on cargo ships and tankers — is causing hundreds of vessels to avoid the Suez Canal, one of the world's most important waterways. Instead, these vessels are being forced to reroute around southern Africa — a lengthy detour that adds 4,000 miles to each journey, vastly increasing transport times and freight costs. Will the crisis reignite supply chain issues and fuel inflation concerns?

What is the impact on supply chains?

With 30% of global container trade passing through the Suez Canal, the Red Sea shipping crisis is upending supply chains. This is compounded by the ongoing shipping disruptions caused by blockages in the Panama Canal, which is experiencing one of the region's worst droughts since the 1950s.

"The lengthening of supplier delivery times acts as an adverse supply shock. The rerouting of ships around Africa's Cape of Good Hope equates to a roughly 30% increase in transit times, and this implies an approximately 9% reduction in effective global container shipping capacity," said Nora Szentivanyi, a Senior Economist at J.P. Morgan.

Already, several Europe-based auto plants have announced temporary production shutdowns due to delays in obtaining car parts from Asia. Auto component makers — particularly those with high revenue exposure to exports from China to Europe and the U.S. — have also been affected.

"The crisis is testing the resilience of the auto supply chain, particularly for new-energy vehicles (NEVs), which are a key part of China-Europe trade. This is because China mainly exports NEVs to Europe, which are usually carried by sea," said Jose Asumendi, Head of the European Automotive team at J.P. Morgan. "Depending on the situation in the region, shipping times and prices may change throughout the year. Traffic in the Red Sea may remain low for the foreseeable future."

How is this affecting shipping costs?

"While several aggregate measures of container shipping costs are now two-and-a-half to three times of their early December levels, prices along routes that typically go through the Suez Canal — particularly from Asia to Europe — have surged nearly five-fold. Costs from China to the U.S. have also more than doubled," Szentivanyi noted. Indeed, ocean spot rates — one-time fees that shippers pay to transport a load at current market pricing — have soared in light of the Red Sea shipping crisis. During the week of January 25, spot rates from China to the U.S. West Coast and East Coast saw a significant spike of ~140% and ~120% respectively compared with November 2023. "Spot rates have seen a sharp increase, though the extent to which this will feed into contracted rates is unclear. So far, there appears to be no resolution in sight, with Suez transits showing no recovery," said Samuel Bland, who covers European Transport and Logistics at J.P. Morgan. While the largest impact so far has been along Asia–Europe shipping lanes, costs along other routes

could also rise as capacity is redirected. This could exacerbate if shipping orders are rolled forward in anticipation of lengthening delays. As a result, retailers that rely heavily on sea freight could feel the pinch. "Most retailers within our coverage hedge their freight exposure and have locked in rates to more normalized levels for at least the first half of 2024. However, freight partners did in some cases renegotiate contracted rates down, meaning that upward renegotiations could be possible in the current scenario," said Georgina Johanan, Head of European General Retail at J.P. Morgan. Looking ahead, shipping costs may remain elevated for some time yet. "The longer the duration of these disruptions, the more likely shipping rates will stay elevated — if not increase further," Szentivanyi noted. "The one potential silver lining is that there remains an excess supply of container ships globally, and many that were ordered during the pandemic continue to enter service. Thus, it appears likely that once the disruptions are over, shipping rates could lower fairly quickly."

Will the Red Sea shipping crisis fuel inflation?

The increases in shipping costs are likely to pass through into imported goods prices with a lag, depending on both the duration and intensity of the Red Sea shipping crisis. This could rekindle inflation concerns as a result. However, cyclical factors could either mitigate or reinforce the upward pressure on prices. For instance, during a period of weaker consumer demand, a greater portion of shipping costs could be absorbed by profit margins rather than reflected in higher final output prices.

"As global goods disinflation has been the primary driver of lower inflation around the world, the recent reductions in global shipping capacity, at the very least, risk interrupting the disinflationary trend. At worst, they will push traded goods prices higher for a period of time," Szentivanyi said. "While we do not expect a rise anywhere near as large as the COVID-era shock, even a modest rebound in goods inflation could render global core CPI inflation sticky around the 3% mark, especially if services inflation stays stuck above central bank targets as we project." Overall, J.P. Morgan Research estimates the disruptions could add 0.7 percentage points to global core goods inflation, and 0.3 percentage points to overall core inflation, during the first half of 2024 if the recent jump in container shipping costs persists. However, much of this impact will likely not be felt until late in the first quarter or early in the second quarter. "If sustained, there could also be a hit to global industry on the downside. This reinforces our concerns that global industry is starting off 2024 weak and could struggle to post even a modest 1–2%ar (annual rate) gain in the first half of the year," Szentivanyi added**.**

Source: J.P. Morgan

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Maersk innovates system to deliver freshwater from vessels to ports

Freshwater scarcity is an increasing problem faced by regions all over the world. Four billion people — almost two thirds of the world's population — experience severe water scarcity for at least one month each year, and half of the world's population could be living in areas facing water scarcity by as early as 2025. With this background, a team of three employees

of A.P. Moller — Maersk, who are former seafarers, decided to undertake an innovative project that could store and deliver freshwater from vessels to ports.

Cargo ships undertaking global trade are equipped with freshwater generator systems that produce clean drinking water by distilling sea water using heat energy harnessed from their engines. Traditionally, this system has been used to generate water for consumption only onboard the vessels. However, the excess water produced has been overlooked. Through this innovative project, this untapped resource has been capitalized on by optimizing the process and storing the excess water in tank containers before delivering it to ports.

Each vessel can fill two tank containers on an average sea voyage between two ports. With the process optimized and tank containers stored at the right location onboard, two tank containers with a combined capacity of 50,000 liters can be filled with freshwater. Amongst the first pilot runs were the deliveries at the Port of Colombo and Port of Salalah of two tank containers, each filled with 25,000 liters of freshwater. Keld M. Christensen, chief executive, Port of Salalah, said: "At Port of Salalah, sustainability is one of our top priorities and we are committed to decarbonizing our operations by 2040. We also recognize that sustainability is not only about decarbonizing supply chains but also protecting our environment and its finite resources. The first tank container of freshwater delivered by Maersk from its vessel is an important milestone that has the potential to pave the path for a larger scheme of things."

He added: "This project opens doors for many more ships moving around the world, which can replicate this system and create an incredibly large supply of freshwater that can be delivered all around the world to address the ever-increasing challenge of water scarcity."

A pivotal aspect of the project's success is its rigorous adherence to quality and environmental standards. The water quality, tested by the Ceylon Institute of Scientific and Industrial Research, an official Sri Lankan government laboratory, met all WHO standards, underscoring the project's commitment to safety and sustainability. Furthermore, a Life Cycle Assessment study conducted by the Danish Technical University has provided valuable insights into the project's environmental impact, comparing it favorably against traditional tanker truck water delivery methods.

The fresh water generated and delivered through this innovative project can be used in various ways:

- Consumption at port facilities for basic sanitation, cleaning, and maintenance of offices, warehouses, and restrooms.
- Ship repair at yards for tasks like cleaning vessels, tools, and work areas.
- Container washing before storage or reusing.
- Firefighting at port facilities for emergencies.
- Power generation at power plants located in ports for cooling systems or other processes.

Source : Arab News

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Your Name's Not Down, You're Not Coming In?

Publication Of Shipping Company List Kicks Off ETS Registration Process

In June 2023, rules for bringing the maritime sector into the EU's Emissions Trading Scheme (the "EU ETS") came into force. All Member States (except one) have failed to transpose this legislation by the December 2023 deadline, but the obligations on the maritime sector continue, nonetheless.

The EU Emissions Trading Directive 2003/87/EC (amended by Directive (EU) 2023/958) (the "ETS Directive") aims to strengthen the existing EU ETS rules and extend the ETS to the maritime sector.[1] Please refer to our previous article for our analysis of the implications of the new expanded ETS.

The shipping company List

The European Commission (the "Commission") has published its long-awaited attribution list (the "List") of shipping companies specifying where each shipping company should register and open their Maritime Operator Holding Accounts ("MOHAs"). MOHAs are held in the Union Registry, which is an equivalent to an online banking system. It ensures strict accounting of emissions allowances ("EUAs"), records annual greenhouse gas emissions and enables the transfer of EUAs. MOHAs allow shipping companies to trade and surrender their EUAs in accordance with the ETS Directive.

The type of entity able to register as a shipping company has shifted repeatedly throughout the legislative process and has not been clarified by the publication of the List. Those on the List should check that the right entity within their group has been identified by the European Commission and in the right jurisdiction for registration. It may also be worth cross-checking the IMO number or, indeed, the lack of it. Companies that are not on the List but expected to be on it are not necessarily free of obligations under the ETS, nor are they barred from entering EU waters. Whether you are on the List or not, we would be happy to help you clarify the position and avoid any complications further down the line.

Implementing regulation which places responsibility on the ISM company

On 22 November 2023, the Commission published the Implementing Regulation 2023/2599, which sets the rules on which entity will be responsible for surrendering EUAs (the "IR").

The IR has clarified the documentary requirements for shipping companies contractually taking on ETS responsibilities, as well as the allocation of shipping companies to each administering authority.

The IR provides that a ship manager does not automatically assume EU ETS responsibilities. Further, the owner of a vessel must mandate the ISM Company formally to act on its behalf as the ETS Participant and inform the administering authorities. Whilst it can be assumed that in most cases this will be the DOC holder/technical manager of the vessel, the specifics of the IR require that this document is signed by the manager. There are then three possible outcomes:
(a) the manager and owner agree and both sign the document;
(b) the owner decides to become the ETS responsible party; or
(c) the owner mandates another entity to become the ETS responsible party.

The IR enables the manager to refuse to take on the role of ETS responsible party, thus, leaving the owner responsible for ETS registration and compliance or giving the manager the opportunity to request a sufficient fee to deliver these services.

The agreements should be entered into between the owners and those that operate the vessel. Where the shipping company and a commercial operator are separate, there should be a provision for transfer of costs relating to compliance with the EU ETS (Article 3gaa of the ETS Directive). Careful consideration now of key contractual provisions and a clear

demarcation of roles and responsibilities in these types of agreements between owners, managers and commercial operators will reduce the risk of disputes and potential liability exposures further down the line.

Implementing regulation in neighbouring ports

By way of a recap, the EU ETS has been extended to maritime transport in respect of:
(a) 100% of the emissions from intra-EU maritime voyages;
(b) 100%of emissions from ships at berth in EU ports; and
(c) 50% of emissions from voyages which start or end at EU ports (but the other destination is outside the EU).

There have been concerns over evasive port calls whereby shipping companies call at non-EU ports first, before making a short trip from the non-EU port to an EU port of which only 50% of emissions will be covered. The Commission is attempting to combat this by changing the definition of "port call" to exclude a stop at a neighbouring container transhipment ports ("NCTPs") less than 300 nautical miles from a port inside the EU. The stop at the non-EU port would therefore be considered part of the overall voyage. A list of NCTPs was published via implementing acts by the Commission by 31 December 2023 and will be updated every two years. East Port Said in Egypt and Tangier Med in Morocco have been included as NCTPs in the ETS for ships that sail via those ports en route to the EU. The position regarding the status of UK ports and whether they should be treated as EU ports for ETS purposes remains unclear. Much depends on whether the proposed UK ETS will end up applying solely to intra-UK voyages or whether the scope of UK ETS will be wider. We have a view on this which is subject to regulatory confirmation. Please contact us for further details if this is of interest.

Poor transposition of the ETS Directive

In the Commission's latest package of infringement decisions, save for Denmark, all Member States failed to transpose the amended EU ETS directive fully into national law by the 31 December 2023 deadline. This means that ETS costs provisions and local enforcement mechanisms for any breaches of ETS have not yet been implemented by Member States, leaving significant gaps in compliance which will need to be filled. The Commission has started infringement proceedings against these Member States.

Implementing regulation which requires registration application to be made within 40 days of List publication

The IR sets a 40 working-day deadline for shipping companies to submit their application to open a MOHA from the publication of the List (or if not included on the List, 65 working days of the first voyage caught under the ETS).The MOHA will ostensibly be opened or refused within 20 working days of receipt of all required information by the relevant national administrator – an ambitious target given the number of potential registrants. Whilst it is helpful to have an indication of desired timescales, we think that these will inevitably slip and spill over, particularly as the timescales are contingent on the right documentation being submitted by shipping companies as part of the registration process. With that in mind, we are making enquiries of each Member State regarding MOHAs and bespoke local rules for registration. Please contact us for further details if this is of interest.

Trading accounts – challenges and solutions we offer

Whilst it has not been possible to open MOHAs until now, shipping companies have been busy opening trading accounts to get ahead in the emissions trading process and purchase of EUAs. EU ETS trading accounts record the shipping company's ownership of the EUAs:

they do not facilitate the surrender of EUAs to meet compliance obligations. Trading accounts are held in the Union Registry.

Any company or individual who wishes to trade EUAs may open a trading account subject to following certain procedures, such as registering with the national chamber of commerce. Many shipping companies based outside of the EU are having difficulties opening trading accounts. WFW has been advising various EU and non-EU stakeholders on how to open trading accounts and ensure effective compliance with the ETS Directive. Please contact us for further details on how to open MOHAs and trading accounts, particularly if you are based outside the EU.

Source: Watson Farley & Williams

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Russian oil and products trapped on tankers hit by new Iran-related sanctions

Russian oil and products have become trapped at sea on four tankers after the United States hit the vessels with fresh Iran-related sanctions, LSEG data showed on Friday. The development shows how Moscow and Tehran have boosted cooperation in the face of rising Western sanctions and how the West is trying to untangle a complex web of firms to reduce the loopholes and revenue to both countries.On April 4 the United States imposed new Iran-related sanctions against a shipping firm Oceanlink Maritime DMCC and its vessels, citing its role in shipping commodities on behalf of the Iranian military.

The United States is using financial sanctions to isolate Iran and disrupt its ability to fund its proxy groups and support Russia's war in Ukraine, the Treasury Department said. The list of vessels under sanctions includes three fuel tankers, which loaded oil products in February-March and a crude oil tanker that loaded Russian oil early in April. A very large crude carrier (VLCC) Anthea loaded some 200,000 metric tons of Russian Urals crude off the Laconian Gulf near Greece through separate ship to ship transfers (STS) with two vessels late in March and is currently anchored in the Suez Canal with oil onboard, LSEG data showed. The vessel has remained at anchor in the Suez Canal since early April, according to LSEG data.Another vessel under sanctions – Elsa – took fuel oil on board in March via a ship-to-ship transfer near the Greek port of Kalamata, LSEG data shows. The fuel oil, some 100,000 metric tons,was supplied to Kalamata from Russia's St. Petersburg and Ust-Luga ports in March, according to the data.

Claire Jungman, chief of staff at U.S. advocacy group United Against Nuclear Iran, which tracks Iran-related tanker traffic via satellite data confirmed movements of both vessels, adding that since 2021 Elsa has transported over 9 million barrels of Iranian crude or fuel oil to the UAE, Singapore and China.

Elsa has been at anchor off Singapore since early April, according to LSEG data.

The other vessel, Hebe, was loaded with the 100,000 tons of fuel oil at the Russian Baltic ports St Petersburg and Ust-Luga. The tanker is heading towards the Suez Canal, but the final destination is unclear yet.

The vessel Baxter loaded with naphtha at the Black Sea port of Novorossiisk was destined for India, according to LSEG data. The tanker has been drifting in the Arabian Sea since April 5, shipping data shows.

"The recent actions against ships tied to Iran's military spotlight a serious shift: some of these ships, previously involved in dodging sanctions for Iran, have started dealings with Russia," Jungman said. "These ships face major hurdles because of secondary sanctions. Ports worldwide are likely to deny them entry to avoid the repercussions of breaking these sanctions themselves …", Jungman added.Russian oil suppliers are unlikely to use these vessels or any provided by the shipping firm under sanctions now potentially tightening the already thin tonnage involved in Russian oil trades, a source in Russian oil market said.Reuters was not able to contact Oceanlink Maritime DMCC.

Source: Reuters (Reporting by Reuters in Moscow and Jonathan Saul in London. Editing by David Evans)

Inséré 29/06/24 DOSSIER Enlevé 29/07/24

Oil investors are adrift in Red Sea rip currents

*The 2022 delivered 34800t DWT Oil Products Tanker **ARRAN** anchored off Singapore awaiting offloading*

Geopolitical tensions in the Middle East aren't registering with the oil market. Two years ago this month, the price of a barrel of Brent crude rocketed 30% to $120 in the aftermath of Russia's invasion of Ukraine. Yet four months after the conflict between Israel and Gaza started, the black stuff is bumping along at around $80 a barrel – lower than before the fighting started in early October. Investors' eerie calm reflects expectations of weak demand, ample supply, and lax U.S. sanctions on Iran. All three could change. The world is in a different state than in 2022, when surging growth after the Covid-19 pandemic left oil supply extremely tight. Prices were already above $90 a barrel before Russian President Vladimir Putin launched his invasion. The global economy had grown by 6% in 2021 and the Organization of the Petroleum Exporting Countries and allies including Russia – collectively known as OPEC+ – was still unwinding output cuts of almost 10 million barrels per day it had introduced in 2020. The prospect of 5 million barrels of daily Russian crude supply disappearing from the market sent prices spiking. By contrast, the oil market today looks oversupplied. The World Bank expects the global economy will only grow 2.4% this year, while the International Energy Agency reckons demand for oil will expand by just 1.2 million barrels per day – half last year's increase. Meanwhile, the IEA reckons global supply

will grow by 1.5 million barrels a day, thanks to hyperactive producers who are not part of OPEC+, particularly the United States

*The 2003 delivered 105716t DWT Crude oil tanker **GULF KNOT** westbound transiting the Singapore Strait*

The market also has a built-in pressure-release valve. OPEC+ countries like Saudi Arabia have collectively been pumping about 5 million fewer barrels of oil a day than they could to try to prop up prices. If there was disruption to the market, U.S. President Joe Biden could lean on Saudi Crown Prince Mohammed bin Salman (MbS) to open the taps. Attacks on shipping in the Red Sea by Houthi militants from Yemen disrupt that delicate balance. The strikes have made it much riskier for ships to pass through the Suez Canal, the quickest route to Europe. Oil tankers which travel around the bottom of Africa will arrive two weeks later than planned. They will also burn more oil by either sailing for longer or speeding up to recover lost time. Diverting oil tankers around Africa uses up an extra 200,000 barrels a day, an oil expert told Breakingviews, pushing the growth in oil demand this year to 1.4 million barrels a day. Moreover, the IEA's growth projections may be wrong. OPEC reckons extra demand in 2024 of 2.25 million barrels a day, due to a surge in buying by petrochemical refiners in China and the Middle East. That's way above the expected rise in non-OPEC supply. An uptick in global GDP growth, perhaps stimulated by lower interest rates in the United States, would also boost oil consumption.

Finally, there's Iran. Sanctions on the export of the country's oil, imposed by Biden's predecessor Donald Trump, remain in place. But enforcement of the curbs has been lax. Iran's oil exports have increased from under 500,000 barrels a day in 2020 to nearly 1.5 million barrels a day, according to Vortexa data. The $62 billion of oil and gas revenue the IEA estimates that the country generated in 2022 gives Tehran extra firepower to finance its proxies in the "Axis of Resistance" around the Middle East – including the Houthis.

Ahead of a U.S. presidential election in which petrol prices will play a role, Biden will be loath to risk raising costs for American drivers by squeezing Iranian exports. But pressure from opposition Republican politicians might force his hand. The U.S. has already launched airstrikes against the Houthis and Iranian proxies in Syria and Iraq, after attacks Washington claims were responsible for the deaths of three U.S. servicemen. Tensions between the U.S. and Iran could escalate further. As ever, Saudi Arabia has a decisive role to play. MbS may see the logic of aiding Biden by helping to control the oil price. Yet the kingdom's de facto leader has had his differences with the U.S. president. He may prefer a return of Trump, who took a milder line on controversies like the killing of journalist Jamal Khashoggi by Saudi agents in 2018.Even if Saudi does help, it cannot guarantee a calm Middle East. Tehran, which despite recent Chinese-brokered talks is perpetually at odds with Riyadh, might be enraged if stricter U.S. sanctions blocked it from Asian markets.

In 2019, rocket attacks on Saudi's key refinery at Abqaiq briefly knocked out around 50% of the kingdom's oil supply. Iran denied involvement, but the strikes occurred the last time its oil was tightly sanctioned.

The biggest risk is that Iran plays its trump card and blocks the Strait of Hormuz, the narrow stretch of water that lies between the Arabian Gulf and the Gulf of Oman, which is the conduit for around 21 million barrels of daily oil, over a fifth of world consumption. That would imperil around four times the amount of supply initially feared to be at risk from Russian sanctions in 2022. And it would almost certainly push prices far above $100 a barrel. Such an extreme outcome is unlikely. Indeed, matters could equally take a more positive turn. Israel and leading Western states are currently engaged in protracted talks about a ceasefire in Gaza, mediated by Qatar. If successful, Hamas would progressively release over 100 Israeli hostages, in return for a cessation to hostilities likely to last months. After that, Israeli Prime Minister Benjamin Netanyahu would probably come under pressure from both Western and Arab leaders not to restart the war. A more permanent truce could prompt Saudi Arabia and allies to formally recognise Israel as a state – key to easing tensions in the region. Still, these talks aren't certain to succeed. And towards the end of January investors started to markedly increase the proportion of bets made on oil prices rising rather than falling via the futures market. The current surprising calm may precede a storm.

Source: Reuters (Editing by Peter Thal Larsen and Oliver Tasli

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DEME haalt grootste bekabelingsopdracht ooit binnen in Nederland

Bart Meyvis

DEME heeft twee contracten in Nederland binnengehaald van in totaal 300 miljoen euro, in samenwerking met de globale kabelspecialist uit Milaan Prysmian. Voor DEME is dit de meest omvangrijke bekabelingsopdracht in zijn geschiedenis.

DEME zal instaan voor zowel de installatie en het aan land brengen van de kabels, het plaatsen van rotsen, de baggerwerken en de maritieme infrastructuurwerken. Ook tekent het bedrijf voor het ontwerp en de installatie van twee 12 km lange 525 kV HVDC-kabelsystemen in het Veerse Meer en een 126 km lang 525 kV HVDC-kabelsysteem offshore.

De twee projecten zullen duurzame energie van windparken op zee via het Veerse Meer naar Borssele transporteren. DEME neemt de voorbereidende en ondersteunende werken van 'IJmuiden Ver Alpha' – waaronder tracévoorbereiding, surveys, aanlandingen en steenstortwerken – voor zijn rekening. Daarnaast doet het bedrijf ook de pre-sweeping en steenstortwerken voor het Nederwiek 1-project.

Voor het project zal DEME verschillende schepen uit zijn vloot inzetten, waaronder kabelinstallatieschepen, hopperzuigers en een valpijpschip. Het project betreft tenslotte

ook nog strandwerken en kofferdamstructuren op de aanlandingsplaatsen van de kabels. De werkzaamheden zullen vanaf 2025 gefaseerd van start gaan.

2029 operationeel

'IJmuiden Ver Alpha' en 'Nederwiek 1' zijn offshore-netkoppelingssystemen die worden beheerd door het Nederlandse energiebedrijf TenneT en die twee toekomstige offshorewindparken in de Nederlandse Noordzee zullen verbinden met de provincie Zeeland in het zuidwesten van Nederland. De eerste verbinding zal in 2029 operationeel zijn en de tweede in 2030.

"We zijn er trots dat we kunnen samenwerken met Prysmian voor dit baanbrekende project in Nederland, dat uiteindelijk 4 GW aan schone energie zal opleveren", zegt Philip Scheers, businessunitdirector bij DEME Offshore. "Dit multidisciplinaire project toont de voordelen van een samenwerking met DEME. Dankzij onze expertise in kabelinstallatie, baggeren, steenstorting en maritieme infrastructuurwerken kunnen we onze klanten een efficiënte, geïntegreerde oplossing aanbieden. Onze moderne en veelzijdige vloot is ook uiterst geschikt voor een dergelijk complex project. We kunnen kabelinstallatieschepen, hopperzuigers en valpijpschepen leveren, die allemaal worden bediend door onze eigen hoogopgeleide en ervaren bemanningen."

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Outlaws of the Atlantic (III)

Henry Pitman, "Fugitive Traitor"

Henry Pitman came from a prosperous Quaker family in Yeovil, Somersetshire, England, and was not therefore a typical participant in Monmouth's Rebellion of 1685. He was a physician and a member of the lesser gentry in an army made up almost entirely of the common sort, especially cloth workers, craftsmen, and agricultural laborers. People like Henry had kept their distance from uprisings, but Somerset itself, from which Monmouth drew most of his soldiers, had long been "the nursery of rebellion." It had a strong and variegated tradition of self-organization and struggle from below, encompassing commoners who fought to retain their rights to the marshes, "Clubmen" who opposed both Cavalier and Roundhead in the English Revolution, and cloth workers who did not hesitate to riot in the face of increasing immiseration. It was also a place of radical nonconformity (with sizable concentrations of Baptists and Quakers), republican conspiracy, and the persistence of "the good old cause," code words for the English Revolution, to which Henry was an heir.

Henry also looks atypical when considered alongside the millions of servants, slaves, convicts, and sailors whose experiences are central to this book. He was a learned and literate man of privilege, but one who, because of the vicissitudes of war, found himself an astonished member of the Atlantic proletariat. As such he faced many of the "great sufferings" and "strange adventures" of other coerced workers, in his own time and after. Henry's account shows how the escape from bondage worked as a practical process, allowing us to see what kinds of knowledge and social relationships made it possible. It also suggests that escape is a rather different, and historically more important, kind of resistance than usually thought.

This point holds true even for the most highly developed historiography of escape to be found anywhere in the scholarly world: I refer to the extensive writing about running away

from slavery in North America and the Caribbean in the seventeenth, eighteenth, and nineteenth centuries. In this rich, well-mined vein we find analyses of escape in relation to a plethora of variables: skill, acculturation, seasonality, geography, other forms of resistance. We have studies of petit marronage (temporary escape from slavery) and grand marronage (permanent escape). We have what the distinguished Caribbeanist N. A. T. Hall called "maritime marronage," of which Henry Pitman's escape is an example. But we have few examples of how it actually worked, concretely and in human terms, as a process.

With all this in mind let us turn to the Monmouth rebel and his Atlantic adventure. His is a picaresque story of slavery and no less a story of self-emancipation from slavery. It is a story of violence, misery, and death, and it is equally a story of courage, strength, and luck (which is sometimes called providence). It is fundamentally a story of knowledge—technical knowledge, natural knowledge, and social knowledge. It might in the end tell us something about myths we have long told—and continue to tell—ourselves.

Capture

Henry came to misfortune by an odd combination of curiosity, compassion, and chance. Having recently returned from a voyage to Italy and happening to visit relatives in Sandford, Somersetshire, just as the Duke of Monmouth landed at Lyme Regis to launch his uprising, Henry decided to "to go and see whether his strength and number were answerable to what the common rumour had spread abroad." He rode with family members to Taunton to satisfy his curiosity and promptly got himself caught between warring armies, Monmouth's rebels on the one side, Oxford's royalists on the other. He retreated to the former, among whom he met friends who asked him "to stay and take care of the sick and wounded men." Before long, "pity and compassion on my fellow creatures, more especially being my brethren in Christianity, obliged me to stay and perform the duty of my calling among them, and to assist my brother chirurgeons towards the relief of those that otherwise, must have languished in misery." Henry also treated the captured soldiers of the king, and he never actually took up arms in the cause, but his feelings of solidarity—with his fellow surgeons, fellow Christians, and fellow creatures (the last of these being a marker of radicalism from the 1640s and 1650s)—allied him with insurrection and ultimately treason. After the rout of Monmouth's forces at Sedgmoor on July 6, 1685, many of the rebel soldiers were hanged immediately. Henry tried to escape, was captured, robbed ("pockets rifled" and "my coat taken off my back"), and committed, with about four hundred others, to Ilchester gaol. He lay among the wounded, the gashed, and the bone-shattered in a filthy, overcrowded jail, where dozens would die of fever and smallpox. Henry survived.

Conviction and Exile

The bloodbath had only just begun. Soon came the "Bloody Assizes," presided over by the infamous hanging judge Lord Chief Justice George Jeffreys, whose natural violent irritability was at the moment made worse by kidney stones. The agents of King James visited the jails and prisons bulging with 1,300 men, promising grace and mercy in exchange for admissions of guilt. Many refused to play the game, whereupon twenty-eight were selected for trial at Dorchester, condemned, and "a warrant signed for their execution the same afternoon." After these hangings, most of the rest were sufficiently terrorized to plead guilty in hope of saving their lives. Most of those who did were quickly convicted and ordered "to be hanged, drawn, and quartered," but opposition arose from an unexpected quarter: the hangmen protested that they could not carry out the number of executions being asked of them. (Their work standard was a dozen a day.) Another 230 prisoners were eventually executed, some of them making "no shew of repentance . . . but justified their treason and gloried in it." Bodies were disemboweled, heads severed, remains tarred

and put on public display in what would be England's largest mass hangings since the 1550s. Henry's luck was stubborn: "The rest of us," he wrote, "were ordered to be transported to the Caribbee Islands." For him as for 850 other prisoners, the living death of slavery would be substituted for the literal death of hanging.

Henry, his brother William, and about a hundred other prisoners were given by the authorities to Catholic merchants, who immediately entered into negotiations with Henry's family for ransom. Fearing that Henry would not be released even if the money was paid, the family members hesitated, but relented when threatened that the brothers would be singled out for especially harsh treatment if they did not pay the required 120 pounds. Meanwhile, Henry was moved from Wells to Weymouth, where he and his "companions" (as he called them) were herded onto the Betty, a London ship now bound for Barbados. The five-week passage was "very sickly." Nine of the prisoners died and were buried in the sea. Those who survived would be linked in ways that were not yet clear to them. Henry's luck survived the transatlantic voyage to a strange land.

Slavery

Henry introduced his experience in Barbados by copying into his narrative the legislation passed by the colonial assembly in January 1686, just as he arrived, for the governing of political prisoners and transported felons such as himself. Fate had sent him to England's richest colony, a plantation society built on the gruesome exploitation of indentured servants and slaves who produced sugar for the world market. These workers, as one visitor noted, "perform their dreadful tasks and then expire," and indeed the death rate for workers black and white was high. Insatiable for labour power, the planters of Barbados were grateful to get Monmouth's rebels.

The act of 1686 begins by denouncing the "monstrous villainy" of the traitors, who sought to turn the king's dominions into "theatres of blood and misery." Many "convict rebels" were justly hanged, the law announced, while others were sent, through his majesty's "unparalleled grace and clemency," to the colonies to serve ten-year terms of servitude. Henry observed sourly, "And thus we may see the buying and selling of Free-men into slavery, was beginning again to be renewed among Christians, as if that Heathenish Custom had been a necessary dependence on arbitrary power."

The law spelled out exactly how the ruling class of Barbados thought Henry and his ilk would try to escape. They knew that some would try "to redeem themselves with money," and some would attempt to intermarry with free women on the island. They knew that some would feign death and try to get away in disguise, others would flee the island using "False Tickets under wrong names," still others would get shipmasters or anyone else they could to help them abscond. Some would get small craft and attempt to emancipate themselves by sailing away to freedom. (Some, the legislators knew, would die trying.) The legislation therefore preemptively forbade manumission through self-purchase or intermarriage, created a registry to keep track of the convicts, established a bevy of fines and imprisonments for any who assisted escape, regulated the use of all small vessels, and prescribed punishment for those who tried to run away: "Thirty-nine lashes on his bare body, on some public day, in the next Market town to his Master's place of abode: and, on another market day in the same town, to be set in the pillory, by the space of one hour; and be burnt in the forehead with the letters f.t. signifying Fugitive Traitor, so as the letters may plainly appear in his forehead." Henry considered this to be "an unchristian and inhuman Act." It reflected the class struggle over the mobility of bonded laborers.

Exploitation

Despite the promises made to Henry's family by the merchants in England, Henry and his brother were sold to Robert Bishop, who showed "great unkindness," quashing all the petitions and entreaties for the freedom their family had paid for, refusing to give the servants proper clothes, and allowing them but a "very mean" diet, one that made Henry sick of "a violent flux." Henry tried to play upon his class background and professional skill in negotiating with his master: he "humbly recommended to his consideration my Profession and practice, which I hoped would render me deserving of better accommodation than was usually allowed to other Servants." His hopes were inappropriate to his new class condition and Bishop frankly told him so. Wounded, Henry declared, "I would choose rather to work in the field with the Negroes than to dishonour my Profession by serving him as Physician and Surgeon, and to accept the same entertainment as common Servants." Bishop flew into a rage, beat Henry with his cane until it splintered, then clapped him in the stocks "exposed to the scorching heat of the sun" for twelve hours.

Over the next fifteen months Henry experienced more cruel treatment by Robert Bishop, but soon the master fell into debt and Henry was sent back to the merchants who had originally sold him. The humiliation was complete: he was now "goods unsold." Tired of waiting for a pardon, angry about the endless abuse, and saddened by the recent death of his brother, Henry "resolved to attempt the making of my escape off the island." He would risk "a burnt forehead and a sore back," a branding and a whipping, but as it happened he was risking even more. As he later discovered, the planters of Barbados, once they learned of the collective escape, "were resolved, as they said, that I should be hanged!" The gallows would cast its shadow over Henry's adventure from beginning to end.

Planning

Henry mulled over various strategies of escape; all of them were dangerous. The one he chose entailed securing a small boat, organizing a group of fellow conspirators, gathering supplies, and slipping away in the middle of the night for the island of Curaçao, a voyage of six hundred miles, with the northeast trade winds at his back. (He chose a Dutch colony because he assumed that the officials of an English colonial government would capture and return him to Barbados immediately.) His relatives in England had facilitated the escape (perhaps unwittingly) by sending goods on consignment to a friend on the island who in turn sold them and gave the proceeds to Henry. Having money was a critical advantage, but it meant little without a series of alliances on which the whole endeavour would depend.

Henry began by working with a man named John Nuthall, who was not a prisoner, nor even a servant, but rather a free man, a wood carver in "mean circumstances": he had fallen into debt and wanted to leave the island, but he had no means to do so. Henry engaged Nuthall in a pact of secrecy and asked him to acquire the vessel for their common escape, in exchange for which he promised money, free passage, and eventually the boat itself once they had reached their destination. Henry gave him twelve pounds to buy the boat of "a Guiney man" lying at anchor in the harbor. This Nuthall did, but as soon as he registered the vessel (as required by the law) he aroused the suspicion of the authorities, who wondered where such a poor man got the money and how he intended to use the boat. Fearful that the magistrates might seize the boat, Henry got Nuthall to sink it offshore and lie low to allow suspicions to subside.

Henry now turned his attention to a second alliance. He brought into the plot two other transported felons who were political prisoners, Thomas Austin and John Whicker, the latter of whom had voyaged with him on the Betty from Weymouth to Barbados. These two gladly contributed what little money they had to the design. Whicker, a joiner, would be especially important to their voyage in a wooden vessel. Meanwhile, Henry continued to play the lead role in organizing the escape, since he had, in his employ, "more time and liberty" than

Austin and Whicker. He and Nuthall met nightly on the waterfront at "some convenient place remote from town."

The next task was to gather supplies for the voyage. Henry compiled a detailed list of necessaries "so nothing might be forgotten": "A hundredweight of bread, a convenient quantity of cheese, a cask of water, some few bottles of Canary and Madeira wine and beer; these being for the support of Nature: and then for use, a compass, quadrant, chart, half-hour glass, half-minute glass, log and line, large tarpaulin, a hatchet, hammer, saw and nails, some spare boards, a lantern and candles." These he stored first at a friend's house near the waterside, then at the warehouse tended by Whicker close to their intended point of departure. Henry's preparations were thorough and careful.

In his third act of alliance Henry expanded the conspiracy further, bringing in another debtor, Thomas Waker, and four more fellow "convict rebels": Jeremiah Atkins (a husbandman from Taunton), Peter Bagwell (a thirty-three-year-old farmer from Colyton), John Cooke (from Chard), and William Woodcock (a nineteen-year-old cloth worker, a comber, imprisoned at Taunton). Bagwell and Cooke had been shipmates with Henry and John Whicker aboard the Betty. Old solidarities served a new design.

Henry found the right moment to escape when the governor of Nevis visited Barbados, whose own governor put on "a noble entertainment," parading the town's militia in arms, with "revelling, drinking, and feasting to excess." Henry sent out word to his comrades to meet, with whatever arms they could gather, by the wharf during this time of "drowsy security and carelessness." Meanwhile Nuthall arranged for "two lusty blacks" to refloat the boat and bring it to the point of embarkation, where, at 11:00 p.m. on the night of May 9, 1687, the men met to load their "necessaries of life." Their grand plan was unexpectedly interrupted when several watchmen strolled by, causing panic and flight, but they did not notice the boat and continued their rounds. Henry in particular was so terrified as to be "altogether unwilling to make a second attempt" until he remembered those "whom I had engaged in so much danger." Thomas Austin, fearful "of being cast away," refused in the end to make the voyage. At midnight eight men rowed softly—and closely—by the fort and a man-of-war anchored in the harbor. Their small craft began to fill with water, but they could not bail for fear of "making a noise to alarm our enemies." They made their escape to freedom in an unlikely vessel—a leaky old boat from a slave ship.

At Sea

Once they got clear of their enemies, they fell to work, emptying the boat of water, raising their mast, hoisting their sail, and setting their course southwest toward Grenada. The boat continued to leak despite their efforts to plug the gaping seams with tallowed linen and rags; someone had to be kept bailing "continually, day and night, . . . our whole voyage." Henry was at the helm "to guide and govern the boat," as he was the only one among the eight who knew navigation. Meanwhile, most of the rest of the crew were hanging over sides of the vessel, seasick. They began to grumble, "to wish themselves at Barbadoes again." Henry explained that there was no going back. This was literally true; the winds made it impossible. The following morning, when they were almost out of the sight of the island, "we began," according to Henry, "to be cheered up with the thoughts of our liberty, and the hopes of our safe arrival at our desired port."

The high spirits did not last, for that night crisis struck. A brisk gale arose, damaging the rudder, which split, suddenly forcing them to lower sail and use an oar "to keep our boat before the sea." John Whicker, the joiner, sprang into action, mending the helm by nailing two boards to it. "That done," Henry wrote, "we went cheerily on again."

Over the next few days the escape was aided by good weather but plagued by Henry's inability to take a true observation by his quadrant "because of the uneven motion of the

sea, and the nearness of the sun to the zenith." He therefore steered a course from island to island, from Grenada to Los Testigos, to Margarita, where on the fifth day of the voyage, the men grew tired of their putrid water and wanted to go ashore for a fresh supply. Henry resisted the idea because he feared the "savage cannibals" they might encounter. But once they got to the north side of the island, which seemed to be free of the "inhuman man-eaters," Henry relented. They brought the boat to shore, got water, and soon directed their course for Saltatudos, or Salt Tortuga.

Late in the day (May 15) the wind stiffened "and a white ring encircled the moon," an omen of bad weather. Soon "a dreadful storm arose, which made us despair of ever seeing the morning sun. And now the sea began to foam, and to turn its smooth surface into mountains and vales." The boat "was tossed and tumbled from one side to the other"; it was "violently hurried and driven away by the fury of the wind and the sea." The men once again began to wish themselves back in Barbados or even on the island with the "savage cannibals" rather than face this "approaching ruin." At this point, Henry recalled, divine providence intervened. They heard "an unexpected voice," someone holloaing at them from a great distance. The violence of the winds and the furies of the raging waves ceased. With God's help, Henry thought, they had survived.

The next morning Margarita Island lay before them. They intended to go ashore to refresh themselves after the storm, to search for water, and to repair the leaks in the boat, whose timbers had been loosened by the pounding seas. They "stood in directly for shore, thinking it a convenient place to land," but then saw a canoe heading from the shore directly toward them. They reached immediately for their arms, blunderbusses and muskets, only to discover that they had left their bag of shot on the wharf as they escaped Barbados. So they loaded their barrels with pieces of glass and prepared for engagement. When they saw that the men in the canoe bearing down on them paddled like Indians, they decided to make haste and try to get away from them.

Pirates

The canoe kept gaining as Henry and his companions watched anxiously, ready to fire. Soon the approaching men "waved their hats and hailed us," by which gesture it was clear that they were not Indians, who did not wear hats. They seemed to be "white men." "We enquired," wrote Henry, "What they were?" They replied, "Englishman in distress, &c., and waited for an opportunity to go off the island." The men in the boat were no doubt relieved, but perhaps they should not have been. It turned out that the canoe men were something rather more than marooned Englishmen. They were pirates, all twenty-six of them on the island. Formerly part of a multi-ethnic crew with Captain Yanche, who marauded against the Spanish in the Caribbean, they had gone on a raid against Indians in Florida (to capture canoes), gotten separated from the rest, and come to Margarita in hopes of finding a vessel that would carry them back to an English port.

Henry and crew were, understandably, not exactly forthcoming about who they were and what they were doing. The pirates assumed they were debtors fleeing those to whom they owed money, as was common in the Caribbean at the time. Thomas Waker, who actually was a debtor, broke solidarity with his shipmates and sought to curry favour with the pirates by explaining that most of them were not debtors but rather rebels, thinking this would make the sea robbers more likely to take him over his shipmates. He miscalculated, badly. The pirates not only resented his treachery, they, according to Henry, "loved us the better, confessing they were rebels too," adding that "if the Duke of Monmouth had had 1,000 of them, they would soon have put to flight the King's army." Their affinity discovered, the pirates took the bedraggled men ashore and gave them fresh water and food and a chance to rest and recover from their hard voyage.

Later, when the escapees explained their intention to sail on to Curaçao, the pirates, said Henry, "endeavoured to persuade us from it: alleging the insufficiency of our boat, and the dangers we were so lately exposed unto." The pirates wanted Henry and his men to go marauding with them on the Spanish Main. Most of the gang from Barbados were willing, but not Henry, who was apparently inclined to risk his neck at sea for freedom but not upon the gallows for piracy. He in turn persuaded the others not to go. Not to be outdone in the argument, the pirates promptly burned their boat, "supposing then that we would choose rather to go with them" rather than stay on the island, where they would risk attack by the Spanish or starvation before anyone arrived to pick them up. Henry was undeterred, but he was worried about survival. He therefore paid the pirates thirty pieces of eight to leave behind an Indian they had captured in Florida. He would feed those who remained—the eight escapees and or pirates who decided to stay behind—with his ability to catch fish.

Maroon

The privateers (a legal-sounding name for pirates) "had no sooner left us, but we found ourselves, of necessity, obliged to seek out for provisions." This was the new material reality for Henry and the others, who were now officially marooned. When he was narrating this part of his story, Henry's voice suddenly changed: he became something of a natural historian, describing in detail the island he had come by accident to inhabit—how it got its name, its geology and topography, and most crucially its resources, especially the salt deposits and how they were formed, and its animal and plant life. Henry knew that such descriptions were popular parts of the travel literature of his day. In any case, this was making the most of necessity: Henry and his fellow maroons had to figure how to feed themselves in this strange land. This required new kinds of knowledge and new forms of cooperation. There was an "art"—and a history—of marooning. Henry and his mates were suddenly, and literally, commoners. They had to wrest sustenance from an island commons with an unfamiliar ecology.

In the first foray for food the escapees were "led by the example of those four privateers that stayed behind." These men had already lived on the island for a while, but more important, they had other kinds of knowledge that would prove invaluable, for buccaneers had long lived as hunting and gathering maroons, sometimes by choice, to escape various Caribbean authorities, and sometimes by necessity, as had happened to all of the men on Margarita. The crew immediately began "to turn turtle," that is, search during the night-time hours for the amphibious creatures and flip them over on their backs, where they would remain until the hunters returned the following day to kill and eat them. Cooking was done in the old buccaneer manner, barbecuing the turtle meat on wooden spits (boucans, used to cook slaughtered wild cattle, whence the name buccaneer). Any meat left over would be cut into long strips, salted, dried in the sun, and saved as their "winter store," as the buccaneers had long done. Henry called turtle flesh "very delightsome and pleasant to the taste, much resembling veal." The men also collected turtle eggs, their season fortunately being April, May, and June, beating the yolks in calabashes with salt before frying them, pancake-style, in tortoise fat.

A second major source of food lay in the fishing skill of the Native American whom Henry had retained. He "was so dextrous that with his bow and arrow, he would shoot a small fish at a great distance." He also caught crawfish and shellfish (whelks), which made for a welcome change of diet. This too reflected longstanding buccaneer tradition. West Indian freebooters had for decades worked out alliances with the multi-ethnic Miskito Indians from the coast of Nicaragua. The buccaneers would provide military assistance in the Miskito struggle against the Spanish; the Miskito would provide skilled fishermen who would sail with the buccaneers and provide food for them. Knowledge of the local ecology was prized.

The next major task, since hurricane season was coming on, was "building houses to defend us from the stormy weather." They built simple structures and covered them with coarse grass that grew by the seaside. Their household goods consisted of two or three earthen jars left by the pirates, calabashes, and shells. The maroons spent much time in their "little huts or houses, . . . sometimes reading or writing." They were slowly making the island their own.

Henry turned his medical and scientific reading to new account on the island, searching out "vegetable productions" that would prove to be "of great service to us." He found a plant he called a "Turks' Head" that had a small nut that tasted like a strawberry, and another called the curatoe (agave) that had a variety of uses: its juice could be used as soap; its fibres made good thread; its leaves could be boiled to produce a "balsam [poultice] for wounds." The body of the plant, when heated and placed in a hole in the sand for five or six days, produced "a most pleasant and spirituous alcoholic liquor," which tasted like "the syrup of baked pears." Another pleasure was smoking a plant called "Wild Sage" in "a crab's claw." Despite Henry's inventiveness, however, island life remained "desolate and disconsolate."

Homecoming

After four months on the island, the maroons at last spied two vessels, a sloop and a man-of-war sailing toward them. Both were full of pirates. The captain of the warship learned from the four pirates on the island that one of their number was a doctor and sent for him. Henry was welcomed aboard the ship with trumpets, greeted by the captain and ship's doctor, and taken into the great cabin, where he was wined, fed, and given gifts. The conversation touched on the defeat of the Duke of Monmouth, which the pirates "seemed to deplore." They too were rebels against the English state.

Henry had found compatriots on the western side of the Atlantic in the battle that had cost him his freedom in the first place.

Henry requested that he and his mates be taken to a port where they might find a ship bound for England, but the pirate captain informed him that the matter would have to be voted on by the crew, who met, debated, and decided to allow only Henry to sail with them, because they did not want to share the "rich prize" they had apparently just taken with the newcomers (which was their established practice). They did, however, entertain and give abundant provisions to the men on the island. Two days later, on May 25, 1687, they sailed away, Henry feeling "not a little grieved at my departure."

They sailed north, between Puerto Rico and Hispaniola, where they captured a ketch sailing from New York to Providence in the Bahamas, a place that had recently been resettled after a Spanish attack. Seafaring people, many of them formerly pirates, had erected a "little commonwealth," which was "under the Protection of no Prince." They built a small fort, made and enacted their own laws, and selected an Independent, "a very sober man," as their governor. The pirates were warmly received and liked the place so much that they ran their ship aground and burnt her, "giving the guns to the inhabitants to fortify the island."

In two weeks Henry continued on with the crew of the ketch for Carolina and eventually to New York. There he met someone he knew in Barbados (who "would not discover me") who relayed the stories of how the runaways had been pursued by their masters, how colonial authorities throughout the Caribbean had been alerted of the escape, how promises of severe punishment had been made should they ever be returned, how rumours ran wild about their adventures, and how, in the end, it was "concluded that we had perished in the sea." From New York, Henry recrossed the Atlantic to Amsterdam, from there to the Isle of Wight, from there to Southampton, and eventually to his family, who

greeted him "as one risen from the dead." Henry's final words were praise to God for preserving him against "all dangers and times of trial." These last he wrote "From my lodging, at the sign of the Ship, in Paul's Churchyard, London. June the 10th, 1689."

Conclusion

In the end Henry Pitman was typical of countless other rebels who in the seventeenth and eighteenth centuries found themselves flung to the edges of the Atlantic in the aftermath of a failed rebellion. Whenever authorities repressed a riot by an urban mob, a strike by workers, a mutiny by soldiers or sailors, or a revolt by servants or slaves, they often hanged a few of the rebels and sent a larger number into a miniature diaspora—such was the experience of defeat. What was unusual in Henry's case is that by the time he returned to England, those who had exiled him, the government of James II, had themselves been overthrown in the "Glorious Revolution" of 1688, by which means Henry the "convict rebel" suddenly became a heroic martyr of Protestant resistance to the "Arbitrary Power" of the dreaded papists. This change of political power is precisely what made the publication of Henry's narrative possible.

As we have seen, many kinds of knowledge—technical, natural, and social—were necessary to his escape. First among these was navigation, without which the eight men could never have imagined trying to escape by sea to a destination six hundred miles away. Henry gathered a compass, a quadrant, a chart, a half-hour glass, a half-minute glass, and log and line for getting bearings and plotting his course. Henry did not say where he learned navigation, but it was almost certainly during a stint in the Royal Navy, a common career choice for young physicians in his day. He was not the only Monmouth rebel with valuable maritime experience. Indeed we know from accounts of other escapes made by the Monmouth rebels that seafaring skill was central to the design. A planter named Jeaffreson of Nevis wrote that he and other plantation owners had trouble keeping their new bonded laborers "who could jump on the first ship they found, find work, and sail away." The knowledge of medicine and of carpentry (Whicker) also came in handy.

Related to technical knowledge was a necessary multifaceted knowledge of nature, which of course navigation itself demanded—of winds, tides, latitude (accurate ways to plot longitude had not been developed), and geography. Some of this was a matter of formal education, some of it a matter of experience. Henry knew the wind patterns of the southern Caribbean, he knew the locations of the various islands. He knew political geography—where English, Dutch, and Spanish colonies were located—and he knew economic geography, the patterns of ships as they engaged in the salt trade, for example. Equally important was the knowledge of nature once he and his mates were marooned on the island of Margarita, and here it is doubtful that they would have survived if not for the pirates who shared with them the buccaneer's knowledge of marooning amid the Caribbean ecology, and if not for the Native American whose fishing skill fed them. These were the Calibans to Henry's Prospero, to use Shakespeare's example of how the lowly fed and sustained one of higher station.

Neither the technical nor the natural knowledge would have been sufficient without corresponding social knowledge—how to cooperate, how to make alliances. From the beginning Henry knew that his escape would depend on a broad and various lot of people, but even he could not have known just what a big and motley crew they would be: the indebted woodcarver John Nuthall; his fellow political prisoners and transported felons; two enslaved Africans; three shiploads of pirates; a Florida Indian; fellow maroons; and numerous crews of sailors who carried him hither and yon. The "shipmates" with whom he originally came over to the island, with whom he had suffered a deadly "middle passage" (and no doubt because of it developed strong bonds), were especially important as the core members of the conspiracy, but all of the above played essential roles. The pirates,

with their own hard-won wisdom about survival and traditions of self-organization, were particularly instrumental. The circulation of proletarian knowledge and experience, not to mention simple mutual aid, was perhaps the linchpin of Henry Pitman's successful escape.

In the end, Henry's bid for freedom required that he and his mates know how two modes of production actually, concretely worked. The first was the capitalist economy as it operated in the Caribbean and across the Atlantic—the workings of plantations and ships, colonies and imperial metropolis. The second was the communing no capitalist economy of the uninhabited islands of the Caribbean such as Margarita. He had to know the resources of the latter and be able to find the "necessaries of life" there, while he had to know the commodities, connections, and variety of workers of the former. The central lesson of Henry's case is this: no matter how the story may be told, his escape, like almost all others, was not only not individualistic, it was collective and in this instance triply so—collective in the planning and execution by a group; collective in its sharing of knowledge; and collective in its dependence on cooperation in the division of labor.

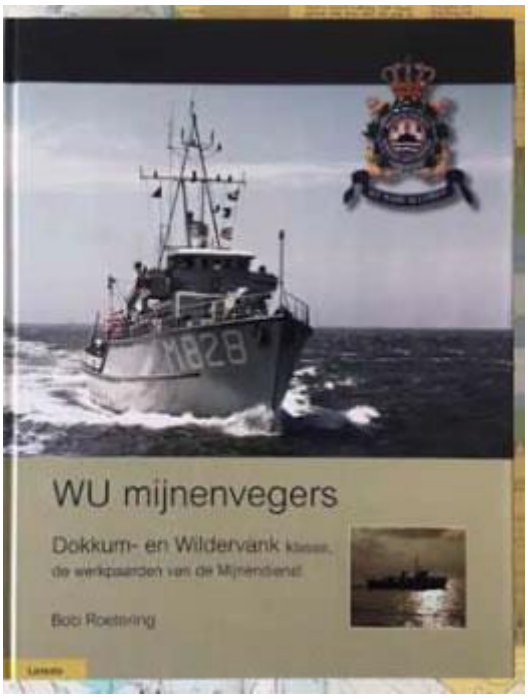
This conclusion takes on additional meaning if we compare Henry with Robinson Crusoe, the protagonist in Daniel Defoe's famous novel a generation later that would inspire a new generation of maritime novelists. The parallels between the real character and the fictional one are numerous: both were middling types who were enslaved and managed to escape in small open boats; both were subsequently marooned, in similar kinds of places, in similar geographic locations; both had minions, Henry his Indian, Robinson his Friday; both returned home to embrace the nation. None of this is accidental, as British historian Tim Severin has recently and convincingly shown. Although the marooned Scottish sailor Alexander Selkirk may have been the inspiration for Robinson Crusoe, Henry Pitman was the actual prototype, the literal model for the modern individualist hero. But notice what Defoe did in the translation of Henry's story: he makes Crusoe the solitary, independent individual, shorn of all natural ties, living outside society, involved only with nature.

Crusoe would in turn pass into the classical political economy of Adam Smith, David Ricardo, and others as homo economics, the progenitor and epitome of bourgeois individualism for the eighteenth century and after. This was, of course, as Karl Marx pointed out, an illusion and a deception, both of which were necessary to the mythology of capitalism. And here we find an odd parallel, for like Crusoe, the runaway slave, the person who dared to escape the peculiar institution to freedom, has been treated in the historiography of slave resistance as the individualist, over and against the collectivist who rose in insurrection. The story of Henry Pitman shows that both judgments, about Crusoe and about the escapee, are fundamentally wrong.

Inséré 02/07/24 BOEKEN LIVRES BOOKS Enlevé 02/08/24

"WU mijnenvegers'"

B O E K B E S P R E K I N G door : Frank NEYTS



Bij uitgeverij Walburg Pers/Lanasta verscheen zopas het buitengewoon interessante boek "**WU mijnenvegers. Dokkum- en Wildervank klasse, de werkpaarden van de Mijnendienst**".

Het boek werd geschreven door Bob Roetering. Veertig jaar lang zijn de schepen van de Dokkum- en Wildervank klasse, beter bekend als de WU's, in dienst geweest bij de Koninklijke Marine. In dit boek wordt de algehele levensloop van de klasse en die van de individuele eenheden uitvoerig behandeld. In de beschrijving van hun activiteiten worden regelmatig begrippen genoemd, die bij de insider nostalgische herinneringen oproepen, maar voor de minder ingevoerde lezer mogelijk vraagtekens oproepen. Deze begrippen worden uit de tekst gelicht en apart behandeld. Zo geeft het boek ook een uitgebreid tijdsbeeld van de Mijnendienst in de tweede helft van de twintigste eeuw.

Voor al wie interesse heeft voor de Koninklijke Marine, een aanrader!

"**WU mijnenvegers**" (ISBN 978-90-8616-240-6) telt 200 pagina's, werd als hardback uitgegeven. Het rijkelijk geïllustreerde boek kost 39.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522. Bestellen kan via de Walburg Pers website. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 0032(0)53.78.87.00, Fax 0032(0)53.78.26.91, www.boekenbank.be, E-mail: admin@agorabooks.com.

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Amendments to the Limitation of Liability Act Through the Years

Before dawn on Labor Day 2019, a scuba dive boat named the *Conception* was anchored

off the coast of Santa Cruz Island just 100 feet from shore. Its passengers were sleeping below deck after a day of diving when a fire broke out, engulfing the vessel. 34 of the 38 people on board perished. The loss of the *Conception*'s 33 passengers and 1 crew member marked the incident as one of the deadliest maritime disasters in U.S. history.

Though no cause of the fire has been officially stated, a confidential report referenced in a *NY Times* article linked it to a plastic trash can on the main deck. A report by the National Transportation Safety Board (NTSB) concluded that the failure to post a roving patrol on the vessel contributed to high fatalities. All crew members were asleep when the fire broke out—had a night watchman been patrolling the vessel (as codified by U.S. law for nearly 150 years), there would likely have been time to fight the fire and save the passengers below deck.

In the wake of this calamity, the owners of the vessel did what many shipowners do to mitigate their financial liability—they turned to a longstanding maritime law: the Limitation of Liability Act of 1851.

This Act, originally designed to promote the maritime industry by capping a shipowner's liability to the vessel's value after an incident, allowed the owners to file a limitation action in the U.S. District Court for the Central District of California. By invoking this Act, they aimed to limit their liability to the value of the vessel, which was, in this case, rendered to zero. This move, while legally permissible, sparked a heated debate and led to calls for changes in maritime law, particularly regarding the safety and accountability of small passenger vessels.

This culminated with the introduction of the Small Passenger Vessel Liability Fairness Act of 2021. After several iterations, the final language was included in H.R. 7776, which was enacted on December 23, 2022.

For just the third time in history, the Limitation of Liability Act was amended.

The Limitation of Liability Act now excludes small passenger vessels, which are defined as:

- Vessels of <100 gross tons carrying no more than 49 passengers on an overnight domestic voyage.
- Vessels of <100 gross tons carrying no more than 150 passengers on a standard domestic voyage.
- Wooden vessels built before March 11, 1996, carrying at least 1 passenger for hire.

Owners of these vessels are no longer allowed to limit their liability to the value of the vessel in the event of a maritime casualty. They are also prohibited from contractually limiting the time for notice of filing of personal injury or wrongful death claims, granting claimants two years to take legal action.

Once a Cornerstone of Maritime Law, the Act Has Outlived Its Purpose

The Limitation of Liability Act has been a cornerstone of maritime law in the United States for over 170 years. When it initially passed, its primary goal was to promote the growth of the maritime industry by protecting American shipowners from being held liable for factors outside their control.

The Act encouraged investment in shipbuilding and maritime ventures by allowing vessel owners to limit their financial risk and liability in cases where damages were incurred "without the privity or knowledge of the owner." This aspect of the Act was particularly significant because it distinguished between incidents caused by the shipowner's negligence and those out of their hands. At a time when unpredictable weather and piracy were significant threats to maritime commerce, the Limitation of Liability Act made sense.

Over the years, the Act has outlived its purpose.

And yet, it has only seen three major amendments.

The first amendment to the Limitation of Liability Act came in 1884, introducing two significant changes:

First, it allowed for the **apportionment of liability among multiple owners of a ship**, a vital update considering many vessels had several part-owners. This ensured fair distribution of financial responsibility in line with each owner's share in the vessel.

Second, the amendment notably **excluded seaman's wage claims** from the Act's limitation scope, safeguarding crew members' compensation rights. This change marked an important shift in maritime law, emphasizing the protection of seamen's interests and welfare.

The second amendment came in 1935, prompted by the aftermath of the SS *Morro Castle* disaster, which claimed 137 passengers and crew members when the cruise liner caught fire and ran aground while en route from Cuba to New York City on the morning of September 8, 1934. The owners of the *Morro Castle* petitioned the U.S. District Court for the Southern District of New York, attempting to limit liability to just $20,000 for all loss of life, personal injuries, and property damage related to the tragedy.

In response to public outcry against this injustice, Congress passed the Sirovich Laws, which amended the Act "for the purpose of protecting the interests of passengers over those of the shipowners." Another step in the right direction, the amendment mandated that a vessel owner establish a minimum liability fund based on the vessel's gross tonnage for personal injury or death claims, regardless of the vessel's actual value. This adjustment aimed to ensure more equitable compensation for victims and their families.

Additionally, the amendment introduced a six-month deadline for vessel owners to invoke the Act's protections, streamlining legal proceedings and providing a timelier resolution for claimants.

Now, the implementation of the Small Passenger Vessel Liability Fairness Act of 2021 is poised to have far-reaching implications, particularly for small passenger vessels operating in areas like the Mississippi River or the Gulf of Mexico. It also raises questions about how the amendment will interact with existing maritime laws and procedures, especially in complex situations involving multiple vessels.

The evolution of the Limitation of Liability Act reflects a changing landscape in maritime law, one that seeks to balance the interests of vessel owners and operators with greater accountability and protection for passengers and crew. Such changes are essential to maintaining the vibrancy and safety of the maritime industry.

###Arnold & Itkin is the nation's leading maritime law firm, representing injured seamen and offshore workers in maritime injury claims since 2004. The firm has set and broken records time and again to secure life-changing recoveries on behalf of the injured. Founding attorneys Kurt Arnold and Jason Itkin have long upheld an unwavering commitment to helping those who do not have the means or experience to help themselves. The firm has assisted crew members, passengers, and families after every major maritime disaster in the past 20 years and has won more than $15 billion in verdicts and settlements.