# Taiwanese Shipping Company Convicted for Discharging Oily Bilge Waste into the Waters of American Samoa

Koo's Shipping Company S.A ., a Taiwanese corporation, pleaded guilty in federal court to charges of making false statements, knowingly failing to fully and accurately maintain an oil record book as required by international treaty and United States law, and for knowingly discharging oily bilge waste into Pago Pago Harbor, American Samoa, without using proper pollution prevention equipment, announced Assistant Attorney General Ignacia S. Moreno and United States Attorney for the District of Columbia Ronald C. Machen Jr The plea took place before the Honorable Gladys Kessler in United States District Court for the District of Columbia.

The company was sentenced to pay a $750,000 criminal fine and pay $250,000 towards community service projects in American Samoa, and was placed on probation for three years. The community service payment will be split equally between the National Marine Sanctuary Foundation and the National Fish and Wildlife Foundation for environmental restoration and protection projects in American Samoa. "We will aggressively prosecute vessel companies who willfully violate the laws enacted to protect our oceans," said Assistant Attorney General Moreno, head of the Environment and Natural Resources Division for the Department of Justice. "Koo's is paying a just price for knowingly discharging oily waste into the ecologically sensitive harbor of Pago Pago. This penalty will help restore and protect the environment of American Samoa." "This million dollar penalty will deter others from illegally dumping oil into our oceans and harbors, while at the same time providing resources to clean up our environment," said United States Attorney Machen. "The sentence also requires Koo's to establish a comprehensive program to prevent future environmental violations. We hope that forward-looking companies will establish similar programs to protect our natural resources rather than face the threat of criminal prosecution and hefty fines." "I am extremely proud of the combined efforts of the United States and American Samoa governments, as well as our industry partners in Pago Pago, that resulted in the first conviction of illegal dumping in American Samoan waters," said Captain Joanna M. Nunan, Commander of the Coast Guard Sector in Honolulu. "The $1 million sentence, including $250,000 in coral reef restoration projects, sends the strong message that polluting our waters will not be tolerated." Koo's Shipping Company S.A. owned and operated a 4,491 gross ton 396 foot commercial ocean going ship named the **M/V Syota Maru** that carried frozen fish and fish products primarily in the Pacific Ocean and into American Samoa. On August 17, 2010, the United States Coast Guard Marine Safety Detachment in American Samoa conducted an inspection of the vessel in Pago Pago. The Coast Guard learned, from inspecting the engine room and interviewing crewmembers, that the crew had been discharging oily bilge waste directly into the ocean without using the required pollution prevention equipment. The Coast Guard inspection lasted several days, and on August 19, 2010 and August 26,

2010, the Coast Guard witnessed and learned that the crew was dumping oily bilge waste directly into Pago Pago Harbor without using proper pollution prevention equipment.

All discharges of oil or oily bilge waste from a vessel into the sea, even if illegal, are required to be recorded in the vessel's Oil Record Book. None of these discharges were recorded in the Oil Record Book for the **M/V Syota Maru.**

"The oceans must be protected from shipping companies that look to cut corners by illegally dumping oily waste," said Nick Torres, Special Agent in Charge of EPA's criminal enforcement program in American Samoa. "Laws are enacted to prevent the oceans from being used as dumping grounds. Today's action shows that shipping companies that violate those laws will be held fully accountable for their crimes. The resolution of this case is good news for the American Samoan people and their environment."

"Today's sentencing was both a success and benchmark, demonstrating the importance of continued joint efforts by federal law enforcement to enforce violations of U. S. and international maritime laws throughout the vast area of the South Pacific," said Joshua J. Masterson, Special Agent-in-Charge of Coast Guard Investigative Service-Pacific Region. "Considering the volume of commercial fishing companies operating in and around the various U. S. Pacific Islands, we are likely just scratching the surface."

The National Marine Sanctuary Foundation will receive $125,000 for the benefit of the Fagatele National Marine Sanctuary in American Samoa. The funds will be used for the abatement, cleanup, and remediation of pollution in the sanctuary; and restoration of injured resources, particularly including coral reefs. The National Fish and Wildlife Foundation will also receive $125,000 for the preservation and restoration of coral reefs in or near American Samoa.

"Where criminal activity does damage to natural resources, it is a matter of good public policy that penalties are returned to those resources to mitigate the damage caused and to further protect them," said Jason Patlis, President and CEO of the National Marine Sanctuary Foundation. "The National Fish and Wildlife Foundation is pleased to be a recipient of the community service funds resulting from this prosecution," said Tom Kelsch, Director of Conservation for the Foundation. "These funds will support vital conservation projects that will benefit coral reefs in and around American Samoa." During the period of probation, Koo's will be required to implement a comprehensive Environmental Compliance Plan (ECP) which will ensure that each of the ships owned or operated by Koo's complies with all maritime environmental requirements established under applicable international, flag state, and port state laws. The ECP establishes training programs for Koo's employees and a compliance manager who will be responsible for implementing the training program and making certain that Koo's complies with various audits and laws governing Koo's seagoing vessels. An independent monitor will report to the court about Koo's compliance with its obligations during the period of probation. This case was investigated by the United States Coast Guard and the United States Environmental Protection Agency. The case was prosecuted by Frederick W. Yette from the United States Attorney's Office for the District of Columbia and by Ken Nelson in the Environmental Crimes Section of the Environment and Natural Resources Division of the Department of Justice. **Source: US Department of Justice**

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# Call for change to SOLAS to supress piracy at sea

Prominent UK and US maritime lawyer and maritime author Dr John A.C. Cartner is calling on the International Maritime Organization (IMO) to enact changes to the Safety at Life at Sea Convention (SOLAS) to combat the continuing problem of piracy facing the global merchant fleet by allowing ships

to carry armed guards. Piracy is a growing phenomenon with 1,181 seafarers captured and eight killed in 2010.

According to Dr Cartner, managing member of Washington-based law firm Cartner & Fiske LLC, under SOLAS and other laws it is a ship master's doctrinal duty to protect the lives of those aboard his ship, but that he may not currently lawfully do this with private armed guards. As pirates endanger the lives of persons aboard ships, SOLAS should be amended under the tacit acceptance procedure of the Convention to give limited transactional immunity to the shipowner and master placing armed guards aboard their vessels to protect the lives of those aboard. The tacit acceptance procedure facilitates a quick and simple modification to keep pace with rapidly-evolving technology in shipping, but can also be used to deal with pirates.

Dr Cartner, who is himself an unrestricted master mariner who has commanded tankers and container vessels, says:

"A vote of IMO members can pass a change to SOLAS which would give limited transactional immunity to any person who in good faith injures a putative pirate to protect the lives aboard. This person would be immune from prosecution by any state party or civil suit in any jurisdiction by the injured or his personal representative if the injury occurs in an area declared by the IMO Secretary General to be one known to be frequented by pirates. The language would cover any party including owners, managers, operators, insurers, armed guards and their hiring entities, masters and officers and ratings."

He adds:

"I urge shipowners and other stakeholders to bring pressure to bear on IMO to enact these changes. It is an inexpensive and simple move for the IMO to make. Armed guards carried on ships will substantially suppress piracy. Whilst naval forces and their marines are immune from criminal prosecutions for their acts unless they step outside their perimeters of duties, armed private guards killing or injuring a pirate are currently committing a crime under flag state laws and the master is an accomplices or abettor to this crime. A contract cannot waive this criminal liability and an owner agreeing to a contract where armed guards kill a pirate is perhaps premeditating. Any case for self defence is argued before a court and not prior to the act. It is clear that naval forces face too huge a challenge to successfully defeat piracy singlehandedly and that the carriage of armed guards aboard merchant vessels is the only practical solution to this problem. The IMO's act would serve to immediately suppress piracy in those regions designated by the Secretary General as zones for concern. "

Source: Cartner & Fiske, LLC / Shipmasterlaw

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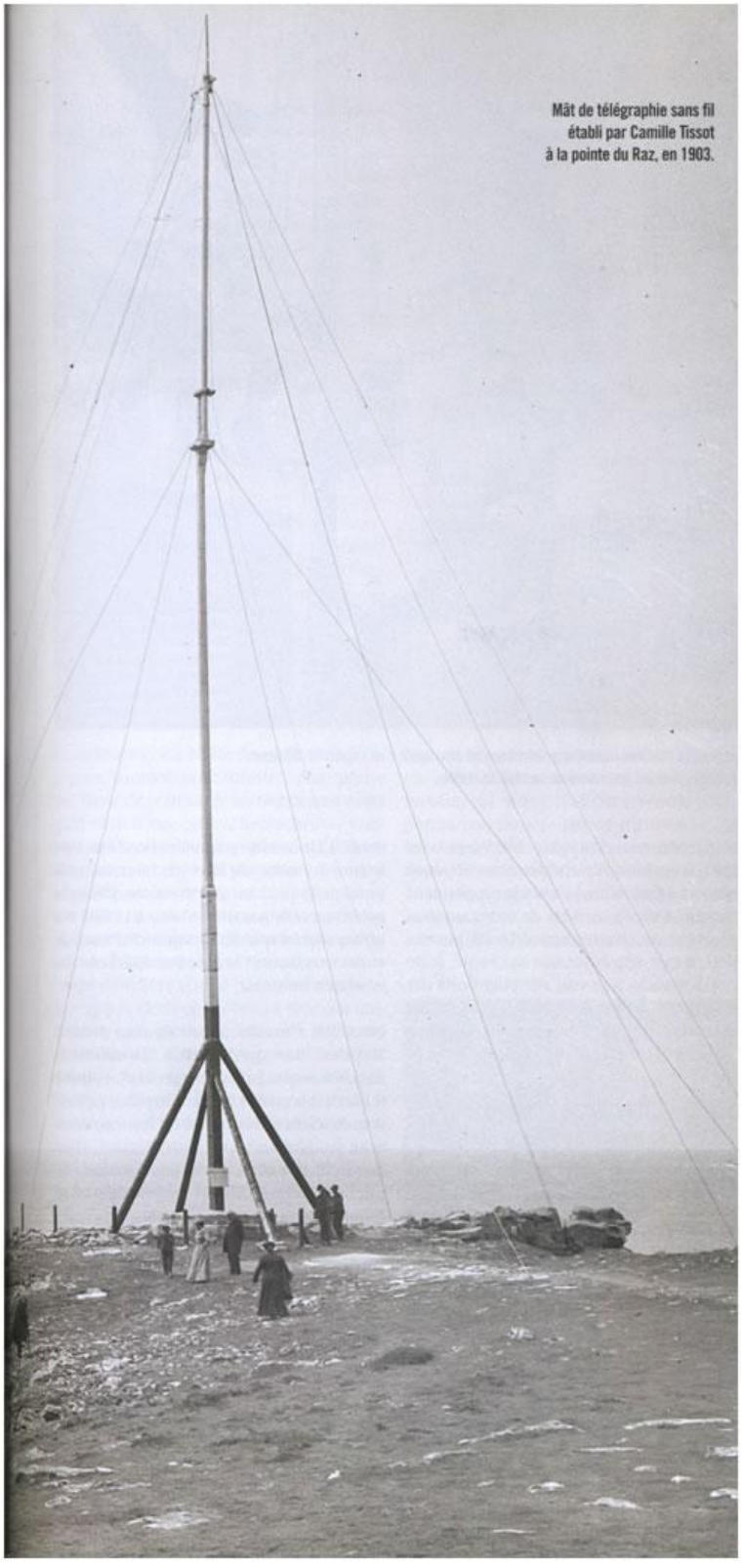
# Les premières liaisons sans fils

**Des premières liaisons radio françaises aux signaux horaires de la tour Eiffel, en passant par les premiers appareils radio de notre marine, la contribution du capitaine de frégate Camille Tissot (1868- 1917) à la télégraphie sans fil est considérable.**

Camille Tissot est né le 15 octobre 1868, dans une famille bourgeoise et protestante, enracinée à Saint-Pierre-Quilbignon, à la périphérie de Brest. Son père est lieutenant de vaisseau mécanicien et participe à l'avènement de la vapeur dans la Marine. À quarante-quatre ans, il épouse Adeline Alexandrine Gérardin. Un premier garçon voit le jour, mais il décède à l'âge de deux ans, quelques mois seulement après la naissance de Camille. Une tragédie pour les parents, qui reportent sur leur second fils toute leur affection, avant la naissance, en 1872, d'une petite Esther. En digne femme de marin, la mère est souvent seule pour élever sa nichée. "Si j'étais à ta place, reproche-t-elle à son mari en mars 1881, je ne penserais qu'à une chose : me reposer et vivre entièrement pour ma femme et mes enfants qui seraient bien heureux de jouir un peu de la présence de leur père et mari." Encouragé par son père, Camille entre à l'École navale à l'âge de seize ans. Après deux années d'apprentissage sur le Borda, au mouillage, il prend le large, d'abord dans le cadre des campagnes d'application de l'école, puis au gré de ses affectations. Quatre années durant, d'octobre 1886 à janvier 1891, il enchaîne les embarquements, avec juste une parenthèse de six mois pendant l'hiver 1889. Sa carrière de navigant sera pourtant de courte durée. Le 23 janvier 1891, il met définitivement sac à terre. Suite à sa demande, il se voit attribuer l'une des chaires de physique de l'École navale. De retour sur le Borda, il occupera ce poste jusqu'en 1912.



Mât de télégraphie sans fil établi par Camille Tissot à la pointe du Raz, en 1903.

### Un homme engagé "absolument décidé à ne pas s'embourgeoiser"

Décrit par son entourage comme un être chaleureux, Tissot est aussi un homme engagé aux convictions sociales fortes. En 1892, avec le philosophe Baptiste Jacob et un cercle d'amis officiers et professeurs, il monte un projet d'université populaire à Brest. Cette institution devra dispenser gratuitement des cours d'éduca-

tion politique, littéraire ou historique, aux ouvriers, voire au public féminin. Grand admirateur d'Ernest Renan, Tissot sera toute sa vie sensible aux idées féministes que lui a inculquées sa mère. L'Université populaire brestoise voit le jour à l'aube du XXe siècle et connaît immédiatement un grand succès. Déclarée apolitique, elle accueille aussi bien l'élite des universitaires que les ouvriers de l'arsenal, et devient bientôt le lieu de ralliement des syndicats brestois.

En 1894, Camille Tissot épouse Jeanne Stapffer, bien qu'il se dise "absolument décidé à ne pas [s]'embourgeoiser", comme il l'écrit à son ami Albert Turpain, professeur de sciences à la faculté de Poitiers. Pourtant, malgré son athéisme déclaré, il se convertit au catholicisme, à la demande de son beau-père. Parmi les invités de la noce figure Marcel Cachin, futur fondateur du Parti communiste français. Toujours aussi engagé, le jeune marié participe cette année-là, avec ses amis, à la fondation du Breton socialiste, un hebdomadaire dont la publication sera interrompue au bout de vingt-deux numéros — elle reprendra en 1900 avec une autre direction.

Ces activités politiques ne nuisent pas à la carrière de Tissot. En 1893, il réalise ses premières expériences. C'est sans doute à son

père, lui-même expérimentateur, qu'il doit sa curiosité pour les sciences nouvelles. Les premiers travaux qui le font remarquer portent sur l'étude d'un système de compas capable de fonctionner sans être influencé par la carapace d'acier qui forme la cuirasse des blockhaus (tourelles-canons des navires). Après quoi l'officier-professeur s'intéresse plus particulièrement aux oscillations électriques et à leur application dans le domaine maritime.

À l'époque, les escadres au mouillage sur rade ne parviennent pas à communiquer correctement dès que tombe la nuit et sont donc isolées. Les signaux émis, qui se font alors par système optique, sont soit trop invisibles soit trop indiscrets. À partir de 1894, Tissot essaie de résoudre ce problème par le biais de lumières polarisées. Celles-ci permettent l'émission de signaux qui ne seront perçus qu'au moyen de jumelles spéciales. Le chercheur va ainsi mettre au point un dispositif d'identification entre sous-marins et navires - celui-ci sera d'ailleurs utilisé par la Marine française durant la Grande Guerre.

Après avoir été élève de l'École navale, Camille Tissot va naviguer de manière intensive pendant quatre ans, avant d'enseigner la physique.
On le voit ci-dessus (de profil) à bord d'un bâtiment à voiles dont le pont est encombré de caisses de vivres.

La naissance, en 1896, de sa fille Camille Jeanne, surnommée "Totote", n'empêche pas Tissot de poursuivre ses recherches. Alors qu'il vient d'être promu lieutenant de vaisseau, il s'intéresse aux expériences d'Henrich Hertz. En 1889, ce physicien allemand a expérimenté concrètement la propagation des ondes, un phénomène que James Maxwell n'avait jusque-là démontré que par le calcul. À l'aide de son "résonateur" - un cercle de cuivre coupé par une vis micrométrique -, Hertz est parvenu à produire une étincelle qui a provoqué à distance une autre petite étincelle. Cette transmission dans l'air d'une

onde électromagnétique formée à partir d'étincelles constitue la base de la radiodiffusion. La TSF est en train de naître. À l'origine, ce sigle signifie "télégraphie sans fil", car les échanges vont se faire d'abord au moyen de signaux en morse transcrits sur des bandes de papier; on ne parlera de "téléphonie sans fil" que plus tard, quand la parole sera transmise par les ondes.

**Première liaison radio entre le Borda et le sémaphore du Parc-aux-Ducs**

Malgré le peu de moyens dont il dispose sur le Borda, Tissot commence en 1897 ses travaux sur la TSF. Il le fait en toute indépendance, sans se laisser influencer par les découvertes de ses contemporains. À l'époque, les recherches des physiciens sur ce sujet sont encore confidentielles. Oliver Lodge a conçu un récepteur télégraphique, Édouard Branly un radioconducteur réagissant aux ondes hertziennes, Aleksandr Popov un dispositif permettant de transmettre et de recevoir des signaux envoyés dans l'espace. De leur côté, Guglielmo Marconi, Eugène Ducretet et Camille Tissot, en perfectionnant ces outils, vont bientôt établir les premières transmissions radiotélégraphiques. Pédagogue et vulgarisateur, le professeur brestois invite ses élèves à participer à ses expérimentations - ce qui lui vaudra une caricature en ombre chinoise, que l'on peut admirer aujourd'hui encore à l'École navale.

Le carré des officiers du *Borda*, siège de l'École navale. Camille Tissot, de face, est le deuxième en partant de la gauche.

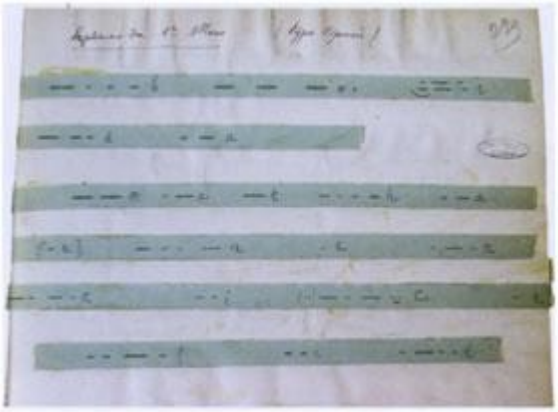
Tissot fabrique lui-même son matériel de TSF avec le soutien de Branly: "On construit des récepteurs montés à Brest à l'aide de pièces fournies par M. Verdin, constructeur à Paris, et de tubes radioconducteurs gracieusement mis à notre disposition par M. Branly." Le 3 août 1898, soit plus de trois mois avant la liaison historique réalisée par Ducretet entre le Panthéon et la tour Eiffel, Tissot établit la première liaison radio française en mer. La démonstration a lieu entre le Borda et le sémaphore du Parc-aux-Ducs, dont il est éloigné de 1 800 mètres. Le ministre de la Marine assiste à la démonstration et s'enthousiasme au point d'ordonner aux services du port de fournir au chercheur les moyens de poursuivre ses expérimentations. La bataille des portées va commencer entre les nations et il ne s'agit pas de rester à la traîne.

Tissot réalise sa première liaison radio entre le sémaphore du Parc-aux-Ducs (ci-dessus) – aujourd'hui disparu – et le *Borda*, mouillé en rade de Brest à 1 800 mètres. Témoignant d'essais ultérieurs, la bande morse datée du 1er mars (1899) figurant ci-dessous indique : "Borda Mathia exercice fil". Mathia était le nom d'un jeune enseigne de vaisseau, qui émettait probablement depuis le *Borda* tandis que Tissot assurait la réception au sémaphore.

Après cette transmission réussie, Ducretet, qui dirige à Paris une fabrique d'instruments expérimentaux, prend contact avec Tissot. Dès lors, ce dernier jouera auprès de l'industriel un rôle de conseiller technique, ce qui lui permettra d'accroître considérablement la portée de ses appareils. De son côté, le Brestois attend du constructeur qu'il améliore le matériel dont il se sert pour ses recherches. En juin 1899, par exemple, il lui écrit : "J'aurais voulu vous voir étudier un appareil dont je vous ai parlé, ou un dispositif analogue permettant de décohérer mécaniquement les tubes. [...] Si vous tenez à conserver l'électro, il faudrait modifier le shunt par tâtonnement. Je n'ai malheureusement pas le temps de m'occuper de ce détail [...]. Il faudrait procéder à la modification du frappeur de manière à ce que les vibrations en soient plus rapides et les chocs sur le tube moins violents." Les spécialistes comprendront ce jargon; les autres se contenteront d'en apprécier l'involontaire poésie.

**Rompre l'isolement des navires en détresse**

Tissot échange aussi une correspondance suivie avec Branly sur les applications de la TSF dans la marine. Un progrès évident à ses yeux, car la radio romprait l'isolement des navires et leur permettrait de demander des secours en cas de nécessité. Branly, qui avait décliné une invitation de Marconi à assister à ses expériences, participe à celle entreprise par Tissot sur l'île d'Ouessant en août 1899. De son côté, le professeur de l'École navale collabore avec le physicien, en lui donnant notamment des conseils pour améliorer les performances de ses tubes radioconducteurs : "Dites-moi si vous avez fait faire des tubes en T semblables au modèle que je vous ai donné à Brest, et si vous possédez les moyens de faire le vide dans les tubes. Il y aurait grand intérêt à vérifier sur ce point les assertions de M. Marconi, qui prétend que le vide permet de doubler la sensibilité des tubes."



En septembre 1899, Tissot parvient à établir une liaison radio entre le phare du Stiff, à Ouessant, et le port de Brest, distants de 22 kilomètres. Ce faisant, il crée sur l'île du Ponant la première station de radio maritime française. Et Ducretet de faire l'éloge du jeune professeur dans La Dépêche de Brest: "Les belles expériences du lieutenant de vaisseau Tissot réalisées avec mes appareils entre la côte bretonne et l'île d'Ouessant ont une réelle importance par suite de l'utilisation comme supports, des conducteurs « radio-collecteurs » [les antennes] des phares de Trézien et du Stiff. Très habilement, M. Tissot a ainsi démontré qu'il était possible d'établir économiquement et rapidement deux postes de TSF sur les côtes pour leur communication entre elles, avec les îles et avec les navires au large, cela par tous les temps et à toutes les heures. Cette distance de 22 kilomètres n'est pas à beaucoup près à sa limite; elle sera considérablement augmentée."

Un mois plus tard, c'est l'île Vierge, sur la côte Nord du Finistère, qui est reliée par TSF au Stiff. "La Marine de guerre à son tour s'est occupée de la question, lit-on dans Le Siècle. Les résultats obtenus par M. Tissot sont décisifs. Entre les promontoires et les îles du littoral, rien, ni le temps ni l'ennemi ne peuvent plus empêcher la réalité et la régularité des communications. On a pu correspondre à 42 kilomètres en mer avec l'île Vierge. La plus grande distance franchie directement et sans intermédiaire a été de 40 milles. C'était pendant les manoeuvres navales de Cherbourg."

**Le libre penseur accroche ses antennes au clocher de l'église Saint-Martin**

Pour la grande campagne d'essais de l'été 1899, tous les phares du goulet de Brest sont mis à contribution. Tissot fait monter des stations dans tous les recoins de la pointe bretonne, dont une maîtresse station à la pointe du Corbeau, à Plougastel-Daoulas. Il va même jusqu'à établir ses appareils au sommet du clocher de l'église Saint-Martin, à Brest. Cette installation, jugée sacrilège par certains paroissiens, défraie la chronique locale. L'affaire inspirera au jeune Charles Millot - le futur illustrateur Gervèse -, à l'époque élève de Tissot, une lithographie humoristique.

Ci-dessus : le 5 novembre 1898, du haut de la tour Eiffel, Ernest Roger communique avec Eugène Ducretet installé au Panthéon. Cette liaison de 4 kilomètres intervient trois mois après celle établie par Tissot en rade de Brest.

En commerçant avisé, Ducretet ne manque pas de promouvoir les expériences qui mettent ses appareils au banc d'essai. Et Tissot semble parfois s'en irriter. "Il se taille la part du lion, confie-t-il à son ami Turpain, un peu à mon détriment car il a amplement mis à profit mes indications et mes expériences pour réaliser un modèle d'appareil qui tient à peu près debout." Cela n'empêchera pas le lieutenant de vaisseau d'obtenir de la Marine qu'elle s'adresse à ce fabricant pour équiper les ports de Brest et de Toulon, alors que, dans les états-majors, beaucoup auraient préféré le matériel "des Anglais", c'est-à-dire celui de la Marconi's Wireless Company.

Les relations entre le marin et l'industriel sont délicates dans la mesure où ils ont tous deux contribué à la mise au point des appareils. Quand la presse mentionne les essais de Tissot sans citer le nom du fabricant, le savant lui-même s'en trouve contrarié. En 1899, il écrit à Ducretet qu'il est "d'autant plus ennuyé de ce tapage que les choses sont présentées d'une manière capable de vous faire croire, qu'ayant opéré avec vos appareils ou m'étant servi de vos procédés, je m'en attribue la paternité".


Ci-contre : caricature de Charles Millot, alias Gervèse, illustrant la polémique soulevée par Tissot lorsqu'il installa ses appareils radio dans le clocher de l'église Saint-Martin.

Le différend aurait assurément été évité si la contribution du savant avait été clairement reconnue par le fabricant. Tissot avouera d'ailleurs à Ducretet qu'il aurait aimé voir son nom figurer sur les appareils auxquels il avait collaboré. Un souhait tout à fait légitime selon le biographe de Ducretet, J.-C. Montagné : "Des appareils portent la marque Popoff-Ducretet, des téléphones pour la marine sont dénommés Gaillard-Ducretet. Il ne semble pas que Ducretet ait jamais donné satisfaction à Tissot. Pourtant, la mise au point des premiers appareils de TSF de Ducretet s'est clairement faite avec la coopération très active de Tissot, qui terminera la mise au point «de terrain», faisant même parfois des modifications très profondes."

Frustré par cette ingratitude, Tissot finira par se détourner de l'industriel. En mars 1901, il écrit à Turpain qu'il a "lâché Ducretet" et qu'il fera désormais construire son matériel chez O. Rochefort. Deux ans plus tard, Ducretet reproche à son ancien conseiller d'avoir donné des informations inexactes sur ses appareils dans un article de La Revue générale des sciences. Tissot calme le jeu et lui répond en démentant toute intention de nuire. Plus tard, lors du procès intenté par Marconi contre les sociétés françaises exploitant une invention dont il s'estime le seul propriétaire (lire encadré page précédente), Tissot prendra la défense de Ducretet en arguant de l'antériorité de ses travaux. Dès lors, la hache de guerre est définitivement enterrée. En 1940, un membre de la famille Ducretet offrira même à la veuve de Camille Tissot son premier récepteur de TSF.

**"On me couvre de fleurs, puis on chambre au ministère toutes mes expériences"**

Les relations de Tissot avec les scientifiques sont également difficiles. "Comme tous les esprits supérieurs à la moyenne capables de faire oeuvre personnelle et par suite de déranger les routiniers et les ambitieux, ton pauvre papa a parmi les scientifiques plus d'ennemis que d'amis", écrit Marcel Stapffer à la fille de Tissot. En 1901, las d'être épié par des opportuns qui observent ses travaux à la loupe, Tissot se rebelle contre le secret auquel le contraint son statut de militaire. "Bien entendu, écrit-il en 1901 à son ami Turpain, tu peux te servir comme tu l'entendras des documents que je t'ai adressés. Seulement, pour me couvrir au point de vue maritime, fais ressortir que tu ne connais que les résultats scientifiques de mes expériences et que les détails intimes des appareils te sont inconnus. Ceci posé, non seulement je t'autorise à utiliser si tu le peux tout ce que je t'envoie, mais même tu me rendras en le faisant un service signalé. Tu m'aideras ainsi à me dégager du confidentialisme grotesque où l'on a la prétention de m'enfermer. [...] On me couvre de fleurs, puis on chambre au ministère toutes mes expériences. Et alors un tas de lascars viennent puiser dans les documents et sous prétexte de confidentialisme se les approprient."

L'atelier de fabrication des bobines Ducretet. Jouant le rôle d'un conseiller technique, Camille Tissot – que l'on voit ici debout au fond à droite – va contribuer à améliorer la portée des appareils de marque Ducretet.

Tissot peut compter sur la fidélité de Turpain, qui ne manque jamais de mettre en valeur ses travaux. Dans son Manuel de télégraphie sans fil, par exemple, il souligne que le lieutenant de vaisseau brestois a doté "nos escadres de tout un matériel des mieux étudiés qui leur a permis peu à peu, et cela dès 1898, d'accroître la portée des communications. Aujourd'hui, tous les navires de guerre munis des dispositifs Tissot peuvent communiquer à 300 kilomètres. En 1906, le Bruix a même pu communiquer avec Port-Vendres, [dont il était éloigné de] 500 kilomètres."

Chercheur inlassable, Tissot ne cesse d'expérimenter des matériels susceptibles d'améliorer les transmissions sans fil. En 1903, il a l'idée d'utiliser un bolomètre - détecteur initialement destiné à l'étude du rayonnement solaire - pour apprécier les énergies mises en jeu dans les antennes radio. Les résultats de ces expériences serviront à corriger des équations définies jusque-là de manière empirique. La même année, le lieutenant de vaisseau établit les stations d'Eckmühl et de la pointe du Raz, qui lui serviront plus tard pour ses travaux sur la téléphonie sans fil. Il concevra en effet des émetteurs capables de générer des ondes compatibles avec la transmission de la parole, contribuant ainsi à la mise au point de la téléphonie sans fil, qui sera opérationnelle vers 1912.


À partir de 1905, Tissot étudie la détection des signaux radio - en essayant toutes sortes de combinaisons de cristaux - et la manière de les rendre exploitables par un récepteur. Ses cahiers d'expériences laissent penser qu'il est celui qui a poussé le plus loin les recherches dans ce domaine en France. Sa thèse de doctorat, consacrée aux antennes, fera elle aussi référence dans le monde de la TSF. De plus en plus sollicité, le chercheur donne des cours de TSF à l'École supérieure d'électricité et de multiples conférences de vulgarisation en France et en Europe.

Toujours soucieux de faire bénéficier les marins des progrès de la TSF, il démontre en 1907 que l'on peut transmettre par la voie des ondes un signal horaire permettant de régler les chronomètres des navires en mer. Cette année-là, Camille Tissot, accompagné de Gustave Ferrié, le directeur de la station TSF de la tour Eiffel, participe à la recette de nouveaux appareils pour la Marine. Les portées atteintes lui semblent désormais suffisantes pour que ces tops horaires émis depuis la capitale soient perçus par les navires : "Les résultats obtenus sont certainement plutôt supérieurs à ceux que l'on obtient à l'étranger. [...] Si les stations puissantes du Poldhu [celle de Marconi en Cornouailles] et de Nauen [celle de Telefunken en Allemagne] transmettent des télégrammes à des milliers de kilomètres de distance, elles ne reçoivent pas les réponses. [Alors que, en conversation duplex], nous avons obtenu 800 milles de distance, d'Alger au raz [de Sein] par-dessus les Pyrénées avec une puissance de 4 kilowatts."

Les obstacles techniques étant levés, Tissot sollicite l'aide de Ferrié pour entamer une campagne d'essais destinés à montrer l'intérêt et la faisabilité des émissions de signaux horaires. Le directeur de la station parisienne, lui-même scientifique émérite, se dit ravi de collaborer aux travaux du Brestois : "Mon cher Tissot, c'est avec le plus grand plaisir que je m'associerai à l'expérience dont vous me parlez et qui me paraît très intéressante pour la marine [...]. Je suivrai les indications que vous me donnez [...]. Comme je ne connais rien à la question, je ferai ce que vous voudrez. Cet essai reste entre nous." Sur les indications de Tissot, la maison Pellin fabrique une série de modèles de récepteurs simplifiés, dit "apériodiques", dédiés à la réception des signaux horaires. Ces appareils ne nécessitent aucun réglage et pourront être vendus à un prix abordable.

Les essais étant concluants, le 22 janvier 1908, Tissot propose au Bureau des longitudes de créer un service journalier de signaux horaires radiotélégraphiques émis depuis la tour Eiffel. La demande est acceptée et ce service est inauguré en mai 1910. Cette contribution à l'amélioration de la navigation sera-t-elle récompensée ? Toujours est-il qu'en avril 1912, Tissot est promu capitaine de frégate, un grade exceptionnel pour un marin qui a si peu navigué. Trois mois plus tard, il est nommé chef du Laboratoire central de la Marine à Paris. Il y poursuit ses expérimentations avec un tel acharnement que ses collaborateurs se plaignent des fréquentes absences de leur chef, toujours parti sur le terrain...

**"Un marin vaillant donnant généreusement l'exemple du devoir"**

Le déclenchement de la Première Guerre mondiale n'interrompt pas les travaux du physicien, bien au contraire. Malgré la tuberculose qui le ronge, Tissot poursuit sa tâche au service de son pays. Il se rend à Bizerte installer des postes de radio sur des cargos pour le compte de l'armée. Il fait des sorties en mer pour perfectionner ses appareils. En rade de Bandol, il se met à l'écoute des bruits microphoniques rayonnés dans la mer, pour mettre au point un appareil permettant de suivre les évolutions des sous-marins ennemis. Les multiples activités de cet homme qui a toujours refusé d'économiser sa peine finissent par ruiner sa santé. Camille Tissot décède brutalement en octobre 1917, avant d'avoir pu fêter ses cinquante ans. "Mort pour la France", il est enterré au carré militaire du cimetière d'Arcachon. "Son inlassable ardeur à la poursuite du mieux, écrit son ami Decombe, son activité soutenue jusqu'au bout de ses forces se sont manifestées jusqu'au dernier moment. [...] Alors que, vaincu par la maladie, il aurait pu se désintéresser de l'oeuvre nationale, il a voulu demeurer jusqu'au bout ce qu'il a été toute sa vie : un marin vaillant, donnant généreusement l'exemnle du devoir."

Le corps professoral du *Borda* dans les années 1906-1908. Camille Tissot (deuxième rang au centre) y enseignera jusqu'en 1912, avant de prendre la direction du Laboratoire central de la Marine, à Paris. Sur cette photo on reconnaît aussi (deuxième rang, deuxième à gauche) René Mesny, l'un des pionniers des ondes courtes et de la télévision.

**Le procès Marconi**

On a oublié aujourd'hui le procès, retentissant à l'époque, intenté par Marconi à la Compagnie générale radiotélégraphique (CGR), la Société française radioélectrique (SFR) et la Société générale de transports maritimes à vapeur (SGTMV), les deux premières étant les plus importants fabricants français de matériel de TSF.

Le litige porte sur un dispositif de "syntonisation par circuits accordés réglables", protégé par le brevet Marconi 7777. Selon le plaignant, les fabricants français auraient contrefait ce dispositif.

En juillet 1911, Émile Girardeau, fondateur de la SFR, demande à Tissot de donner son avis technique en vue du procès qui se prépare.

La compagnie de Marconi vient en effet de décréter que "chaque installation de TSF ayant une valeur pratique est une infraction aux brevets Marconi", ce qui ne fait pas l'affaire de l'industrie française radioélectrique, en pointe dans ce domaine. L'enjeu, précise Girardeau, est aussi politique: "La société Marconi a réalisé une entente avec la société allemande Telefunken, plus ou moins secrète selon les pays. La collaboration de la société Marconi avec la Telefunken est particulièrement dangereuse pour les intérêts français, car les gouvernements anglais et allemand considèrent chacun de leur côté les deux sociétés de TSF comme des moyens d'influence politique et d'expansion coloniale." Bref, si Marconi gagnait son procès, il aurait un monopole mondial sur la construction et l'exploitation de la TSF. "L'État français, poursuit Girardeau, qui est exploitant et se sert de la TSF non seulement pour des re-

lations commerciales, mais en fait aussi et avant tout un instrument de défense nationale, ainsi que l'Angleterre et surtout l'Allemagne, se trouverait tributaire de ces deux pays pour les communications radiotélégraphiques."

*Les Précurseurs et les Novateurs de la télégraphie sans fil*, affiche annonçant une conférence donnée à la Société de géographie de Rochefort, le 19 mars 1900.

Le 24 octobre 1911, la justice procède aux premières saisies d'équipements présumés contrefaits sur le navire Sidi-Brahim de la SGTMV, ancré à Marseille. Les appareils litigieux ont été installés avec le concours de la CGR, propriétaire du matériel. Quinze jours plus tard, la SFR est à son tour impliquée: une saisie de matériel contesté, portant une plaque gravée à son nom, est effectuée sur un yacht privé au Havre. Des appareils identiques seraient installés à bord de l' Italie, du Panamd et de l'Algérie, trois autres navires de la SGTMV.

Dès le début du procès, en 1912, les compagnies françaises plaident "la nullité du brevet Marconi par suite du défaut de nouveauté [et] sa déchéance pour défaut d'exploitation en France pendant les trois ans qui ont suivi la demande du brevet".

Elles demandent donc le "rejet de la demande parce que les objets ou appareils saisis ne sont pas la contrefaçon du brevet Marconi". Mais le tribunal ne l'entendra pas ainsi. Sans tenir compte de l'antériorité des appareils de Tesla, Lodge, Braun, Ducretet et Blondlot, démontrée par les rapports de Tissot et Ferrié, la cour donne raison à Marconi. La CGR et à la SFR se voient interdire de fabriquer, d'exposer, d'installer et de mettre en vente les appareils considérés comme des contrefaçons. Elles sont contraintes d'indemniser les compagnies maritimes ayant fait l'objet de saisies, et de faire installer à leurs frais les nouveaux aooareils respectant le brevet Marconi. La condamnation est si lourde que deux fabricants français font appel.

Le procès en appel à lieu en février 1914 en présence de Marconi. Une occasion pour le physicien italien de jeter le discrédit sur Tissot et Ferrié, ses principaux contradicteurs. La probité des deux scientifique est clairement mise en cause, comme en témoigne la plaidoirie de la défense: "On vous a dit qu'ils étaient les conseillers techniques de la Société radioélectrique, que par conséquent leur opinion n'était pas une opinion désintéressée, et on a soutenu que leur consultation était en contradiction avec les opinions qu'ils avaient précédemment émises dans des publications antérieures.

Sur l'un comme sur l'autre point, M. Marconi n'a pas dit la vérité: conseillers techniques de la SFR, ni le commandant Ferrié, ni le lieutenant de vaisseau Tissot ne l'ont jamais été. [...] Savants illustres, les premiers dans ce domaine qui n'a pas pour eux de secrets et qu'ils enrichissent tous les jours, ils eussent pu comme d'autres monnayer leur savoir et se créer des situations exceptionnelles: ils ont décliné toutes les offres, n'ayant que les préoccupations qui correspondent aux savants et aux soldats qu'ils sont... Ils n'ont rien de commun avec M. Marconi."

La Marconi's Wireless Company gagne pourtant une nouvelle fois la partie. Il faut attendre une autre procédure, tenue en 1914, pour que la justice admette l'antériorité des appareils de Braun, Tesla, Lodge et Ducretet. Le monde de la TSF échappe alors au monopole de Marconi.

*Chasse-Marée n° 219 2009 par Christelle Sochal-Tissot et Jean-Luc Fournier*

*Bibliographie : Célestin Bouglé, préface de Lettres d'un philosophe, recueil de lettres de Baptiste Jacob. Bernard Baris, Branly, quand la radio faisait des étincelles. J.-C. Montagné, E. Ducretet, pionnier français de la radio. A. Siegfried, Tableau politique de la France de l'ouest sous la Ne République. Christelle*

*Sochal-Tissot, interviews de Denise et Odile Sochal-Tissot, publiées dans la Gazette de l'association Camille-Tissot.*
*Sources : Archives Albert Turpain avec l'autorisation de J. Marzac. Archives Ducretet/CFA Ducretet. Archives Tissot. Communication d'Henri Poincaré du 6 juin 1910 à l'Académie des sciences. Rapport Tissot de décembre 1899, dans le Bulletin des travaux des officiers.*

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# Piracy situation "unacceptable" says UN Secretary-General Ban Ki-moon

The escalating problem of piracy off the coast of Somalia is "completely unacceptable" and requires an urgent and coordinated response, United Nations Secretary-General Ban Ki-moon said at the launch (on 3 February 2011) of the International Maritime Organization (IMO)'s action plan to promote the 2011 IMO World Maritime Day theme: **"Piracy: orchestrating the response"**

Speaking at IMO's London Headquarters, Mr Ban welcomed the decision of IMO to pay special attention to piracy during the year ahead. "This is a timely and important initiative," he said. IMO has been combating maritime piracy for some time and a series of measures, developed with the co-operation of the littoral States and the support of the industry, helped significantly reduce piracy in the hot spots of the late 1990s and the early 2000s: the South China Sea and the Straits of Malacca and Singapore. However, the problem has lately manifested itself in other parts of the world, most notably – but not exclusively – off the coast of Somalia, in the Gulf of Aden and the wider Indian Ocean.

IMO Secretary-General Efthimios E. Mitropoulos said "piracy and kidnapping have blighted the maritime community for too long and it is seafarers who bear the brunt." He added, "we believe that we can use the experience gained and the successes achieved in reducing piracy elsewhere to good effect in the current arena as well, but to do so requires a well orchestrated response."

Mr. Mitropoulos and Mr. Ban were joined at the launch by Ms Josette Sheeran, Executive Director of the World Food Programme (WFP); Mr. Yury Fedotov, Executive Director of the United Nations Office on Drugs and Crime (UNODC); Mr. Robert Lorenz-Meyer, President of BIMCO, representing the shipping industry; and Mr. David Cockroft, General Secretary of the International Transport Workers' Federation (ITF), representing seafarers. All echoed their support for this latest IMO initiative. Mr Fedotov said, "It is clear that the only viable long-term solution to the Somali piracy problem is to restore law and order in Somalia, including in its waters. It is also clear that this solution is some years off and will require concerted and coordinated international effort. UNODC's counter-piracy programme focuses on

supporting regional prosecutions and on rebuilding Somalia's criminal justice capacity." Ms Sheeran focussed on the humanitarian aspect of the problem. Acknowledging the success of naval escorts in protecting food aid for Somalia, she also highlighted new challenges created by the worsening situation. "The presence of Somali pirates in an ever expanding area is of great concern because they threaten not just food bound for directly for Somalia, but our food transiting through the ports of Mombasa (Kenya), Dar es Salam (Tanzania) and Beira (Mozambique) for vital operations in Zimbabwe, the Democratic Republic of Congo and other places with great humanitarian needs." Speakers at the launch of IMO's action plan also spoke of the economic cost of piracy. Mr. Ban said, "ransom payments adding up to hundreds of millions of dollars have created a 'pirate economy' in some areas of Somalia that make them more resistant to efforts to develop alternative livelihoods. Economies throughout East Africa and beyond are experiencing the fallout."

Representing the shipping industry, Mr. Robert Lorenz-Meyer, President of the Baltic and International Maritime Council (BIMCO) said, "The attacks are not only attacks on ships, but also attacks on the global supply chain in one of the world's most vital sea lanes. They threaten a supply line of vital interests to the international community." Mr. David Cockroft, General-Secretary of the International Transport Workers' Federation, representing seafarers, said many crew members were at breaking point because of the stress of passing through the area frequented by pirates. "If the risks cannot be eliminated, then seafarers will demand not to sail into the area at all and responsible ship owners will support them," he said. Secretary-General Mitropoulos said IMO's action plan aimed to make some genuine inroads into what, to date, has been an escalating problem.

"In the past 12 months alone", he said, "there have been 286 piracy-related incidents off the coast of Somalia. They have resulted in 67 hijacked ships, with 1130 seafarers on board – whilst, at present, 714 seafarers are being held for ransom on board 30 ships scattered at various points of the country's extensive coastline."

IMO's action plan for 2011 has six prime objectives:

• increase pressure at the political level to secure the release of all hostages being held by pirates;

• review and improve the IMO guidelines to Administrations and seafarers and promote compliance with industry best management practice and the recommended preventive, evasive and defensive measures ships should follow;

• promote greater levels of support from, and coordination with, navies;

• promote anti-piracy coordination and co-operation procedures between and among States, regions, organizations and industry;

• assist states to build capacity in piracy-infested regions of the world, and elsewhere, to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships; and

• provide care for those attacked or hijacked by pirates and for their families.

Among other things, during 2011, IMO will focus on promoting further co-operation between and among States, regions and organizations in reducing the risk of attacks on ships through a variety of mechanisms including information-sharing; coordination of military and civil efforts; and development and implementation of regional initiatives, such as the IMO-led Djibouti Code of Conduct. IMO's action

plan will build on efforts to tackle the problem that have been underway for some time. Through the Djibouti Code of Conduct, for example, information-sharing centres are being established in Yemen, Kenya and the United Republic of Tanzania, as well as a regional training centre in Djibouti. In partnership with the UNODC, IMO is helping to develop the legal framework necessary to prosecute pirates.

Mr Ban took the opportunity to emphasize where the real source of the piracy problem lies. "Although piracy manifests itself at sea," he said "the roots of the problem are to be found ashore. This is a complex issue. But in essence, piracy is a criminal offence that is driven by economic hardship, and that flourishes in the absence of effective law enforcement." "The only truly successful way to address the problem in the long term," said Mr Ban, "is through a strategy that focuses on deterrence, security, the rule of law and development. Our common goal must be a sustainable solution." In conclusion, Mr. Mitropoulos said: "This year, we are resolved to redouble our efforts and, in so doing, generate a broader, global response to modern-day piracy. More needs to be done if the ultimate goal of consigning piracy to the realms of history is to be achieved. We hope that our choice of theme for 2011 will provide an appropriate rallying point around which all those who can make a difference can focus their efforts." **Source: IMO**

# Killing Pirates: Dilemma of Counter – Piracy

The recent storming of a hijacked ship off Somalia by South Korean navy commandos, resulting in the killing of eight pirates, has met with considerable acclaim. The success, however, has not resolved the debate over international counter-measures against piracy.

SOUTH KOREAN NAVY commandos successfully stormed and secured the release of the chemical tanker, **Samho Jewelry**, early on Friday 21 January 2011 after it was hijacked several days earlier by Somali pirates in the Arabian Sea. Eight pirates were killed in the action, five were captured, and the master of the ship was shot in the stomach. In another equally dramatic raid, shortly before this incident, the Malaysian Navy successfully freed a hijacked Malaysian-flagged chemical tanker **Bunga Laurel** soon after it was seized by Somali pirates. There was no loss of life although three pirates were wounded.

**Same Goal, Different Approaches**

These two actions had marked differences. The raid to release the **Bunga Laurel** was launched within hours of the initial hijacking and only after the military was assured the crew was locked in a safe "citadel" and would not suffer harm. The action was similar to earlier successful operations to secure the release of hijacked ships. For example, in April 2010, Dutch marines released the German-owned container ship **Taipan** from pirate control. In a similar engagement in September 2010, US marines released another German ship, the **Magellan Star**. Both actions occurred without casualties. In another incident, the mere arrival of a warship drove pirates off a hijacked ship after the crew had immobilised the vessel before hiding away. The risks of casualties are much higher if an assault is delayed for several days. The pirates will be better prepared to defend the ship and may be holding the crew hostage after finding their hiding place or "citadel". This appears to have been the case with the **Samho Jewelry** with reports that crew members were told to lie on the deck before the commando assault commenced. The release of the **Samho Jewelry** provided a morale boost for the South Korean military after last year's sinking of the corvette **Cheonan** and the North Korean shelling of a border island. The South Korean foreign minister announced the successful operation at a diplomatic reception in Seoul, receiving cheers from those present. The action has been enthusiastically reported by the international media.

# Nine Piracy Incidents At Sea In Malaysia In First Quarter Of 2011

Nine piracy incidents at sea occurred in Malaysia in the first quarter of 2011, including the hijacking of a tugboat and barge off Tioman Island.Vessels were also boarded in seven incidents by robbers armed

with guns and knives, said the director of the International Maritime Bureau (IMB), Captain Pottengal Mukundan, Thursday. He said piracy at sea had hit an all-time high in the first three months of this year with 142 attacks worldwide where 18 vessels were hijacked, 344 crew members taken hostage, and six kidnapped.

Another 45 vessels were boarded and 45 more reported being fired upon, he said in the statement. "The sharp rise was driven by a surge in piracy off the coast of Somalia where 97 attacks were recorded, up from 35 in the same period last year. Figures for piracy and armed robbery at sea in the past three months were higher than we had ever recorded in the first quarter of any year," he said. The IMB's Piracy Reporting Centre which has monitored piracy worldwide since 1991, also reported that during the same period, pirates had murdered seven crew members and injured 34 compared with just two injuries in 2006. Mukundan said of the 18 ships hijacked during the period, 15 were captured off the east of Somalia, in and around the Arabian Sea and one in the Gulf of Aden. "In this area alone, 299 people were taken hostage and six more were kidnapped from their vessel," he said, adding that at the last count on March 31, IMB figures showed that Somali pirates were holding captive 596 crew members on 28 ships. He noted that there were also a dramatic increase in violence and techniques used by pirates in the seas off Somalia. "The overwhelming number of vessels hijacked off Somalia took place east and northeast of the Gulf of Aden. The positions of some of the attackers' mother ships are known. It is vital that strong action is taken against these mother ships to prevent further hijackings," he said. Mukundan also said that large tankers carrying oil and other flammable chemicals were particularly vulnerable to firearms attacks. "Three big tankers of over 100,000 tonnes deadweight had been hijacked off the Horn of Africa this year. Of a total of 97 vessels attacked in this region, 37 were tankers and of these, 20 had a deadweight of more that 100,000 tonnes," he said. Elsewhere, he said the Indian navy captured 61 Somalia pirates on a hijacked ship off India's west coast, while Nigeria recorded five incidents with three attacks against vessels in Lagos. "Crews in the area are reporting increased violence, including one incident where all 27 crew members were injured. "IMB's concern about an expansion of Nigeria-style piracy has been heightened by the hijacking of a chemical tanker off neighbouring Benin, which its captors finally directed to Lagos," he said. **Source: Bernama**

# Pirates 'threaten global oil supplies'

With two tankers seized by Somali pirates in recent days ship owners warned that hijackings are "spinning out of control" and could disrupt global oil supplies if governments don't take tough action against the sea bandits. "If piracy in the Indian Ocean is left unabated, it will strangle these crucial shipping lanes with the potential to severely disrupt oil flows to the United States and to the rest of the world," said Joe Angelo, managing director of the International Association of Independent Tanker Owners.

"We want to see a significant increase in government will to eradicate piracy in this area and not just contain it." Piracy is costing the global economy $7 billion-$12 billion a year, the shipping industry says. The recent tanker seizures took place in the Indian Ocean, one 900 miles east of the pirates' traditional hunting grounds in the Gulf of Aden. It links the Mediterranean and Red seas to the Indian Ocean and is used by some 30,000 ships every year. On Feb. 8, pirates hijacked the Italian tanker **MV Savina Caylyn** south of India and 800 miles east of Somalia, the Italian navy reported. The vessel, with a capacity of 105,000 tons and a 22-man crew, was bound for Malaysia carrying Sudanese oil valued at $60 million.

The following day, pirates seized the 270,000-ton Greek-flagged supertanker **Irene SL** 200 miles east of Oman and nearly 900 miles from Somalia. It was carrying 2 million barrels of Kuwaiti crude to the U.S. Louisiana Offshore Oil Port in the Gulf of Mexico and could be the most valuable vessel the pirates have captured since they began their attacks three years ago. Angelo said the **Irene SL's** cargo represented roughly one-fifth of the United States' daily crude imports. The cargo is worth some $200 million at current prices. That's about twice as much as the oil carried by the Saudi supertanker **Sirius Star** seized in November 2008.

The pirates got $9.5 million for the release of the South Korean tanker **Samho Dream** in 2010. They currently hold 32 ships with 725 hostages. Angelo's warning underlined how the maritime scourge is

expanding geographically toward another piracy-plagued area: the Straits of Malacca between Malaysia and the Indonesian island of Sumatra. That 500-mile narrow waterway is the gateway between the Indian Ocean and Asia. The Somalia pirates' thrust eastward is partly due to the presence of international naval forces in the Gulf of Aden. The pirates' growing capability to undertake long-range operations, even in the stormy monsoon seasons, has taken them to waters not systematically patrolled by naval forces. For some months they've been using trawlers and other merchant vessels they capture as "mother ships" for pirate crews who use 20-foot skiffs to carry out attacks. Intertanko says pirates are using more than 20 seized vessels in this way.

On Feb. 6, two Indian naval vessels captured one of these mother ships, a Thai trawler called the **Prantalay 11**, along with 20 pirates off southwest India when they went to aid a Greek freighter under attack. The **Prantalay** was one of three Thai fishing boats seized by pirates off Somalia in 2010. By moving eastward, the Somali marauders are operating in an area of very rich pickings by hitting shipping lanes used by supertankers, like the **Irene SL**, carrying oil and natural gas to Asia. That's the main market these days for Persian Gulf oil. Tankers loaded with large amounts of oil are increasingly valuable prizes with oil prices topping $100 a barrel. "The hunters are following their prey," said Lt. Cmdr. Jimmie Adamsson of the European Union's anti-piracy task force known as EU Navfor.

There have been growing demands for the naval patrols to use greater force against the pirates. But most task forces, whether U.S.-led, European or independent national flotillas, operate under heavy restrictions. When force has been used, it has sometimes resulted in the deaths of hostages or captured crewmen. In November 2008, the Indian navy, which appears to be prepared to use force against the pirates more than most navies, blew up a hijacked Thai fishing boat being used as a pirate mother ship to prevent the marauders escaping. Fourteen of the 15 Thai crewmen were killed. **Source: UPI**

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# Le Groenland … futur Costa del Sol ?

Le Groenland est un territoire semi-autonome de 2.186.000 km², comptant 57.000 habitants, dont 88 % d'Inuits. Découverte en 982 par Erik le Rouge, cette île en grande partie recouverte de glace, devint une colonie danoise en 1721. Depuis lors, son économie repose essentiellement sur le produit de la pêche (87% des prises sont exportées), mais reste malgré tout très dépendante de Copenhague, qui lui octroi annuellement une dotation globale de 429,6 millions d'euros, soit 30% de son Produit Intérieur Brut (PIB).


*So what !* direz-vous, *who cares about Greenland ?*

Reste à voir ! Car au cours des prochaines décennies cette terre inhospitalière pourrait devenir un pôle économiquement stratégique!

A l'heure où notre monde économique subit une crise structurelle grave, que les prix des ressources naturelles flambent --avec ou sans ingérence de Poutine !-- et que les grandes puissances (Etats-Unis, Europe et Asie) se marchandent une multipolarité géo - politique, il convient peut-être de reconsidérer les vecteurs de force traditionnels et envisager de nouveaux partenaires, non coutumiers. Dans cette optique, l'émergence d'acteurs comme le Groenland n'est point exclu. Voici pourquoi.

Le 25 novembre 2008 un referendum sur le droit à l'autodétermination y fut organisé et attesta que 75,5 % de ses habitants désiraient l'indépendance totale de leur île. Ce referendum n'est pas l'effet du

hasard ! Il est assurément dicté par une vision à long terme dans laquelle, si l'augmentation de la température planétaire continue dans les proportions de ce dernier siècle, ce pays pourrait devenir d'ici une centaine d'année (voir même plus tôt si la nature s'emballe), une terre d'asile pour les 'immigrants climatiques' chassées de leurs pays par les inondations et autres vagues de chaleur. Et donc Nuuk, la capitale, de devenir la nouvelle *Côte d'Azur* du XXIIième siècle !

En outre, la fonte de la banquise, qui recouvre 80% de ce territoire grand comme quatre fois la France, permettra l'exploitation de sites minéraux et énergétiques considérables, toutes ressources non encore comptabilisées dans les réserves mondiales ! Dans les prochaines années, pas moins de sept mines productrices d'or, de diamants, de charbon, de zinc et d'olivines (1) seront mises en exploitation. Sans compter des ressources plus prometteuses encore qui se trouvent sur la côte ouest, par 1.000 mètres de fond. Les séismologues estiment en effet les stocks de pétrole entre 30 et 90 milliards de tonnes et quelque 47 milliards de m³ de gaz naturel ; soit près d'un quart des réserves d'hydrocarbure de la planète !

D'autre part, le réchauffement climatique ouvre des horizons maritimes nouveaux vers l'Extrême-Orient. Depuis deux étés déjà, le mythique passage du Nord – Ouest est praticable, ce qui constitue un élément économique important, dont un des avantages est de raccourcir considérablement le nombre de jours de mer. Ainsi, New York – Tokyo via le canal de Panama par exemple, compte 9.850 nautiques (18.200km), mais seulement 7.560 Nm (14.000 km) par le passage du Nord-Ouest. Le trajet maritime Rotterdam-Tokyo est long de 8.600 Nm (15.900 km) par le passage Nord, mais en accuse 11.400 Nm (21.100 km) par le canal de Suez, et 12.600 Nm (23.300 km) par le canal de Panama. Sans oublier que la voie arctique permettrait d'éviter des régions à risques telles que le détroit de Malacca ou la côte somalienne.

Toutefois, tandis que les armateurs analysent la faisabilité régulière de ces routes ; que les pays limitrophes, à l'affut de juteux marchés, réaffirment leur souveraineté du (sous-)sol avec détermination (2), subsiste malgré tout un problème majeur pour engaîner ce nouveau passage. Il n'existe en effet dans le haut Nord, encore aucun système de routage pour prévenir les abordages, ni de surveillance de l'espace maritime.

Mais parmi les pays nordiques concernés par ces nouveaux développements, la Norvège a cependant déjà pris les devants en la matière, en chargeant la société *Kongsberg Satellites Service*, liée à l'Agence spatiale norvégienne, de mettre en place un système d'alerte par satellites pour sécuriser la navigation polaire et ainsi prévenir accidents et naufrages écologiques de tous bords. Un début prometteur qui devrait motiver un partenariat international !

Quant à nous, de conserve avec les scientifiques et les ours blancs, qui s'inquiètent de la dégénérescence climatique, force est hélas de constater que la disparition de la banquise permettra une très lucrative extraction des richesses groenlandaises et leur transport par voie de mer. Mais en entraînant dans son sillage, c'est certain, d'irréversibles séquelles de tous ordres.

Reste à savoir si nous sommes prêts à payer les *collaterals damages* au prix fort pour assumer notre confortable égocentrisme !

***Freddy Philips***
*Membre de l'Académie Royale de Marine de Belgique*

(1)l'***olivine*** (en néerlandais : olivijn) **--**nom donné par le minéralogiste allemand Abraham G. Werner en 1790, en référence à sa couleur vert olive-- est un minéral de la famille des nésosilicates et une pierre semi précieuse utilisée en joaillerie sous le nom de *péridot*. Mais outre cette qualité, on a découvert que l'*olivine* pouvait contribuer à réduire le $CO^2$ de l'atmosphère. En effet, ce minéral étant basique, il réagit aisément avec le $CO^2$ (acide) et opère une neutralisation chimique tout en produisant in fine, du carbonate de manganèse et des oxydes de silicium (sables). Ainsi, moins d'une litre d'*olivine* permet de 'neutraliser' la quantité de $CO^2$ produit par la combustion d'un litre de pétrole. En outre, cette réaction chimique est exothermique, et si on accélère suffisamment la vitesse de réaction, la température augmente au point de pouvoir être utilisée pour produire de l'électricité.

(2) La Russie, par exemple, cherche à confirmer que le *Lomonosov Ridge* (une chaîne de montage sous-marine de 2.000 km qui relie la Russie au Groenland en passant par le pôle) est une extension géologique de la Russie !

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**Le 04 juillet 2011** **NEWS LOGBOEK** **Enlevé le 04 aout 2011**

# *Reders willen nu gewapende beveiligers*

**Door Hans Heynen**

Nederlandse reders willen een direct ingaand gedoogbeleid voor de inzet van bewapende private beveiligers om schepen en bemanningen te beschermen tegen piratenaanvallen. 'We kunnen niet wachten tot de officiële wetgeving rond is. De situatie verslechtert met de dag', zegt adjunct-directeur en woordvoerder **Arnold van der Heul** van **Kahn Scheepvaart** en **Jumbo**, exploitant van 14 zwareladingschepen. 'We moeten nú de mogelijkheid krijgen om onze schepen effectief te beschermen.' De gedoogregeling moet voor alle Nederlandse zeeschepen gelden, vindt Van der Heul. 'Niet alleen voor zeer kwetsbare schepen, zoals de door Joris Voorhoeve voorgezeten AIV Commissie Vrede en Veiligheid adviseert', zegt Van der Heul. 'Reders moeten zelf kunnen bepalen of ze hun schip beveiligen. Er is geen duidelijke definitie van zeer kwetsbare schepen. Je kunt er schepen die langzamer dan 10 mijl varen onder laten vallen, maar er zijn zat schepen aangevallen die 12 of 14 mijl voeren. Pas wanneer een schip sneller dan 18 mijl vaart wordt die kans echt klein.' Van der Heul wijst erop dat werknemers, dus ook zeelieden, recht hebben op een veilige werkplek. 'De Arbowet verplicht reders daarvoor te zorgen, maar de regering maakt dat onmogelijk. De regering wil tot nu toe geen militairen op onze schepen plaatsen en verbiedt ons zelf gewapende beveiligers in te zetten. De Commissie Voorhoeve vindt dat niet netjes en wijst in haar rapport op het recht op zelfverdediging, waarbij in extreme gevallen extreme middelen mogen worden gebruikt.'

**Gedragscode**

Te gedogen beveiligingsbedrijven zouden een met de Zwitserse overheid opgestelde internationale gedragscode moeten onderschrijven, de Code of Conduct for Private Security Service Providers (CoC). De in Genève opgestelde gedragscode is 9 november 2010 door 58 beveiligingsfirma's ondertekend. De code bevat regels waaraan beveiligingsfirma's zich moeten houden en omschrijft onder welke voorwaarden bewakers wapens mogen dragen en gebruiken. De Commissie Voorhoeve noemt de code in haar rapport een voorbeeld voor Nederlandse wetgeving op dit gebied. 'Ook het maken van rapportages van geweldsincidenten en het vastleggen daarvan met (helm)camera's vinden wij geen probleem. We zijn mans genoeg om daarmee om te gaan', stelt Van der Heul, die niet verwacht dat het snel tot ernstige incidenten zal komen. 'Er is nog nooit een beveiligd schip aangevallen en gekaapt.'

**Lapmiddelen**

Toegestane afschrikkingsmiddelen, zoals schrikdraad, geluidskanonnen, laserstralen of waterkanonnen zijn volgens Van der Heul niet afdoende. 'Die vertragen het aan boord komen van piraten meestal alleen maar. Ook citadellen zijn niet meer voldoende. In de Golf van Aden is zo'n afsluitbare gepantserde ruimte zinvol. Mariniers kunnen daar meestal binnen enkele uren te hulp schieten en het schip schoonvegen. Op de Indische Oceaan is dat niet het geval. Wij hebben nu één schip uitgerust met een waterjet en onze schepen hebben veilige schuilruimtes. Onder de kranen loopt, onder het hoofddek, een lange gang die met zware deuren kan worden gesloten. Maar de vraag is hoe lang je het in zo'n citadel uithoudt en communicatie met de buitenwereld houdt. Piraten beschikken bovendien vaak over granaten die een gat in een tank kunnen branden en binnen een zware drukgolf te veroorzaken. Daar is geen safe room tegen bestand. De gekaapte **Beluga Nomination**, waarbij drie bemanningsleden zijn gedood, had ook een citadel. Het dichtstbijzijnde marineschip lag echter 1000 mijl verderop. Toen mariniers aankwamen om het schip te ontzetten hadden piraten de citadel al opengebroken met een snijbrander.'

Piraten opereren op de hele Indische Oceaan, tot de punt van India in het oosten en Mauritius en Madagaskar in het zuiden. Jumbo Shipping neemt reizen naar diverse bestemmingen in dit gebied al niet meer aan, zoals naar de Seychellen. 'Dan moet je heen en terug door piratengebied. Dat is bloedlink. Piratenexpert Peter Prins van de Koninklijke Vereniging Nederlandse Reders (KVNR) wil liever een snelle wettelijke regeling. 'Een aanpassing van de wapenwet kan gewapende beveiliging mogelijk maken en dat is hard nodig. Het geweldsmonopolie ligt nu bij de piraten. Een tijdelijke gedoogregeling is een optie, maar levert meer risico's op. Bijvoorbeeld wanneer er slachtoffers vallen en het openbaar ministerie de kapitein gaat vervolgen. Aan de andere kant wordt gewapende private beveiliging op Franse en Engelse schepen al in stilte gedoogd. Ook Spanje heeft een regeling.' Steeds meer verladers eisen intussen gewapende beveiliging om hun goederen te beschermen, wat reders dwingt tot omvlaggen. Reders die zonder beveiliging dit gebied doorkruisen moeten dure Kidnap & Randsom- en Loss of Hire-verzekeringen afsluiten, om bij een kaping losgeld- en inkomensverliezen vergoed te krijgen.

'Wanneer jullie ons nodig hebben zijn we er niet', zei US Navy kapitein Chris Chambers vorige maand op een voor reders georganiseerde bijeenkomst in Singapore. De stafchef van de Combined Maritime Forces van de Verenigde Naties raadde ze aan zelf maatregelen te nemen. 'Ik was daar en in Amerika ben je inmiddels bijna strafbaar wanneer je geen gewapende beveiliging aan boord hebt', zegt Van der Heul. Dat je ook zonder vuurwapens piraten van je af kunt houden bewees de bemanning van een tanker van Vroon onlangs. Een via een ladder naar boven geklommen piraat werd opgehouden door prikkeldraad. Terwijl hij met zijn Kalasjnikov wild om zich heen schoot, bekogelde de bemanning hem met zware sluitingen, waardoor hij van de trap af stortte. **Source : Schuttevaer**

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**Le 06 juillet 2011** **NEWS LOGBOEK** **Enlevé le 06 aout 2011**

# The profit making business of Somali pirates

Though Indian navy has caught at least 100 pirates, at least 53 Indians are still in Somali pirates' captivity. These pirates are mere foot soldiers of a thriving multi-million dollar piracy industry in Somalia. And this industry has well-entrenched international connections too. Somali pirates are not just brute buccaneers, but part of a thriving business model with international connections. CNN-IBN reveals how the business of piracy is conducted in Somalia. Elders in the pirates' family tree form a de-facto government. Their role is hostage negotiations and liaisons with the outside world. Businessmen and international financers provide the capital for their operations. The Commanders marshal resources, recruit subordinates, and organize operations. They decide the target based on the type of ship and cargo, owner and port of origin. All this information is often acquired from ports. A 30-member security squad protects the commander and ferries supplies to the attackers. At least a 24-member attack squad comprising of fishermen go out on mother ships for hijacking other ships. Huge sums are spent on their maintenance .

S Venkiteswaran, Senior International Maritime Advocate said "the minute there is an incident of piracy we get a call from a firm, our firm is experienced in doing negotiations and we have got couple of people who would be able to negotiate and get this and now it's a big racket, a big business. In this business there are a lot of players who make money, big money." Along with private security agencies who claim to be experts in delivering ransom and freeing ships insurance companies are also charging millions for piracy policies from ship owners. Abdul Gani Serang, General Secretary, NUSI said "I don't think it is controlled in Somalia or any pirate infested area, the control centre could be somewhere else" Once the ransom is received, 50 per cent of the ransom goes to the Financers,30 per cent goes to Commander, mother ship crew and attack squad Commander, mothership crew and attack squad share 30 per cent. 10 per cent ransom is given to Elders and 10 per cent to Security guards. "Our country has more at stake because substantial number of seafarers around the world, even on foreign-flagged ships is Indians", said Venkiteswaran. Piracy is already costing global economy several billion US dollars annually, and if not nipped in the bud now, it will turn into a global monster. **Source: IBN**

# The Hijacking Of The MV Zirku: A Case Study In Shipping Security – Analysis

THE CRUDE OIL TANKER MV **Zirku** was hijacked by Somali pirates at dawn on 28 March 2011 just outside the Gulf of Aden approximately 250 nautical miles South East of the port of Salalah in Oman. The **Zirku** is just eight years old and about 105,000 deadweight tonnes – not large for a crude oil carrier. It is under the United Arab Emirates (UAE) flag, and the crew is a multinational one of 29 (1 Croatian, 1 Iraqi, 1 Filipino, 1 Indian, 3 Jordanians, 3 Egyptians, 2 Ukrainians and 17 Pakistanis). At the time of the hijacking, the **Zirku** was on its way from Bashayar in Sudan to Singapore. It was attacked by two pirate skiffs firing RPGs and small arms. The ship took evasive action, increased speed, fired rocket flares and activated fire hoses, but the pirates still managed to come alongside, board and seize the ship. All this may seem just another example of the recent successes Somali pirates have had with hijacking ships. However, several aspects of the Zirku incident make it an interesting case study in shipping security from which lessons might be learned.


**Location of Attack**

The **Zirku** was hijacked near the Gulf of Aden regarded recently as relatively secure due to the extensive coalition naval presence in these waters. Most recent pirate attacks have been further out in the Indian Ocean. The ship was just outside the Internationally Recommended Transit Corridor (IRTC) through the Gulf of Aden, but still well within the High Risk Area designated by the Best Management Practice (BMP) guidelines available to ships to deter piracy off Somalia. Other recent pirate activity had been reported near where the **Zirku** was hijacked. The evening before, a pirate attack group of one dhow and a skiff had been reported about 120 kilometres to the northwest of the **Zirku** attack; at dawn the previous morning, another crude oil tanker successfully evaded an attack near where the pirate group was later reported. On that occasion, a skiff approached the tanker at high speed from a "mother ship". tanker sounded the alarms, increased speed and contacted coalition naval forces while the crew mustered in a secure citadel. The pirates aborted the attack after an onboard security team fired warning shots at the skiff. The **Zirku** should have been aware of this recent activity near its course. Extra vigilance was required particularly at dawn – a time when many pirate attacks occur. However, it is surprising that coalition naval forces had not neutralised the nearby pirate attack group after it had been reported. Initial reports suggest that the Zirku was doing most of the right things. It had registered with the Maritime Security Centre – Horn of Africa (MSCHOA) established by the European Union to provide a manned monitoring service for vessels transiting through the Gulf of Aden. It was also reporting to the UK Maritime Trade Operations (UKMTO) office in Dubai – the primary point of contact for merchant vessels transiting the area to liaise with military forces in the region. It is not known, however, whether the Zirku had adopted any of the physical measures to avoid boarding recommended by the BMP guidelines, such as using razor wire to block off access points to the ship.

**Ship Vulnerability Issues**

Several factors may have made the **Zirku** more vulnerable to attack. Together these highlight some key issues with maintaining the security of shipping passing through piracy prone waters off the Horn of Africa. First there is ship's speed. The Zirku's operational speed is reported to be 12.5 knots – relatively slow even for a crude oil tanker. This is well below speeds regarded as necessary for a ship to avoid boarding. As a slow, high value target, the **Zirku's** owners may have considered having additional security personnel onboard. The BMP guidelines do not recommend armed guards but having these onboard did protect the other tanker the day before the **Zirku** attack. A second factor may have been the multinational nature of the ship's crew. The International Safety Management (ISM) Code requires that ship's personnel should be able to communicate effectively and that a working language be established for a ship. For the **Zirku**, this was probably English although it was not the first language of any of its crew. Any lack of the ability to communicate effectively would be a serious deficiency during an emergency, such as an attempted boarding by pirates. The Port State Control (PSC) record of the ship is another issue. The last PSC inspection of the **Zirku** was by the US Coast Guard in San Francisco in August 2010. Six deficiencies were found, including one operational deficiency. This is a lot, particularly for a relatively new ship, and could indicate some deterioration in the standard of the ship. PSC involves the inspection of a ship by port authorities to check compliance with required international standards of safety, maintenance, operations, crewing and security. It is the most effective way of determining that a merchant ship is properly prepared to go in harm's way in waters where piracy is prevalent.

**Lessons to be Learned**

None of this is to suggest that the **Zirku** was a sub-standard ship but there are some danger signals. It is hugely important that all ships comply with the BMP guidelines in all respects when passing through high risk piracy areas off the Horn of Africa. Ships should monitor communication networks closely for warnings of pirate activity along the ship's track. While armed security guards may not be required for most shipping traffic passing through the high risk areas off the Horn of Africa, slow moving, high value targets such as a large, loaded tanker, may be an exception. Sam Bateman is a Senior Fellow in the Maritime Security Programme at the S. Rajaratnam School of International Studies (RSIS), Nanyang Technological University. He is a former Australian naval commodore with research interests in piracy and maritime terrorism. **Source: RSIS**

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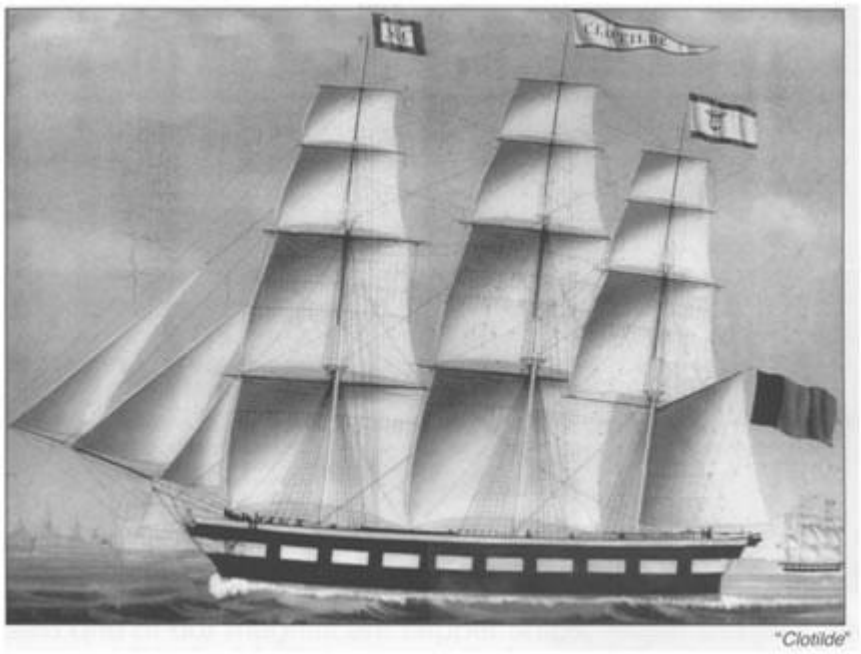
**Inséré le 08 juillet 2011** **HISTORIEK HISTORIQUE** **Enlevé le 08aout 2011**

# VAN BAASRODE NAAR DE WIJDE ZEE
# VOLSCHIP "CLOTILDE"

Toen vanaf 1815 ons land met Nederland verbonden was en scheepvaart op de Scheide terug vrij en onbelemmerd was, kon de bouw van koopvaardijschepen ook buiten de kusthavens herleven. Vooral in Antwerpen liepen in de jaren 1820 heel wat grote zeiischepen van stapel.

Nadat ons land dan in 1830 onafhankeiijk werd bouwde Cockerill in Antwerpen vanaf 1846 ijzeren pakketboten voor de dienst Oostende-Dover en vanaf 1855 ijzeren stoomschepen voor Belgische rederijen ter koopvaardij. Zeilschepen daarentegen werden op Belgische werven steeds in hout gebouwd, met uitzondering van een drietal ijzeren schoeners die in de jaren 1840 door J.Orban te Grivegnée werden te water gelaten.


"Clotilde"

Ook op een aantal minder belangrijke Vlaamse werven werden kleine houten koopvaardijschepen gebouwd. In Niel, Eikevliet, Hamme, Mechelen,... liepen in de eerste heift van de 19e eeuw heel wat lokale zeegaande scheepstypes van stapel: pleiten, bijlanders, koffen, enz... Voor grotere houten Belgische zeilschepen waren de werven echter overwegend in Antwerpen en Oostende gevestigd. Toch bestelden bepaalde Belgische reders ook een aantal zeiischepen in werven die gelegen waren in Gent, Brugge, Boom en Baasrode.

In Baasrode waren de werven van Van Praet en Van Damme gespecialiseerd in de bouw van binnenschepen en van vissersvaartuigen voor de Scheide en de Zeeuwse wateren, maar toch werden er van 1826 tot 1859 negen zeeschepen gebouwd voor de koopvaardij. Het waren aile zeilschepen. Van Praet nam een kof en een zeepleit voor zijn rekening en Van Damme leverde twee volschepen, een bark, twee brikken en twee schoenerkoffen.

De volschepen die door Van Damme gebouwd werden behoorden tot de grootste koopvaardijschepen van de toenmalige Belgische vloot. De *"Leopold r,* die in 1852 van stapel liep, mat 656 ton. De *"Clotilde"* was met zijn 561 ton het grootste koopvaardijschip dat in 1848 te water werd gelaten in ons land.

Op 6 mei 1848 liep de *"Clotilde'* te Baasrode van stapel en werd een paar weken later naar Antwerpen gesleept om er opgetuigd te worden. Tevens moest de onderwaterromp met koperen platen gedubbeld worden. De dubbeling had plaats in een droogdok dat gelegen was aan de Kattendijk en met sluisdeuren in verbinding stond met de Scheide. Bij hoogwater voer een schip het dok binnen. De sluisdeuren bleven open staan en wanneer het water wegens de ebstroom helemaal weggevloeid was viel het schip droog en sloot men de sluisdeuren terug om de nodige werkzaamheden uit te voeren.

De *"Clotilde"* werd door Van Damme gebouwd voor Spilliaerdt-Caymax, die één van de grootste en beiangrijkste Belgische reders was van rond het midden van de 19° eeuw. Van Damme bouwde voor hem nog twee andere grote zeilschepen: in 1849 de bark *"Stanislas"* en in 1852 het voischip *"Leopold "*

Op 12 juli 1848 schreef het Provinciael Antwerpsch Nieuwsblad: *"Het nieuwe schip Clotilda (sic), hetwelk in het droog dok tegen den Kattendijk is gekoperd geworden, is nu geheel klaer en zal vandaeg of morgen er uit komen en in het dok gehaeld worden om passagiers te gaen laden op New York."*

Tot kapitein was aangesteld de 51-jarige Oostendenaar Jean De Brabander. Zijn maandelijkse gage bedroeg 108,84 Fr. Met 249 Duitse landverhuizers aan boord stak de *"Clotilde"* in juli in zee. De overtocht naar New York duurde slechts 29 dagen: een mooie en voorspoedige oversteek indien men het voor zeilschepen statistisch gemiddelde van 35 dagen voor ogen neemt.

Van New York ging de tocht verder naar Rio de Janeiro. Onderweg overleed De Brabander echter en eerste stuurman en eveneens Oostendenaar Jacques Rickmers, die wel het kapiteinsbrevet bezat, diende het bevel over te nemen. Het werd een lange reis. Van Rio zeilde Rickmers, vermoedelijk met een lading koffie, via Kaap de Goede Hoop naar de Birmaanse haven Akyab. Met een lading rijst was de *"Clotilde"* dan in september 1849 terug in Antwerpen. De gehele rondreis had 14 maanden geduurd.

Gedurende de ganse winter bleef de *"Clotilde"* in Antwerpen liggen. In maart 1850 kwam dan een nieuwe kapitein aan boord: Jacques Bernaert, die ook al uit Oostende afkomstig was. In april vertrok

Bernaert naar New York met 129 emigranten. Van New York voer hij naar Gonaives, in Haïti, om er mahoniehout te laden met bestemming Antwerpen, waar de reis in november eindigde.

De derde reis van de *"Clotilde"* had Havana tot doel. Begin juli 1851 was Bernaert terug in Antwerpen en de lading bestond uit 3223 kisten Cubaanse suiker.

Reder Spilliaerdt-Caymax zag duidelijk brood in het transport van emigranten naar New York. Voor de volgende reis scheepten 253 emigranten in. Daarna, in 1852, waren 266 landverhuizers aan de heurt en Bernaert had een lange terugreis voor de boeg: eerst de Oceaan over naar Trieste en vervolgens naar Odessa om tenslotte met een lading graan de steven te wenden naar Falmouth en de thuishaven.

Na nog een reis naar Havana, heen en terug, werd Bernaert afgelost door de uit Bremen afkomstige kapitein C.Meints. New York was in 1854 nog maar eens de bestemming en onder de 276 emigranten bevond zich een groep Belgische muzikanten die zinnens waren in New York *"d'établir des casinos et des cafés chantants à l'instar de ceux de Bruxelles."* Het jaar 1854 was een absoluut recordjaar voor de emigratie: 107 schepen, waarvan 21 Belgische, vervoerden 25.843 emigranten van Antwerpen naar New York.

De achtste reis van de *"Clotilde"* was vrij kort: Londen — Havana — Antwerpen. De volgende reizen kenden geheel andere bestemmingen. In 1856 zeilde Meints naar Buenos Aires en Montevideo. De retourlading bestond uit 209 ton beenderen en dierlijk afval... Het jaar nadien moest de *"Clotilde"* in de Peruviaanse Chincha eilanden vogelmest (guano) gaan laden. Sinds de jaren 1840 was guano immers enorm in trek bij Europese landbouwers om als meststof gebruikt te worden. Door de bemanningen van de schepen werden de ladingen guano echter grondig vervloekt wegens de vreselijke stank en de ongezonde uitwasemingen van ammoniak die de zeelui misselijk maakten en die bovendien het want aantastten zodat het touwwerk er erg onder leed en zelfs begon te rotten.
Eerst zeilde Meints naar Rio de Janeiro en vervolgens rondde hij de beruchte Kaap Hoorn om dan in de Peruviaanse haven Callao voor de nodige formaliteiten te zorgen die hem toelieten in de Chinchas de guano te gaan laden. Na een drie maanden lang en onverkwikkelijk verblijf in de desolate Chinchas kon in oktober 1857 de terugreis naar Antwerpen aangevat worden.
In maart 1858 was de *"Clotilde"* terug thuis en onderging enige herstellingen. Inmiddels was reder Spilliaerdt-Caymax echter in financiêle moeilijkheden geraakt en zijn schepen werden opgelegd. Pas in juni 1860 kon terug van wal gestoken worden. Het bevel over het schip werd toevertrouwd aan de uit het Nedersaksische Steinfeld afkomstige 48-jarige Charles Gerberding.
Met een lading steenkool uit Newcastle zeilde de *"Clotilde"* richting Kurrachee, in Pakistan. Het werd een helse overtocht. Verscheidene manschappen overleden door scheurbuik, de kapitein en andere bemanningsleden waren ziek en de *"Clotilde"* lekte voortdurend. In Kurrachee kreeg Gerberding opdracht naar Rangoon door te varen om er rijst te laden. De retourvaart uit Rangoon duurde erg lang: 156 dagen. Gerberding bereikte eind maart 1862 Falmouth en vernam er dat de rijst voor Londen bestemd was.

Begin juli zeilde de *"Clotilde"* uit Londen naar Demerara (Brits Guyana). De lading die ginds werd ingenomen is ons onbekend, maar bestond zeer waarschijnlijk uit tropische houtsoorten en was via Queenstown "for orders" bestemd voor een of andere Europese haven. De *"Clotilde"* zou het lerse Queenstown (thans Cobh) echter nooit bereiken. Het 14 jaar oud volschip moet niet meer in goede staat verkeerd hebben, want op 4 januari 1863 liep het zwaar lekkend de haven binnen van St.Thomas, op de Maagdeneilanden. Er werd nog gepoogd het lek op afdoende wijze te herstellen. Alle pogingen moeten vergeefs — of te kostelijk — geweest zijn, want het schip werd tenslotte afgekeurd en terplaatse verkocht.

Luc Van Coolput, lid Koninklijke Belgische Marine Academie

Nautilus n° 6 2010

# Arctic rules needed despite activity slowdown

There are an estimated 90 bill barrels of oil and 1,670 trill cu ft of gas equal to 22% of the world's undiscovered, technically recoverable hydrocarbon resources in the Arctic region alone, according to a UN geological survey dated July 2008.

As research and development in the area progresses, the eight member Arctic Council is pushing for rules and regulations to control vessels trading into the area. The current members are Canada, Denmark (including Greenland and the Faroe Islands), Finland, Iceland, Norway, Russia, Sweden and the US. In the future, it was thought that more countries could join this body.

In May of this year, the eight Arctic Council Ministers signed the Tromsø Declaration. This outlines the guideline for the work in the Arctic Council the next two years.

The Arctic Council previously met at foreign minister level every second year, approving projects and guidelines. Due to the increased activity and interest in the Arctic, the Tromsø meeting decided that the Arctic Council from now on would meet at a political level every 12 months. Denmark recently took over the chairmanship of the Arctic Council from Norway.

As for the details on the recommendations adopted by the Arctic Council, these included:

- Search and rescue: As maritime activities in the Arctic increase, there will be increasing need for search and rescue services in the area. The Arctic Council therefore agreed to negotiate an international instrument on cooperation on this issue.
- Arctic shipping guidelines: The Council also urged the IMO to ensure adoption of updated and binding guidelines for vessels operating in Arctic ice-covered waters and to support the development of mandatory regulations on safety and environmental protection for Arctic waters as a matter of urgency.
- Infrastructure safety: The Council also approved a Russian proposal to 'develop safety systems for economic activity and infrastructure projects in the Arctic'. Norway and Russia will take the lead in this project.
  Oil and gas: The Council also revised the guidelines for oil and gas exploration in the Arctic, including procedures and minimum standards.
- Task force on short-lived non-CO2 drivers: The task force on non-CO2 drivers of climate change will identify measures to reduce emissions of these substances and recommend immediate actions, at the same time recognising the role of short-lived nonCO2 drivers of climate change, such as black carbon, methane and tropospheric precursors in Arctic climate change.
- Ocean management: A project on best practices in ocean management has resulted in advice on principles for ecosystems-based ocean management.
- The road to Copenhagen: The Arctic Council also agreed to report to the Conference of the Parties to UN Framework Convention on Climate Change (COP-15) from the project 'Snow, Water, Ice and Permafrost' in the Arctic.
- Ice Melting: The Arctic Council decided that it will co-operate with the task force established by the co-chairs of the ice melting conference, which will contribute a report on ice melting to the Copenhagen meeting.
  In addition, the Council received final reports with recommendations from several projects on climate change, the International Polar Year, the Arctic marine environment, human health and human development, energy, contaminants and bio-diversity.

Speaking at this year's 5th Arctic Shipping Summit held in Helsinki, organised by Informa Maritime, Dr Olav Orheim of the Norwegian Research Council warned that operators considering making use of Arc-

tic waters should concentrate 50% of their efforts on the strength of the ship and 50% on the competence of the masters and crew.

A survey undertaken four years ago by Fearnleys Consultants and Fearnresearch estimated oil shipments from Murmansk, Indiga, Prirazlomnoye, Varandey and Dickson up to 2012. Due to a slowdown and apparent abandonment of various projects, the total Arctic crude oil volumes forecast has dropped by around 80%.

According to Fearnleys' presentation at this year's Helsinki Arctic Shipping conference, the current status is

- Varandey – The new terminal is in place. However, only 150,000 barrels per day are planned for this year.
Prirazlomnoye – This project has been further delayed. The earlier start up date is now late 2011 with leak production not until 2016.

- Dickson – There are currently no plans or projects on the drawing board.
Indiga – The output forecast has been reduced to 240,000 barrels per day - no timescale has been set.
Since 2005, the two most tonnage intensive projects have been called off – Dickson and Indiga – while Varandey (downscaled) and Prirazlomnoye are already covered by newbuilding ice class tankers.

For example, the three Samsung built Vasily Dinkov class shuttle tankers are already operating on the Varandey/Murmansk project, while the two St Petersburg-built shuttles are due to enter service in August 2009 and April 2010, respectively between Prirazlomnoye and Murmansk. Thus far, no new tankers have been ordered for the Barents Sea, or neighbouring projects and there are very few, if any, projects due to come on stream in the next five years, Fearnleys stressed.

Several speakers at the Arctic Summit expressed concern about search and rescue (SAR) in the area. There are an increasing number of storms of up to hurricane force in the Arctic and if a vessel has a problem, it would be almost impossible to reach it through the ice in rough weather. An Arctic regional SAR MOU has been signed by the UK, Denmark (Greenland), Iceland, Norway, Russia, Canada and the US.

## Barents 2020

The trouble with navigating in and around the Barents Sea is that the area is not uniform in terms of ice and metocean conditions.

**Barents 2020's working group topics this year**

1) Recommend the basic list of internationally recognised standards for use in the Barents Sea.
2) Recommend standards for design of stationary offshore units against ice loads.
3) Recommend standards for risk management of major hazards, such as fires, explosions and blow-outs on offshore drilling, production and storage units.
4) Recommend standards for evacuation and rescue of people from ships and offshore units, including standards for rescue equipment.
5) Recommend standards for working environment and safety related to human performance and decision making (human factors).
6) Recommend safe standards for loading, unloading and the transport of oil by ship to minimise risk of accidental oil spills.
7) Recommend standards for operational emissions and discharges to air and water.

The Barents Sea is broken down into eight sub-areas, one - the Norwegian sector - which includes Murmansk, is generally ice free, but the other seven sub-areas normally see ice each winter.

According to DNV's programme director for cold climate shipping, Morten MejlaenderLarsen, speaking at the Arctic Shipping Summit in Helsinki, the main challenges involve working in low temperatures, ice, darkness, remote locations and in a vulnerable environment.

He then gave an outline of a two-year project, dubbed Barents 2020, which aimed at establishing a dialogue between Russian and Norwegian experts in order to harmonise industry standards in the Barents Sea.

He started off by explaining that Barents 2020 is a bi-lateral project between Norway and Russia, initiated to identify and agree upon common industry standards for safe operation of oil and gas activities in the Barents Sea.

All activities relating to oil and gas are included, whether they are, or will be located on the Russian, or Norwegian sector. The aim is to ensure that these activities are carried out with an acceptable safety level as seen in the North Sea.

The first stakeholder meeting was held in January 2008. Seven critical HSE topics were identified addressing safety critical issues for operations in the Barents Sea. Each topic will be addressed by working groups consisting of four Russians and four Norwegians. Each group were due to meet in at least three, or four workshops this year.

The expected results are –

- Common and agreed references to recognised international standards, which may be used in the Barents Sea.
- Harmonised comments to standards and practices, which need to be revised due to Barents Sea challenges.
- Concrete proposals for revisions and amendments to key industry standards.
- Suggestions for any amendments to national and international regulations to allow the application of industry standards proposed by the working groups.
- Proposal to IMO/ILO submissions – IMO guideline to be mandatory.
- Based on risk evaluation, identify research and development needs in areas where current knowledge is insufficient.

DNV's ice load monitoring project is to be applied to vessels and offshore structures, such as Arctic friendly drillships.

The challenges for the rules and regulations are that the maritime transportation is based on classification society ice rules and international regulations. However, some Russian regulations were perceived to be strict, while international standards were generally written for worldwide application and would need to be addressed for Arctic challenges.

Barents Sea standards will require site and route specific data on environmental conditions and loads. A major problem was that most of today's industry had little Arctic experience.

Many of the rules and regulations were issued pre ISM, but now the shipowner/manager is responsible for the operations, including seafarer health and safety plus pollution prevention.

To maintain the same risk in increased consequences, the accident/incident probability needs to be reduced. The technical specifications for Barents Sea projects will have to reflect this, Mejlaender-Larsen said.

## Ice load conditions

For the past three years, DNV has been developing technological solutions for ice load monitoring (ILM) to enhance safety and regularity for ship operations in a cold climate.

This project culminated last year after the development of a comprehensive decision support tool for transiting ice. This ILM system was tested during the past two winter seasons on board the Norwegian Coast Guard cutter Svalbard, which operated extensively in different Arctic ice conditions.

Mejlaender-Larsen explained that it was important to develop and test the system over an extended period of time under different ice conditions, since they are so variable that it was necessary to ensure that the ILM was working under different sets of circumstances.

Real time ice load information includes the use of fibre optic sensors, which are suitable for installation in gas dangerous spaces. These measure the vessel's shear hull strain in ice conditions.

Their relatively small size means that they can easily be installed on girders and stiffeners in all parts of the hull. Mounting the sensors on girders, or stiffeners helps to ensure that the measurements shown are not distorted by local vibrations, caused by deck equipment etc.

Sensors are fastened with adhesives for the optimal stress transfer from the hull surface and they can be incorporated in the vessel's coating regime with an unbroken membrane covering the sensor and the surrounding metal. Fibre optic sensors have a number of advantages over electrical alternatives, especially in harsh environments, he said.

An electro-magnetic ice measuring device also measures the thickness of the ice around the ice belt in way of the vessel's bow. This was developed by the Alfred Wegner Institute in Germany.

This information is analysed and displayed on the vessel's bridge in an ILM screen system. Both the real time values and statistical values are available. A separate window showing the time history and trends of different parameters and the correlation of the different parameters can also be displayed.

These parameters are displayed in real time and can be used for showing the ice thickness and corresponding utilisation factors for the different sensors.

In addition, ice meteorological and satellite data is integrated into electronic charts allowing for optimum route selection.

"Real time ice load information is essential to avoid damages," Mejlaender-Larsen said, writing in DNV's Arctic Update magazine. The system is providing simple but essential information to the bridge about acceptable loads, borderline loads, or overloads, which translates into go ahead, caution or reduce speed/stop.

DNV is currently involved in major projects where ILM will be applied, both for vessels and offshore structures, as decision support for ice navigation and management.

This project was led by DNV and supported by the Norwegian Research Council. Other partners included Teekay, Statoil/Hydro, Light Structures, the Norwegian Meteorological Institute, C-Map/Jeppesen and the Norwegian Coast Guard. TO

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**Inséré le 12 juillet 2011** **NEWS LOGBOEK** **Enlevé le 12 aout 2011**

# Maersk Only Shipper With Europe-Asia Profit as Rates Fall

A.P. Moeller-Maersk A/S may be the only shipping line to profit from growing trade between Asia and Europe even as rates reach a two-year low. While Maersk is ordering the world's biggest ships for the routes, companies such as Hapag-Lloyd AG may lose out, said Ben Gibson, a freight derivatives broker in London at Clarkson Plc, the world's largest shipbroker. Maersk, the largest container shipping line, probably was the only major operator to make money on Asia-Europe trade in the first quarter, Gibson said. The shares jumped as much as 1.9 percent today. Container lines have contracted for new ships

with capacity equal to 24 percent of the existing fleet, according to Paris- based data provider Alphaliner. The price of carrying containers to northern European ports from Shanghai has dropped to $874 per standard box, the lowest since July 2009. The peak was $2,164 in March last year, data from the Shanghai Shipping Exchange shows. "It's a very tough freight lane at the moment, but Maersk is definitely in a better position than its rivals because of its size," Jacob Pedersen, an analyst at Aabenraa, Denmark- based Sydbank A/S, said in a telephone interview. He has an "overweight" recommendation on Maersk's stock. The Copenhagen-based company's shares have gained 9.5 percent since container freight rates peaked on March 5, 2010. Maersk advanced today to 46,080 kroner as of 12:30 p.m. in Copenhagen trading, after four days of declines.


"Maersk is leading when it comes to having the lowest costs per transported container and is therefore in a better condition with the current low rates," Jesper Langmack, managing director at PFA, Denmark's second-biggest fund, said by e-mail. PFA, which has about 250 billion kroner ($50 billion) in investment assets, returned 37.1 percent on Danish shares last year, compared with a 32.7 percent gain for all of the country's stocks including dividend payments. Langmack's portfolio had Maersk shares worth about 700 million kroner at the end of 2010. The Copenhagen-based fund doesn't comment on its holdings. Maersk's stock is "cheap" because the market isn't giving the company credit for its ability to keep reducing costs, Robin Byde, an analyst with HSBC Bank Plc in London, said today in a note. "Despite weaker container rates in recent months, Maersk is well-placed to cut unit costs with its new bigger ships," he said, repeating his "overweight" recommendation on the stock.

Maersk on Feb. 21 ordered 10 vessels able to carry 18,000 containers from Daewoo Shipbuilding & Marine Engineering Co., and has an option to order 20 more. The new container ships will be about 30 percent bigger than the largest vessels now in use. Hamburg-based Hapag-Lloyd, Europe's fourth-largest container line, is grappling with surging fuel prices and increasing competition that culminated in a first-quarter net loss of 22.1 million euros ($32.3 million). The "rise in the oil price, the weak U.S. dollar and growing competition are making business more difficult," Michael Behrendt, chairman of the executive board of Hapag- Lloyd, said in an earnings statement on May 12. The German shipping company aims to balance higher fuel costs by increasing prices, Behrendt said then. Volume on Far East routes was down 8.5 percent as the company declined lower-price contracts. Crude oil is up 10.7 percent this year to more than $101 a barrel while the euro reached a one-month high against the dollar on June 7.


Taiwan's Wan Hai Lines Ltd. (2615) and China's Pacific International Lines Private Ltd., which have about 2.9 percent of the container market, said in a May 31 statement that they would stop service on the Asia-to-Europe route and instead slot charter space on China Cosco Holdings Co. container unit. CMA CGM SA, the world's third-largest container line, will lift rates on the Asia to North Europe route in response to "ongoing deterioration of revenues," the Marseille-based line said yesterday on its website. Privately held Mediterranean Shipping Co. of Geneva, the second-largest line, declined to comment. The route between Asia and Europe is particularly hard-hit by falling freight rates because it's where most of the world's largest container ships, which are too big for the Panama Canal between North and South America, are used.

"Several container shipping lines reported losses in the first quarter and I expect this to continue," said Philip Damas, an analyst at Drewry Shipping Consultants Ltd. in London. Container shipping companies "are now going for market share and the perceived need to fill their new ships at much lower prices, whereas in 2010 their priority was to minimize overcapacity."

Shipping lines usually call at ports in Japan, South Korea, China and Singapore before leaving Asia to sail through the Suez Canal, which connects the Indian Ocean with the Mediterranean, and onto northern European ports such as Rotterdam, Amsterdam, Antwerp, Southampton and Hamburg. Some 154 ships with capacity above 10,000 standard containers will start operating between 2011 and 2014, according to Eurogate GmbH & Co. KgaA, Europe's largest port operator. "The current fall of container freight rates on the east- west routes is supply-driven, not demand-driven," said Damas. Because of Maersk's container earnings, at $2.6 billion last year more than at any other shipping line, the company is better able than competitors to weather the changes in global shipping capacity and cargo.

Last year, Maersk Line made almost $100 more than its rivals per each transported 40-foot container, based on earnings before interest and taxes, Chief Executive Officer Eivind Kolding said in a March 7 interview. The company is feeling the lower rates, said Lee Sissons, Maersk Line's trade director for Asia to Europe services. "The situation does present a risk to profitability levels, and it is our expectation that we may see services being re-structured or changed in the short term," he said in an e- mail. "It remains our objective to keep Maersk Line services stable, avoiding unnecessary changes to our customers." Most of the container ships being ordered and delivered this year are the largest container vessels built, with capacity of more than 10,000 standard boxes, or TEUs, Gibson said. They are typically used on the long routes between Asia and Europe, partly because they are too big for the Panama Canal and for West Coast ports to handle.

Zodiac Maritime Agencies Ltd. and Neptune Orient Lines Ltd. ordered 10,000-container-plus ships last year as the end of the global recession revived U.S. and Euro-

pean demand for Asian-made goods. Maersk Line operates more than 500 vessels and has a number of containers that if stacked on top of each other would span more than 2,500 kilometers (1,554 miles), or the equivalent of 8,550 Eiffel Towers, according to Maersk. The company has some 17,000 employees and an additional 7,600 seafarers, according to information on its website. Container trade to Europe from Asia in the first four months increased 5.8 percent to about 4.5 million containers, according to Container Trades

"There's a lot of spot-market trade on Asia to Europe, but Maersk has more of its cargo fixed on long-term contracts that were signed some time ago, so the company is less exposed than rivals to the recent drop on the spot market," said Pedersen, the Sydbank analyst. "Maersk also has newer ships than its rivals and that gives a competitive advantage. Maersk can keep costs low and that's the way to make money." **Source: Bloomberg**

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**Inséré le 14 juillet 2011** **NEWS LOGBOEK** **Enlevé le 14 aout 2011**

# Noka Shipping banned from U.S. waters for five years

Greek ship management company Noka Shipping Company Ltd. pleaded guilty and was sentenced this week in federal court in Corpus Christi for deliberately concealing pollution discharges from the M/V Florin directly into the sea and for failing to notify the U. S. Coast Guard of numerous safety hazards on board the vessel, reports the U.S. Department of Justice.

Noka Shipping pleaded guilty to a violation of the Act to Prevent Pollution from Ships for failing to properly maintain an oil record book as required by federal and international law, as well as, a violation of the Ports and Waterways Safety Act, for failing to report a hazardous condition on board to include excessive amounts of oil in the vessel's machinery spaces and bilges, excessive oil leaks on the vessel's main engine and generators, an authorized oil drainage system for the engine room and oil in the vessel's fire suppression system.

The company was sentenced to pay a $750,000 criminal fine along with a $150,000 community service payment to the congressionally-established National Marine Sanctuary Foundation. The money will be designated for use in the Flower Garden and Stetson Banks National Marine Sanctuary, headquartered in Galveston, Texas, to support the protection and preservation of natural and cultural resources located in and adjacent to the sanctuary. Noka was also sentenced to five years probation. As a condition of the probation, all ships owned or managed by Noka will be barred from entering U.S. ports and territorial waters for five years. "Senior officers allowed hazardous conditions to prevail aboard the **M/V Florin** and maintained false records that concealed the deliberate discharge of oily waste into the ocean in violation of the Act to Prevent Pollution from Ships," said Ignacia S. Moreno, Assistant Attorney General for the Environment and Natural Resources Division at the Department of Justice. "Now Noka will not only pay a significant criminal penalty for breaking laws that help protect our oceans from pollution, but they also will lose the privilege and the profit of conducting commerce in U.S. ports for five years."

"Pollution prevention acts were put in place to protect our natural resources now and for future generations," said Jose Angel Moreno, U.S. Attorney for the Southern District of Texas. "It is more than disheartening to see companies knowingly and purposely dumping oil-contaminated waste into those resources; it violates the law. We take those violations seriously and shipping companies will be held accountable."

According to the joint factual statement, from at least June 15, 2010 until Sept. 27, 2010, senior engineering officers on board the **M/V Florin** acting on behalf of Noka used the vessel's fixed piping system and fire main pump to bypass pollution prevention equipment to discharge oily bilge waste directly overboard into the sea.

According to court documents, the engineers knowingly failed to make the required entries into the oil record book including the fact that oily waste had been discharged directly into the ocean using the fire pump and circumventing the internationally required pollution control equipment. The senior engineers also made false entries in the oil record book to conceal the fact that the pollution control equipment had not been used. The crewmembers then attempted to conceal the discharges on Sept. 27, 2010 during a Coast Guard boarding at the port in Corpus Christi, by providing the falsified oil record book to the boarding crew.

With regard to the failure to report the vessel's safety issues the company knew that before coming to the United States that it was under a legal obligation to notify the Coast Guard of any hazardous condition. According to court documents the vessel was boarded by Coast Guard inspectors on June 15, 2010 in Houston, whereby numerous safety deficiencies were discovered and required to be corrected. However, these deficiencies were not corrected and Noka failed to report these conditions upon the vessel returning to the port of Corpus Christi on Sept. 27, 2010.

The investigation was conducted by the Coast Guard Sector Corpus Christi, Texas and Coast Guard Investigative Service in Corpus Christi. The case is being prosecuted by Assistant U.S. Attorney Jeffrey S. Miller from the U.S. Attorney's Office in Corpus Christi and Trial Attorney David O'Connell from the Justice Department's Environmental Crimes Section. **Source : MarineLog**

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**Inséré le 16 juillet 2011** **Open Forum** **Enlevé le 16 aout 2011**

# Want to save fuel? Fly a kite, German inventor says

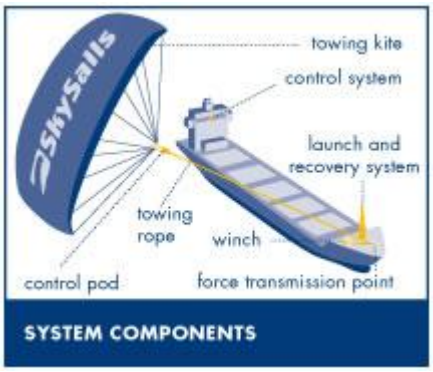
The blue-hulled vessel would slip by unnoticed on most seas if not for the white kite, high above her prow, towing her to what its creators hope will be a bright, wind-efficient future. The enormous kite, which looks like a paraglider, works in tandem with the ship's engines, cutting back on fuel consumption, costs, and carbon footprint.

"Using kites you can harness more energy than with any other type of wind-powered equipment," said German inventor Stephan Wrage, whose company SkySails is looking for lift-off on the back of worldwide efforts to boost renewable energy. The 160-square-metre (524-square-foot) kite, tethered to a yellow rope, can sail 500 metres into the skies where winds are both stronger and more stable, according to the 38-year-old Wrage. The secret to the kite's efficiency lies in its speed and computer-controlled flight pattern. The idea is for the kite to describe figures of eight, which increases airspeed, said Wrage, who has been working on the new technology for 10 years and who still enjoys flying kites on the beach for fun. "If you double the airspeed you multiply the energy by four. That's the secret of the system," he added. A new 320-square-metre kite, recently produced, "has a towing force of 32 tonnes which is more than what two engines on an A320 Airbus (aircraft) can produce. So we're not talking toys," he said. The kite towing the 87-metre-long ship **Theseus** would produce a maximum of 16 tonnes of thrust in perfect wind conditions. Retailing at half a million and one million euros (715,000 to 1.3 million dollars), the kites allow fuel savings of 15 to 25 percent depending on wind and shipping routes, said Wrage.

The strongly-built kites are best suited for slow moving ships, such as bulk carriers and tankers, which do not exceed 15 to 16 knots and which ply windy trans-Atlantic or trans-Pacific routes, according to SkySail engineers. Customers could recoup their money within two to six years, depending on bunker fuel prices, shipping routes, and types of carrier, they added. But the company, with funding of 47 million euros mostly from venture capital investors, has struggled to stay afloat. "When I started SkySails, the oil price was at 21 dollars (a barrel) so everyone thought I was totally nuts. We were laughed at a lot," explained Wrage. Then the economic downturn badly hit shipping. To date, only five kites are in commercial use around the world. "It has been a tough time for us," Wrage acknowledged. But the economic recovery -- along with rising oil prices -- is fuelling new interest in this new "green" technology, not only from ship-owners, but from large trading companies eager to advertise efforts to reduce carbon footprints. But not everyone in the shipping industry is convinced. The system "isn't suitable for

most fast-going container ships," said Max Johns, a spokesman for the Association of German Ship-owners. "

The system works but has proved difficult to use, with expensive kites being torn, and all this at a time when the industry is suffering a severe downturn," added Johns. The kite, he suggested, will likely be just one of many systems introduced over the coming years to help slash fuel expenditure, which currently accounts for 60 percent of shipping costs. Uwe Hollenbuch, an expert on resistance and propulsion at the Hamburg centre for ship research agreed, saying wind propulsion "won't play much of a role for now." Ship-owners believe "they can achieve savings by using larger ships travelling more slowly" rather than banking on the right wind blowing, said Hollenbuch. "I don't think we'll be going back to wind power," said Uwe Bruemmer, a sea captain now in charge of inspection at the German heavy lifting shipping company SAL, which operates a 16-strong fleet. "We've looked at the kite, but it wouldn't be worth it," he added. "To use this sail you need at least six to seven knots of tail wind and you only find this rarely, and only on certain routes," the captain said. The sail could be used in regions where monsoons winds blow regularly "for example in the Indian Ocean or off the Somali coast where pirates are now active. "But in such places we can't allow ourselves to go slower. You have to get through as fast as possible". For now, "we are concentrating on reducing fuel consumption by reducing engine power to 90 or 80 percent", says Bruemmer, who is pinning his hopes on the development of gas-powered turbines. **Source: AFP**





**Reliable and high-performance technology**

The SkySails-System consists of three simple main components: A towing kite with rope, a launch and recovery system, and a control system for automatic operation.

Instead of a traditional sail fitted to a mast, SkySails uses large towing kites for the propulsion of the ship. Their shape is comparable to that of a paraglider.

The towing kite is made of high-strength and weatherproof textiles.

The tethered flying SkySails can operate at altitudes between 100 and 300 m where stronger and more stable winds prevail.

By means of dynamic flight maneuvers , e.g. the figure of "8", SkySails easily generate five to 25 times more power per square meter sail area than conventional sails.

The tractive forces are transmitted to the ship via a highly tear-proof, synthetic rope. The energy supply of the control pod is ensured by means of a patented special cable integrated in the towing rope. During launch, the telescopic mast raises the towing kite - which is folded like an accordeon - from the kite storage. Subsequently, the telescopic mast extends to its maximum height. The towing kite then unfolds to its full size and can be launched. The winch releases the towing rope until operating altitude has been reached.

The recovery process is performed in the reverse order of the launch. The winch retracts the towing rope and the towing kite docks on the launch and recovery mast. The towing kite is then reefed. The telescopic mast retracts and the towing kite is stowed in the kite storage along with the control pod.

The entire launch and recovery procedure is carried out largely automatically and lasts approx. 10 - 20 mins each.
The ship's crew can operate the SkySails-System from the bridge. Emergency actions can be initiated at the push of a button. The SkySails' automatic control system performs the tasks of steering the towing kite and adjusting its flight path. All information on the operation status of the system is displayed in real-time on the monitor of the SkySails workstation on the bridge and thus easily accessible for the crew.

**Smooth ship operation**

The SkySails-System supplements the existing propulsion of a vessel and is used offshore.

The SkySails-System is designed for operation in predominantly prevailing wind forces of 3 to 8 Beaufort at sea. The system can be recovered, but not launched at wind forces below 3 Beaufort.

With regard to classification society regulations, the SkySails-System is categorized and treated as an auxiliary propulsion. The operation of the system is not limited by any regulations at present.

Their double-wall profile gives the SkySails towing kites aerodynamic properties similar to the wing of an aircraft. Thus, the SkySails-System can operate not just downwind, but at courses of up to 50° to the wind as well.

The textile towing kite is easy to stow when folded and requires very little space on board ship. A folded 160m² SkySails for example is only the size of a telephone booth.

In contrast to conventional sail propulsions the SkySails-System has no superstructures which may obstruct loading and unloading at harbors or navigating under bridges, since the towing kite is recovered when approaching land.

Unlike conventional forms of wind propulsion, the heeling caused by the SkySails-System is minimal and virtually negligible in terms of ship safety and operation.

Depending on the operator's preferences, the main engine can either be throttled back to save fuel, or kept running at constant power to increase the ship's speed.

**Established know-how newly combined**

SkySails operates within a powerful network of renowned development partners and suppliers from the shipping and airplane industry. Essentially, the SkySails technology consists of a combination of tried and tested components from both areas - e.g. mooring winches from the offshore industry.

**Advantages in detail**

**High propulsion power**

The technical possibilities resulting from the spatial separation of the ship and the "sail" or towing kite give SkySails an entirely new performance spectrum.

SkySails easily generate five to 25 times more propulsion power per square meter sail area than conventional sail propulsions.

The towing kite of the SkySails propulsion can be navigated "dynamically". This means that the autopilot can perform flight maneuvers with the towing kite such as the figure of eight ("8") in front of the ship.

The high airspeed of the towing kite is particularly relevant since the airflow velocity at the kite's aerodynamic profile is the key to performance.

For the calculation of the tractive force of towing kites the airflow velocity is squared: $F(a) = cl * p/2 * v^2 * A$

If the airflow velocity is doubled, the tractive force of the SkySails-System quadruples. In practice, the towing kite can easily reach speeds three times that of the present true wind and more.

A further significant technological advantage of the SkySails propulsion is that the towing kites can operate at altitudes between 100 and 300 m where stronger and more stable winds prevail.

At an altitude of 150m the average wind speed is approx. 25% higher than at an altitude of 10m, due to the absence of friction with the earth's and the water surface. As the kinetic energy of an air mass increases to the power of three with the wind speed, more than twice the amount of energy can be available at the operating altitude of the towing kite than at 10m - depending on the weather conditions.

Since the SkySails-System generates a significantly higher propulsion power per square meter sail area than conventional sail propulsions, it is possible to gain significant savings by using comparatively small sail areas.<br><br>For comparison: The 109m long four-mast barque "Sea Cloud" has a sail area of 3,000m² in total. A cargo ship of the same length would be fitted optimally with a towing kite of 300m² in size.

**Minimal Heel**

Unlike conventional forms of wind propulsion, the heeling caused by the SkySails-System is minimal and virtually negligible in terms of ship safety and operation.

The tractive forces of the SkySails towing kite are transmitted to the ship at deck level. The lever arm which causes the inclined position (heeling) of conventional sailing ships is thus shortened.

**Dynamic force control**

The position of the SkySails towing kite in relation to the horizon can be varied for the integrated force control of the SkySails propulsion to ensure the ship's safety. If, for example, sudden, strong winds occur, the autopilot can position the towing kite in the neutral zenith position directly above the ship in max. 30 seconds. In this position the towing kite does not exert any force onto the ship and can thus be safely recovered even in the case of strong winds.At sea the SkySails-System damps the waves because the uplifting forces of the towing kite effect a smoother slicing of the ship's hull into the wave - depending on the ship's size.

**Automatic operation**

During operation of the system, an autopilot controls the towing kite. The launch and recovery procedure of the towing kite is carried out largely automatically as well. The ship‛s regular crew is adequate for operating the system and no additional personnel costs will arise.Due to the compact and universal design, virtually all seagoing cargo ships can be out- or retrofitted with the SkySails propulsion.

The tractive force of the SkySails-System is directed to the bow area over the force transmission point mounted on the foredeck. Generally the existing ship‛s structures are sufficiently dimensioned, since that is where the anchor windlass is also housed. The power transmitted by the SkySails-System is comparable to that of an ocean-going tug. An appropriate stability computation is made for each vessel prior to the installation of a SkySails propulsion.

Hybrid propulsion

The SkySails-System is used parallel to and for relief of the main engine, if wind conditions allow. The main engine's propulsion power remains fully available if required.

Marginal spacial requirements

Due to the spatial separation of the kite and the ship's hull, the reduction of the ship's effective area by the SkySails-System is economically irrelevant.

The textile towing kite is easy to stow when folded and requires very little space on board ship. A folded 160m² SkySails for example is only the size of a telephone booth.

In contrast to conventional sail propulsions the SkySails-System has no superstructures which may obstruct loading and unloading at harbors or navigating under bridges, since the towing kite is recovered when approaching land.

**Improved ship safety**

SkySails - as an alternative propulsion system - can also minimize the negative economic effects of engine malfunctions.

In the case of a total breakdown of the main engine, the SkySails-System can be used as emergency propulsion to reduce average risk.

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**Inséré le 18 juillet 2011** **Open Forum** **Enlevé le 18 aout 2011**

# Piracy a growing concern for global maritime industry: Is going round the Cape of Good hope a viable solution?

Piracy has been escalating, now posing an ever so serious threat to the global maritime community, as all international efforts to curb the problem have failed. According to a new report from BIMCO, "what started out as a few sporadic attacks in the Gulf of Aden some years ago has now developed into "industrial piracy". The pirates are no longer sailing around in skiffs only, they utilize "mother ships" from which they launch their attacks and in some cases they even use a hijacked commercial vessel as "mother ship". This development has enlarged the piracy infested area to most of the northern part of the Indian Ocean – resulting amongst other things in an enlargement of the War Risk Zone by the Joint War Committee to cover much more than just the Gulf of Aden and subsequently increased costs as a result of increased insurance payments and longer sailing distances in order to avoid attacks and a potential hijack and hostage situation" says the report.

Moreover the oil price and thus also bunker prices have soared and increased the cost of piracy considerably since the second update in April 2010. The chartering markets conditions have improved substantially in the container segment while the tanker segment has experienced sliding time charter rates. All these elements affect the cost picture that the industry faces, and on that background, an updated version of the cost calculations regarding the decision to go round the Cape of the Good Hope or stay on course for a Suez Canal transit is provided. In a bid to estimate the costs involved to determine whether it's economically viable or not for a ship owner to have his vessel sail round the Cape of the Good Hope to avoid a potential piracy incident, BIMCO has issued an updated report. According to it, the overall conclusion is very clear. "To limit the risk of meeting pirates by sailing round the Cape of Good Hope instead of going via Suez Canal, you add high costs. An owner of a Post-Panamax container ship will increase costs by USD 11.2 (4.0) million while an owner of a Very Large Crude Carrier (VLCC) will face increased cost by as much as USD 9.6 (8.8) million per annum. (The numbers in brackets are the cost as per April 2010.)

What has changed since the last update in April? One important economic issue that has changed the picture dramatically is the bunker prices which have gone up to USD 640 per tonnes from USD 482 per

tonnes. This increase of 33% affects both the container and the tanker calculations. Time charter rates have increased almost three-fold for container vessels but dropped one-third for tankers. Asset prices are estimated unchanged for the 10,000 TEU Post-Panamax container ship at (USD 115 million), while the asset value of the VLCC has slid by 8% to USD 75 million.

Suez Canal tolls including additional transit costs have increased by 3%. Moreover the estimated risk premium applied to each vessel in doing a Suez transit via Gulf of Aden has gone up from 0.1% to 0.15%" said shipping analyst Peter Sand. The most important non-economic issue that has changed dramatically is the fact that pirates now attack in most parts of upper Indian Ocean. Literally this makes it impossible for oil tankers to avoid piracy infested areas when sailing into the Arabian Gulf (AG) to pick up a cargo of Middle East crude oil.

The enlarged risk zone has meant that no such thing as a "piracy safe passage" exist for oil tankers and other vessels sailing into AG. "In today's shipping markets and given the model assumptions, the economic analysis reveals that the expenses originating from the very high bunker prices are totally dominating the results. Even though charter rates and asset values have changed a lot, these factors remain secondary to the effect of the fuel price by a landslide. Not even dramatic tumbles in time charter rates down to USD 5,000 a day would make much difference. The only thing that can change the economic sense and make the cost picture turnaround is the insurance risk premium per transit via the Suez Canal through the Gulf of Aden. Should the estimated premium of 0.15% jump four-fold to 0.6% of the ship value applied to each transit it would make the insurance premium per transit of a container ship valued at USD 115 million equal to USD 690,000 per transit and that would change the picture. Such an extraordinary jump in insurance premium would thus make going round the Cape of Good Hope the preferred choice, as it would become the least costly option for the ship owner. What matters the most in the cost calculations?

For a liner company it is primarily a question of higher bunker expenses due to the large consumption of fuel oil for the very powerful engine, while a tanker company primarily is concerned with the added capacity costs even though the fuel consumption also plays a significant part. In the current market conditions a lot of shipping companies turn to slow steaming of the vessels, some even do super slow steaming which reduces the use of fuel by 30% or more. The impact from slow steaming can easily be calculated by using the relevant speed-consumption figures in the model. The BIMCO – piracy cost calculator BIMCO has an Excel-based cost calculator to be used as an information tool only (See related links below). The cost analysis presented in this article is based on this calculator, and it assumes that the same amount of cargo has to be transported in the same amount of time" concluded the report.
**Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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**Inséré le 20 juillet 2011** **Historiek Historique** **Enlevé le 20 aout 2011**


# Une expédition nantaise à Madagascar

**LE CHEVALIER DE LA ROCHE SAINT-ANDRÉ 1621-1668**

En l'année 1644, le sieur Louis Coulon, dans un ouvrage dont le titre n'est pas facile à retenir, puisqu'il s'intitule : « Rivières de France, ou descriptions géographiques et historiques des cours et débordements des fleuves, rivières et fontaines, lacs et étangs qui arrosent les provinces de France », nous informe que Nantes était alors « une ville forte et de grand trafic à cause de la commodité de son

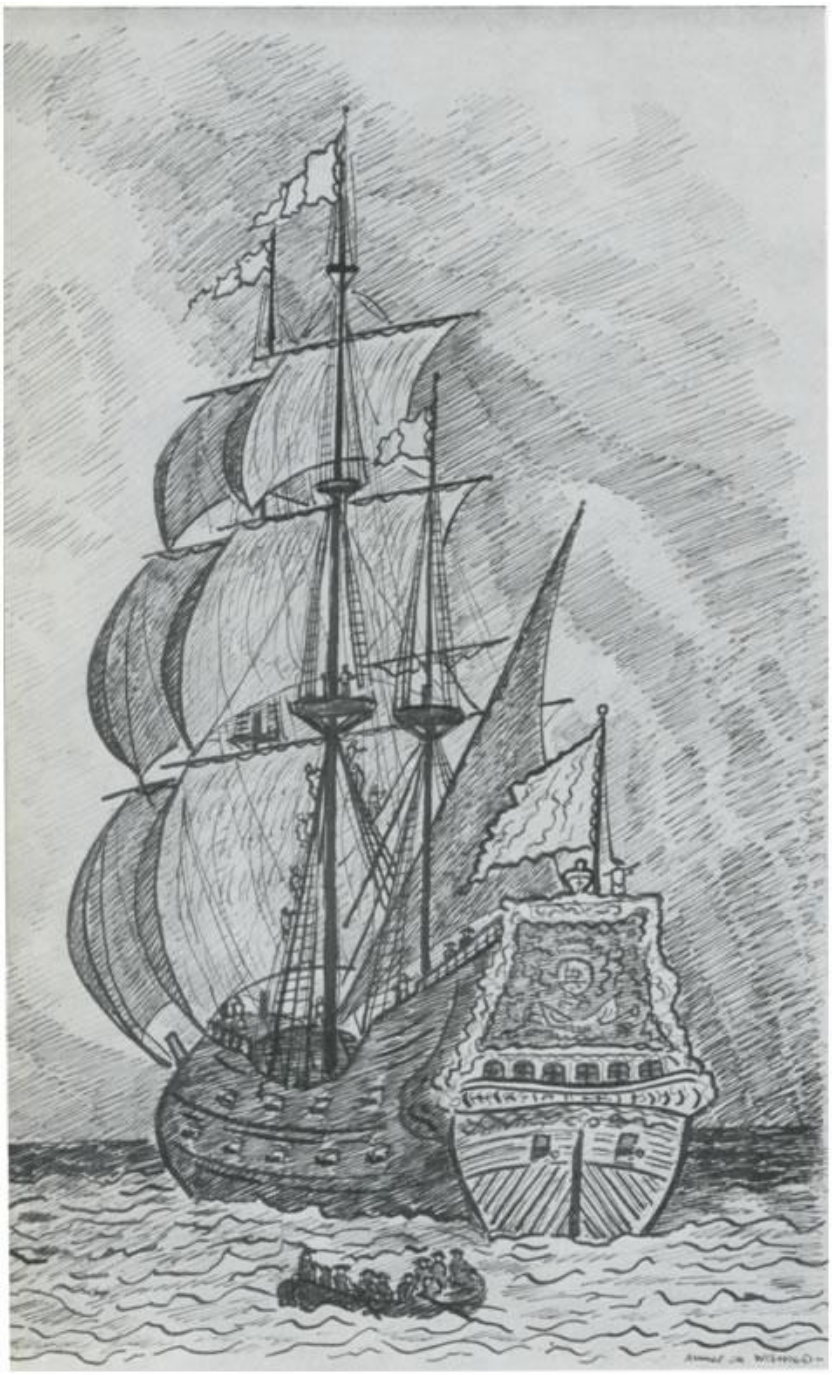
port sur la rivière Loire où la mer reflue jusqu'à ses murailles ».

En ce milieu du xviie siècle, le grand port breton connaissait, en effet, un commerce d'autant plus florissant que par lettres patentes du 30 janvier 1645, le Roi autorisait le maire et les échevins à se créer une compagnie de commerce extérieur et de navigation. Sa Majesté conviait même la noblesse à s'y intéresser et bon nombre de chevaliers d'ancienne extraction se lancèrent aussitôt dans le trafic sur mer, avec l'espoir d'améliorer l'état de leur trésorerie souvent déplorable.

Depuis 1626, d'ailleurs, existait déjà la « Compagnie de la Nacelle de Saint-Pierre fleurdelysée » qui est à l'origine de la puissante Compagnie des Indes, et en 1654, la « Compagnies, de la terre ferme d'Amérique ou France équinoxale » armait des navires ,destination des Indes Occidentales.

Mais les Nantais s'intéressaient aussi aux essais de colonisation d'Étienne de Flacourt dans l'Océan Indien :abandonné à ses seules ressources pendant les troubles de la Fronde dans la grande île de Madagascar, il implorait des secours. En 1642, n'avait-il pas reçu la soumission de trois cents villages du district de Carcanossi? Son livre dédié au surintendant Fouquet suscitait de l'intérêt, é t on le comprendra sans peine si l'on songe un instant que sur l'itinéraire du périple africain, et de la traversée de l'Océan Indien, il fallait aux• vaisseaux du Roi de France un lieu de relâche absolument sûr. Certains avaient bien songé au Cap de Bonne Espérance pour lequel était parti, en 1609, le capitaine La Chesnaye, mais un autre explorateur Augustin de Beaulieu, leur avait fait préférer Madagascar, dont il avait exploré la côte. En 1639, le Dieppois Goubert s'y était intéressé aussi, et en 1642, la Compagnie d'Orient s'était constituée avec l'appui de Fouquet. Bientôt, on avait appris la fondation de Fort-Dauphin, et le mariage pittoresque du capitaine Jacques Pronis avec la fille d'un prince malgache. Une illustration du livre de Flacourt donnait de la grande île une image très séduisante : elle le représente, assis sur une chaise, le chapeau sur la tête, un bâton de commandement à la main. Derrière lui, un groupe de soldats armés de mousquets donne une impression de sécurité : le drapeau timbré des lys de France flotte au milieu de la place de Fort-Dauphin et des indigènes hovas et salavesques apportent des présents aux conquérants, ces braves conquérants qui, maintenant, demandaient l'aide de la métropole pour étendre leur domination.

M. le duc de la Meilleraye était alors Gouverneur de Bretagne et indépendamment de ses qualités militaires — il passa pour l'un des meilleurs hommes de guerre de son temps — il s'intéressait fort au commerce sur mer. En accord complet avec les armateurs et bourgeois nantais, il résolut, en 1656, d'envoyer une expédition vers la grande île, expédition qu'il organisait avec l'espoir d'en tirer des bénéfices confortables. Une petite escadre fut donc armée à Paimbœuf, et on chercha un officier expérimenté pour la commander. Il devait être assez brave pour affronter certains périls, et même en susciter d'autres, car par certains côtés, les commerçants nantais ne voyaient point d'inconvénients à ce que leurs navires arraisonnent ceux qu'ils rencontreraient en route, puisque nous étions alors en guerre à la fois avec les Anglais, les Espagnols et les Portugais.



Leur choix se porta aussitôt sur le chevalier de la Roche Saint-André, gentilhomme d'une des plus anciennes familles de Bretagne, fixée en grande partie en Poitou, dont les armes, « trois fers de lance émoussés d'or » ont figuré avec éclat dans les fastes de l'ancienne chevalerie, (on les retrouve à Bouvines, au combat des Trente, à Maupertuis) et, si l'on en croit un ancien généalogiste, « le nombre des officiers distingués de terre et de mer qu'ils ont donné au cours des siècles ne se compte plus ».

M. Gilles de la Roche Saint-André, chevalier, seigneur de la Gastière et des

Ganuchères, né à Montaigu en 1621, était le fils cadet de Messire Gabriel de la Roche Saint-André et de Françoise Guiguet, et le petit-fils de Gabriel de la Roche Saint-André qui prit une part active aux guerres de la Ligue, fut emprisonné à Nantes et dont le château des Ganuchères fut pris et dévasté en l'année 1590. Bien qu'il appartînt à l'une des plus solides maisons de sa province, il n'avait jamais été bien riche, mais il venait de faire un mariage qui lui donnait des alliances puissantes et brillantes. En 1635, il avait épousé Gabrielle Brigitte d'Escoubleau de Sourdis, nièce du célèbre archevêque de Bordeaux, l'un des plus grands hommes de mer de ce temps.

Gilles de la Roche avait alors 35 ans. Trapu, le visage hâlé, il portait de grands cheveux noirs et de grandes moustaches à la mode du défunt Roy. Sur les portraits qui subsistent de lui, il arbore sur sa cuirasse d'acier bleu, le collier de Saint-Michel qu'il avait bien mérité. Ses débuts avaient été, en effet, extrêmement brillants. Capitaine d'un navire nommé L'Elbeuf, puis d'un autre nommé La Lune, il avait remporté sur les Anglais, des victoires assez sanglantes. Le Roi l'avait fait, en même temps que chevalier de l'Ordre, gentilhomme de sa Chambre. Un extrait des lettres patentes lui octroyant cette distinction est assez éloquent. On l'informe qu'il la doit aux services qu'il a rendus depuis quinze ans dans les armées de terre et de mer, et les preuves qu'il a données de son courage et de sa fidélité dans toutes les occasions qui se sont présentées, où il a généreusement exposé sa vie, nommément au siège de Tarragone et à l'attaque du fort de Castellamare, lequel il mit en poudre et coula à fond cinq vaisseaux qui étaient 'réfugiés sous cette forteresse.

Le choix du maréchal de la Meilleraye et de ses compères était donc en principe très heureux. La petite escadre qu'il confiait à M. de  la Roche, au début de l'année 1655, était d'ailleurs assez belle. Il y avait d'abord La Duchesse, une frégate de 500 tonneaux, et La Maréchale de 450 tonneaux, une troisième frégate nommée Le Grand Armand (en souvenir de Richelieu), et une flûte de 200 tonneaux.

Les quatre navires attendaient à Paimbœuf, véritable avant-port de Nantes à cette époque, où il n'était pas rare de voir plus de cent navires ancrés à la rade. Et c'est de là qu'ils partirent, huit cents marins et soldats.

M. de la Roche Saint-André commandait La Duchesse. Il avait avec lui son beau-frère le chevalier de Sourdis, neveu de cet archevêque fort martial qui avait écrasé les galères d'Espagne. M. de la Roche n'alla donc pas jusqu'au Rio de la Plata mais il enleva le commandement du Grand Armand au sieur de Régi-mont, pour le passer au sieur de Sourdis. Comme l'escadre passait par le travers de la Martinique il envoya des fûts de vin du navire anglais capturé aux boucaniers de la côte, qui le remercièrent en lui offrant des ballots de tabac.

Et ils regagnèrent Sierra Leone pour appareiller de nouveau — après ce crochet inutile — cette fois vers le Cap de Bonne Espérance.

Navigation affreuse ! Sans cesse, le chevalier note dans son journal : « Ce soir est mort un matelot », il ajoute« romain» quand il est catholique, « de la religion » quand il est protestant. La mer était dure. Dans la nuit du 17 février, ils passèrent, le tropique du Capricorne dans un brouillard épais. Le 27 mars ils doublaient le Cap, et dans la baie de la Table, huit navires hollandais les virent passer. Ils ne devaient pas être jolis à voir. Deux cents hommes étaient déjà morts de maladie. Sur La Duchesse, on devait aveugler les voies d'eau. Au Cap, ils avaient dû arrêter, non sans discussions violentes, un nouveau plan : avec ses bâtiments encore en bon état, M. de la Roche voulait courir l'aventure jusqu'en Mer Rouge, pendant que M. de Régimont, réintégré dans son commandement, les retrouverait à Sainte-Marie de Madagascar après avoir vu les Français de Fort-Dauphin. Mais décidément, la mauvaise fortune les poursuivait. Le Grand Armand s'égara et n'arriva à Sainte-Marie que deux mois plus tard avec un équipage décimé par le scorbut. Quant à M. de la Roche, ses exploits en Mer Rouge se montrèrent faibles, faute d'ennemis à combattre. Il ne put prendre que quelques boutres indiens, et un petit navire arabe.

Il y aurait eu de quoi dégoûter tout autre des entreprises sur mer; pourtant, au cours des années qui suivirent, le chevalier devait trouver, sinon la fortune, du moins la gloire, ce qui, à tout prendre, lui allait mieux. Sa carrière, en effet, se continua de manière fort brillante : de 1661 à 1663, il s'employa à purger les côtes des pirates barbaresques. Mais c'est un peu plus tard qu'il eut sa page de vraie grandeur.

Il venait, avec Duquesne, de conduire à Lisbonne la Reine de Portugal; par sa fermeté, il avait évité le bombardement de la ville, et le Roi de Portugal l'avait fait chevalier du Christ. Il était alors capitaine d'un vaisseau de 50 canons, nommé Le Rubis.

Or, en cette année 1666, le duc de Beaufort qui commandait l'escadre du Levant et qui avait rallié celle du Ponant (que Duquesne commandait) s'engagea mprudemment dans la Manche où les Anglais l'attendaient. Les Hollandais s'étaient repliés sur leurs ports après être venus tenter les Français jusqu'au large de Boulogne.

Quatorze vaisseaux séparés par gros temps de leur Amiral tombèrent, le 28 septembre, au milieu de l'Escadre Bleue d'Angleterre qui croisait au cap de Dungeness. Les voiles françaises s'éparpillèrent aussitôt pour tenter de regagner Dieppe ou le Havre. C'est alors que le chevalier de la Roche Saint-André, sentant qu'il ne pourrait se dégager, se résolut au combat. Avec son seul Rubis, il répondit pendant sept heures au feu roulant des sept vaisseaux de l'amiral Allen qui l'encerclaient, rendant coup pour coup, avec un courage étonnant. Il abattit nombre d'adversaires, et ne se rendit qu'à la dernière extrémité, ayant perdu 116 hommes dans l'action. Les Anglais émerveillés le conduisirent auprès du Roi

Charles II qui le reçut avec courtoisie et lui rendit aussitôt la liberté en lui offrant une épée d'honneur en souvenir de sa belle défense.

Rentré en France, le Roi le faisait chef d'escadre, le 27 août 1667.

Malheureusement, peu après, il mourut en rade de Vigo, le 21 juin 1668. La Gazette de France nous informe que ce fut d'une apoplexie. Il avait 47 ans.

Il fut enterré au couvent de Saint-François de Vigo, mais son cœur embaumé fut rapporté en France, et déposé dans l'église Saint-Jean de Montaigu, où reposait sa femme; leur tombe ne fut pas épargnée par les révolutionnaires et il reste peu de souvenirs du Chef d'Escadre. Cependant, son portrait figure à Versailles parmi les marins célèbres. Pour lui qui fut un fidèle serviteur du Grand-Roi, c'est là sa vraie place, et c'est assez pour son souvenir.

ARMEL DE WISMES.

Illustrations de l'Auteur.

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# Categorising data - the real problem

*In the information age, data is abundant and statistics are everywhere. But why don't they help us make decisions better? Why do we keep blaming the data*?*

For years computers have been helping us collect data and draw statistics. But how often do we see a graph and are unable to make a decision because we know that the data capture fails to tell us the whole story about any of the data points?

The problem with decisions is that people's minds do not balance all the competing influences at any one time. We need to get a balanced view of all the influences to make good decisions. While the need is to integrate the many conflicting goals affecting our decisions, depending on our state of mind and the circumstances, typically, one or other of the goals prevails, to the detriment of a wellrounded and informed decision.

In business we take more time and apply methods to balance goal conflicts and evaluate obstacles. Tough ones like how to assess the market in chartering, or whether to postpone a stern tube repair on a tanker are made with every intention of balancing the conflicting elements and overcoming the obstacles. We could even look at statistics to help make these decisions more balanced. For example, we could use statistical counts of seasonal changes in the charter-market or deterioration rates of stern tube seals.

**Amalgamate information**

Statistics are used to amalgamate information so as to balance the influences and make decision making easier. However, statistics rarely if ever include enough contextual information and therefore cannot be weighted properly. Take for instance the charter market; it is affected by so many different influences, some of them hugely relevant to the charter levels being faced and some that are normally relevant, but may be insignificant to the current circumstances.

On top of this, statistics are often used to discover cause and effect models rather than verify them. People actually often quote statistics that seem to violate common sense and feel that this is the more educated approach. This works well in physical sciences because we often cannot understand cause

and effect at all and begin to piece it together by observing trends. There is rarely any other way to understand the physical world than to gather data and compare it until some pattern emerges.

However, we are not condemned to live with inferior or misleading statistics. In most domains where people are involved, we can ask the people what their considerations are when they work and why they act in a certain way. For example, charter market analysts correlate charter rates to ships utilisation to predict rates and then estimate how closely the two correlate when the better way around is to understand the cause and effect of charter rates and then use the statistics of income rate to utilisation correlation to verify the cause and effect to some degree.

More specifically, we know that rates are dependent on many short and medium term factors, besides supply of ships and demand for transport, such as storage of commodities, charter market rate trajectory, commodity price trajectory, demand trajectory of the commodity, supply trajectory of the commodity, congestion, and many more economic indicators. If we took each charter fixture and weighted these major short and medium term influences as we charter the vessel, we would have more meaningful data to make statistics and better predictions of rates.
Therefore, getting more salient data surrounding the cause and effect of each event is most important when we are observing some type of expectation failure, for example, an observation of a defect reported by an officer on board a ship, could lead to an undesired event.

**Examples**

1. A non-conformance about failure to follow the right process for a replacement oxygen and gas meter seems different from a non-conformance regarding failure to perform a risk assessment before shutting down a sea water pump and blanking it off. One is about a gas meter and the other about a pump. But they may seem quite similar with respect to perceptions of the importance of safety. Seen from the viewpoint of a seafarer, who has not been informed about some vitally relevant details regarding what has been done in his absence, they are even more similar: a gas meter that behaves differently than expected and a pump that has been blanked off are very different from what he would expect.
2. A crack in the flange of a fuel pipe in the purifier room may seem quite different and also quite similar to a crack in the flange of a pipe feeding the main engine injection pumps. However, if the main engine pipe is part of the fuel pump structure, the cause of the problem can prove to be quite different from damage on a regular pipe fitted by the shipyard.
3. The injury to a crew member due to a fall on a slippery part of the deck may seem to be quite similar but also quite different to the injury of another crew member who recently signed on and was not aware how to use the lathe in the engine room. In the first incident the injury may have resulted and be related to a number of safety precautions that need to be taken while the crew is working on deck, such as cleaning the deck to remove oily residues, wearing safety shoes, painting the deck surface with a special non-slip coating, while the second incident might be related to training issues, lack of experience and absence of written instructions on how to use the lathe.

The right approach to decision making is to understand cause and effect by examining each case 'story' more closely in order to determine the goal and obstacle structure, then, to use the goal obstacles structure to better qualify larger batches of information (statistics) and use these more judiciously to make explanations and predictions. So using common sense to evaluate the factors that could apply to every situation on board where a violation of expectation occurs, seems to be the first useful step you take. The statistical approach can then be applied to a much richer set of cause and effect indicators.

In the information age, access to information and data collection is important. If you are collecting data this is a good thing and the important next step is to get our information management systems to help gather the right cause and effect indicators relevant to each case. However, to do this, the system has to track the work of your staff as they deal with, let's say, a defect or non- conformance and resolve it. If the system does not collect salient points in the processing of daily problems you will never extract any statistics that tell you anything useful about management and improvement.

**Right point at the right time**

Since there could be many salient points that make an expectation failure, such as a crack in a fuel pipe important, the system has to present the right ones to the user at the right time, otherwise, it will be quicker for the user to write down comments in a common language that the computer cannot recognise and thus cannot present later in statistical form.

For example, is there a crack or a welding pore, is the pipe under external stress, is the pipe a high pressure pipe with a wall thickness limitation? Is there a maintenance problem common to these pipes? Even more urgently, is there a process that this breakdown affects and should there be a risk assessment at a variety of levels? But how would the system know it's a fuel pipe so as to consider corrosion as of unlikely relevance, how would the system know about the pipe configuration and design limitations so as to ask relevant questions about cause and effect?
All these questions are relevant, if this observed pipe leak is to end up as a statistic, especially if the statistic is meant to assess management quality, something that in the tanker industry is very much a target of Chapter 12 of TMSA, making this abundantly clear.

Herein are the reasons why software often does not help with management decisions that are not straightforward. They are helpful where the decisions are simple, like comparing prices, but they don't help tell us when to stop the ship for an overhaul. To do so, the system has to understand (this means have a model within its data structure) of everything important about the enterprise and everything about what the user is doing (for example in this case reporting a defect).

In the gas meter example above, how would the system know that gas meters can cause death if they are incorrectly operated? And why would it consider asking the user if the gas meters procured operate in a way that a new user can expect? Why this is not a question normally asked when buying new binoculars or chipping hammers? And when reporting the ballast pump isolation process, how would the system know that the blanking off process requires some consideration of coinciding factors, so that someone does not inadvertently flood the engine room?

The system could, of course, ask you all the questions it knows, regardless of context, but will this help the management process or delay it? Would senior management, like masters and engineers, who are responsible for resolving problems, tolerate answering irrelevant questions?

A failure to apply the correct change management process to a gas meter could be categorised under Change Management, which would make sense, or under Gas Meters, or under Tank Entry, or under Safety Equipment, etc. But which one would best help indicate management quality? If the assignment of failure is incorrect, what is the point of making statistical count from this categorisation? Even if it is correct and the non-conformance is assigned under failure to manage change, would this carry the same weight and should it be considered on a par with buying binoculars and chipping hammers, without going through a change management procedure?

It is not difficult to enrich incoming information with the right contextual and salient indices, if the process is well designed and is performed in steps. Most importantly, in performing the process, the enterprise benefits anyway. So the answer to better decisions is qualifying incoming information as a by product of daily work.

In the information age, having solved the information collection problem, we now need to solve the information categorisation problem. Never was this more relevant than today when the obstacle of access to information is behind us.

TankerOperators Sept 2011

*This article was written by Ulysses Systems.

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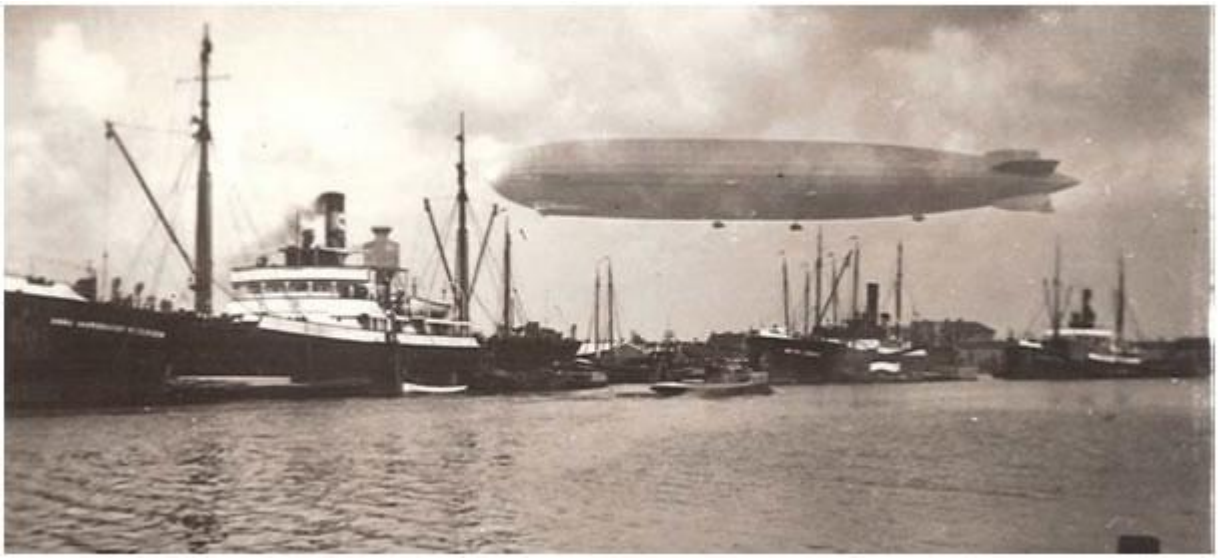
# Passenger Airship Graf Zeppelin



Above seen the Passenger Airship **Graf Zeppelin** flying over the port of Amsterdam in October 1929, a photo hanging on the wall of **Rudy Puister** in Spain. The Airship was a large German passenger-carrying hydrogen-filled rigid airship which operated commercially from 1928 to 1937.

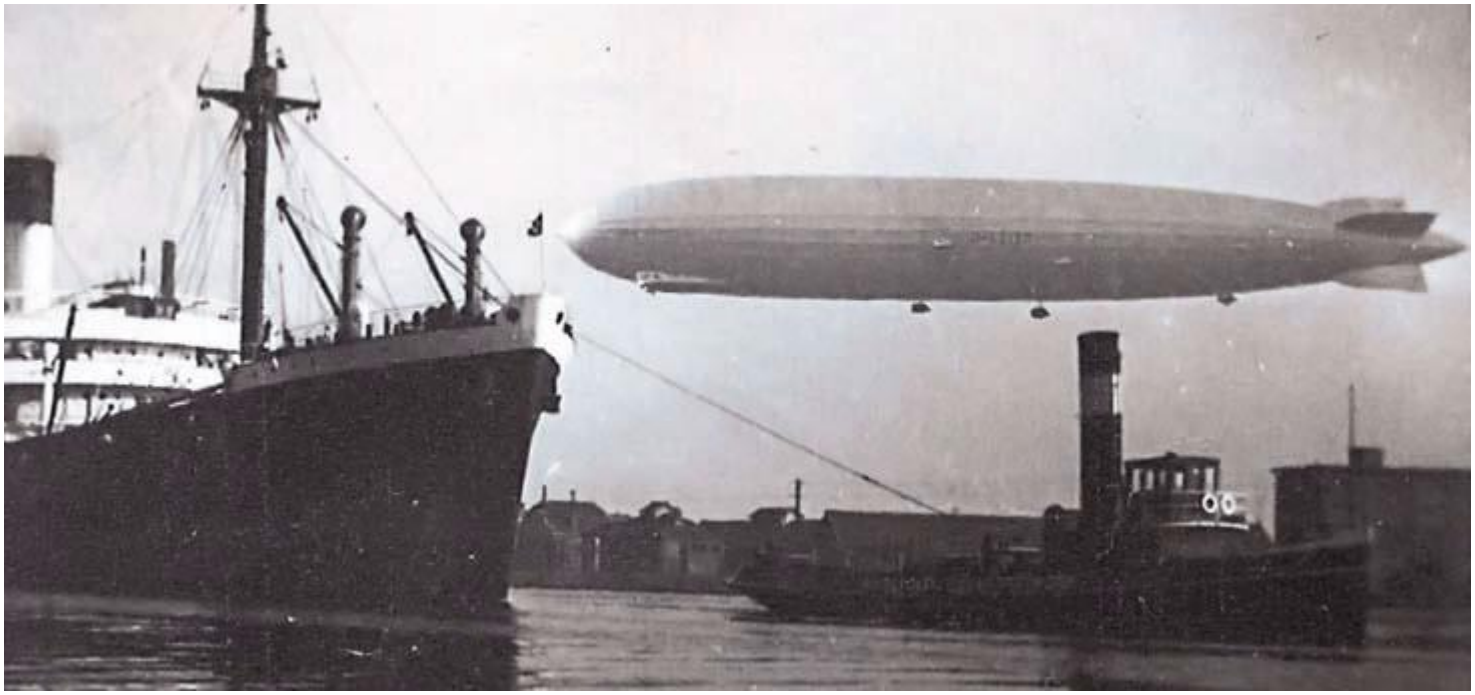
It was named after the German pioneer of airships, **Ferdinand von Zeppelin,** who held the rank of Graf or Count in the German nobility. During its operating life the great airship made 590 flights, covering more than a million miles, Dr. Eckener commanded the **Graf Zeppelin** on its first intercontinental trip, a transatlantic crossing which left Friedrichshafen, Germany, at 07:54 on October 11, 1928, and arrived in the United States at NAS Lakehurst, New Jersey, on October 15 after having travelled 9,926 km in 111 hours. Notwithstanding the heavy headwinds and stormy weather that slowed the journey, Eckener had nevertheless repeated the success of his first transatlantic crossing made four years earlier in October, 1924, to deliver the D-LZ126 (renamed the **USS Los Angeles**) to the U.S. Navy. Eckener and the crew were welcomed enthusiastically with a "ticker tape" parade in New York the next day and a subsequent invitation to the White House.

A portion of the damaged fabric covering removed from the **Graf Zeppelin** in October 1928, after its first transatlantic flight from Germany to NAS Lakehurst, NJ.This first transatlantic trip was not without its difficulties, however, as the airship suffered potentially serious damage to its port tail fin on the third day of the flight when a large section of the linen covering was ripped loose while passing through a mid-ocean squall line at night about 1,500 miles east Bermuda (35N, 42W). With the engines stopped, the ship's riggers did their best to tie down the torn fabric to the framework and sew blankets to the ship's envelope while attempting to not fall to the raging seas just below. In the interest of safety, the riggers (who included Dr. Eckener's son, Knut) retreated back into the ship whenever it dropped to within a couple of hundred feet of the ocean's surface. This allowed the engines to be re-started to maintain lift. The Graf crossed the U.S. coast at Cape Charles, Virginia, around 10 AM on October 15, passed over Washington, D.C., at 12:20 PM, Baltimore, MD, at 1 PM, Philadelphia, PA, at 2:40 PM, New York City at 4 PM, and landed at NAS Lakehurst at 5:38 PM.

In addition to the passengers and crew, there was also a stowaway on the return flight from America, 19-year-old Clarence Terhune, who had secreted himself onboard the **Graf Zeppelin** in Lakehurst, New Jersey. He appears in a Gaumont Graphic Newsreel working for his passage in the airship's kitchen. Terhune was returned to the U.S. on the French liner **SS Ile de France** along with six airship passengers.

Flown cover autographed by the **Graf Zeppelin's** commander, Dr. Hugo Eckener from the nearly disastrous 1929 "Interrupted Flight". Although the **Graf Zeppelin** would eventually have a safe and highly successful nine-year career, the airship was almost lost just over half a year after its maiden flight while attempting to make its second trip to the United States in May, 1929. Shortly after dark the

first night of the flight ("1. Amerikafahrt 1929") on May 16, the airship lost power in two of its five engines while over the Mediterranean off the southwest coast of Spain forcing Dr. Eckener to abandon the trip and return to Friedrichshafen. While flying up the Rhône Valley in France against a stiff headwind the next afternoon, however, two of the remaining three engines also failed and the airship began to be pushed backwards toward the As Dr. Eckener desperately looked for a suitable place to crash-land the airship, the French Air Ministry advised him that he would be permitted to land at the Naval Airship Base at Cuers-Pierrefeu about ten miles from Toulon to use the mooring mast and hangar of the lost airship Dixmude (France's only dirigible which crashed in the Mediterranean in 1923 resulting in the loss of 52 lives) if the Graf could reach the facility before being blown out to sea. Although barely able to control the Graf on its one remaining engine, Eckener managed to make a difficult but successful emergency night landing at Cuers.



After making temporary repairs, the Graf finally returned to Friedrichshafen on May 24. Mail carried on the flight received a one-line cachet reading "Delivery delayed due to cancelation of the 1st America trip" and was held at Friedrichshafen until August 1, 1929, when the airship made another attempt to cross the Atlantic for Lakehurst, arriving on August 4, 1929. Four days later, the Graf Zeppelin departed Lakehurst for another daring enterprise — a complete circumnavigation of the globe. Starting there on August 8, 1929, **Graf Zeppelin** flew back across the Atlantic to Friedrichshafen to refuel before continuing on August 15 across the vastness of Siberia to Tokyo (Kasumigaura Naval Air Station), a nonstop leg of 6,988 miles (11,246 km), arriving three days later on August 18. Dr. Eckener believed that some of the lands they crossed in Siberia had never before been seen by modern explorers. After staying in Tokyo for five days, on August 23, the Graf Zeppelin continued across the Pacific to California flying first over San Francisco before heading south to stop at Mines Field in Los Angeles for the first ever nonstop flight of any kind across the Pacific Ocean. The Pacific leg was 5,998 miles (9,653 km) and took three days. The airship's final leg across the United States took it over Chicago before landing back at Lakehurst NAS on August 29, taking two days and covering 2,996 miles (4,822 km). The flying time for the Lakehurst to Lakehurst legs was 12 days and 11 minutes. The entire voyage took 21 days, 5 hours and 31 minutes including the initial and final trips between Friedrichshafen and NAS Lakehurst during which time the airship travelled 49,618 km (30,831 miles) whereas the distance covered on the designated "Round the World" portion from Lakehurst to Lakehurst was 31,400 km (19,500 miles). Among the passengers on board the return flight from Lakehurst to Friedrichshafen, which departed on 1 September, were the newly-wed Arctic explorer Sir Hubert Wilkins and his bride Suzanne Bennett. They had married two days earlier and the trip was their wedding gift from Hearst, whom Wilkins had reported for during the initial Around The World trip. A U.S. franked letter carried on the whole trip from Lakehurst to Lakehurst required $3.55 USD in postage, the equivalent in 2007 of roughly $43 if based on the CPI. The semidocumentary film **Farewell** is about this flight.

# Launch of Indian flagged Trading Training Ship - a first, globally.


Planned training at sea during periods of sea going service required for watch-keeping officer certificates of competency are of prime importance in the development of the skills, knowledge and experience, needed and mandated for officers, and acknowledged as an integral part of the overall programme of training. However, lack of adequate training berths on ships, has been a major concern of the shipping industry, globally.

Quoting Resolution 13 of the 2010 Manila Conference on the STCW - Accommodation for trainees –

- "Noting with concern the reported and anticipated shortage of qualified officers to effectively man and operate ships engaged in international trade,
- recognizing the need for today's increasingly sophisticated ships to be entrusted to seafarers who are competent in all respects to operate them in a safe, secure, efficient and environmentally-sound manner,
- recognizing also that minimum mandatory seagoing service forms part of the requirements prescribed in the STCW Convention and Code for operational level and support level certification,
- recognizing further that the lack of adequate accommodation for trainees on board ships constitutes a significant impediment to properly training them and subsequently retaining them at sea, thus adding to the aforementioned shortage

urges shipowners, ship managers and shipping companies to provide suitable accommodation for trainees on board their ships both existing and new."


AMET, as the first maritime university of India, comes forward yet again, to alleviate this grave concern by launching its very own, first of its kind endeavor, a Cruise-cum-training ship, m.v. "**AMET MAJESTY".** This trading training ship will provide approved sea time training to 90 deck cadets and

120 engine cadets under exclusive and planned training regime with dedicated instructors, assuring quality and effectiveness and complying with maritime administration requirements.

**Training Ship AMET UNIVERSITY** has acquired a state of the art passenger cum RoRo cargo ship and renamed it as "MV**.AMET Majesty**" for this purpose. This ship is certified to carry 1150 passengers on international voyages. Directorate General of Shipping, Government of India has approved this ship in principle to train 90 Nautical Cadets and 120 Engineering Cadets for a period of 6 months of their required post sea training mandatory to appear for the competency examination conducted by them.

**Training advantages on this ship** As the trainees will be individually trained by the dedicated Instructors and Training officers on board the training ship the trainees have better chance in the development of the skills, knowledge and experience, needed and mandated for officers, and of doing well when they appear for their certificate of competency examinations. They will also be more confident to take up their responsibility when they are employed subsequently as independent watch keeper in Navigation and Engine room. The Indian maritime industry associations of INSA (Indian National Ship Owners Association), FOSMA (Foreign Owners Representatives and Ship Managers Association) and MASSA (The Maritime Association of Ship owners Ship managers and Agents) have evinced great interest and expressed all support for this novel venture. In as much as freeing up their own training berths, they also are convinced of the high quality training that will be imparted on this ship with dedicated training instructors, facilities and environment.

**First Indian flagged Cruise Ship as well** The potential of the tourism sector to stimulate economic and social development thereby transforming economies has been internationally acknowledged. Tourism has been placed on a priority platform in India with the Governments at the centre and the states making directed efforts to exploit the tourism resources offered at the national and local level. 'Cruise Tourism' represents one such avenue where far reaching developments have been witnessed worldwide with India having no claim to even a marginal positioning. AMET University combines the training initiative with cruising, to bring to India, its first ever, Indian flagged cruise vessel to promote cruise tourism in India. Honourable Union Minister for Shipping of the country, Mr. G K Vasan, formally launched the vessel at Chennai Port on 8th June 2011 and lauded AMET's initiative while promising all support to the venture. The vessel commenced its commercial cruise operation on the 9th June 2011 with much popularity and fanfare. **Source : AMET**

**Inséré le 28 juillet 2011** **News Logboek** **Enlevé le 28 aout 2011**

# Shipping recruiter warns of LNG staff shortages

Shipping recruiter Faststream is warning that shipowners that are ordering new LNG carriers could face serious difficulties in finding experienced superintendents to run their new ships in the coming months and years, particularly in Europe. The U.K.-headquartered Fastream says that it has already seen triple the number of vacancies for shore-based technical staff with LNG carrier experience in 2011 compared with all of last year. "With the capacity of the LNG market said to rise from 300 bn cu m to 380 bn cu m by 2015," says Fastream Group CEO Mark Charman, "I believe that shipowners are going to be hard pressed to find the right people to manage these complex vessels.


This has always been a specialist market, but the latest DFDE LNG vessels are equipped with electric engines and using propulsion systems which have not been around for long, so finding experienced LNG people to run these vessels is going to be a real challenge." According to maritime blogger Tim Colton, who tracks shipbuilding for Marine Log, there are currently 19 LNG carriers under construction at shipyards in Korea, Japan and China. The shipowners who have LNG carrier tonnage on order are Taiwan Marine, Brunei/Shell Marine, Chevron, Mitsui/NYK/Teekay, Sonangel, Tokyo LNG Transport, China LNG Ship-

ping, GasLog LNG, and LNG Marine Transport. Crewsizes for LNG ships are usually about 26 to crew personnel. "Seafarers serving on LNG vessels are among the most highly paid in the shipping industry and luring them ashore has always been difficult," says Charman. "In the U.K., the impact of the immigration cap has meant that importing experienced superintendents from outside Europe is no longer an option and the problem is only going to get worse." According to Faststream, many shipowners are now recruiting people with general tanker experience rather than those that specialize in LNG to run their ships. The average salary for LNG shore-based staff are typically at least 10 percent higher than for tanker staff, with LNG technical superintendents earning between £62-65K per year. **Source : MarineLog**

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**Inséré le 30 juillet 2011** **Open Forum** **Enlevé le 30 aout 2011**

# Going 'back to basics'

The group admitted that its fleet performance had fallen short of what was expected and the targets set. There are several factors that have caused this situation, or have contributed to it, said Holger Pittelkau, group managing director, oil/chemical tankers.

These are not limited to the on board management. If there is a common thread, then it has to be found in the behaviour of individuals, their beliefs and values and their professional pride, he said writing in BSM Highlights magazine.

He gave an example of a shipboard pumpman who has pride in what he does. He will have the pumproom spotlessly clean, no pumps leaking, bilge wells clean, alarms working and the room well lit. Another case is the receptionist who is proud of what he or she does and keeps the area around the switchboard clean, will give a friendly greeting and pay full attention to a person until he or she is attended to.

You can replace the receptionist with a watchman, or the pumpman with the officer on watch as it is their behaviour and their values that make the difference, which will ultimately lead to business excellence, Pittelkau explained.

Values, such as professional pride, mutual respect, or correct behaviour, are interlinked. One is immediately followed by the other and none can exist without the other. Similarly, business excellence goes together with safety excellence, he continued.

With this campaign, BSM said that it intends to address both at the same time to have the maximum impact.

BSM has earmarked a period of 12 months for its 'Back to Basics' campaign. During the year, the company will address the importance of getting the basics right and instil a sense of professional pride in the work undertaken. The message will be put across at pre joining briefings, ship visits by office staff and seminars.

In addition, especially recruited training superintendents, primarily recruited from within and trained to the company's needs will spend two to three weeks on board ship to evaluate the crew and to provide training where necessary. The main objective of this exercise will be to monitor 'safe behaviour'. During these periods at sea, the superintendents will also perform navigational audits and advise the masters of recommendations for improvement. Training will be given as necessary.

**Mandatory course**

Safety awareness, risk assessment, risk analysis, as well as team building are included in a 40-hour Safety Officer distant learning course developed in-house by the Maritime Training Centre (MTC) in Cyprus. This will be made mandatory for all officers and the contents are to be used at the MTC for shorebased training. The distant learning courses will also be available on board/ashore shortly as required.

MTC also offers five-day leadership and management courses. These form part of BSM's senior officers' upgrading courses and they will now be included in the junior officers' upgrading courses. Presently, upgrading courses are under preparation at the CSC China and at MTC Mumbai incorporating local training needs. The leadership/management and the safety officers' course contents will be partly, or completely included in all junior officer upgrading courses.

In addition, the maritime resource management course only available at MTC Mumbai will be made available to all BSM training centres.

Finally, behaviour-based type safety programmes will be introduced. These are simple yet effective. Essentially, key processes will be identified and data gathered on how well this process is executed. Feedback on safety behaviour will be provided and reinforced. The data will be analysed and the results used to remove any safety obstacles.

However, talking with TANKEROperator, Pittelkau explained; "We will not go for a fully fledged 'Behaviour Based Safety Programme'. Instead, we intend to develop something in- house, following the simple process that I had outlined in BSM Highlights."

He also explained that the 'Back to Basic' campaign was not only aimed at tankers, although, where limited resources require prioritisation, tankers will have priority due to BSM's exposure in this sector with 300 plus tankers, oil/chemical and LPG/LNGCs under management.

The project had been a bit slow in starting but was now quickly picking up momentum, he said. The aim was to review and assess its effectiveness after 12 months with a view to make it more effective where necessary. It is, however, unlikely that the campaign will just stop there, as it was expected that many of the programme's items will become permanent features.

As at the middle of July, all the training masters had been identified and were undergoing training in various locations. At the time of writing, they were due to meet at one of the MTCs to be trained further on various aspects of the campaign.

What are required are the right tools and trained personnel to deliver the programmes, Pittelkau concluded.

TankerOperatos Sept / Aug 2010

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# Global satcoms' potential in attracting cadets

**It has taken longer than might have been expected, but the maritime industry has at last accepted that humans are its most valuable resource*.**

The reasons for this late realisation include the industry's long obsession with hardware and for many years, the plentiful supply of able bodies and bright minds.

It took a series of casualties and their resulting pollution to focus attention on the human factor once more, though the orderbook boom and the coincidental shortage of sea staff brought the problems of supply and demand into even sharper relief.

Training and education of seafarers has quickly become a pressing requirement for the tanker industry working increasingly under the regulators' spotlight. It is also a practical tool in attracting and retaining the seafarers that shipowners desperately need.

The seriousness of the problem was underlined at the launch of 'Go to Sea', the latest initiative designed to encourage young people to consider a career in the maritime industry, focussed on improving the recruitment and retention of officers.

A report by Drewry Shipping Consultants assessed the current shortfall of officers in the global shipping fleet at 34,000, against a total requirement of 498,000. But based on Drewry's fleet growth projections

and the assumption that officer supply will increase at the current rate, the report predicts that by 2012, the officer shortfall will have grown to 83,900.

'Go to Sea' highlighted that attracting the next generation of cadets will require not just improvements to pay and conditions but also a commitment to training that will make continuous professional development a fixture in maritime careers.

**Career development**

Most tanker owners and operators acknowledge that Inmarsat FleetBroadband has the ability to increase seafarer retention, but its role in career development is perhaps less well understood. The main barrier to adoption is pressure on costs but once total cost of ownership is understood and the system is seen to be delivering efficiencies for on board IT, FleetBroadband's potential as a driver to education has infinite possibilities.

Just as awareness of the advantages of IPbased, high-speed communications has grown, Due to its experience, Inmarsat is now in a position to advance the use of remote educational programmes and on board certification using FleetBroadband.

Among the companies to realise this opportunity was Hong Kong-based shipmanager Wallem, which carried out a full evaluation of FleetBroadband in 2008 on board the 159,156 dwt Suezmax Sonangol Kizomba. As well as its commitment to information technology, Wallem's investment in human resources saw it establish a seafarer training centre in Mumbai in 1994, upgrading it in 2005.

More than 20 value-added courses are available to Wallem seafarers, providing skills and knowledge, which is supplementary to basic qualifications and in the process keeping them up to date on Wallem procedures, new regulatory requirements and technical systems.

The company's training programme is also designed to provide support for cadets and to follow them while they are on board ship. All the cadets are enrolled in a programme run under the auspices of the Indian Ministry of Shipping, which requires they first complete the basic safety training prescribed by STCW 95.

When on board ship, Wallem encourages the cadets to complete two to three hours of training time per day, in addition to the average working shift of eight hours. Assignments are checked and marked by the shipboard training officer and sent to the company's training officer at the Mumbai centre. Work is evaluated and graded and submitted for formal approval.

The training officer can ask the cadet to resubmit the work if necessary and Chittur Subramanian, marine superintendent at Wallem Shipmanagement, said the process is designed to judge progress on an individual basis. "The programme is structured for a certain amount of work per week and a lot of thought is given to questions and answers so the cadet cannot copy from a text book. They have to study the subject and complete each question from their own knowledge," he explained.

The basic courses are structured by the ministry of shipping but the Wallem training centre will tailor the content to the type of ship the cadet is serving on. On board ship, cadets can take advantage of the same facilities of existing officers, accessing an ondemand database of 180 different topics, enabling them to complete a wide range of additional assignments.

**Saving time**

Completing additional training on board while studying for mandatory courses can mean time saved when the cadet goes for their final exam, according to Subramanian. The process is supported while at sea by the chief officer or chief engineer but they can in turn draw on expertise ashore in Mumbai from where several trainers, themselves qualified masters and chief engineers provide support.

For the cadets, remote training is a chance to put theory into practice, watching senior officers and forming a clear picture of the tasks that await them in their careers at sea. Wallem cadet Tata sent assignments from his ship in hard copy having asked the senior officers for their input and used the on board library for research. "The results of my assignments would be sent to me on email in about 15 days. Having email on board really helped with receiving feedback for assignments and keeping in contact with my family," he said.

Although down the years, the number of cadets has fallen to one per ship, the effect has been that the traditional cascade of information from third and second year cadets to the first year intake has been replaced by more structured training programmes and direct contact with the chief officers.

Subramanian said the process is also designed to use cultural background to its advantage. "We have cadets who clearly benefit from training with officers of different nationalities as the experience is not always the same as what they learnt at home. The cadet's interaction with the chief, the master and the second and third officers means they gain information and knowledge when actually carrying out their duties."

Since the majority of maritime training in commonwealth countries follows the UK model, much of the syllabus is common and the core themes of operating and running a ship safety universal. In one case, this allowed Wallem's Indian officers to train cadets from the UK and have their work assessed by the Maritime and Coastguard Agency (MCA).

If the process sounds thorough, it is also a little long-winded, since the approving authorities currently accept only hand-written documents signed by the shipboard and shore side training officers. In future, Subramanian expects broadband communications to play a greater role, with improved bandwidth encouraging students and educators to make greater use of technology. "Broadband on the ship would mean that the entire training programme could be put online for the cadet to access from on board ship and also use to make their submission," he said.

The trend to online learning certainly supports this assertion. Training software providers, such as Seagull and Videotel, which supply ships with CDs and DVDs for shipboard training, have already put their training courses online. Both offer a huge range of training courses and Seagull has recently negotiated with tanker owners' association Intertanko to offer its Tanker Officer Training Standards (TOTS) programme in electronic format.

The Nautical Institute is putting the finishing touches to a web-based system for monitoring and encouraging continuous professional development (see page 35) and Lloyd's Maritime Academy recently announced the first maritime MBA offered entirely online, aimed at both shipboard and shore-based staff.

Over and above mandatory courses, better use of communications could mean that on board training is extended to new systems and equipment, with vendors playing a greater role in the familiarisation process. A good example of technology with a large-scale training demand is the ECDIS. The system was recently mandated by IMO under a phased programme that begins with newbuilding passenger ships of 500 gt and tankers of 3,000 gt from 1 st July, 2012.

The ECDIS course operated by Wallem in Mumbai covers data and display functions with hands-on training provided. Students practice setting up and maintaining a display, planning and monitoring a route and using basic navigational functions and equipment in a real time navigational environment. They also learn to activate updates and complete actions necessary for a safe navigational watch.

Crucially for getting the best training in the of ECDIS, officers and cadets could undertake on-board training, often during actual navigation under supervision of the chief officer. It's valuable for cadets and essential for officers in gaining better understanding of equipment vital to safety of navigation. Once the full potential of remote training using FleetBroadband is realised, Inmarsat will make its own contribution to improving the potential that online training and education offers the industry. TO

*This article was written with the help of Piers Cunningham, Inmarsat's head of maritime business and Wallem Shipmanagement.

# ERFGOED ONDER WATER.

## MARITIEME ARCHEOLOGIE VÔÔR DE BELGISCHE KUST

### HET ONDERZOEKSGEBIED

Het continentaal zeegebied van België, gelegen in de zuidelijke Noordzee, heeft de vorm van een rechthoekige driehoek. Hierbij verloopt de korte zijde over de Vlaamse trust met het Zwingebied in het oosten tot De Panne in het westen. In open zee, aan het oostelijk deel, grenst een lange zijde aan Nederlands gebied en loopt in noordwestelijke richting langsheen de Vlakte van de Raan en de Thorntonbank. In het zeegebied ten westen grenzen de banken van de Oostdyck en Westhinder aan Franse wateren. De banken van de Noordhinder sluiten de punt van het gebied in het noorden af en grenzen aan de territoriale wateren van het Verenigd Koninkrijk (1).
De zeebodem bestaat uit zandduinen met een structuur van fijn tot grof korrelig zand en wordt ook de Vlaamse Banken genoemd. Het is een relatief ondiep zeegebied met dieptes die variëren tussen 5 en 50 meter. Het gebied is onderhevig aan een getijdenwerking, waarbij eb en vloed afwisselen in een ritme van 12 uur.

Zichtbaarheid onderwater is veelal uiteenlopend en wordt beïnvloed door sterkte en richting van de wind, de getijden en de nabijheid van grote rivieren. Vooral de uitvloeiingen van IJzer, Schelde en Theems bepalen de helderheid van het water op zee. De zichtbaarheid onder water kan variëren van totale duisternis tot een tiental meter. Noordoostelijke wind zorgt voor een zware deining die stof en modder opwoelt en het water van de Scheldemonding zuidwaarts stuwt. Een zuidwestelijke wind zal het troebel water noordwaarts drijven en helder water met zich meebrengen in het kustgebied. Een week met voile maanstand zal een sterke stroming ais effect hebben en ook de kans op helder water verminderen. Deze natuurlijke elementen spelen een grote rol bij de mogelijkheden om onderzoek op de zeebodem uit te voeren.

### DE WRAKKEN: ENKELE FEITEN

Sinds 1866 is het de taak van de Vlaamse hydrografische dienst om een veilige doorgang te ga-

randerenaan schepen die zich van en naar havens begeven en zich in vaarroutes bevinden. Op de huidige et zeekaart van de Vlaamse Banken zijn talrijke zandbanken, boeien, vaarroutes en dieptecijfers gemarkeerd. Maar het meest opvallend is de aanwezigheid van talrijke obstructies, wrakken en vuile gronden die op de kaart zijn aangebracht als navigationele waarschuwing voor de scheepvaart. Bij het vinden van nieuwe obstructies wordt een melding gemaakt aan zeelui door middel van Berichten aan Zeevarenden. Het onderzoek met de hydrografische schepen Paster Pype en Ter Streep kon in de laatste 10 jaar bijna 200 wrakken in kaart brengen. Dit wrakken bestand werd nog aangevuld met 80 sites die via privé-initiatieven zijn gelokaliseerd. Het feit dat vooral in de laatste 20 jaar heel wat meer informatie ingewonnen werd, komt door de snelle evolutie van hoogtechnische zoekmiddelen en eenvoudigere verkenningsmogelijkheden door de ontwikkeling van steeds betere duikapparatuur.

Hoewel een groot aantal wrakken in Belgische wateren is geïdentificeerd, blijven toch 17 procent van de sites onbekend. Meer dan een derde (32 procent) van de gekende wrakken zijn resten van militaire schepen, voornamelijk daterend uit de twee grote conflicten van de 20ste eeuw. Er zijn 50 wrakken (18 procent) die toegewezen kunnen worden aan vrachtschepen. Verder is er nog 7,5 procent van het wrakkenbestand dat houten zeilschepen en jachten betreft en 37 vaartuigen (13 procent) kunnen worden toegewezen aan verliezen bij de visserij. 7 procent van de wrakken zijn schepen met een uiteenlopende achtergrond. Het kleinste percentage (1,5 procent) betreft sites die niets met varend erfgoed te maken hebben, zoals stortstenen, verloren boeien, containers en vliegtuigen (2).

Hoewel cijfers en percentages mooi ogen, is dit toch geen correcte weerspiegeling van aile schepen die tijdens de laatste duizend jaar vergaan zijn in ons zeegebied. Een groot deel van de wrakken blijft onontdekt en begraven onder de zeebodem of is volledig afgetakeld door de eroderende werking van de zee, inwerking van stormen en de vernielende kracht van sleepnetten.

Er zijn tijdens de Tweede Wereldoorlog ook meerdere vliegtuigen in ons zeegebied terechtgekomen. De dagboeken van de Hafenkommandatur Ostende geven bijvoorbeeld weer dat in 1942, in de zone rondom de Oostendse haven alleen al, 9 geallieerde vliegtuigen in zee gestort zijn (3). Deze vliegtuigen zijn meestal door de impact met het wateroppervlak volledig uiteengeslagen. Grotere stukken zijn later al of niezvolledig verdwenen door de vernielende kracht van de boomkorvisserij die gebruikt is vanaf de jaren 1960 (4). De gekende restanten van 3 vliegtuigen zijn slechts een bovenlaag van tientallen toestellen die aan de kust en dieper in zee terecht gekomen zijn.

**WRAKKEN CONTEXTUEEL BEKEKEN**

De sites van verloren schepen en vliegtuigen bevinden zich niet toevallig op een bepaalde locatie. Er is bij de meeste sites een logisch, contextueel verband met het gebied waarin ze zich bevinden en de oorzaak van hun vergaan. Op dit ogenblik is er geen uitgebreide kennis van de exacte hoeveelheid schepen die sinds de middeleeuwen tot het industrieel tijdperk op de Vlaamse Banken zijn terechtgekomen. We kunnen enkel vermeldingen terugvinden van scheepsrampen zoals bij geschiedschrijvers als Jacobus Bowens in zijn beschrijving van Oostende.

Tijdens de jaarlijkse winterstormen, deden zich talrijke verliezen van handelsschepen voor in de rede, vlakbij de haven: "Op den 22 September 1671 gevoelde men op onze kusten een aldergruwelykste onweder van wind en regen, waer door'er veele benaerdeelt en ten aile kanten groot schaede veroorzaekt wierd. Verscheyde schepen strandden voor d'haven met verlies van man en muys." (5)

De gevonden wrakken van zeilschepen bevinden zich voornamelijk in de nabijheid van een zandbank, een ankerplaats of een haventoegang. De zandbanken, zoals

de Oostdyck, Buitenratel, Nieuwpoortbank en Stroombank waren dan ook veelal de oorzaak van hun ondergang. Bij stormweer of misrekening kwamen schepen terecht op de top van de bank, waarbij de kiel werd beschadigd, het vaartuig water maakte en verging. Het kon zijn dat het zeilschip hierna de bank afgleed en zo terecht kwam op de flank ervan of in de voor- of achterliggende dieptes.

In 1993 signaleerde drijfnetvisser N.95 (6) dat hij zeebaars had gevangen op slechts vijf mijl ten noorden van Koksijde, een plaats waar normaal enkel een zanderige bodem zou moeten zijn. Zeebaars zal zich normaal groeperen bij obstakels waar zich concentraties aan fauna en flora bevinden. Dit bleek inderdaad zo te zijn en op een diepte van slechts 8 m werden de houten resten teruggevonden van een zeilschip van redelijke afmetingen. Het zeilschip, dat later als Loodsschip nr. 5 kon geïdentificeerd worden, lag aan de noordelijke kant van de Smalbank. De site bestond uit een houten kielbalk van 15 m lengte waarop, op regelmatige afstanden, ingeplante dwarsribben met bronzen bouten en houten tappen waren bevestigd. Delen van de masten en tuigage bevonden zich in het zand aan de stuurboordkant. Loodsschip nr. 5 was in 1857 bij zwaar stormweer vergaan tussen Oostende en Duinkerke met het verlies van aile opvarenden (7). Waarschijnlijk begaf hij zich langsheen de kust en wilde afdraaien ter hoogte van het Westdiep om naar zee te steken. Hierbij kwam het Loodsschip op de ondieper gelegen noordoostelijke kant van de Smalbank. Na schipbreuk geleden te hebben zou het van de bank gegleden zijn en vergaan. Dit wrak, hoewel van redelijke afmetingen, is niet gekend en staat niet vermeld op de zeekaart.

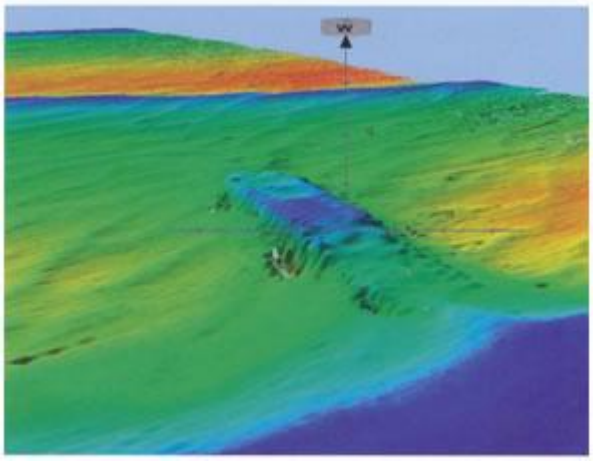
Zandbanken behouden meestal hun ligging en structuur, maar soms verplaatsen ze zich ook lichtjes door stroming en storm. Zo kunnen wrakken voor eeuwen bedekt zijn en plotseling te voorschijn komen bij het verschuiven van een bank. Concentraties rondom de haven en rede van Oostende betreffen wrakken van zeilschepen die de havengeul misten en ten westen of ten oosten van de havenhoofden terechtkwamen en vergingen. We vinden geen concentraties van die aard terug te Zeebrugge, Nieuwpoort of Blankenberge. Zeebrugge groeide pas uit als haven rond 1900 en de andere twee havens waren te klein om grote schepen op te vangen.

De grootste 'bijdrage' aan het onderwaterarchief van wrakken is toe te schrijven aan de verliezen tijdens de Eerste en de Tweede Wereldoorlog. Vlaanderen is tweemaal bezet geweest door Duitsland en vormde een uitvalsbasis voor hun kleine eenheden (8). Hierdoor vinden we veel wrakken terug van Duitse nationaliteit. Voor de periode 1914-1918 kennen we 8 U-boten, 7 Torpedoboten en 4 Vorpostenboten van de Duitse marine. De verloren U-boten waren op uit- of terugreis toen ze door mijnontploffing of torpedering verloren gingen. Drie liet men met opzet zinken bij de terugtrekking van de Duitse bezetter in oktober 1918. Opvallend is dat nagenoeg aile oppervlakteeenheden gezonken zijn in het zicht van de kust (9). Duitse eenheden voerden meestal korte bliksemaanvallen uit op Britse of Franse installaties en bleven zo lang mogelijk onder beschutting van de kustbatterijen. Daarnaast was hun functie voornamelijk defensief, in tegenstelling tot de Britse eenheden, die gekend waren voor offensieve tactieken.

Rondom de havens van Oostende en Zeebrugge liggen enkele tientallen wrakken van oorlogsschepen van Britse herkomst. Het gaat vooral om schepen die mijnen legden in bezet gebied of de activiteiten van de vijand wilden bespieden. Bij twee grote aanvallen op de havens en Duitse installaties op 23 april 1918 verloren de Britten 3 kanonneerboten, enkele torpedobootjagers, 3 antieke kruisers en een handvol blokschepen. Ook het einde van de Eerste Wereldoorlog bracht nog geen rust op zee: in 1919 verloren de Britten nog 4 schepen bij Oostende, op de mijnen van een niet geruimd veld (10).

In de periode tussen het uitbreken van de Tweede Wereldoorlog in 1939 en de Blitzkrieg in mei 1940 doen Duitse U-boten aanvallen op handelsschepen in het Westhinder- en Thorntongebied. U-9 en U-17konden bijna 10 schepen torpederen en doen zinken (11).

Door de snelle opmars van het Duitse landleger en tanks werd het Britse expeditieleger in 1940 zware verliezen toegebracht en teruggedrongen tot Calais en Duinkerke. Tussen 26 mei en 4 juni 1940 had `Operatie Dynamo' plaats, de grootschalige evacuatie van Britse en Franse soldaten via de haven van Duinkerke en de stranden van De Panne, door middel van allerhande vaartuigen. Een twaalftal schepen vergingen hierbij in Belgische wateren door mijnontploffing, torpedering of vliegtuigaanvallen.



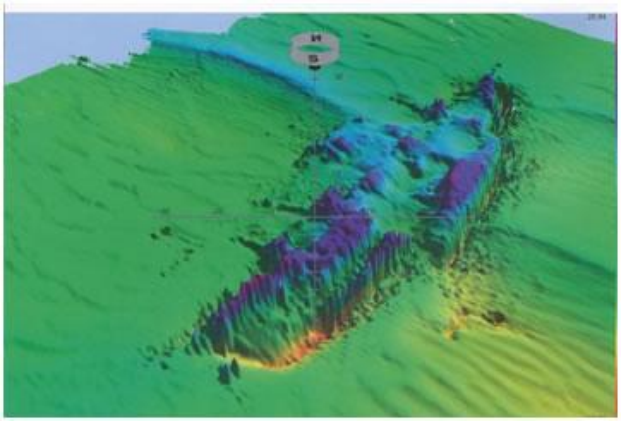
De activiteiten en verliezen tussen 1940-1945 zijn in grotere mate te vergelijken met de spreiding van de wrakken die dateren uit 1914-1918, maar dan op grotere schaal. We vinden concentraties van wrakken van Duitse eenheden terug rond Nieuwpoort, Oostende en Zeebrugge (12). Het gaat meestal om omgebouwde vissersschepen en kleine patrouillevaartuigen die in dienst waren van de Kriegsmarine. Deze schepen vergingen meestal nadat ze tegen mijnen waren gelopen in velden die zowel door de Britse als door hun eigen marine waren gelegd.

Tijdens de periode 1944-1945 zijn er grote geallieerde verliezen in Belgisch gebied op te merken. Gedurende Operation Infatuate, de aanval op Walcheren, zijn twee landingsschepen gezonken ter hoogte van de Westhinder. Bij het openstellen van de route richting Antwerpen worden de konvooien, komende van de Verenigde Staten en Groot-Brittannië, herhaaldelijk aangevallen door Duitse kanonneerboten. Mijnenvelden eisten ook hun tol op de geallieerde schepen en in het gebied van de Akkaert tot de Vlakte van de Raan tellen we ongeveer 15 wrakken. De wrakken van 5 Duitse kanonneerboten gelegen aan de Westhinder en op de rede van Oostende bewijzen dat de Britse konvooi-escortes hard terugvochten.

Het is natuurlijk niet enkel de oorlog die wrakken heeft veroorzaakt. Vóór de Eerste Wereldoorlog, tijdens het Interbellum en de naoorlogse periode zijn zeilschepen, viskotters, een lichtschip, verschillende vrachtschepen, kustvaartuigen en jachten gekapseisd, gestrand, in brand gevlogen, op be-

staande wrakken gevaren of lekgeslagen. Ook onze visserij heeft veel geleden, waarbij talrijke schepen vergingen. Dit is voornamelijk te wijten aan hoger vermelde oorzaken, maar in de naoorlogse periode kwamen ook mijnen en bommen in de netten terecht met alle gevolgen van dien. Netten kunnen ook aan wrakken blijven haperen en doen viskotters kapseizen en zinken.

**MARITIEME ARCHEOLOGIE**



Het professioneel onderzoek van wrakken is een complexe bezigheid. Er moet een zeewaardig en gekeurd vaartuig ter beschikbaar zijn. Aan boord moet het voorzien zijn van satelliet navigatiesysteem (GPS of Global Positioning System), dieptemeter en indien het financieel haalbaar is, ook magnetometer en sidescan sonar (13). Met deze laatste kan door middel van akoestische beeldvorming het wrak 'gezien' worden op de zeebodem. Met dieptemeter en sidescan krijgen we enkel boven de zeebodem uitstekende obstakels te zien. Onder het zand begraven resten die metalen onderdelen hebben zoals een kanon, een anker of een motorblok, kunnen door middel van een magnetometer opgespoord worden.

Contacten met de visserij, de hydrografische dienst en andere personen die een maritieme connectie hebben, leveren meestal heel interessante gegevens op. De bodem van de Vlaamse banken is veelal een zanderige vlakte met weinig of geen begroeiing. Wrakken vormen biotopen waar allerhande vissoorten en schaaldieren beschutting en voeding gaan zoeken. Vissers gaan zo dicht mogelijk langs de wrakken slepen, aangezien hun broodwinning ervan afhangt. De sleepnetvisserij zal proberen de wrakken te mijden om hier hun netten niet te scheuren of te verliezen. Hierbij wordt een net, bevestigd aan een stalen boom met sleepschoenen, over de bodem gesleept. Vissers zullen wel de wrakken zo dicht mogelijk bevissen omdat er de kans op een rijkere vangst groter is. De drijfnetvissers gaan exacte posities van wrakken na en gebruiken deze ook omdat ze precies rondom die wrakken hun staande netten of drijfnetten uitzetten om vis te vangen. Heel wat van onze nieuwgevonden wrakken, zoals het 18de-eeuwse zeilschip op de Buitenratel, zijn te danken aan de opsporingen van drijfnetvissers.

Men kan ook omgekeerd te werk gaan en specifiek een bepaald wrak zoeken nadat men gegevens heeft verkregen via archivalisch onderzoek.

Een afgelijnde zone kan onderzocht worden met sidescan sonar en magnetometer en alle gevonden anomalieën beduiken tot men het doelwrak gelokaliseerd heeft. Deze werkwijze werd gebruikt door een Britse groep tijdens hun succesvolle zoektocht naar de 18de-eeuwse Nederlandse Oostindiëvaarder 't Vliegend Hart in de Vlakte van de Raan.

't Vliegend Hart was een kuildekschip van 850 ton gebouwd in 1730 voor de Verenigde Oost-Indische Compagnie. Begin februari 1735 ging het samen met het zusterschip Anna Catharina verloren tijdens een hevige noordoostelijke storm. Aan boord bevonden zich victualiën, stukgoed, militaire voorraden en kisten muntgeld bestemd voor Batavia. Na het verlies van beide schepen werden enkele korte bergingspogingen ondernomen in 1736, maar door de weersomstandigheden en het ontbreken van zichtbaarheid moesten de pogingen gestaakt worden. Het was pas 250 jaar later dat Britse bergers het wrak met behulp van een magnetometer konden terugvinden. Gedurende 11 campagnes werd het wrak opgegraven, in samenwerking met het Rijksmuseum Amsterdam. Deze samenwerking tussen bergers en archeologen was een controversieel iets en lokte veel kritiek uit. Voor de bergers ging het om het muntgeld, voor de archeologen om zoveel mogelijk te documenteren en te behouden. Kritiek zal er altijd zijn, maar er moet vermeld worden dat dit het enige wrak was in het Belgisch zeegebied dat toen zorgvuldig werd opgemeten en gedocumenteerd (14).

Alle elementen van het wrak, zoals ligging, beschadigingen, constructie, materiaal, afmetingen en objecten kunnen het wrak identificeren en meer gegevens weergeven over het vergaan. Hoe we te werk gaan als onderzoeker op de site is afhankelijk van het wrak in kwestie. Resten van een wrak kunnen boven de bodem uitsteken en zullen gemakkelijk te verkennen zijn (15). Wanneer slechts sporadische onderdelen uitsteken of het wrak over een grote oppervlakte verspreid is, moeten andere zoekmethoden aangewend worden. Er kan een circulair zoekpatroon uitgevoerd worden. Hierbij wordt vanuit het markeringsgewicht of via een uitstekend wrakdeel gezocht naar andere resten in de onmiddellijke buurt. Het uiteinde van een touw wordt bevestigd aan het beginpunt en er wordt een cirkelvormig zoekpatroon afgezwommen in een straal van 360 graden. Zo kan men dichter of verder van het beginpunt gaan (16). Na de duik wordt de verkregen informatie zo goed mogelijk geïnterpreteerd en vastgelegd. Daarna kan men ook de gegevens proberen in verband te brengen met gekende, historische feiten.

***Wordt vervolgd***

**EINDNOTEN**

1. Kaart D11, Vlaamse Hydrografie
2. TERMOTE T., Schatten en Scheepswrakken. Boeiende onderwaterarcheologie in de Noordzee, Leuven, 2009.
3. BUNDESARCHIV, RM 45 IV/503, Hafenkommandatur Ostende Kriegstagebuch 16/8/1942-15/02/1943.
4. Boomkorvisserij is een visserijmethode waarbij het schip aan weerszijden een net kan voorttrekken. Deze schepen waren voorzien van stalen buizen of bomen waaraan langs weerszijden het trektouw van de netten liep.
5. BOWENS J., Nauwkeurige beschryving der oude en beroemde zeestad Oostende, gelegen in Oostenryksch Vlaenderen, dl. I, Brugge, 1792, p. 143.
6. Signalement van Luk Louwagie, schipper van N.95, aan Mah Jong Submarien Onderzoek.
7. BAEYENS E., De verraderlijke zee, Scheepsrampen in de Noordzee, Tielt, 2002, p. 126.
8. Oostende was door de Kriegsmarine gekozen als uitvalsbasis voor de Schnellboote, of kanonneerboten, door de mogelijkheid om snelle aanvallen uit te voeren op scheepvaart voor de Britse oostkust en de Theemsmonding. Verder waren ook Vorpostenboote en Sperrbrecher, (tot oorlogsschepen omgebouwde vissersschepen en kustvaarders), alsook in beslag genomen sleepboten, binnenvaartschepen en jachten te Oostende, Nieuwpoort en Zeebrugge ondergebracht. Al deze schepen konden tot de "kleine eenheden" van de Duitse oppervlaktevloot gerekend worden.
9. Slechts één enkele torpedoboot, de G-96, verging buiten het zicht van de kust. Op 25 juni 1917 werd deze torpedoboot gemijnd nadat ze op zoek was naar afgedreven doelwitboeien. BUNDESARCHIV, RM 56/135, bd. 2, p. 108.
10. HEPPER D., British Warship losses in the Ironclad Era 18601919, Londen, 2006, p.142443

11. BEZEMER K.W.L., Geschiedenis van de Nederlandse Koopvaardij in de Tweede Wereldoorlog, Amsterdam, 1990, dl 1, p. 135-137.

12. Het betreft hier in totaal 23 wrakken: 7 in Nieuwpoort, 11 in Oostende en 5 in Zeebrugge.

13. Sidescan sonar is een instrument waarbij meerdere geluidsgolven naar de bodem worden uitgezonden en een beeld weergeven op basis van terugkaatsing van het geluid onder een hoek. Harde reflecties tonen donker en geen reflectie toon wit, min of meer zoals de schaduwwerking van een naklamp. Het is alsof van bovenaf een foto wordt verkregen van de zeebodem, met schaduwcontrasten.

14. VAN DER HORST A. J., Met geen drooge oogen om tesien, De ondergang van het VOC-retourschip 't Vliegend Hart in 1735, Amsterdam, 1991, p. 11-26; Opgravingsverslag 't Vliegent Hart, VOC Anniversary Shipwreck Project 2000.

15. MILNE G., McKEWAN C. en D. GOODBURN (eds.), Nautical Archaeology on the Foreshore. Hulk recording on the Medway, Swindon, Royal Commission on the Historical Monuments of England,1998, s.l.

DEAN M., FERRARI B., OXLEY I., REDKNAP M. en K. WATSON (eds.), Archaeology Underwater.

The NAS Guide to Principles and Practice, Londen, 1998, p. 128-143

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# "Monkey business" with magic pipe costs Cardiff Marine $2.4 million

Cardiff Marine Inc, a Liberian-registered shipping company, was sentenced Wednesday in federal court in Baltimore after pleading guilty to a felony violation of the Act to Prevent Pollution from Ships. The company admitted falsifying records of illegal discharges of oily waste from the **M/V Capitola** , making false statements to the Coast Guard and other acts of concealment. U.S. District Judge Marvin J. Garbis sentenced Cardiff to pay a $2.4 million fine and serve three years probation, subject to an environmental compliance plan that includes audits by an independent third party auditor.

According to court documents, the investigation into the **M/V Capitola** was launched on May 3, 2010, at the Port of Baltimore, after a crew member informed a clergyman, who was on board the Capitola on a pastoral visit, that there had been "monkey business in the engine room," which involved a "magic pipe."The magic pipe proved to be a bypass hose that allowed the dumping of waste oil overboard, circumventing pollution prevention equipment required by law. The crew member asked the minister to alert the Coast Guard and to pass on a flash drive bearing video taken in the ship's engine room. That triggered an inspection of the Capitola, and, ultimately, to Wednesday's guilty plea.

An investigation confirmed that there had been an illegal discharge system on the Capitola as depicted in the whistleblower's video. It showed a black hose tied in several places to overhead piping

in the Capitola's engine room. The hose connected one of the vessel's waste oil tanks to a valve that opened directly to the ocean.

During its inspection, the Coast Guard interviewed members of the **Capitola's** engine room crew, including the whistleblower. Three of these crew members had served on the Capitola for more than six months and during that time had witnessed multiple occasions when a hose was used to discharge the waste oil, sludge and water that had accumulated in the separated oil tank overboard, as directed by a senior engineering officer. None of these illegal discharges were recorded in the Oil Record Book, as required by law.

Investigators also learned that there had been a document called the Daily Sounding Record on the **Capitola,** and that it had tracked how much waste oil, sludge and bilge water was in each waste tank, on a daily basis. This record would have been useful during the Coast Guard's inspection of the Capitola in that it could have shown when the levels of the waste tanks changed, which could be compared to entries in the Oil Record Book. Sudden, unexplained drops in the measurements could have indicated specific dates when wastes were discharged overboard. The Daily Sounding Record was not produced to the Coast Guard. The senior engineering officer who kept these records told the Coast Guard that the only record of waste tank levels that he had were undated scraps of paper in his office.

Cardiff Marine Inc. released a statement saying that it is its "policy to operate vessels under its management in compliance with MARPOL and other applicable international and domestic requirements. Despite Cardiff Marine's longstanding policies requiring full compliance, certain crew members aboard the **M/V Capitola** unfortunately disregarded these policies and discharged oily water and oil residues, but did not record those operations in the ship's Oil Record Book. "Because under U.S. law Cardiff Marine is vicariously liable for violations committed by crewmembers of the ships under its Shipmanagement, on February 23, 2011, Cardiff Marine pled guilty to two charges - failing to maintain an accurate oil record book in which all operations were accurately recorded and obstructing the U.S. Coast Guard's MARPOL investigation. Based on the recommendations contained in the plea agreement, the court ordered Cardiff Marine to pay a $2.4 million fine and implement an Environmental Compliance Plan to strengthen the company's commitment to environmental compliance in every phase of its operation.

"We are pleased to bring closure to this investigation against our company, and we look forward to strengthening Cardiff Marine's commitment to environmental compliance," stated Mr. Koukoulas, acting General Manager. "Cardiff Marine will implement the agreed upon Environmental Compliance Plan that is comprehensive and rigorous. The changes that we are implementing based on what we learned from this investigation support our goal to provide quality service to our customers while helping to protect the marine environment." **Source : MarineLog**

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**Inséré le 07 aout 2011** **Logboek Nouvelles** **Enlevé le 07 septembre 2011**

# Dry bulk market on a freefall, as the New Year early days don’t bring many cheers

The dry bulk market is facing its worst slump in more than two years, falling by 4.75% yesterday to reach 1,544 points, on top of an additional 4.2% fall on Wednesday. Except Panamaxes which managed to post some gains of 3.18%. Just yesterday, the benchmark Capesize segment lost a whopping 8.14%. According to analysts, this downturn has mainly come as a result of record floods in Australia, which have resulted in a severe disruption of coal shipments, which has further worsened the current flurry of tonnage supply. Commenting on the Capesize market, Fearnley’s said that “declines were further accelerated by typhoon and flood hitting west, respectively East Coast Australia, with resultant partial paralysis of iron ore and coal exports. Pacific spot activity thus close to negligible, with spot rates dropping, so far, to around usd 13k for index types on rounds. Specu-

lations of necessary alternative geographical sourcing for metallurgical coal into China have so far only resulted in soaring commodity prices, and the Atlantic basis remains uneventful on a combination of low cargo volumes and a flow of ballasters. The Brazil/China ore run has dipped below usd 20 pmt, equivalent to less than usd 10k net on modern tonnage coming from China. Average daily earnings stand at around usd 16k, down 38% m-o-m. To the extent that operators dare to book period tonnage, index-linked rate structures are much in vogue and recently concluded on 3 known units" said the shipbroker.

The bulker **E.R. BUENOS AIRES** seen eastbound in the Singapore straits earlier this week – **Photo : Piet Sinke ©**

"We do see the fundamentals are strong enough to support better rates than the current levels but not too much above the current levels," said Georgi Slavov, head of dry research and structured products at ICAP Shipping in a story from Reuters. "There will be rallies and downward pressure again. It is going to be sideways to downward pressure for the next three to six months" he mentioned. Fearnleys said preliminary estimates for net fleet growth in 2010 reached 16 percent. "This year could be as high as 17 percent," Svenning said.

In its latest report, it commented that – in the panamax market – "after a week of holidays, the Atlantic market started off on a positive trend with a short list of vsls able to load mid January cargoes. How long this will last is more uncertain as ballasters from the Feast will pick a fight for the end January/early Feb cargoes. TA round voyages fixed around usd 21k p/d and fronthauls paid usd 27-28k. In the Pacific a more bearish tone appeared. Prompt deliveries fixed at USD 7-8k for Pac rounds, and Indonesia round were reported at usd 6k p/d. The backhaul market has been more or less silent, even though a LME was paid only usd 3250 via Suez!" the broker said. Meanwhile, in the smaller handysize segment it's been a quiet week as expected after the holiday season. "Most actors should be gradually back on the market this week and this will tell us where the market is heading, although negative sentiment is already prevailing across the board due to lack of cargo availability and too many ballasters. Charterers are therefore expected to maintain a ´wait and see´ attitude in order keep the pressure. Owners are resisting fixing business back to the F.East. Continued lack of sufficient activity in Bl.Sea and Cont. The USG should become firmer as more grain shipments are expected end January. A quiet start after the holidays with numerous prompt vessels in the East. Vessels ex China via Indo to India can expect to receive somewhere around the 9-10k level, with a tick less for Indo rounds. Nopac rounds have been seen to be fixed around the 9k level bss ex China with Charterers currently talking numbers starting with 8´s. Seeing several looking for backhaul or staying in Atl if already there" concluded Fearnley's.
**Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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# A guide to accounting in the current shipping market

***We have put together 10 points that owners and operators may need to consider.***

1-**Vessel valuations**: Before worrying about how to account for vessel values, you first need to know what those values are. This is likely to prove more difficult than in the past, with brokers perhaps reluctant to provide valuations and adding more caveats to those valuations which they do provide.

Although some owners account for vessels at market value, most use cost. But when accountants refer to accounting at cost they actually mean accounting at the lower of cost and value. The meaning of 'value' - and the method by which it is determined - has changed over the years, but the principle has stayed the same.
In some cases, the presumption that market value is the only relevant consideration may be rebutted. For example, if a vessel has a fixture for a reasonable period at rates above those currently available in the market, this will have a positive impact on its value. But determining the extent of this additional value in the current market is not always easy.

2-**Impairment**: While most vessel values were soaring over the past few years, the idea that assets might be impaired, or worth less than the figure that would otherwise be shown in the accounts, was unthinkable. But this is no longer the case.

With falls in vessel values, many owners will need to consider impairment. Whatever accounting policy is adopted, vessels will always need to be written down if they are worth less than their current carrying value. Market values will always be the starting point for such assessments. In limited circumstances, it may also be possible to look at future income streams, although this will usually apply only to vessels with long-term fixtures.

Where impairment is identified, this will have an immediate impact on reported profitability. Very few, if any, shipping companies are likely to have impairment provisions brought forward, so declines in value will flow straight through to income.

Not all companies will be affected. Much of the recent decline in values simply signals a return to the levels of a few years ago. Vessels acquired before the significant price increases of the last few years may well continue to be worth more than book value, so no impairment charge is required.

3. **Residual values**: Although they are not a problem on the same scale as vessel valuations and impairment, International Financial Reporting Standards (IFRS) do require residual values to be redetermined annually. With scrap prices below those of previous years, this is likely to increase depreciation charges.

4. **Newbuildings**: Impairment issues may arise just as much with newbuildings as with delivered vessels. Additionally, consideration will need to be given to the ability of yards to deliver and the ability of companies to continue to finance newbuildings.

Owners who ordered at or near the top of the market face the real possibility of showing losses on vessels that have yet to be delivered. In extreme cases, falls in value may have been so great that newbuildings need to be written off in their entirety and provision made for additional losses expected to materialise on delivery.
This is not strictly impairment, since assets cannot be impaired to below zero. But provision must still be made where a contract has become onerous, so the value expected to be received is less than the amount that must be paid.

5. **Loan covenants**: Companies must consider whether they will continue to comply with all covenants in loan contracts at the balance-sheet date. With falling vessel values, there is an increased likelihood that such covenants will be breached. If there are breaches, any accounting implications must be considered. For example, breaches may make amounts payable current.
Where this is the case, the accounts will have to reflect this, and current liabilities may materially exceed current assets. This will apply where the lender does not call in the loan, or even where the lender has formally amended the terms, but only after the balance sheet date. The balance sheet will take account of the lender's legal rights, irrespective of whether the lender intends to exercise them.
Even where breaches have been remedied before accounts are prepared, this will not affect the accounting. This must reflect the position at the balance sheet date.

6. **Charterer default**: Specific consideration must be given to the risk of charterer default. Shipping companies usually have limited exposure to receivables, but any potential for default on longer charters could have a considerable impact on vessel values and profitability.

A charter is only as good as the charterer. If a vessel has, say, a five-year timecharter at what now look like premium rates, but there is a real possibility that the charterer could fail within months, the value of that charter is nil, or negligible at best.

7. **Derivatives**: In addition to the risks and potential for default associated with conventional trading, there is also the counterparty risk associated with FFAs and other derivatives. This will need to be taken into account both for the purposes of valuing such instruments, and in deciding on appropriate disclosure.

Just as a charterparty is only as good as the charterer, so an FFA is only as good as the counterparty. With massive movements in rates, some companies will be exposed to significant losses on FFAs, which may or may not be wholly or partly offset by trading gains Others might be looking at significant gains which, if they have been using the FFAs as economic hedges, might provide some compensation for reduced trading performance.
But for some companies in this position the counter-party may be unable to deliver. This will leave the company with the decline in trading, but without actually realising the compensating profits on paper trades. There have already been various offsetting arrangements put into place to try to limit the possibility of defaults by one player dragging down others, which have reportedly been quite successful.

8. **Onerous contracts**: A contract is onerous where the unavoidable costs of meeting that contract exceed the economic benefits expected to be received under it. So, for example, an onerous contract might arise where a vessel was chartered in at high rates, but can only be fixed out at lower rates. Provision must be made at the balance sheet date for the entire expected losses.

9. **Narrative disclosures**: While not directly an accounting issue and very dependent on the nature of the company and the jurisdiction from which it operates, many companies will be required to provide a narrative summary of their position and prospects. This may be a requirement of local law, arise due to a listing, or simply be best practice. Such disclosures need to be comprehensive, balanced and realistic.

10. **Financial statements**: Financial statements are usually produced on the basis that the company is a going concern - that is, it will be able to continue to trade for the foreseeable future. Directors need to decide if this is appropriate, taking into account any circumstances that might call this into question.

Just as important, even where the directors do ultimately consider the company to be a going concern, the financial statements have to disclose all the significant uncertainties, which the directors considered in reaching this assessment.

Where it is clear that a company is unlikely to be able to continue trading, the impact on the accounts is vast, in principle. Asset and liability values, and the requirement to record them, all change fundamentally when it becomes clear that a company is not going to be able to continue. In practice, accounts are usually an irrelevance by the time this point is reached, and may never be seen.

In the current market, it is likely to become much more common to see accounts which are prepared on a going concern basis but which contain extended discussion justifying why the directors believe the company continues to be a going concern and listing the various doubts and uncertainties they have had to consider in reaching this conclusion.

Accounting deals largely with the past: going concern is all about the future. An assessment must be made when accounts are prepared, but nobody can guarantee that assessment.

So in the current shipping market there is plenty of accounting food for thought.

TankerOperator
*This article was written for TANKEROperator by Richard Greiner, partner, Moore Stephens.

**Inséré le 11 aout 2011** **OPEN FORUM** **Enlevé le 11 septembre 2011**

# Please don't release the pirates

Pirate attacks on shipping nearly doubled during the first quarter of this year, compared with the same stage in 2008, on the back of a resurgence of attacks off Somalia and the Gulf of Aden, the IMB has reported.

Despite the presence of a large naval flotilla in the areas possessing the latest in listening and seeking devices and having almost unprecedented firepower, the pirates are becoming even more daring.

The attacks off Somalia and the Gulf of Aden have spawned conferences that are debating the issue, both at a commercial level and at diplomatic level almost every month worldwide, so what's the answer?

Difficult. As the US forces found in Vietnam, you cannot just blast your way to victory as the Vietcong just disappeared into their tunnels and into the jungle to fight another day.

The same can be said of the Puntland region of Somalia, where most of the pirates are thought to come from. This is a region of extreme poverty where the pirates are lauded as heroes for bringing back much needed cash to the area, once they have taken their piece of the action.

The world's navies have had some success in capturing a few pirates. But what do they do? Release them. Of course, by the strict letter of the law, they have no choice, but would that happen in China or Iran?

Recently, those deemed responsible for the fatal children's milk contamination tragedy in China were summarily tried and executed. A bit extreme, I here you say. Yes agreed, but the message is clear – somebody is responsible and needs to be punished.

**Intelligence good**

In Puntland Province it's the War Lords who now head up different gangs or clans of armed robbers and instead of raiding the land, they raid the sea. They are aided by local fishermen who have vast knowledge of the area and their intelligence still appears to be good, despite a few hiccups, such as attacking a German Navy supply tanker.
So where is all this intelligence coming from – AIS? Probably. And from sympathisers in the Yemen and elsewhere in East Africa. It is not too difficult to track a vessel today.

With all the world's counter terrorist expertise and intelligence, how can we not tell a fishing boat from a pirate mothership. Quite easily it would seem, as often they are both one and the same.

In the IMB report, director Pottengal Mukundan said; "The navies have played a key role in controlling piracy in the Gulf of Aden."

To give some idea of the scale of the problem, a total of 102 incidents were reported to the IMB's Piracy Reporting Centre in Kuala Lumpur during the first quarter of this year, compared with 53 in 1Q08. The attacks thus far this year have also increased by 20% over the last three months of 2008.

Of these, Somalia and the Gulf of Aden accounted for nearly all of the increase totalling 61 attacks out of the 102 reported. In the same period in 2008, there were only six reported in these regions.

Piracy was still endemic in other parts of the world, the IMB said, including Nigeria, Peru (increasing levels reported), Indonesia, Malacca Straits, Bangladesh and Tanzania.

In total, 34 vessels were boarded, 29 vessels fired upon and nine vessels hijacked. As for seafarers, 178 were taken hostage, nine injured, five kidnapped and two killed. In the majority of cases, the

pirates were heavily armed with guns and/or knives. Violence against seafarers continued to increase.

**US response**

One of the cases to hit the headlines around the world off Somalia was the attack on the US flag containership Maersk Alabama and the kidnapping of the vessel's master. In 'a don't mess with us' type response, the US reacted by attacking and killing some of the pirates and releasing the master. Would this have happened had he been a Philippino, or another nationality?

And isn't it strange that the number of incidents off Somalia and the Gulf of Aden has increased at a time when the area is being patrolled by the world's Navys. It would seem that the pirates are totally oblivious to the potential danger of being blown out of the water.

However, they are fully aware that speedboats can outrun and out manoeuvre a warship, but not a helicopter. The trick is to board the vessel before the warship, or helicopter, can reach it, thus gain the upper hand in any subsequent negotiations by taking the crew hostage.

What message are we sending out to the pirates by releasing them once caught? These are young daredevils who can't wait to have another go. They should be held until they can strand trial in a special court convened by the United Nations and not by the flag state of the vessel involved and if found guilty – locked up.

That would surely send a powerful message to the War Lords that ships and seafarers going about their lawful business should be treated with respect.

TankerOperators

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**Inséré le 13 aout 2011** **Historiek Historique** **Enlevé le 13 septembre 2011**

# ERFGOED ONDER WATER.

# MARITIEME ARCHEOLOGIE VÔÔR DE BELGISCHE KUST

## BEWARINGSTOESTAND EN CONSERVATIE

Gezonken schepen of vliegtuigen zijn meestal niet meer in hun originele toestand herkenbaar. Bij het vergaan zijn ze reeds beschadigd geraakt. Na verloop van tijd worden de restanten bedekt met zanden overgroeid met anemonen, mosselen, oesters, zeepokken en zeewier. Natuurlijke elementen zoals stormen, stroming, elektrolyse, fauna, flora en zandverschuivingen zullen een invloed uitoefenen op de bewaring van het geheel.

De opkomst van de sleepnetvisserij heeft geleid tot een versnelde vernieling van vele oudere sites. De boomkor en kettingverzwaringen van de netten werken als een ploeg op de zeebodem. Ze ontgraven houten structuren en trekken metalen wrakken aan stukken. Zelfs goed bevestigde geschutsstukken of zware luiken op het dek van een gezonken U-boot worden gewoon losgetrokken door haperende netten. Veel netten gaan ook verloren. Hierdoor zijn vele wrakken volledig omwikkeld door netten. Dit is niet alleen een gevaar voor een duiker, maar netten blijven meestal ook verder 'vissen' en vangen zo talloze dieren die een nutteloze dood tegemoet gaan. Het zorgt er ook voor dat bedekte onderdelen onherkenbaar worden en verzanden.


◄ De Britse destroyer HMS Grafton (verz. T. Termote)

Ter hoogte van Raversijde, op ongeveer 500 m van het strand, bevinden zich de resten van een Heinkel 111 bommenwerper. Op 23 juni 1941 moest het vliegtuig een noodlanding op het water maken. De 5-koppige bemanning kon zich met de rubberboot redden, maar het vliegtuig verging intact op een diepte van 7,5 m (17). Het wrak is na de oorlog voor het eerst in opspraak gekomen in 1963 bij de hydrografische dienst. De kustvisserij had bijzonder veel last met deze 'hapering' en twee vissers waren hun volledige vistuig ter plaatse verloren. Er werd zelfs een volledig stuk vleugel bovengehaald in de netten van een visser (18). Niettegenstaande er geen bergingsactie werd ondernomen duurde het tot 1989 vooraleer er weer klachten binnenkwamen. De Tijdelijke Vereniging van Bergingswerken (TVB) deed een onderzoek met sonar en duikers.

De resten hadden toen nog een lengte van 10 m, op een breedte van 2,5 m. In 1991 werd een opvolgend onderzoek uitgevoerd. De site was iets kleiner geworden, maar er lagen nog een landingsgestel, een vleugelfragment, een motorblok en een driebladig schroef (19). In 2007 werd een laatste, uitvoerig duikonderzoek verricht door Mah Jong submarien onderzoek. Het wrak was volledig onherkenbaar geworden en opgesplitst in drie kleine zones. De overblijvende vleugel, schroef en landingsgestel waren vernield en opgekord. Eén van de zones bestond uit de motorblok, een andere uit rompfragmenten en een derde uit een ophoping van boordmunitie. Het wrak is dus in 20 jaar tijd volledig vernield.

Stalen wrakken met allerhande metalen onderdelen zullen meestal nog hoogopstaande, herkenbare resten hebben, maar die worden vlug aangetast door roest en elektrolyse. De levensduur is meestal beperkt tot ongeveer 50 jaar. Hierna zullen de resten uiteenvallen. De aftakeling van het wrak van de Britse torpedobootjager HMS Grafion, gelegen in het Akkaertgebied, kon over een periode van 20 jaar gevolgd worden. Het schip werd op 29 mei 1940 getorpedeerd gezonken door de

Duitse U-69 (20). Tot 1990 bevond het bruggedeel zich in redelijk intacte toestand. Tien jaar later is er bijna niets meer als structuur herkenbaar. De lasnaden van het plaatijzer hebben het begeven en zodoende is alles uiteengevallen en geleidelijk bedekt door zandduinen.

De meest herkenbare en duurzame onder de stalen wrakken zijn de onderzeeboten. Zelfs na bijna 100 jaar is de drukhuid nog tamelijk intact. De Duitse onderzeeboot UB-20 bevindt zich rechtop met een bodemdiepte van 27 m. Hoewel de buitenhuid is verdwenen, bevinden toren en periscoop-standaarden zich nog altijd bovenop het wrak, bijna 100 jaar stormen en stroming trotserend. UB-20 was een UB-II klasse onderzeeboot en zonk na mijnontploffing aan de A-Zuid op 28 juli 1917. De duikboot deed een testvaart nadat herstellingen waren uitgevoerd op de werf te Brugge (21).

Zeilschepen met houten constructies zullen kort na het vergaan al aangetast worden door de Teredo navalis of paalworm. Dit is één van de redenen voor het ontbreken van wrakken van goed bewaarde houten schepen in onze wateren. De activiteiten van de sleepnetvisserij hebben hierbij natuurlijk niet geholpen. Volledige sites worden gewoon doorploegd en vernield. Enkel diep begraven resten zullen deze destructie tijdelijk ontlopen.

Naast het observeren en in kaart brengen van de wrakken is zowel passieve als actieve conservatie noodzakelijk. Het is uiteraard onmogelijk om alle sites in een beschermingsprogramma onder te brengen. Er dient dan ook een selectie gemaakt te worden van de belangrijkste historische wrakken, waarrond berging- en visactiviteiten tijdelijk of permanent verboden worden.

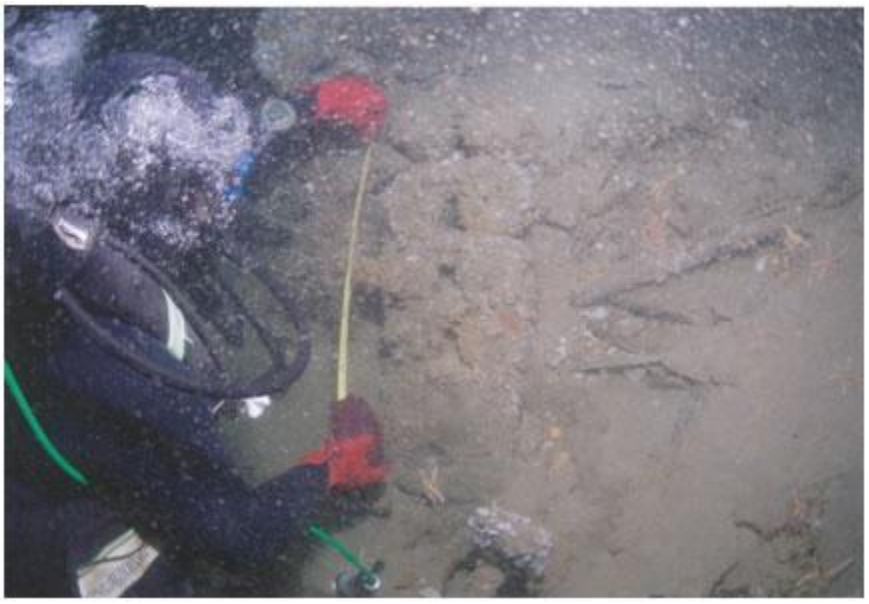
Een stap naar het actief recupereren van wrakken en hun inhoud is iets dat goed doordacht moet gebeuren. Het bovenbrengen van een structuur of voorwerpen is een omvangrijke en moeilijke opdracht. De echte zorgen beginnen bij de conservering en de stockering op een verantwoorde wijze. Al wat uit zee komt is voor een deel of volledig doordrenkt met zouten. Door het aan de oppervlakte brengen zullen de aanwezige zouten kristalliseren en uitzetten. Een object in gietijzer kan volledig uiteenvallen, hout en leder krimpt en vervormt en glazen voorwerpen gaan schilferen.

Indien we niet beschikken over de gepaste middelen om te bergen moeten overblijfselen in situ beschermd worden. Eens een object met lucht in aanraking komt begint de aftakeling en kan het proces niet meer teruggeschroefd worden. In situ bescherming van wrakken is iets dat in Nederland en op internationaal vlak in de voorbije 20 jaar met succes is uitgevoerd. Hierbij werden houten resten bedekt met polypropyleennetten en/of zandzakken om erosie en andere vormen van degradatie tegen te gaan (22).

## WIE DOET WAT?

Vanuit officiële kant is het onderzoek op de wrakken slechts een deelfunctie van de Vlaamse Hydrografie. Dit instituut is voornamelijk betrokken bij het garanderen van veilige navigatie op zee en houdt zich niet bezig met de historische en archeologische achtergrond van de wrakken. In 1999 werd het Vlaams Instituut voor de Zee (VLIZ) opgericht en gevestigd in de vismijn te Oostende. Het is een autonoom instituut, met de rechtspersoonlijkheid van een vereniging zonder winstoogmerk, dat het Vlaams zeewetenschappelijk onderzoek wil bevorderen. Met het onderzoeksschip 'Zeeleeuw' wordt de kans gegeven aan mariene wetenschappers om de zee meer gedetailleerd te bestuderen.

In 1992 werd het Verdrag van Malta ondertekend door de lidstaten van de Raad van Europa, waaronder ook België. Het verdrag beoogt het cultureel erfgoed dat zich in de bodem en onder water bevindt beter te beschermen. België liep tot voor kort niet bepaald voorop in de regelgeving omtrent wrakken en vondsten op zee. Op 15 juli 2003 werd een maritieme cel opgericht bij het Vlaams Instituut van het Onroerend Erfgoed (VIOE). Deze dienst is geleidelijk aan meer betrokken geraakt bij het onderzoek op restanten onder de zeespiegel. Sinds 2007 is er een meldingsplicht voor gedane vondsten op sites en in de toekomst zal er ook een wettelijke bescherming komen voor geselecteerde wrakken (23).



Opmetingen op het wrak van een Schnellboot aan de Westhinder (foto N. Mouchart)

Hoewel er in de jongste jaren wat geld en mankracht is vrijgemaakt voor een beter beheer van ons onderwatererfgoed, toch blijft onze kennis gebaseerd op privé-initiatieven. Duikers, professionele bergers en vissers vormen de onderbouw van de huidige wrakkendatabase. Vissers geven posities door aan duikers, niet enkel om hun verloren netten te kunnen recupereren, maar ook omdat ze, nieuwsgierig zijn naar wat er zich op die locatie bevindt. Het merendeel van de duikers ziet het wetenschappelijk belang in en het potentieel om meer te weten over bepaalde wrakken.

Zo zijn er een aantal kustgebonden groepen die zich deeltijds en/of voltijds bezig houden met onderzoek op wrakken. Aan de westkust onderzoekt de vzw Westkust Archeologisch Duikteam (WAD) het wrakkenbestand in het De Panne-Duinkerkegebied. Deze kleine groep is mobiel en vertrekt meestal van het strand door middel van een zodiac rubberboot.

In Nieuwpoort ligt de Blyth catamaran van de Allewerelt-familie die dezelfde zone onderzoekt, maar met verdere uitbreiding west- en noordwaarts. Een derde groep in Nieuwpoort betreft één van de pioniers uit de late jaren 1970. Fons Schoonis kon samen met beroepsvisser Luk Louwagie, schipper van N.95, veel wrakken lokaliseren en identificeren. Beiden waren onmisbaar in dit onderzoek en waren in hoge mate afhankelijk van elkaar. Een hoogtepunt was het terugvinden van het 18deeeuwse koopvaardijschip op de Buitenratelbank, een unieke site in Belgisch gebied. Hoewel geen van beiden een wetenschappelijke opleiding genoten, zagen ze er het belang van in om op een professionele manier tewerk te gaan en in 1996 werd de vzw NATA opgericht.

Een 16de-eeuwse kraak (verz. T. Termote)

In Oostende werd het meeste onderzoek uitgevoerd met de boot Mah Jong (24). In de laatste dertig jaar is hun methode van werken geleidelijk aan geëvolueerd van plezierluiken tot systematisch wrakken verkennen op een professionele wijze. Het werkgebied is breed, gaande van de Kanaalengte, over de Theemsmonding, de Britse oostkust tot het Noordhindergebied en de Scheldemonding. Centraal onderzoek is hoofdzakelijk in Belgisch territoriaal gebied gelegen, met de Vlaamse Banken als onderwerp.

Een vijfde groep bevindt zich eveneens te Oostende en bestaat uit een aantal vissers met interesse in de duiksport.

Duikers Piet Lagast en Dirk van Mullem van de Tijdelijke Vereniging voor Bergingswerken Zeebrugge (25) waren tijdens de jaren 1980

verantwoordelijk voor de ontdekking van vele nieuwe wrakken in de kustgebonden regio. Toevalsvondsten werden voornamelijk gedaan bij de uitdieping van vaarroutes en de uitbouw van de haven van Zeebrugge. In hun vrije tijd ontdekten ze één van de oudste gekende wrakken aan onze kust, namelijk een Vlaamse kraak van circa 1510-1520. Nadat een visser was blijven haperen aan een obstakel op enkele mijl buiten Zeebrugge werd een gotische kandelaar in de netten teruggevonden. Beide duikers zagen het belang in van de site en er werd een opgraving verricht met de wetenschappelijke bijstand van het Groeninge Museum, Brugge (26).

20 jaar later zou het Maritieme Toegang worden die ontdekkingen deed bij grootschalige verdiepingswerken in het eerste scheepvaartpas en de toegang tot de Westerschelde (27).

## BESLUIT

De droom van iedere maritieme onderzoeker is om het gekend onderzees archief in zijn totaliteit te kunnen bewaren. Dit is een droom die niet realistisch is. Wrakken zijn onderhevig aan afbraak door natuurlijke elementen zoals storm, corrosie en blootstelling door de verplaatsing van zandbanken. De mens helpt mee aan de aftakeling door verwoestende visserijpraktijken, bergingswerken en verdiepingsacties. Het overblijvende patrimonium zal ook veel te lijden hebben door de versnelde bouw- en verdiepingsactiviteiten van de laatste jaren. Zo werkt de haven van Oostende aan een grote uitbreiding. De bouw van een nieuwe havendam en de verdieping van een toegangsgeul zal veel sites blootleggen 'en meteen ook vernietigen. Met de komst van grotere en dieper liggende schepen zullen de vaarroutes richting Zeebrugge en Antwerpen noodgedwongen uitgegraven moeten worden. De uitbreiding van windmolenparken en de bijhoren-de bouw van kunstmatige eilanden zal veel nog niet onderzochte sites voor altijd doen verdwijnen.

De toenemende aftakeling van de wrakken is een duidelijke waarschuwing dat er dringend nood is aan meer bekwame mensen om ons patrimonium onder de zeespiegel gedetailleerder te bestuderen en waar nodig te beschermen. Nieuwe wetgevingen en internationale regels — zoals het Verdrag van Malta, maar ook de Unesco Conventie voor de bescherming van het onderwater erfgoed uit 2001 — pleiten voor een krachtig in situ beleid met mogelijkheden tot intrusief onderzoek dat aan strenge eisen gebonden is (28). Op zich bieden deze regels een houvast tot betere bescherming en beheer, maar dan moet er in Vlaanderen wel voldoende capaciteit zijn aan gekwalificeerde onderwaterarcheologen om die moeilijke taak te realiseren.
Tomas Termote is martiem archeoloog, stichtend lid van de onderzoekseenheid Mah Jong Sub-marien Onderzoek en werkzaam als zelfstandig onderzoeker.

# EINDNOTEN

- 17 BUNDESARCHIV, RM 45 IV/502 bd. 2, Hafenkommandatur Ostende Kriegstagebuch 23/06/1941.

- 18 HYDROGRAFIE, Dossier, W1/1, vliegtuigresten voor Maria-kerke, 1963.

- 19 TIJDELIJKE VERENIGING VOOR BERGINGSWERKEN, wrakonderzoek vliegtuigresten B113/251, 18/04/1989.

- 20 TERMOTE T., Duinkerke en Dynamo. De evacuatie aan de hand van scheepswrakken voor de Belgische kust, Erpe-Mere, 2000, p. 59.

- 21 BENDERT H., Die UB-Boote der Kaiserlichen Marine 19141918. Einsatz-Erfolge-Schicksal Bonn, 2000, p. 47.

- 22 www.machuproject.eu — Het MACHU-project (Managing Cultural Heritage Underwater) is een groots opgezet project dat in 2006 werd opgestart tussen 7 Europese landen met als doel een strategie te ontwikkelen om het erfgoed onderwater beter te beheren.

- 23 Wet van 9 april 2007 betreffende de vondst en de bescherming van wrakken, gepubliceerd in het Belgisch staatsblad op 21 juni 2007. Een uitvoeringsbesluit voor deze wet ontbreekt echter nog steeds.

- 24 Mah Jong Submarien Onderzoek, de onderzoekseenheid van de auteur.

- 25 TVB bergingswerken werd opgericht door drie firma's: NV Dredging International, NV Baggerwerken Decloedt en Zoon en NV Ondernemingen Jan De Nul.

- 26 PARMENTIER J., Maritime Archaeology along the Flemish Coast. The Case of the Zeebrugge-Wreck, in AGRIANTONI (ed.), Maritime Technologies' Technologies Maritimes, Transactions of the 10th International Conference of TICCIH (The International Committee for the Conservation of Industrial Heritage), June 1997. Athene: TICCIH (Greek Section), 1997, p. 233-237.

- 27 Dit zijn uiteindelijk maar enkele van de amateurs en`professionelen uit de maritieme wereld die bijgedragen hebben aan de opbouw van onze huidige kennis van de wrakken.

- 28-De Vlaamse regering heeft het voorontwerp van decreet dat instemt met de UNESCO-conventie over de bescherming van het onderwatererfgoed intussen principieel goedgekeurd.

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# Dry bulk market shows signs of further weakening

The dry bulk market seems to be unable to shake off the additional supply of vessels, an oversupply issue of grave concern that would have occured even if the world economy hadn't undergone the worst recession in recent decades. With China's moods and swings continuing to play a catalytical role in dry bulk rates' volatility, things are expected to stay as they currently, at least until more nations like India and other emerging economies come forward and major economies return to their pre-recession levels of activity. As a result of these conditions, with the added "bonus" of fears for a Chinese economy major slowdown, the Baltic Dry Index (BDI) remains trading at multi-year lows, declining by more than 20% since the beginning of the year.

Yesterday, the index took another dive down to 1,420 points, a fall of 1.25% on a daily basis. All ship types were down as well, with Capesizes losing 1.63% and Panamaxes retreating yet again by 2.33%, on the back of Tuesday's fall of 3.18 percent.

Brokers said the market lacked direction due to slow business. In a report, Reuters said that earnings for panamaxes, which usually transport 60,000-70,000 tonne cargoes of coal or grains, have more than halved since the same period last year. "We continue to believe that the order book will outweigh the impact of scrapping over the near-to-intermediate-term and keep dry bulk day rates under pressure," Wells Fargo Securities said in a note, quoted by Reuters.

In its weekly report, shipbroker Fearnley's said, referring to the capesize market, that "the Pacific market has continued to rise on the back of last week´s strength. Driven by vessels delays the majors had to scramble to cover early positions and driving the West Australia freight rate up from a conference level in the mid/upper USD 7.00´s to high USD 9.00. Since then it has pulled back a bit but still trading in the upper USD 8.00 level. The Atlantic has also proven to be robust with levels now north of USD 14k daily on timecharter, and tonnage is still in tight supply. There were a few period deals done in the upper USD 11k´s for short period, and around USD 11k for a one year deal.

Presently the market seems stable at today´s improved levels" said the shipbroker. Regarding the ailing Panamax segment, it mentioned that it "continued its downward pointing curve this week with rates knocking off ard USD 1,000 in both hemispheres. It seems the Pacific has dried up with cargoes as rates just keep on declining. Several ows are now ballasting towards the ECSA grain cargoes to secure employment for their ships. In the Atlantic owners are getting more and more reluctant to leave the basin and this puts pressure on the rates. The Tarv´s are now being fixed in the region of USD 15k while the Fhauls are fetching around USD 22k. In the Pacific, rounds are being fixed at tick below USD 10k while the backhauls are getting a poor 5k level. The period market also took a dive this week with the MV CLARE 74,759 dwt/blt´05 being fixed with delivery Mizushima for 11/14 months at USD 12,750" said the report. As for the smaller Handy/Supramax segment, Fearnley's noted that "the Atlantic seems over supplied with tonnage on prompt positions.

The sentiment is nervous but it could be better balance for mid July positions onwards. EC South America also softening assisted by ballasters from Indian Ocean. West coast India remains inactive due to monsoon in India. There has been no change in India, good vessel in EC India may see around USD 10k for an Indonesian round voyage and Richards Bay will see the same. Handymax/Supramax may see low/mid USD 20 for Red Sea/India business. In the Pacific large Supras are able to secure 10k for NoPac rounds with an underlying weaker tone for forward positions" concluded the shipbroker. In its report, Reuters mentioned that brokers were watching for further developments in China, which is facing its worst power shortages in years and likely to have an impact on dry freight activity. Uncertainty over prospects for the world economy could also potentially hurt demand for raw materials said the agency. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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**Inséré le 17 aout 2011** **Logboek News** **Enlevé le 17 septembre 2011**

# Piracy ransom cash ends up with Somali militants

Ransoms paid to Somali pirates to free merchant vessels are ending up in the hands of Islamist militants, laying shipping groups open to accusations of breaching international sanctions, U.N. officials told Reuters. John Steed, the principal military adviser to the U.N. special envoy to Somalia and head of the envoy's counter-piracy unit, said links between armed pirate gangs and Somalia's al Qaeda-affiliated rebels were gradually firming. "The payment of ransoms just like any other funding activity, illegal or otherwise, is technically in breach of the Somalia sanctions regime if it makes the security situation in Somalia worse," said Steed. "Especially if it is ending up in the hands of terrorists or militia leaders -- and we believe it is, some directly, some more indirectly," said Steed, a retired military officer.

Ransom demands have risen steadily in recent years. According to one study, the average ransom stood at US$5.4 million (3.3 million pounds) in 2010, up from US$150,000 in 2005, helping Somali pirates rake in nearly US$240 million last year. Steed acknowledged he had no proof of an operational relationship between the pirates and the al Qaeda-linked al Shabaab rebels who control much of southern and central Somalia and parts of the capital Mogadishu.

Some political analysts said the policy of some Western governments to endorse the payment of ransoms, seen as fuelling the insecurity, is at odds with their financial support for the Somali government and the African troops propping it up. Under the terms of the arms embargo on Somalia, financial support to armed groups in the Horn of Africa country is banned.

Both the United States and Britain regard al Shabaab as a terrorist organisation. The U.N.'s Office on Drugs and Crime (UNODC) says pirates are increasingly launching their cross-ocean raids from the al Shabaab-controlled southern coastal city of Kismayu. Recruitment for pirates from the region was also on the rise, it said. "Detained pirates tell us that some level of cooperation with al Shabaab is necessary to run a criminal enterprise," said Alan Cole, piracy program coordinator at UNODC.

Al Shabaab sources agree. "If there was no relationship between us, there is no way the pirates would be able to operate, or carry their weapons within zones we control," said an al Shabaab militant based in the pirate haven of Haradhere, north of Mogadishu. Natznet Tesfay of Executive Analysis said al Shabaab was heavily involved in smuggling through Kismayu, slapping taxes on illegal charcoal exports to the Gulf, arms shipments from Yemen and electronic goods destined for the region. "Piracy and contraband smuggling are the two biggest games around," said Tesfay at the specialist intelligence company. Tesfay said she had yet to see evidence of an "operational relationship" between the pirates and al Shabaab but that the militants had a reputation for monopolising key income-earning sectors once they had taken control of an area. In February al Shabaab seized a number of pirate gang leaders in Haradhere and forced them to accept a multi-million dollar deal under which the pirates would hand over 20 percent of future ransoms.

A Reuters investigation found the following payments had been made to al Shabaab's "marine office": On February 25: US$200,000 from the release of the Japanese-owned **MV Izumi** after pirates received a US$4.5 million ransom. On March 8: US$80,000 from the US$2 million release of the St Vincent & Grenadines-flagged **MV Rak Africana.** On March 9: US$100,000 after the Singapore-flagged **MV York** was freed for US$4.5 million. On April 13: US$600,000 from the release of the German ship **Beluga Nomination** after a US$5.5 million ransom was paid. On April 15: A US$66,000 share of the US$3.6 million ransom handed over for the Panama-flagged **MV Asphalt Venture.** On May 14: US$100,000 from the release of two Spanish crew of the Spanish-owned **FV VEGA 5.**

The amounts were corroborated by pirates, al Shabaab militants and residents of Haradhere. "Some money has to be ending up in al Shabaab's hands," said Michael Frodl, a Washington Lawyer and head of C-level Maritime Risks, which advises Lloyd's of London underwriters. Frodl questioned whether payment of ransoms would be even an indirect breach of the arms embargo, but said that if proved, it might break laws in the United States and Britain against funding terrorism.

Sanctions experts said ransoms could violate the arms embargo if they were voluntary financial support to armed groups in Somalia, but said the payments could be considered extortion, and therefore involuntary, blurring the issue. Some Horn of Africa experts argued there appeared to be no clear systematic link between pirates and al Shabaab's central command, but there probably were ties at a more local level. It was likely there was a bleeding of pirate money to local rebel commanders through clan ties, "taxes" or even protection money, they said. C-level Maritime's Frodl said the U.S. Treasury's Office of Foreign Assets Control (OFAC) carried out reviews of all potential ransom payments to determine if the pirate group in question had ever handed over part of a ransom to al Shabaab. "Most times OFAC has authorised payment because it has found no link," Frodl said. "But if there is indeed a 20 percent 'tax' being applied by Shabaab against pirate ransoms in Haradhere, a major pirate hub it now controls, then things could change."

In April 2010, President Barack Obama issued an executive order barring any financial dealings with 11 masterminds of the Somali conflict. According to the OFAC, two of them are in charge of pirate gangs. While Washington has firmly opposed ransom payments, counter-piracy experts say London -- home to the world's shipping and insurance industries -- has demonstrated a conspicuous lack of appetite to follow suit. The UK Chamber of Shipping said it would continue to consider piracy a criminal activity, until proof emerged of financial ties between the sea-bandits and insurgents.

The association welcomed what it called the government's "balanced view" in refraining from preventing ransom deals. "Frankly, that's the only way we get people released," said Mark Brownrigg, the chamber's director-general.
**Source: Reuters**

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**Inséré le 19 aout 2011** **Logboek News** **Enlevé le 19 septembre 2011**

# Een zeer geslaagde bedrijfsuitstap naar Oostende.

Op 28 juni ll. vond een maritieme bedrijfsuitstap plaats. Een 30 tal leden en partners waren ingegaan op de uitnodiging van het K.B.Z., de Mercatorkring en de BZB om een bezoek te brengen aan het "Koninklijk Werk IBIS vzw." in Bredene en aan het "Maritiem Reddings- en Coördinatiecentrum - MRCC" in Oostende. De deelnemerswerden zeker niet teleurgesteld, integendeel. Het werd niet alleen een prettige maar ook een zeer informatieve dag.

**Koninklijk Werk IBIS vzw.**

De sociale bewogenheid van Z.K.H. Prins Albert (I) die zich het lot van de kinderen uit de vissersfamilies erg aantrok, was de aanzet om op 6 juli 1906 in het stadhuis van Oostende over te gaan tot de stichting van het Koninklijk Werk IBIS. De opdracht van de Prins was o.m. de weeskinderen uit de zeevisserij al jong op te vangen en hen voor die tijd een zeer geavanceerde vorm van beroepsonderwijs te geven. De vissers waren destijds de armste en meest verwaarloosde sociale klasse. In de typische tijdsgeest van toen wordt in de oprichtingsakte het koninklijk werk omschreven als "Oeuvre Royale des pupilles de la pêche – Kwekelingenschool der Visserij" (!). Meer dan 105 jaar later en na tussen 1906 en 1952 de opleiding van de kinderen aan boord van niet minder dan 9 varende of stationaire vissersschepen te hebben verzorgd en na de ingebruikname in 1924 van een prachtig internaatgebouw aan de Prinses Elisabethlaan te Bredene langsheen de vaart Oostende - Brugge, geeft de IBIS school meer dan ooit inhoud en vorm aan de initiële prinselijke opdracht.

De groep werd verwelkomd door dhr. Philip Declercq, directeur van het internaat Koninklijk Werk IBIS vzw. die tijdens een uitgebreid bezoek aan het oude en nieuwe gedeelte van het internaat niet alleen de geschiedenis van deze instelling weer tot leven bracht maar ook de hedendaagse visie schetste van de instelling en zijn medewerkers die de opvoeding verzorgen van 100 à 110 kinderen, 7/7 en 365 dagen per jaar. Met de afbouw van de visserij heeft de groep kinderen uit de visserij plaatst gemaakt voor kinderen uit probleemgezinnen, dikwijls met een getekend verleden en met een leerachterstand. Het IBIS project gaat veel verder dan onderricht op lager en middelbaar niveau. De aanpak is er een van duidelijke omlijnde normen en van een zachte discipline, zoals het aan boord van een schip hoort, gekoppeld aan menselijke warmte en een leefmilieu waarin de kinderen zich goed voelen.

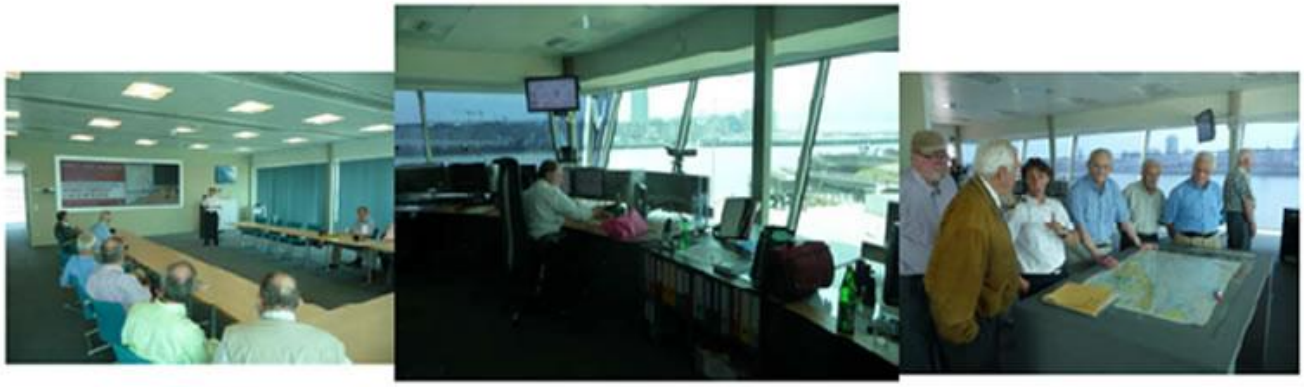
De duidelijke maritieme sfeer die in heel het internaat actief wordt gepromoot door de directeur, de leerkrachten en monitoren wordt door de kinderen haast probleemloos niet alleen aanvaard maar ook overgenomen. Het huisreglement, de inrichting van slaap- en wasplaatsen, de refter en de ontspanningsruimtes, alles netjes op orde, doen denken aan de sfeer aan boord van een goed gerund schoolschip. De positieve resultaten van het Koninklijk Werk IBIS zijn niet min. Heel wat kinderen verblijven er tot de tweede graag van het Middelbaar Onderwijs en maken, ondanks moeilijke kinderjaren, een heel geode start in het leven. Na de tweede graad tijdens welke de kinderen opgeleid worden in de richting Maritieme Technieken Dek, vervolgen sommigen hun opleiding aan het Maritiem Instituut Mercator of aan het Cenflumarin – KTA Zwijndrecht.

Het was een fijne rondleiding. De inzet van de leerkrachten, opvoeders en personeel om kinderen, die niet alles mee hadden, via deze vrij unieke vorm van gecombineerde maritieme opleiding toch een goede start in het leven mee te geven, dwingt oprechte bewondering af.

De lunch werd geserveerd in de ruime foyer van de Royal North Sea Yacht Club van waaruit met een prachtig zicht heeft op de nieuwe vaargeul, thans nog in aanleg, maar die na voltooiing van de strekdammen en baggerwerken toegang moet verlenen tot alle type schepen.

**Maritiem Reddings- en Coördinatiecentrum (MRCC)**

Een heel uitgebreid bezoek aan het "Maritiem Reddings- en Coördinatiecentrum (MRCC) was de hoofdbrok van het namiddagprogramma. Deze dienst is gehuisvest in een nieuwbouw boven het oud administratief gebouw van de vismijn in Oostende. De groep werd er in de ruime zaal van het MRCC crisiscentrum verwelkomd door het diensthoofd, kapitein t.l.o. Réjane Gyssens. De MRCC,als gespecialiseerd onderdeel van de dienst scheepsbegeleiding (VTS), speelt een cruciale rol bij ongevallen op zee. Het belang van dit coördinatiecentrum is niet te onderschatten als men weet dat niet minder dan 17 afzonderlijke diensten op federaal en gewestelijk niveau inspraak hebben of kunnen hebben bij een scheepsramp of milieu-incidenten. Het vormt een uniek platform dat de dispatch van informatie tussen de schepen op zee en de kustwachtpartners verzekerd. Deze dienst is 24/24, 7/7 en 365/365 bemand. Het werkingsgebied van de Search and Rescue dienst is de volledige Belgische Exclusief Economische Zone. Deze zone is een klein gebied in de Noordzee maar behoort tot de drukst bevaren gebieden ter wereld tussen het nauw van Calais en de Noordzee, de toegangsgeulen naar de Zeeuwse en Vlaamse havens. De dienstverlening dekt niet alleen de noodzakelijke doorstroming van informatie tussen de handelsschepen, visserijschepen en de pleziervaartuigen en de wal maar ook met de toenemende vloot van schepen die ingezet zijn voor de bouw en het onderhoud van de windmolenparken en hoogspanningskabels op de zeebodem. Het opsporen van zwemmers, wind- en kite-surfers en vermiste kinderen langsheen het strand vergt eveneens extra aandacht



Het bezoek werd afgesloten met een bezoek aan het operationeel informatieplatform. Tijdens het bezoek kwam een oproep binnen van een pleziervaartuig met motorpech. De groep kon er zich van vergewissen dat de oproep prompt en efficiënt werd opgevolgd met haast onmiddellijke hulpverlening. Het bezoek maakte duidelijk dat de MRCC in niet geringe mate bijdraagt tot de veiligheid van mensen en scheepvaart binnen de Belgische territoriale wateren.

De dag werd afgesloten met een frisse pint en een autobus rit naar Antwerpen met aankomst in de pletsende regen.

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**Inséré le 21 aout 2011** **Open Forum** **Enlevé le 21 septembre 2011**

# Bio-modified, green tank cleaning chemicals

*It is clear that as regulatory controls start to dictate the type of cleaning chemicals that are available for use on board tankers only those chemicals that pose the least hazard and environmental threat will be acceptable in the future*.*

The comparative efficiency of tank cleaning chemicals has been discussed before (TANKEROperator, November/ December 2009, page 27). In the past, some of the most successful cleaning chemicals have tended to be solvent based, or containing active ingredients that targeted specific previous cargo residues, thus allowing vessels to achieve the stringent specifications required to load sensitive chemical cargoes.

However, the use of solvents for tank cleaning is now largely limited to cutter solvents in water based emulsifiers, with the use of penetrative solvents now all but obsolete. Furthermore only those chemicals that have been approved as safe to use by IMO will be acceptable for future tank cleaning operations and in reality it is found that many approved' cleaning chemicals lack the required potency to remove stubborn previous cargo residues, particularly from coated cargo tanks.

At the same time, many cargo suppliers/receivers (chemical and oil) are imposing stricter quality control specifications on their cargoes, which are forcing vessels to clean to higher standards before they will be accepted to load

So the challenge facing owners and operators of tankers today is to find the most efficient cleaning solution from what is essentially a shrinking resource, bearing in mind the increased use of coated tonnage in many sectors of the chemical/oil tanker market.

But perhaps the greatest challenge is being presented to the cleaning chemical manufacturers. Faced with tanker owners' increasingly demanding requirements and the restrictions imposed by the regulatory organisations, there is clearly an opportunity to produce low hazard and safe, but nevertheless effective, cleaning chemicals, particularly for the cleaning of coated cargo tanks.

Advanced BioCatalytics Corporation (ABC) of Irvine, California has employed the services of L&I Maritime (UK) (LIM) in order to evaluate the company's flag ship cleaning chemical, ACCELL CLEAN TM both in the laboratory and on board deepsea tankers.

The development of ACCELL CLEAN TM was not an accident and the synergies associated with the tank cleaning of coated cargo tanks, particularly zinc silicate, were found to be extraordinary.

## Development

Considerable research has been carried out on the effects of surfactants on proteins to alter their functionality. However, little has been reported on the ability of proteins to affect the functionality of surfactants. ABC has reported the use of low molecular weight proteins to alter surfactants in order to:

1. Reduce the surface tension of surfactant solutions.
2. Reduce the interfacial tension between oil and water phases.
3. Enhance their ability to 'solubilise' oil and grease compounds.
4. Convert a portion of the 'solubilised' oil and grease to surfactant like compounds resulting in reduced critical micelle concentration (CMC**).

These studies have shown that ACCELL CLEAN TM dramatically speeds up the solubilisation of hydrocarbons and in one particular study that investigated the solubilisation of diesel oil in seawater, it was found that ACCELL CLEAN TM solubilised more than 95% of the diesel in the first 90 minutes of treatment, with complete solubilisation in less than five hours.

In contrast, a commercially available highly alkaline cleaner (pH 13) was found to remove/solubilise around 66% of the diesel in 50 hours, but complete decontamination was actually never achieved. Full details of this research are available from ABC at info@abiocat.com.

The overall conclusions to this research were clear. Namely that the proprietary low molecule weight protein bundle (contained in ACCELL CLEANTM) synergistically enhanced the surface activity of a broad spectrum of surfactant types, resulting in significantly improved cleaning power, especially on greasy or oily substrates, without depending on harsh chemicals or organic solvents.

Furthermore, the protein bundle (which is based on food grade/GRAS ingredients) is found to be inherently safe and therefore ACCELL CLEANTM is not only potentially more effective than other detergents, it is also completely safe and non-toxic to marine biology. And as it contains no solvents or harsh chemical additives and is almost pH neutral, it is much safer for the vessel's crew to handle compared to alkaline or acid based cleaning chemicals.

## Efficiency measurement

In order to prove or disprove this research, LIM and ABC agreed to execute two projects designed to compare the efficiency of ACCELL CLEAN TM as a 'hydrocarbon remover' from zinc silicate coatings against a leading detergent based cleaning chemical - hereinafter called Product Z.

The first project was carried out in LIM's laboratory and the second on board an operational chemical tanker cleaning from an oil based previous cargo to a methanol standard.

In the laboratory based project, identical mild steel test panels coated with an industry standard solvent based zinc silicate coating were immersed in ultra low sulphur diesel (ULSD) for seven days (in duplicate). The panels were then removed from the ULSD and cleaned according to the following procedure:

1. Cold seawater washing for 30 minutes.
2. Hot seawater (60 deg C) washing for 30 minutes.
3. Hot freshwater (60 deg C) recirculation with 0.5% ACCELL CLEAN TM or 0.5% Product Z for two hours.
4. Cold freshwater washing for 10 minutes. After this cleaning, the test panels were flushed with 50 ml of laboratory grade methanol, which was was tested for the presence of hydrocarbons in accordance with ASTM D 1722. The degree of hydrocarbon failure was quantified using the L&I WAVE II UV/Vis spectrometer.
5. In the operational tank cleaning project, the vessel in question was cleaning from heavy naphtha to a methanol standard. The vessel was five years old with seven pairs of cargo tanks all coated with a solvent based zinc silicate coating. All the cargo tanks were inerted with nitrogen prior to loading and during the discharge of the heavy naphtha cargo. The naphtha cargo was on board the vessel for just over 11 days.

After the naphtha was discharged, all cargo tanks were initially cleaned in the same way:

1. 20 minutes ambient seawater machine wash to slop.
2. Nitrogen purging until LEL < 1 %.
3. Three hours hot seawater machine washing overboard.

And then individual cargo tanks were cleaned according to the following schedules:

### COT 2W and 4W

1. Three hours recirculation with 2% sodium hypochlorite and 0.25% ACCELL CLEAN TM in warm seawater.
2. Three hours hot seawater machine washing overboard.
3. Ventilation and methanol wall wash.

| Cleaning chemical | Average hydrocarbon reading in FTU (LIM spectrometer) |
|---|---|
| 0.5% ACCELL CLEANTM | 135 |
| 0.5 % Product Z | 311 |

Table 1

### COT 1W, 3W and Slop S

1. Three hours recirculation with 2% sodium hypochlorite and 0.5% ACCELL CLEAN TM in warm seawater.
2. Three hours hot seawater machine washing overboard.
3. Ventilation and methanol wall wash.

### COT 5W

1. Three hours recirculation with 2% sodium hypochlorite and 0.5% Product Z in warm seawater.
2. Three hours hot seawater machine washing overboard.
3. Ventilation and methanol wall wash.

### COT 6W

1. Three hours recirculation with 2% sodium hypochlorite and 1% Product Z in warm seawater.
2. Three hours hot seawater machine washing overboard.
3. Ventilation and methanol wall wash.

### COT 7W

1. Three hours recirculation with 2% sodium hypochlorite and 2% Product Z in warm seawater.
2. Three hours hot seawater machine washing overboard.
3. Ventilation and methanol wall wash.

## Results

In the laboratory based project, the following results were noted (see Table 1). In the live tank cleaning project the following results were noted (see Table 2).

| ParaCargo Tank | Hydrocarbon (FTU) | Cleaning operation |
|---|---|---|
| 1P | 1 * | 0.5% ACCELL CLEANTM |
| 1S | 1 * | 0.5% ACCELL CLEANTM |
| 2P | 6 | 0.25% ACCELL CLEANTM |
| 2S | 6 | 0.25% ACCELL CLEANTM |
| 3P | 1 * | 0.5% ACCELL CLEANTM |
| 3S | 1 * | 0.5% ACCELL CLEANTM |
| 4P | 2 * | 0.25% ACCELL CLEANTM |
| 4S | 4 | 0.25% ACCELL CLEANTM |
| 5P | 48 | 0.5% Product Z |
| 5S | 42 | 0.5% Product Z |
| 6P | 22 | 1% Product Z |
| 6S | 89 | 1% Product Z |
| 7P | 30 | 2% Product Z |
| 7S | 56 | 2% Product Z |

**Hydrocarbon readings of two FTU and less on the L&I WAVE II UV/Vis spectrometer will pass the ASTM D1722 specification for water miscibility (hydrocarbons).*

Further to these results, COT 5P and 6W were additionally cleaned as follows:
Two hours recirculation with 0.5% ACCELL CLEAN TM in warm seawater.

Two hours hot seawater (60 deg C) machine washing overboard

And the following results were noted (see Table 3)

| Cargo tank | Hydrocarbon (FTU) |
|---|---|
| 5P | 2 |
| 6P | 6 |
| 6S | 10 |

**Table 3**

## Project results

In the laboratory based project, ACCELL CLEAN TM significantly outperformed Product Z when cleaning from a mid distillate oil product like ULSD.
In the live project, it is clear that the cargo tanks cleaned with ACCELL CLEAN TM show considerably lower hydrocarbon results in the wall wash samples compared to the tanks cleaned with Product Z.
It is difficult to absolutely conclude that 0.5% ACCELL CLEAN TM is more effective than 0.25% ACCELL CLEAN TM because all of the hydrocarbon results are in the same magnitude, but it does appear that the 0.5% is the most effective cleaning solution; having said that, 0.25% still seems to be more effective than all of the different Product Z solutions.

As the results from COT 5P and 6W indicate, ACCELL CLEAN TM appears to be able to clean the residues that are left behind in the zinc silicate coating after cleaning with leading detergent based cleaning chemical.

## Conclusions

In terms of efficiency of removal of hydrocarbon residues from the coating, it is quite apparent that ACCELL CLEAN TM significantly outperforms Product Z, under the circumstances of this project.

To add some perspective to the live project, the hydrocarbon results from COT 1W, 3W and 4P would pass the ASTM D1722 hydrocarbon test and thus, these tanks would pass a load port wall wash inspection for hydrocarbons, without any additional cleaning.

Cleaning persistent oil based residues from zinc silicate coatings is one of the most challenging cleaning operations that many owners/operators face today. Historically, such cleaning operations involved a considerable consumption of solvents because this was the only method of removing the previous cargo residues that were trapped either on top of or inside the profile of the coating.

The science behind the development of ACCELL CLEAN TM certainly appears to be well founded and in practice, the finished product certainly seems to be more than capable of not only cleaning coated cargo tanks from oil based cargoes, but far more significantly continuing to clean cargo tank coatings to a condition that will ultimately satisfy the requirements of most load port wall wash inspections.

ACCELL CLEAN TM was approved by IMO at last MEPC meeting and is included in the latest MEPC 2/Circ 15 Annex. TO

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**CMC is the point at which detergency is reached, or put another way, the point at which the detergent becomes effective. The lower the CMC the more efficient the detergent becomes.

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**Inséré le 23 aout 2011** **Historiek Historique** **Enlevé le 23 septembre 2011**

# Corsaires de Flandre (1)

Dans nos mers du Nord, la guerre de course naquit des représailles menées a l'encontre des actes de piraterie commis par les voisins. Ceux qui mènent une guerre de course s'appellent des corsaires. Chez nous en Flandres on les appelait autrefois des `corvers' et plus tard des `kapers'. 're kaapren vaeren' voulait dire partir en course. Les marins, les villes, les ports lésés dans leurs biens étaient autorisés par l'Etat a se faire justice eux-mémes, ce qui ne se fit pas sans abus. On rapporte par exemple dans les chroniques du temps que Victor et Robert, les fils naturels du comte de Flandre Louis de Maele, qui partirent en représailles avec quelques capitaines de leurs amis, eurent maille a partir avec les autorités comtales saisies de plaintes, car eux et leurs amis n'avaient pas fait grande différence entre ennemis et amis. Pour mettre fin a des situations de plus en plus confuses et afin de lever toute équivoque et éviter toute méprise entre corsaires et pirates, la qualité de corsaire sera en 1414 définie et officiellement reconnue par un traité conclu entre les nations maritimes riveraines de la mer du Nord.

WY de Rechters sKoninckx Admiraliteyt residérende

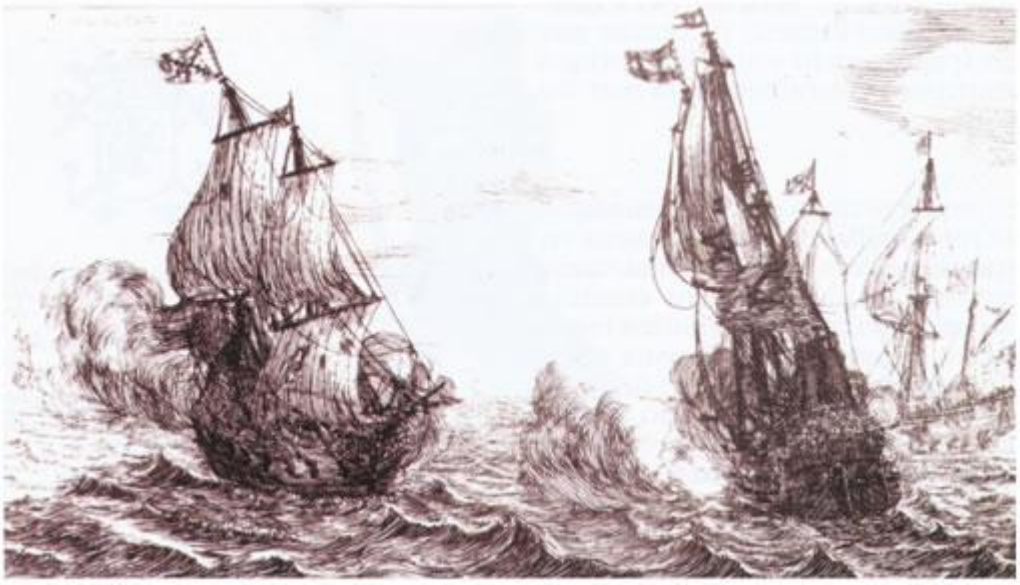
Et petit a petit, la simple campagne de représailles se transformera en guerre envers le trafic maritime ennemi, le plus souvent commis par ces auxiliaires des flottes régulières, constitués de marins marchands ou de pecheurs et de leurs navires transformés pour l'occasion en corsaires. L'Etat en tirait profit et les armateurs propriétaires de ces navires, Bien souvent construits dans le but unique de faire la guerre de course, s'enrichissaient et entrainaient dans l'aventure des investisseurs qui se remboursaient au pourcentage sur la valeur des navires capturés et de leurs marchandises. Des tribunaux furent créés pour juger de la légalité de la prise, de la vente des prises et de la répartition de son produit. Lorsque la prise était faite par un corsaire, son produit se partageait de la facon suivante :

1. un dixiéme pour la caisse de l'Amirauté;
2. deux pour cent pour la caisse mutualiste qui subvenait aux besoins des blessés, des orphelins et des prisonniers;
3. l'armateur et le capitaine se répartissaient leur part selon les accords conclus entre eux;
4. à l'équipage revenait généralement le douziéme de la valeur totale, aprés déduction du dixième de l'Amirauté;
5. une part allait aussi très souvent au gouverneur, au capitaine de la garnison, au capitaine d'artillerie et au sergent-major, quand la prise avait été faite par un navire à bord duquel ils avaient embarqués leurs soldats;
6. les débours du tribunal, des frais de quai, d'entreposage, d'expertise etc.

Les autorisations à partir en course qui s'appelaient à. l'origine lettres de représailles, prirent le nom de lettre de marque ou commission de course. En dehors des fortes cautions à déposer à l'Amirauté, la taille du navire et leur armement étaient soumis à réglementations.

Pour se protéger à la fois contre la piraterie et des corsaires de l'ennemi, les Etats furent obligés de recourir au système de la navigation en convoi, protégés par des navires de guerre, vaisseaux ou frégates, appelés en ce temps-là des `convoyeurs', ce que nous nommons maintenant des escorteurs. Et lorsque la Marine de l'Etat ne pouvait subvenir à ce besoin, elle faisait appel à ces mêmes corsaires afin de faire parvenir leurs navires sous escorte à bon port. Solution qui n'était pas dédaignée par nos corsaires, car le convoi attirant les prédateurs ennemis nos corsaires n'avaient pas a les chercher aux quatre coins de la mer.

Depuis le règne de nos comtes de Flandre le trafic maritime disposait sur nos cotes des ports de Dunkerque, de Nieuport, d'Ostende, de Bruges via le Zwin et ses avant-ports de l'Ecluse (Sluis-autrefois Lammingssvliet), et de Damme. Lorsque la guerre sur mer éclata entre l'Espagne, l'Angleterre, le France et les Provinces-Unies (Hollande), et que les flottes ennemies ravageaient les pêcheries afin de frapper au cœur des ressources économiques de l'adversaire, les pêcheurs rescapés à ce qui furent bien souvent des massacres, tout animés de vengeance qu'ils étaient et tout obligés ou réduits à se procurer un autre moyen de subsistance, partaient en course, se prévalant de la qualité de militaires assermentés à leurs seigneurs et de ce fait protégés par les lois de le guerre. Comprenons que les corsaires n'étaient nullement mus par aucune sorte de patriotisme, ni de désir d'apporter gloire à. leur pays, ni d'en acquérir des honneurs; leur motivation n'était que lucre ou désir de survivre à la misère et par chance de s'enrichir à bon compte. Car il n'y a guère de risque à s'emparer d'une lente péniche de mer -comme on peut qualifier en langage d'aujourd'hui les inoffensives bélandres (binnenlanders), ces lourdes barges à fond plat qui par centaines transportaient par mer et voies navigables les marchandises pondéreuses que l'absence de bonnes routes rendaient incontournables-, à y jeter 3 ou 4 hommes armés et à les dérouter de force vers son port d'attache sans même avoir à tirer un coup de semonce. Il y avait bien quelquefois un navire de garde armé qui pouvait présenter quelques dangers, mais celui-ci évaluait le plus souvent le montant perçu pour le convoyage aux risques de dommages à encourir en résistant, et face à plus forts et plus nombreux que lui, il n'hésitait pas à tout abandonner et à s'encourir au plus vite.



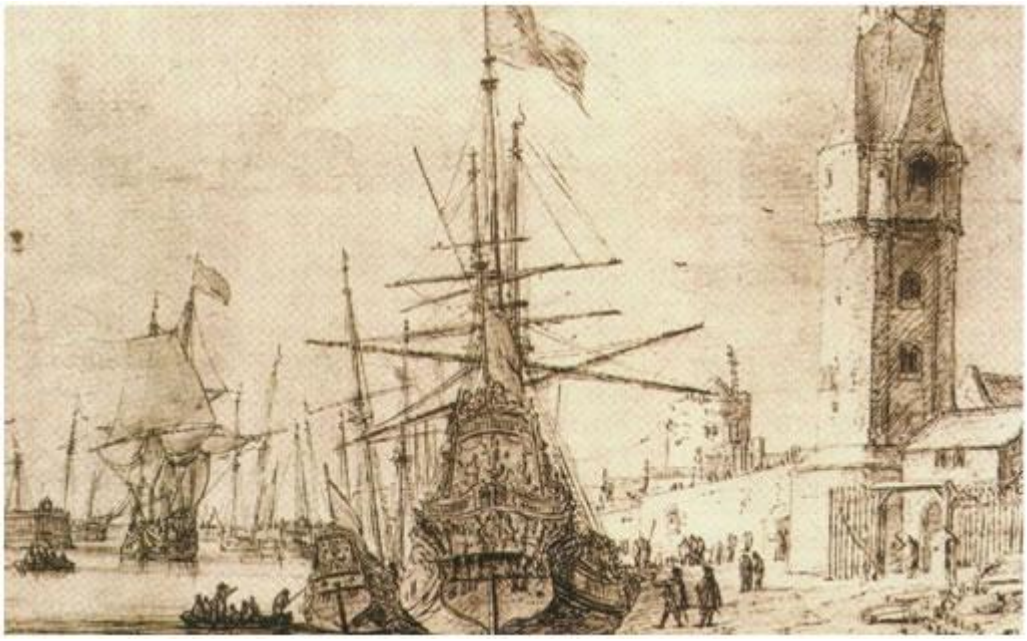
Mais ce n'est pas du temps des comtes de Flandre, ni des ducs de Bourgogne que date la notoriété et la réputation de `ville corsaire' que se sont faites Dunkerque et Ostende. La marine militaire naissante de ces seigneurs et de leurs successeurs prend toute la place dans les chroniques du temps et ce ne sera que sous le règne de l'Espagne et particulièrement de celui de nos archiducs Albert et Isabelle, que la guerre de course fit leur renommée. Cela résultait bien entendu des déficits budgétaires permanents dont souffraient l'Armada d'Espagne et son escadre de Flandre. Coupée de ses provinces des Pays-Bas méridionaux (lire Belgique) par un territoire français, ennemi à jamais, confrontée aux rapaces de tous bords et de toutes nationalités attirées par les richesses des flottes en provenance de ses possessions d'Amérique, attaquée en Méditerranée par les puissances avides de s'emparer des pays de son obédience, l'Espagne, ne sachant ou donner de la tête, négligea son escadre de Flandre et se reposa sur l'action des corsaires, ses auxiliaires providentiels. Ceux-ci encore, loin de se battre pour le salut de l'Espagne ont un œuf à peler' avec leurs voisins du Nord, les Pays-Bas protestants qui se battent contre l'Espagne pour faire reconnaitre leur indépendance. Pour eux peu importe le nom, qu'il soit Flamand, Belge ou Espagnol; la seule vue du pavillon d'Espagne, de Flandre ou d'Ostende leur suffisait pour sonner le branlebas de combat. Revanchards d'un coté, indépendantistes de l'autre, l'Histoire ne serait-elle qu'un éternel recommencement ? Elle est certes source de réflexion !

Revanchards pourquoi ? Parce qu'il n'était guère de familles d'Ostende ou de Dunkerque qui n'eurent à déplorer la mort en mer de l'un des leurs, en mer au combat ou au gibet d'infamie d'Enkhuizen où, prisonniers, ils étaient menés. Alors pour une de donnée, deux de retour ! Au point que l'archiduc Albert dut intervenir pour modérer l'ardeur de nos combattants, espérant que l'adversaire en ferait autant. Peine perdue car les Etats-Généraux des Provinces-Unies réitérèrent l'ordre à leurs capitaines de ne faire aucun quartier à ceux des Flandres et à les traiter comme des pirates, c.à.d. les jeter par-dessus bord tout enchainés ou de ne les ramener au port que pour y être pendus. On disait Vunder voeten spelen' ? Et pourtant malgré ces perspectives peu réjouissantes, on compte à cette époque, rien qu'à Dunkerque, plus de cinquante capitaines titulaires de commissions de course.

Lorsque l'archiduc Albert décéda en 1621, la guerre avait repris entre l'Espagne et les Provinces-Unies, depuis déjà trois ans. La trêve conclue en 1606 aura duré 12 ans au cours desquels nos Pays-Bas méridionaux ont retrouvé un semblant de prospérité. Le pays est devenu quasi indépendant de l'Espagne et les Archiducs en étaient depuis leur mariage (1599) les souverains. Après le célèbre siège d'Ostende (1601-1604) gagné par l'archiduc qui en expulsa les protestants hollandais et anglais, qui prétendaient s'y installer pour de bon, le calme revint et l'Espagne ferma l'Amirauté de Flandre et ses tribunaux et l'armée espagnole fut renvoyée dans ses foyers. Mais l'état de guerre qui avait duré quarante ans avait complètement ruiné le pays; les archiducs mirent tous leurs efforts à le relever de ses mines. Ce ne fut pas aisé, mais ce ne fut pas en vain. La Justice fut rétablie dans ses droits, le calme régnant dans nos campagnes l'agriculture bient6t refleurit et ses produits remplirent à nouveau les greniers et les assiettes. Partout on reparait et reconstruisait; pensez que plus de 300 églises avaient été pillées et détruites pendant les troubles religieux et que dire des maisons et des villages qui parfois tout entiers disparurent dans les flammes. Les Jésuites furent chargés de reprendre en main l'enseignement secondaire et l'université de Louvain put à nouveau accueillir plus de 6.000 étudiants. La vie intellectuelle, scientifique et artistique reprit tout son essor et on ne peut que se réjouir de compter tant de noms célèbres qui firent le renom de notre pays. Ce sont les savants comme grand réformateur de la science médicale Van Hellemont, le grand mathématicien Simon Stevin, les géographes Mercator et Ortelius, le célèbre botaniste malinois Dodoens. Enfin le génie de Rubens créa l'immortelle école flamande d'où sortirent une foule de peintres célèbres comme Van Dyck, Jordaens, Teniers et De Crayer. Citons encore la gravure et l'imprimerie, menées aux sommets de l'art par un Van Thulder de Bois-le-Duc et Plantin Moretus d'Anvers. Un redressement remarquable obtenu en à peine vingt-cinq ans de gouvernement de nos sages archiducs. Mais l'archiduc Albert mourut en 1621 et nos provinces perdirent leur indépendance. L'on vit donc revenir chez nous des gouverneurs espagnols nommés par la naissance, par faveur plutôt que par mérites et compétences. L'armée espagnole revint et attaqua malencontreusement la Hollande, ce qui dans le Limbourg nous enlevera pour de bon Venlo, Roermond et Maastricht (1632). En trois ans de temps les caisses de notre Etat étaient à

nouveau vides à ce point qu'on ne put payer à l'archiduchesse décédée (1633) les funérailles auxquelles elle aurait eu droit.

## Une famille de corsaires



A Zuidschoot (Zuydcote aujourd'hui) chez les van Maestricht, naquit en mai 1635 un fils qui fut nommé Philippe comme les rois d'Espagne. Son père était un bourgeois de Dunkerque, un bourgeois hors-la-ville (buitenpoorter), car it était autorisé à résider hors les murs. Il était dans les affaires maritimes, négociant et armateur comme beaucoup de gros bourgeois de Dunkerque; son fils allait devoir suivre sa voie, si le Dieu le voulut et l'Angleterre permit encore de faire des projets en ces temps troublés. Et oui ! Car la guerre a repris en Europe, celle que l'on appelle maintenant la guerre de Trente ans, qui opposa dans sa quatrième période la France à l'empereur d'Allemagne qui soutenait le roi d'Espagne. Richelieu, le tout puissant premier ministre de Louis XIII, bien que cardinal et représentant la très catholique France qu'on aimait de ce temps-la appeler la Fille ainée de l'Eglise», conclut un traité tenu secret avec les protestantes Provinces-Unies des Pays-Bas, dans le but de partager la Belgique, province espagnole comme on le sait. Il leur promit des renforts en troupes et leur octroya deux millions en belle monnaie sonnante et trébuchante (livres de France) pour leur collaboration. Il ne leur en fallait pas tant car leur dessein restait inchangé : combattre l'Espagne jusqu'd la reconnaissance de leur indépendance.

Prise en tenaille entre ces deux puissants voisins la Belgique espagnole ne peut espérer de renforts de troupes que par la mer. Une mer ennemie, car sortant des cotes de France, toute voile ne peut être qu'ennemie, et dans le Pas de Calais la proximité des cotes anglaises n'était guère plus rassurante lorsqu'on connait les sentiments qu'éprouvait l'Angleterre a regard de l'Espagne. Aussi était-il courant que les convois en provenance de l'Espagne a destination de nos pays passèrent par le nord de l'Ecosse, a l'aller comme au retour, causant ainsi d'importants délais tant par la distance que par les intempéries fréquentes en ces latitudes, et cela surtout après l'année terrible de 1639. En effet le roi d'Espagne, Philippe IV, bien décidé a mettre définitivement au pas les Hollandais qu'il s'obstinait a considérer comme rebelles sécessionnistes, fit équiper une flotte si puissante qu'elle forcerait sans peine le passage redouté du Pas de Calais et apporterait en Flandre, sans encombre, les quelque 20.000 hommes de troupe destinés a porter un coup décisif aux Hollandais. Mais c'était sans compter sur la flotte hollandaise et sur leur féroce amiral Maerten Harpertszoon Tromp.

Forte de 51 vaisseaux de guerre et de 19 transports de troupe la flotte espagnole était précédée de l'escadre de Flandre commandée par le capitaine Michel Lorne. Harcelé par Tromp l'amiral espagnol, don Antonio de Ocquendo alla pour son malheur se réfugier sous la cote anglaise, à l'abri des Goodwin Sands, ou les Anglais, neutres dans ce conflit, ne lui offrirent aucune facilité, bien au contraire. Pris comme dans une masse, bloqué au sud puis au nord par les flottes de Hollande, de Mande et de Frise venues en masse a la curée, Ocquendo perdit 43 de ses vaisseaux, a savoir la plus grosse partie de le flotte océane de l'Espagne et tous ses transports. Seule l'escadre de

Flandre, coutumière de ces eaux, put se défiler et, revenant de nuit, entourée de tous les corsaires et de tous les pécheurs disponibles, put s'infiltrer au travers du blocus hollandais et parvint ainsi a sauver quelques milliers d'hommes et quelque 3 millions d'argent. On était aux équinoxes de septembre, la défaite espagnole se termina le 21 octobre 1639; on l'appela 'la bataille des Downs'. C'était la fin définitive de la supériorité maritime de l'Espagne. Sur le continent et en conséquence, nos gouverneurs espagnols se firent battre sur terre et perdirent Breda qui passa aux Hollandais, ainsi qu'Arras et tout l'Artois qui vinrent agrandir le territoire francais.

Nos corsaires pendant ce temps ne perdent pas la main; au nombre de 40, d'Ostende et de Dunkerque, ils ne captureront pas moins de 70 navires marchands, rien qu'au cours de l'année 1639. Mais cela n'eut que peu d'effet sur le cours de la guerre, car à Rocroy (1643) l'armée espagnole fut battue a plate couture, et aux frontières du nord le Stadhouder Frédéric-Henri de Nassau s'empara de la rive gauche de l'Escaut, d'Axel à Hulst près d'Anvers, et jusqu'd Terneuzen ou le Sas van Gent tomba entre ses mains. En Flandre les Francais, menés par le duc d'Enghien, dit le Grand Condé, entrèrent à Gravelines, à Dunkerque, puis à Sint Winoxbergen (Bergues aujourd'hui) et poussèrent jusqu'à Courtrai (1646). En catastrophe les van Maestricht se réfugièrent a Bruges et tous les marins de Dunkerque refluèrent vers Nieuport et Ostende. L'Espagne, à genoux, demanda la paix. Philippe van Maestricht avait 13 ans lorsque le traité de Munster (1648) mit fin a la guerre entre l'Espagne et les Provinces-Unies des Pays-Bas. Philippe IV reconnut l'indépendance de ces Pays-Bas protestants et leurs conquêtes mais la France ne renonça pas a la conquête de la Belgique et poursuivit la guerre avec l'Espagne.

Ostende qui a recueilli le Bros des corsaires de Dunkerque, leurs armateurs et leurs navires, se trouve alors être, avec Nieuport, le seul et dernier nid de corsaires de la côte des Flandres et voit avec peine son principal point d'appui, Dunkerque, tomber aux mains des Français. N'y sont restés d'ailleurs que gens de sac et de corde de toutes nationalités, renégats et autres déserteurs. Parmi les vrais habitants restèrent évidemment ceux dont les commerces, les biens ne pouvaient s'abandonner sous peine de tout perdre. Six ans que dura cette situation lorsque, profitant d'un affaiblissement de la garnison française de Dunkerque, des troubles de la Fronde en France et de l'erreur (!) des Anglais, qui enlevèrent aux Français, avec lesquels ils n'étaient pourtant pas en guerre, un convoi de 74 navires chargés d'un renfort de 1500 hommes à destination de Dunkerque, assiégée par le gouverneur des Flandres, l'archiduc Léopold, nos corsaires au nombre de 40 entrèrent triomphalement à Dunkerque, à Mardyke et à Gravelines. Allégresse générale comme bien on le pense et les bannis revinrent bien vite en leurs murs. Chacun retrouva ses marques et la course reprit de plus belle. Un de nos corsaires eut la main heureuse en capturant un navire fuyant Dunkerque; il était chargé des biens et des meubles du comte d'Estrade, gouverneur de la ville, qui tentait de les mettre en sécurité à Calais.

Erasmus de Brouwer

Philippe van Maestricht, a maintenant 19 ans; il sera marin et embarque avec ses oncles, les Demoor, sur les convoyeurs d'Espagne. Cette année là, c'est un ami de la famille, un Brugeois, le capitaine Érasme de Brouwer, qui dans nos eaux de la mer du Nord fera beaucoup parler de lui, ramenant bon nombre de prises aux riches cargaisons. Il avait pris entre autres un gros navire de commerce, le Rubis, qui s'était bien défendu, et n'hésitait pas à s'attaquer à une frégate anglaise, l'Anne de Foy, qu'il ramena triomphalement à Dunkerque. Mais à ce petit jeu on ne peut gagner à tous les coups. Le 13 mai 1655, sorti ce jour à la tête de deux frégates et de deux petits corsaires d'Ostende et de Dunkerque, respectivement de 27, 22, 8 et 6 canons, se dirigeant vers l'estuaire de la Tamise, lorsqu'au point du jour suivant, le brouillard tardant à se lever, nos corsaires tombèrent sur quatre vaisseaux de Sa Gracieuse Majesté, forts de 40 60 canons. Comme de bien entendu la poudre parla sans attendre les présentations, Érasme de Brouwer, à la tête de sa flottille, alla donner entre deux plus gros anglais qui le mirent à mal; mais de Brouwer ne lâcha pas, ce qui permit à ses trois compagnons de bordée de s'en prendre aux deux autres Anglais, de les mettre en fuite et puis de se dégager. Notre vaillant capitaine soutint un combat inégal et perdu d'avance qui dura de 9 heures du matin à 6 heures du soir. Démâté, percé de mille boulets, menaçant de couler bas, Érasme, à bout de forces, de combattants et de munitions, fut réduit à amener son pavillon. Fait prisonnier il fut interné à Chelsea d'où après quelques jours seulement, il réussit avec quelques complicités à s'échapper et à rallier Dunkerque. Aussitôt chez lui, il lui tarde de prendre sa revanche et en peu de temps il arme une flottille forte cette fois de 12 frégates, 7 de Dunkerque et les autres d'Ostende, qui lorsqu'ils revinrent au port étaient accompagnés et précédés de pas moins de 20 prises, dont la valeur fut évaluée à 150.000 florins, sans compter les 64 canons enlevés à l'ennemi, qui s'en allèrent regarnir les sabords de nos corsaires bien souvent sous-armés. Et on ne s'arrêta pas en si bon chemin; en l'espace d'une année on comptera près de 90 navires de commerce enlevés à l'ennemi, et parfois même on réussit à se saisir du navire de garde tel ce Lévrier, belle frégate de France.

À suivre

CPV (hre) J. C. Liénart

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# Why a sulphur limit of 0.1% will be lethal for Europe

**The IMO has made a monumental error in lowering sulphur levels for ships in northern European waters to 0.1% when a 0.5% limit is more realistic**

Dan Sten Olsson

MANY things coincided on that day in March 2008 when the International Maritime Organization decided to demonstrate its willingness to seriously address air emission from international

shipping, sending a wave of confusion throughout the shortsea shipping community in northern Europe.

How was it possible for the IMO to lower the sulphur limits so drastically to 0.1% in our waters from 2015? To my mind, a monumental mistake was made and it ought to be corrected.

Prior to MEPC57, we consulted with our governments, and it was abundantly clear that they were hoping for the sulphur limit in northern European emission control areas to be lowered to 0.5%.

I have spoken to many colleagues in the industry and they all tell me a similar story — we "knew" that we were heading for 0.5% and we accepted that as a tough, but reasonable regulation.

To my mind, if the European Union had tried to get the 0.1% within its own framework, it would not have been possible without an impact assessment before regulating in compliance with the EU's own statutes. There was no proper impact assessment at all.

On this note, I have been criticised for being unfair towards the IMO and that a lot of scientific work went into preparing the regulation. Be that as it may, but there was no study made to understand the economic consequences and a complete failure to recognise a consequential modal back shift.

Why then do we wish to have the 0.1% changed to 0.5%? Why do we wish to see a fivefold increase in detrimental emissions? Have we no conscience at all? Yes, we do. In business, we always need to see the whole picture before making any investments.

If you consider the marginal cost per kg of sulphur removed it becomes clear that the very last step going from 0.5% to 0.1% is five to 10 times more expensive than doing the same abatement onshore.

I am confident that fuel costs in 2015, under a theoretical 0.5% regulation, will be higher than today and that possibly some routes will not be able to absorb this. But I am also confident that while 0.5% would be painful, 0.1% will lethal.

A study commissioned by the EU, undertaken by Purvin & Gertz, came to the conclusion that 0.5% will be more expensive than it is today, but relative to 0.1% the additional cost would be around 30% instead of 70%.

It is important to recognise in this context that we, who have argued for 0.5%, have in fact already accepted a 30% cost increase.

So we pretty much know what is going to happen in 2015. On short routes, fixed costs and staffing costs dominate the ticket price and short routes will therefore be better suited to absorb the 70% fuel cost increase.

Long routes, which in this context are anything more than six hours, will suffer badly as the fuel cost's share of the ticket price increases proportionally to the length of the voyage.

Some routes will simply cease to exist. Others will have to be scaled down both in terms of frequency and capacity, and also with regards to the quality of the tonnage.

In some cases, where longer routes might survive, they will increasingly be populated by the written-down vessels until the ships find another home or are sent to the scrapyard. But new investments will disappear.

When we put on our holistic spectacles, it becomes abundantly clear that the benefits of going to 0.1% instead of 0.5% will be devoured by the negative consequences of losing large quantities of goods from ships to the roadside.

How large this modal back shift will be and how it will be distributed between routes, regions and countries is yet to be seen. However, adding 30%-40% on the price of a ticket, virtually overnight on the first of January 2015, will definitely not be absorbed, either by travelling consumers or by transport companies.

The benefits of the 0.4 percentage units between 0.1% and 0.5% fuel are not enough to balance society's costs for congestion, infrastructure investment and accidents.

Why not seize this opportunity to do right on what went wrong in 2008? Why not seriously look into having 0.5% in all of Europe's waters?

My friends and colleagues in Greece and Italy will probably not send me any Christmas cards for saying this, but the solution is so obvious that it needs to be reflected on.

In 2020, or more likely in 2025, the world's entire fleet of vessels will start using 0.5% fuel. There is no functioning large-scale market for that quality today, and after much hard work the IMO has finally accepted at least to begin to look into how that supply should be made available to the global fleet.

To produce 400m tonnes of 0.5% fuel is not a walk in the park. Large investments will need to be made on the refinery side and such investments will take five to 10 years to mature into actual production capacity. We are not too early; we are already too late.

Why not utilise Europe as a stepping stone to build a functional market for 0.5%-sulphur fuel in 2015? We would recommend limiting this effort to the existing ECAs, but designation of additional ECAs would further facilitate such an effort.

An honest mistake was made. That happens all the time. Sometimes mistakes cannot be rectified but this one can and the outcome would be better for the environment, the public health and Europe's economy.

Dan Sten Olsson is chief executive and the main owner of Stena Line

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**Inséré le 27 aout 2011** **Open Forum** **Enlevé le 27 septembre 2011**

# IMO and Green House Gases (GHG)

At the second inter-sessional meeting of IMO's working group on Greenhouse Gas Emissions (GHG) from vessels held between 9th and 13th March, major progress was claimed.

The working group, which was attended by more than 200 experts from all over the world, concentrated on the technical and operational measures to reduce GHG from ships - two of the three pillars of IMO's GHG work. The third pillar, possible market-based instruments, will be debated in depth at MEPC 59 to be held in July.

A large number of papers from member governments and observer organisations were considered on how to increase fuel efficiency in the world fleet.

The main focus was the further refinement of the Energy Efficiency Design Index (EEDI) for new ships, on the basis of experience gained through its trial application over the past six months. The EEDI is meant to stimulate innovation and technical development of all the elements influencing the energy efficiency of a ship, thus making it possible to design and build intrinsically energy efficient ships of the future.

How to improve the Energy Efficiency Operational Index (EEOI) was also discussed, which enables operators to measure the fuel efficiency of an existing ship and, therefore, to gage the effectiveness of any measures adopted to reduce energy consumption. The EEOI has been applied by member states and the shipping industry, on a trial basis and since 2005, to hundreds of ships; it provides a figure, expressed in grams of CO2 per tonne/mile, for the efficiency of a specific ship, enabling comparison of its energy or fuel efficiency to similar ships.

A draft Ship Energy Management Plan (SEMP) was also debated. This was developed by a coalition of industry organisations and it was agreed to forward it to MEPC 59 for further consideration. The draft SEMP incorporates guidance on best practices, which include improved voyage planning, speed and power optimisation, optimised ship handling, improved fleet management and cargo handling, as well as energy management for individual ships.

The outcome of MEPC 59 will be presented to the United Nations' Copenhagen conference in December 2009, which is set to agree on a successor instrument to the Kyoto Protocol to the United Nations Framework Convention on Climate Change (UNFCCC).

The meeting will report to MEPC when it meets for its 59th session in July. This will be one of the most significant meetings in IMO's history given that the Copenhagen meeting is looming. IMO secretary-general Efthemios Mitropolous was at pains recently to stress that an agreement was needed at MEPC 59 on shipboard GHG emissions, which could be presented to the Copenhagen meeting. If none was forthcoming, then there was a danger that the EU for one could take matters into its own hands.

**MEPC 58**

Going back to MEPC 58 held last October, information was received on Phase 1 of the updating of the 2000 IMO Study on GHG emissions, which estimated emissions of carbon dioxide (CO2) from international shipping both from activity data and from international fuel statistics.

The estimate for 2007 CO2 emissions from international shipping amounted to 843 mill tonnes, or 2.7% of global CO2 emissions, as compared to the 1.8% estimate in the 2000 IMO study. The Phase 1 updating estimated future emissions based on global developments outlined by the Intergovernmental Panel on Climate Change (IPCC) and, in the absence of future regulations on CO2 emissions, such emissions were predicted in the base scenarios to increase by a factor of 2.4 to 3 by 2050. For 2020, the base scenario predicts increases ranging from 1.1 to 1.3, taking into account significant efficiency improvements resulting from expected long-term increases in energy prices.

MEPC 58 further addressed the application of measures to reduce or limit GHG emissions from ships, in particular whether such measures should be mandatory or voluntary.

Several delegations spoke in favour of the common but differentiated responsibility (CBDR) principle under the UNFCCC. In their view, any mandatory regime aiming at reducing GHG emissions from ships should be applicable to the countries listed in Annex I to the UNFCCC only.

However, several other delegations expressed the opinion that, given the global mandate of IMO as regards the safety of ships and the protection of the marine environment from ship emissions, the IMO regulatory framework on the GHG issue should be applicable to all ships, irrespective of the flags they fly.

It was stressed that, as three-quarters of the world's merchant fleet fly the flag of countries not listed in Annex I to the UNFCCC, any regulatory regime on the reduction of GHGs from shipping would be ineffective for the purpose of combating climate change, if it were made applicable only to Annex I countries.

TankerOperators

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**Inséré le 29 aout 2011** **Open Forum** **Enlevé le 29 septembre 2011**

# Up for auction

The downturn in the global economy is hitting the shipping industry hard - freight markets are in the doldrums, lay-up berths are being reactivated around the world and finance is very difficult to secure.*

According to both owners and financiers, the syndicated loan market has virtually dried up for the time being. About the only people enjoying any good news are marine insurance underwriters, who report that casualties are down, but this is only because there are fewer ships trading than there were 12 months ago.

It is very easy to be dragged down by the pessimism which is pervading the industry, but experienced market observers will know that shipping is resilient and has shown repeatedly that it can bounce back from difficult times. It will do so again.

In the meantime, however, there will be owners, operators, charterers and others who will face a very tough time. Some will not survive and some will take others – service providers – with them. Almost certainly, some financiers will be forced to take legal steps to protect their assets and those who do their homework will be those who stand the best chance of recovering their investment, in the quickest possible time.

**Dutch auction**

When owners can no longer pay their loans, the ship may have to be sold in a judicial sale, or auction. And, depending on the location of the ship, it can take anything from weeks to years to complete an auction. The best jurisdictions for judicial sales are England, Gibraltar and The Netherlands. And, of these, the Netherlands ranks first.

The entire auction procedure in the Netherlands can be completed in as little as one month and from the time when the ship is placed under arrest until the auction is satisfactorily completed, the banks are not liable for the costs of protecting the ship and other necessaries. Such amounts are recoverable against the proceeds of the vessel sale. They are usually paid comparatively quickly, especially when required to meet bank guarantees, and are given priority after the deduction of a limited number of higherranking claims.

In April this year, the five-year-old chemical tanker Nora was sold for $22.12 mill at auction before the Rotterdam court for failure to pay its bills. The sistership Fase was due to be auctioned almost simultaneously in the US. The numerous creditors behind the vessels' arrests include the banks who sought to auction the ships. Nora's enforced sale was the first of what will probably be a large number of auctions in the Netherlands, as the credit crunch continues to claim victims in the shipping sector.

All judicial auctions can be brought before the Rotterdam courts, even if the vessel is arrested elsewhere in the Netherlands. All vessels calling in the ARA (Amsterdam/Rotterdam/Antwerp) region can be arrested at short notice without any special requirements. Leave is commonly granted within several hours on production of a simple written application containing a summary of the claim only. No formal power of attorney - and no proof of the claim - is required, while the arrestor is not liable for any port dues or related expenses. In addition, counter-security is seldom required.

The procedure for the enforcement of any claim, including a mortgage claim, is straightforward. It requires an enforceable judgment or mortgage deed. A judgement can often be obtained through summary proceedings. A notarised acknowledgment of the debt can be used in cases where the debtor is willing to co-operate. All vessels flying foreign flags can be auctioned before the courts. Because such proceedings attract many brokers from around the world, and because of the two-round bidding procedure, satisfactory sale prices are usually secured. The entire enforcement procedure is commonly finalised within a period of two months.

There also exists the possibility to apply for a 'private sale' within an auction, in those cases where the financier has already found a buyer for the ship and the transaction can be completed quickly and efficiently through a special hearing in the auction process, at which other interested parties are allowed to present their case and from which the ship emerges clean of all encumbrances.

Nobody predicted – or could have predicted - the severity of the current worldwide credit crunch, or the speed with which it has tightened its grip on the global economy. But well-informed lawyers can accurately predict where they are likely to be able to secure their assets and get the best return on them in the quickest possible time. TO

* This article was written for TANKEROperator by Carel J H baron van Lynden, a partner in the transport, insurance & trade team at Netherlands law firm AKD Prinsen van Wijmen.

# 70,000 seafarer jobs seen in coming years

Filipino seafarers will find greater opportunity as tens of thousands of seafarer jobs will be available in the next few years. Stein Eriksen, managing director of the Norwegian Training Center-Manila of the Norwegian Ship Owners Association, said more quality seafarers would be needed as the global economy starts to recover from the financial crisis that crippled businesses in 2008. "There will be greater opportunities and Filipino seafarers should grab these opportunities," Eriksen said in a press conference at the John B. Lacson Foundation Maritime University (JBLFMU) on Sunday to launch the highlight of Iloilo's Paraw Regatta festival. He said the shortage of seafarers could reach 90,000 by 2015. At least 20,000 Filipino seafarers were working onboard Norwegian vessels at one time and nearly a third of the world's 1.3 million seafarers were Filipinos, said Eriksen. Iloilo is considered the country's seafarer capital because it produces the most number of seafarers each year. Eriksen said there was a shortage of qualified seafarers before the financial crisis but this was reduced when the maritime traffic dropped due to the economic downturn.

However, Eriksen said the gradual recovery of the global economy resulted to the construction of more ships, which would require the hiring of officers and crew.

Ole Stene of the shipping firm Aboitiz-Jebsen said around 7,000 to 8,000 ships were expected to be built globally within the next three years. "These ships would need from 70,000 to 80,000 officers alone," Stene said in the press conference. Eriksen, also president of the Philippine Norway Business Council, said that while Filipinos were among the top and most sought after seafarers by ship owners, "there is a need to attract more young people to join the seafaring industry not just as a job but as a career." The Philippines would continue to be among the main sources of seafarers globally but there was a pressing need to produce quality seafarers who could meet the international standards and compete with seafarers from other countries, he said. Eriksen said only a fraction of at least 60,000 graduates of 96 maritime schools in the Philippines meet the qualifications required by international shipping firms.

He said 15 to 20 maritime schools in the country would be sufficient if these produce

quality graduates. "We have many seafarers but what we need are 'qualified' ones," he said. He said the government and maritime schools should focus on improving the quality of graduates to ensure that they could avail of the job opportunities.

The monthly salary of seafarers hired by foreign-owned vessels ranges from a low of P40,000 (crew and lower rank officers) to a high of P500,000 (top officers). JBLFMU Chairperson MaryLou-Lacson-Acelo, said their school has raised its minimum acceptance standards to ensure that those who enroll in their schools were among the top high school students. JBLFMU is the first maritime university in Asia and is among the top producer of seafarers. Seafarers are among the top earners for the country with foreign remittances reaching $2.461 billion in 2010, 11.31 percent more than the $2.211 billion recorded in 2009, Sen. Edgardo Angara said in an earlier interview. Angara, who authored Senate Bill No. 2062 (Magna Carta for Filipino Seafarers), said that while demand was still high for Filipino seafarers, only one of four are in the officer class. There is also stiff competition coming from China, Ukraine, India, Indonesia, Poland and Greece. Source: Phillipine Daily Inquirer

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**Inséré le 02 septembre 2011** **Historiek Historique** **Enlevé le 02 octobre 2011**

# HET STOOMSCHIP "FERDINAND VANDERTAELEN"

De Engelsman John P.Best, afkomstig uit Yorkshire, kwam in de jaren 1850 naar Antwerpen om er zich te bekwamen in de wereld van de scheepsbevrachting. Na verloop van tijd associeerde hij zich met anderen en richtte er de firma John P.Best & Co. op. In 1872 startte hij als reder en zijn bedrijf bezat in totaal acht stoomschepen die ingezet werden in diverse vaarten over gans Europa en verscheidene malen ook naar transatlantische bestemmingen.

Het ss "Ferdinand Vandertaelen" Aquarel door H.Schaefels

Het ijzeren schroefstoomschip "Ferdinand Vandertaelen", genoemd naar een Antwerpse schepen, werd in 1874 voor Best gebouwd in South Shields door J.Softley & Co. Het werd op 16 juni te water gelaten en mat 1727 bd en 1114 nrt. De geregistreerde afmetingen waren: lengte 83,60m, breedte 10,41m en diepgang 7,44m. De stoommachine produceerde 150 PK. Het schip was, zoals toen nog algemeen gebruikelijk, tevens voorzien van hulpzeilen: twee razeilen aan elke mast en een vijftal langsscheepse zeilen.

Het bevel over de "Ferdinand Vandertaelen" werd toevertrouwd aan de Oostendse kapitein Henri Van Coppenolle (1838) en de eerste reis had Alexandriê en de Roemeense haven Sulina als bestemming waar een lading rogge en gerst voor Antwerpse afnemers werd ingenomen. De "Ferdinand Vandertaelen" voer daarna nog enkele tientallen malen met stukgoederen naar havens aan de Zwarte Zee.

Wanneer voor de afvaart niet genoeg Belgische producten voorhanden waren ging het stoomschip een lading steenkool oppikken in Engeland. De retourlading uit de Zwarte Zee naar de thuishaven bestond steeds uit diverse graansoorten. De ganse rondreis duurde gewoonlijk 7 à 10 weken. Onderweg werden soms Italiaanse, Griekse en Egyptische havens aangelopen en werd er in Malta gebunkerd.

Verscheidene malen werd ook naar gans andere bestemmingen gevaren dan naar de Zwarte Zee. Een paar malen werd in Spanje ijzererts ingenomen. Amerikaanse havens werden ook bezocht: New York, Baltimore, New Orleans. Eenmaal kwam de "Ferdinand Vandertaelen" terug uit Rio de Janeiro met koffie en eenmaal was het schip volgeladen met huiden en wol uit Buenos Aires en Montevideo. In 1881 stoomde het schip via het Suezkanaal naar Bombay en in 1882 naar Rangoon.

Na Van Coppenolle kwamen nog vier andere kapiteins aan boord: de Oostendenaar Auguste Cattoor (°1837), de Brit Flaherty, de Antwerpenaar Jean Gombeer (°1849) en de Zweed Johnson. De "Ferdinand Vandertaelen" was een degelijk stoomschip en voer regelmatig en zonder al te veel probiemen. VVeliswaar kwam het schip ook verscheidene malen in moeilijkheden, doch gelukkig bleef de schade meestal beperkt.

Op weg naar Port Said strandde de stomer in juni 1875 op een zandbank nabij Damietta, in Egypte. Om het schip vlot te krijgen werden enkele honderden tonnen steenkool in lichters overgeslagen en zonder schade kon de reis dan voortgezet worden. In januari 1877 strandde het schip nogmaals, deze maal nabij Cardiff. Ook hier liep alles goed af en was er geen averij aan de romp.

In oktober 1877 moest kapitein Cattoor wegens stormschade de rede van Falmouth binnenlopen en in droogdok reparaties laten uitvoeren. In januari 1878 verloor hij tijdens een zware storm aan bakboord zijn reddingssloep en werd zijn kaartenkamer grotendeels verbrijzeld: in Falmouth hadden de herstellingen plaats. In december 1878 moest hij voor de derde maal Falmouth binnenlopen, deze maal wegens panne aan de stoommachine.

in februari 1879 lag de "Ferdinand Vandertaelen" te Catania (Itahé) zwavel te laden voor New York toen brand aan boord uitbrak. De schade was gelukkig gering. In september 1880 strandde het schip voor de zoveelste maal, deze keer te Kertch, op de Krim. Een parti] graan werd overgeladen op lichters en de stomer kwam zonder averij terug vrij. Anderhalve maand later echter kwam de "Ferdinand Vandertaelen" te New York aan na een zware storm doorworsteld te hebben. Een deel van de verschansing was weggeslagen en er was toch heel wat schade aan dek en aan de tuigage, met verlies van zeilen en een paar raas.

In april 1881 rapporteerde een Brits stoomschip dat het de "Ferdinand Vandertaelen" had gepraaid ter hoogte van de Somalische kust. Het Belgisch stoomschip was op weg van Genua naar Bombay, maakte slagzij en had zijn schroef verloren. Kapitein Flaherty seinde dat hij geen hulp nodig had en dat hij onder zeil poogde Aden te bereiken. Eind april kwam hij dan in Bombay aan, echter met weer andere machineschade...

In januari 1875 had een interessant voorval plaats. Het ss "Ferdinand Vandertaelen" was door een zekere De Vleeschouwer gecharterd voor een reis naar Buenos Aires. De afvaart uit Antwerpen had op 1 januari plaats. De dag nadien bemerkte kapitein Van Coppenolle een zeilschip dat gestrand was op de zandbank "the Ridge", in de Straat van Dover. Het zeilschip was het Nederlands volschip "Willem Poolman" dat met 2000 ton suiker en koffie op weg was van Samarang naar Vlissingen. Van Coppenolle slaagde er in de "Willem Poolman" vlot te trekken, sleepte het zeilschip tot in de Downs en zette dan zijn reis verder.

In Antwerpen meende bevrachter De Vleeschouwer dat hij recht had op gans het bergloon omdat hij de stomer gecharterd had en hij wendde zich tot de bevoegde Rechtbank. Rederij Best & Co. was echter van oordeel dat de redding van het Nederlands zeilschip had plaats gehad "à leurs risques et périls et en dehors de la convention d'affrètement invoquée par le demandeur". De Rechtbank moest klaarblijkelijk een moeilijk oordeel vellen, maar vond de oplossing: "il est juste que tous ceux qui ont contribué directement au sauvetage du navire Willem Poolman reçoivent une part de la rémunération allouée pour ce service".... Derhalve had volgens de rechter de rederij

recht op 60% van het bergloon, 30% ging naar De Vleeschouwer, 5% was voor kapitein Van Coppenolle en de resterende 5% moest verdeeld worden onder de bemanning.

In januari 1884 overvoer de "Ferdinand Vandertaelen" 's nachts ter hoogte van Cabo de Espichel (ten zuiden van Lissabon) een vissersvaartuig dat geen enkel licht vertoonde en onmiddellijk zonk na de aanvaring. Van de 18 koppen tellende bemanning kon slechts één opvarende gered worden. In december 1890 sloeg ook voor het ss "Ferdinand Vandertaelen" het noodlot toe. Op terugweg van Odessa naar Antwerpen kwam het schip op 22 december, twee dagen na het verlaten van Malta, in een zware storm terecht. De lading graan verschoof naar bakboord. De bemanning slaagde er in ongeveer 50 ton naar stuurboord over te brengen, doch de slagzij bleef aanhouden. Het stoomschip werd aanhoudend bestormd door zware zeeën en dreigde te zinken. Gelukkig kwam de volgende dag het Brits ss "Caroline Robert de Massy' ter hulp dat er met veel moeite in slaagde een reddingssloep te water te laten en de 16- koppige bemanning van de zinkende "Ferdinand Vandertaelen" te redden. De Zweedse kapitein Johnson van de Belgische stomer had zijn uiterste best gedaan om zijn bemanning van een gewisse dood te behoeden, maar had niet kunnen beletten dat zijn schip zonk. Zijn matrozen spraken vol lof over hem: "...excellent homme et marin accompli, dont les matelots parlent avec les plus grands éloges."

De geredde bemanning maakte vervolgens nog een tweede schipbreuk mee! De "Caroline Robert de Massy" werd namelijk op 3 januari 1891 ter hoogte van de Britse kust in dichte mist overvaren door het Brits ss "Raithwaite Hall" en zonk op zijn heurt. De aanvaring had plaats op slechts 3 mijl afstand van de kust en aangezien de zee kalm was konden de opvarenden met de sloepen veilig Stockton-on-Tees bereiken.

De firma Best werd agent van diverse rederijen wiens schepen Antwerpen aandeden, inclusief zeer grote en bekende rederijen als de Peninsular & Oriental Steam Navigation Co. of de East Asiatic Co. Tevens was Best medeoprichter van de Compagnie Belge Maritime du Congo (de latere CMB) en ge.interesseerd in de S.A.de Remorquage à Hélice. Hij overleed in 1898 en in dat jaar werd ook zijn laatste stoomschip verkocht. De firma John P.Best & Co.N.V. is nog steeds actief ais scheepsagentuur.

**Luc Van Coolput, lid Koninklijke Belgische Marine Academie**

**Nautilus, december 2009 433**

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**Inséré le 04 septembre 2011** **OPEN FORUM** **Enlevé le 04 octobre 2011**

# European seafarer: RIP?

Deaths can, as an American author famously experienced, be prematurely announced and obituaries often written while their subjects are still in the land of the living. So the idea now gaining ground that the European seafarer is now on his or her deathbed might too be a false rumour, but if the subject is a certain kind of European the stories may be more credible.

Last month the head of fleet personnel at a leading shipmanager told a conference in Manila the current crisis had "killed off the north European seafarer". At about the same time a poll on the website of Nautilus, the Anglo-Dutch officers' (north European) union, resulted in a small majority (58% of 158 replies) answering in the negative to the question "Does the European seafarer have a long-term future?" The distinction made by the shipmanager (a north European himself) is important. "European" can cover a wide range of nationalities: from Irish

in the West to Russian in the East and from Icelanders in the North to Maltese in the South. In the context of shipping "North European" refers to "traditional maritime countries" such as the UK, Germany, The Netherlands, as well as those in Scandinavia. Over the last 20 years seafarers from eastern and central Europe, including the Baltic States, have been increasingly employed by ship owners mainly but not exclusively in western and northern Europe, including Scandinavia. Poles, Russians and Ukrainians – all Europeans – are among the top nationalities in today's crew lists from which the North Europeans are forecast to disappear. With the exception of some domestic trades and specialist trades such as liquefied natural gas carriers, however, the manning of the world fleet will, according to the shipmanager, be dominated by nationalities from Asia, with China, The Philippines and India the main suppliers of labour.

The main reasons for the dwindling numbers of North European seafarers are by now familiar: earlier crises such as those of the 1970s and 1980s resulted in the loss of competitiveness that forced their employers to turn to new and cheaper sources; and the fading attraction of a seagoing career to young northwest Europeans. Efforts – half-hearted, some might say – to reverse the decline by governments individually and through the European Union (EU) have had limited success. The current economic crisis, bigger than those before, has seen shipping companies aggressively cutting costs and replacing north Europeans with Asians. Last year, for example, sea-based workers' remittances sent from Europe to The Philippines almost doubled to USD 1.1 billion. The evidence pointing to terminal decline, however, is not conclusive. Earlier this year a survey of countries in the European Economic Area (the EU plus Norway, Liechtenstein and Iceland) suggested European officer numbers had, in fact, increased by 5% over the previous five years. The rise, unexpected perhaps, was attributed to improved recruitment tactics and higher investment in training.



The report, commissioned by the European Community Shipowners Association (ECSA), however, warned that the increase could be reversed as a result of the ageing of the workforce, many of whom are close to retirement. Last year the UK noted that 65% of its 11,400 certificated and active-at-sea officers were over 40 years old, with the figure for the 10,400 deck and engineroom ratings higher at 72%. The EEA controls almost 42% of the world fleet in gross tonnage terms (almost 23% registered in EEA countries) and, according to ECSA, its shipping industry provides, in addition to 126,000 jobs ashore, 470,000 jobs at sea but only 165,000 or just over a third are held by EEA nationals. Similarly, the recently published update of the BIMCO/ISF manpower survey suggests that the number of officers from Organisation for Economic Co-operation and Development (OECD) countries, including most of Europe, has increased significantly to 184,000 or almost 30% of the world total of 624,000. While the rise in numbers, now based on holders on STCW certificates, may be due to increased training, the latest report cautions that certificate-holders may include those who are no longer active at sea (working ashore, for example). The report is based mainly on country-supplied data but also includes figures based on responses from around 100 companies: these put the number of OECD officers at less than 10% of the total. The caveat here is that the companies responding may not be fully representative of all those employing OECD officers.

The BIMCO/ISF report also warns that, while the decline in the number of OECD officers may have been temporarily halted, demographic trends and the 10 years it can take to produce a senior officer mean it is likely the trend to source from the Indian subcontinent and the Far East will continue. With European governments distracted by more pressing issues, it will take loud voices to remind them of the implications of a decline in the number of their seafarers. These have already been spelled out but will no doubt be stressed again by the European Commission's taskforce under Sir Robert Coleman when it reports next year: the dangers of over-reliance on non-European seafarers in manning not just European-flag ships but ships of any flag carrying European trade, including

imports of vital energy supplies; and the gradual loss of maritime skills. As ECSA has acknowledged, however, any government action will be influenced by the need to maintain the competitiveness of European shipping. Balancing strategic and economic needs, particularly in a time of both austerity and geopolitical uncertainty, will be a challenging task. With government spending being ruthlessly cut, any support for training and employing nationals at sea will be difficult to justify. European seafarers, like their counterparts in other OECD countries, will be increasingly at the mercy of forces beyond their control. Even if their governments are able to produce policies that help recruitment and training, decisions already taken by European companies to increase their reliance on non-OECD officers will be difficult to reverse. Reports of the death of the European seafarer may be greatly exaggerated but the patient is clearly in need of intensive care. **Source: BIMCO**

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**Inséré le 06 septembre 2011** **NEWS** **Enlevé le 06 octobre 2011**

# Chief engineer of "monkey business" ship cops plea

The U.S. Department of Justice says that Dimitrios Grifakis, 57, of Kallithea, Greece, pleaded guilty today in federal court in Baltimore to obstructing a Coast Guard inspection that took place aboard the **M/V Capitola** from May 3 to May 11, 2010. Grifakis was then the Chief Engineer of the **Capitola.**

The guilty plea was announced by U.S. Attorney for the District of Maryland Rod J. Rosenstein; Ignacia S. Moreno, Assistant Attorney General, Environment & Natural Resources Division, U.S. Department of Justice; Rear Adm. Dean Lee, Commander of the U.S. Coast Guard's 5th District; Special Agent in Charge Otis E. Harris, Jr. of the Coast Guard

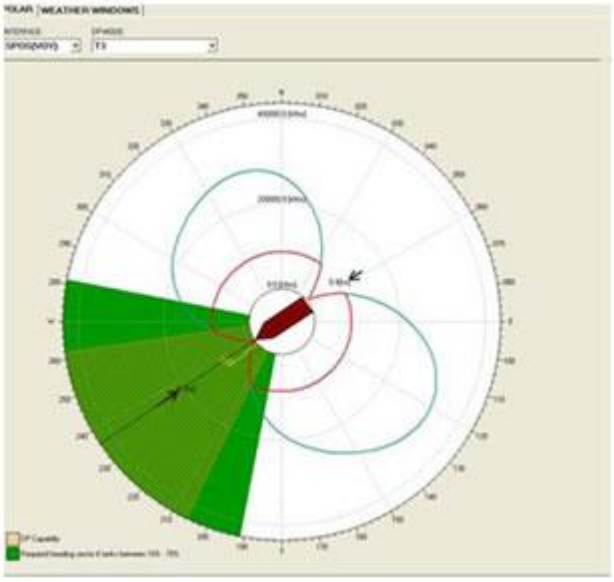
Investigative Service-Chesapeake Region; and Acting Special Agent in Charge Christian Spangenberg of the Environmental Protection Agency's (EPA) Criminal Investigation Division. According to Grifakis' guilty plea and other court documents, the investigation into the **M/V Capitola** was launched on May 3, 2010, at the Port of Baltimore, after a crew member informed a clergy member, who was on board the **Capitola** on a pastoral visit, that there had been "monkey business in the engine room," which involved a "magic pipe." The "magic pipe" proved to be a bypass hose that allowed the dumping of waste oil overboard, circumventing pollution prevention equipment required by law. The crew member asked the minister to alert the Coast Guard, which triggered an inspection of the **Capitola.** Grifakis admitted that from about March 2009 through May 3, 2010, he ordered his subordinates to illegally pump oil-contaminated waste directly into the ocean, most commonly through the "magic pipe." However, during the investigation, Grifakis falsely denied having ordered anyone to pump oily waste overboard and falsified documents to hide these discharges from inspectors in ports visited by the **Capitola.**

Every ship that enters the U.S. is required to have an accurate Oil Record Book that records the ship's operation related to oil, including the handling and disposal of oil contaminated waste. Grifakis intentionally presented an Oil Record Book to the U.S. Coast Guard that was intentionally falsified to conceal the illegal overboard discharges of oil contaminated waste.

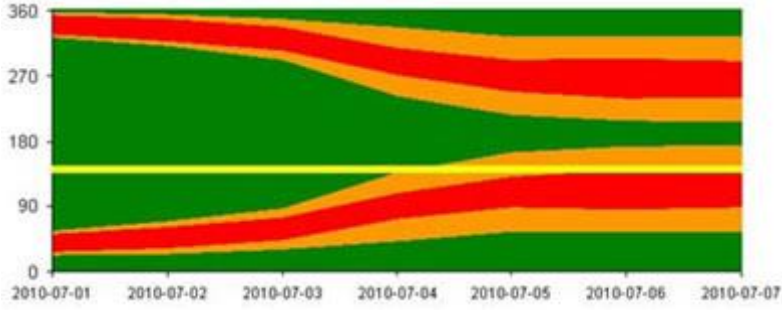
Grifakis also obstructed the investigation by denying that the **Capitola** had a Daily Sounding Record, which is a daily measurement of the contents of the ship's waste tanks. This record would have been useful during the Coast Guard's inspection of the **Capitola** in that it could have shown when the levels of the waste tanks changed, which could be compared to entries in the Oil Record Book. Sudden, unexplained drops in the measurements could have indicated specific dates when wastes were discharged overboard. The Daily Sounding Record was not produced to the Coast Guard. Grifakis also directed other members of the engine room crew to lie to investigators and claim that the Capitola did not have a daily record of soundings. In a related case, Cardiff Marine Inc., a Liberian-registered shipping company pleaded guilty to a felony violation of the Act to Prevent Pollution from Ships and was sentenced to pay a $2.4 million fine, and to serve three years probation, subject to an environmental compliance plan that includes audits by an independent third party auditor. **Source : MarineLog**

**Inséré le 08 septembre 2011** **NEWS** **Enlevé le 08octobre 2011**

# Efficient planning of operations, hours and days ahead: DP Capability Forecast



One of the extensions within **OCTOPUS-Onboard** is the Dynamic Positioning capability forecast function, DP for short. The **OCTOPUS-DP** functionality gives offshore vessels the possibility to make optimum use of a safe time window for their weather-sensitive operations. An important remark has to be made here. The OCTOPUS-DP functionality can not be compared with already existing Dynamic Positioning Systems.

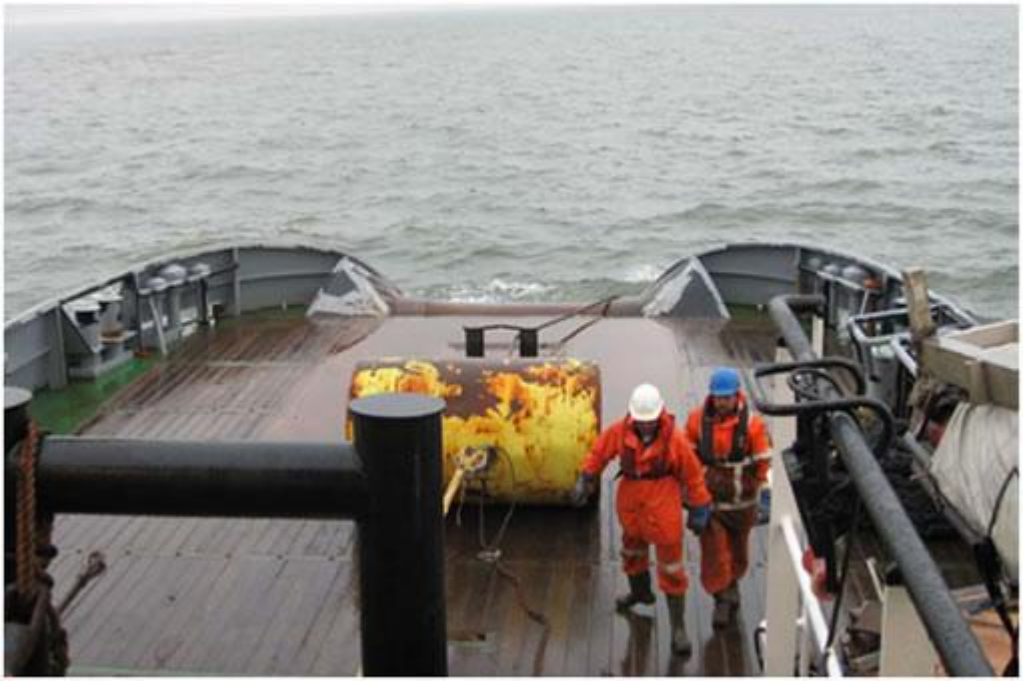



Where traditional DP systems try to keep the vessels position during an offshore operation, OCTOPUS-DP takes it one step further. A forecast is given if the vessel is capable of maintaining her position and heading in changing environmental and weather conditions, hours and days ahead.In 2010 OCTOPUS-DP was installed on the Hoegh LNG vessels **Suez Cape Ann** and the **Suez Neptune**. Both vessels use OCTOPUS-DP to plan and document safe time windows for discharging LNG from

the vessel to shore trough a turret mooring and transfer system designed by APL - Advanced Production Loading - of Norway.

**How does it work?**

Basically, the DP software calculates an onboard forecast of the mean and slowly varying forces acting on the vessel due to currents, wind and waves. The calculations are based on measured environmental conditions and on weather forecasts, which are an integrated part of OCTOPUS-Onboard. The first result is the forecast of the mean heading the vessel would obtain if weathervaning or drifting. The DP Capability software also calculates how the expected forces will influence the ship and if these forces would bring it out of position during an operation at sea for any available thruster configuration. OCTOPUS-DP uses the thruster properties as input. There is no direct link with the DP-system itself.



With the obtained information, it easy to judge for which DP thruster configuration the vessel is resistant against expected forces or that it is better to stop and start the operation at a different time. Safe heading sectors are given in Polar Plots. A safe time window is given in the OCTOPUS Weather Window. The window gives the crew a clear view on how these forces have a different impact on the ship at a change of heading. This way the crew gets a clear forecast if the operation can be executed in the hours and days ahead, and under which heading this can safely be done.

**Conclusion**

With DP capability the crew can easily see if it is sensible and efficient to start or go on with the operation at sea. Or is it better to start (again) at a different time? The benefits are clear:
• A clear and complete indication of the operational windows for weather-sensitive operations at sea

• Better and efficient preparation and execution of projects

• Less damages and stress to the vessel

• Optimal use of man and machine in a safe environment, leading to significant cost reductions.

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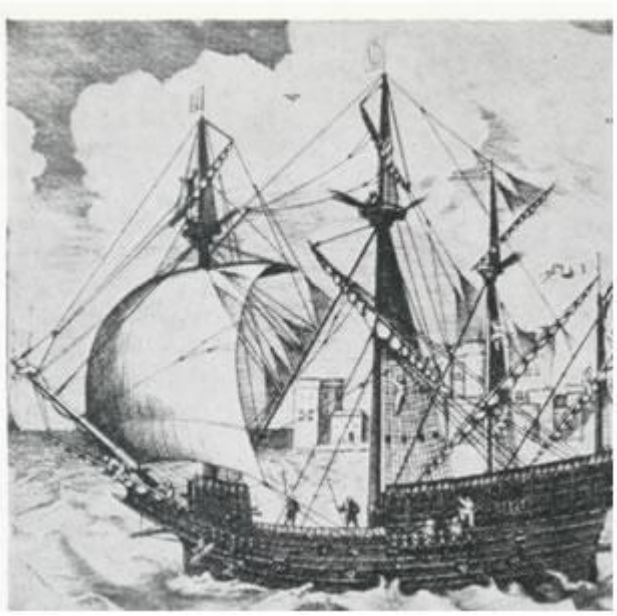
**Inséré le 10 septembre 2011** **HISTORIEK HISTORIQUE** **Enlevé le 10 octobre 2011**

# La "Force Navale" belge ( partie I)

## DEPUIS TOUJOURS, SUR LES BANCS DE FLANDRE

La mer, qui occupe les trois quarts de la surface du globe, en constitue par |à même sa principale voie

de communications et rapproche les peuples bien plus qu'elle ne les sépare, étant, comme disent les Anglais, " la vaste chaussée de Dieu qui mène partout".



Elle s'est de tout temps affirmée l'artère la plus facile et la plus sûre, même à l'époque des pirates, quand les brigands se multipliaient plus dangereusement encore au long des routes terrestres; elle est enfin et surtout la moins coûteuse des voies d'accès.

Le commerce océanique et intercontinental est devenu une nécessité plus impérieuse de siècle en siéclie, de sorte que la prospérité économique, aussi bien que la puissance politique, se sont indissolublement liées à la puissance maritime.

Géographiquement, la Belgique jouit cet égard d'une situation rêvée, à la jonction de l'Atlantique et des mers du nord. Elle contrôle une côte qui offre des ports facilement accessibles, comme Zeebrugge et Ostende, sans parler d'un havre de l'importance d'Anvers situé plus loin à l'intérieur des terres, et derrière laquelle s'allongent de remarquables réseaux routiers et fluviaux.

Ces conditions devaient fatalement faire des provinces belges du Moyen Âge, une réelle puissance maritime dont l'importance ne diminuerait que sous le poids des difficultés politiques qui allaient progressivement l'étouffer aux temps modernes. Cette puissance devait renaître petit à petit à partir de l'indépendance nationale.

Un roi ménapien

Dans l'antiquité, les pirates ménapiens sillonnaient la mer du Nord. L'un d'eux, Carus, fit même la conquête, pour son propre compte, de la Grande-Bretagne, et se proclama troisième Empereur Romain après avoir défait les flottes de Constance Chlore.

Bientôt, tout le monde devint armateur, marin ou pêcheur sur le littoral flamand et un commerce intense passa par le Zwyn. Lors de la bataille de l'Ecluse en 1340, le communier Jan Breydel réunit 8.000 miliciens qui attaquèrent le troisième rang des navires français alors que la flotte de ceux-ci était aux prises avec celle des Anglais dont les nefs étaient elles-mêmes parfois commandées par des seigneurs belges, tel Robert de Namur.

A l'époque bourguignonne, les ducs imposent aux navires de battre pavillon de Bourgogne, l'étendard à la croix de Saint-André, que l'on retrouvera sur les vaisseaux belges jusqu'à l'époque de la domination autrichienne, et qui accentue le caractère national des flottes de villes et de comités.

Les gueux et les grands amiraux.

L'époque des grands amiraux commence. Le commerce s'étend sous la protection de puissantes escadres. Mais la révolution éclate dans les «Pays-Bas espagnols» qui se verront déchirés pendant un siècle et finiront par se scinder en Pays-Bas et provinces belges. Les gueux de mer, qui mènent sur l'eau la lutte contre l'Espagne, ne connaissent pas encore cette future différenciation et comptent autant de révoltés du Sud que du Nord. C'est l'un d'eux, le Liégeois Guillaume de la Marck, descendant du fameux Sanglier des Ardennes, qui est à l'origine de la puissance navale hollandaise. A la tête de 26 bâtiments et d'environ 800 hommes, Wallons, Flamands et Hollandais, il s'empare du port de la Brielle en 1672. La situation des rebelles, très précaire à cette époque, se rétablit grâce à ce coup de maître. Le Bruxellois Louis Boissot est nommé amiral de Zélande et s'empare de Middelburg en 1574. La guerre devient de plus en plus féroce et les grands noms brillent de tout leur éclat pendant 80 ans de guerres acharnées, jalonnées par les brillants exploits des amiraux et corsaires belges.
Le vice-amiral van Wacken détruit les pêcheries hollandaises en 1600. En 1621, l'amiral Jean Jacobsen,

tentant de débloquer Ostende, assiégée par les amiraux hollandais Kleuter et Moy Lambert, se fait sauter avec son navire le Saint-Vincent après avoir ravagé 4 bâtiments adverses.

En 1629, le célèbre marin hollandais Piet Hein est tué au cours d'un combat contre le corsaire ostendais Besage. En 1637, quand l'amiral Jacques Colaert meurt, il a passé 36 de ses 53 ans en mer, pris 109 navires marchands, 27 bâtiments de guerre, reçu 17 blessures graves. En 1636, malgré le blocus exercé par l'amiral Tromp, 30 corsaires ostendais sortent le seul jour du 31 octobre et l'un d'eux capture aussitôt 17 bâtiments.

La prise de la Brielle par Guillaume de la Marck

Des corsaires de la compagnie d'Ostende

C'est l'âge d'or des corsaires qui déciment les flottes françaises, anglaises, hollandaises, au gré des alliances et des hostilités de cette période troublée. L'un des plus célèbres d'entre eux reste Pasquier De Moor qui, en 28 jours, ramena 21 prises à Ostende. Quant au Liégeois Le Mel, personnage haut en couleur s'il en fût, il est le spécialiste des expéditions fantastiques et des forçages de la Tamise. En 1695, il y entre avec un bateau armé par 30 hommes, s'empare d'un navire de veille ennemi, se glisse devant les 30 bâtiments de l'escadre à l'ancre, s'empare de 5 navires marchands mouillés derrière celle-ci et ressort en échappant à l'assaut d'une quarantaine d'embarcations, mises à l'eau par les vaisseaux pris au dépourvu. Mais les grands corsaires sont maintenant au service du roi de France. Depuis 1648, le traité de Munster a fermé tous les accès de la Belgique à la mer : l'Escaut, le Zwyn, le canal du Sas. Bien plus, le commerce avec les Indes occidentales lui est interdit. Ses provinces sont attribuées par le traité d'Utrecht en 1713, à Charles VI de Habsbourg qui tente un moment d'encourager un redressement économique. Des marins belges naviguent dès lors d'Ostende vers les Indes, malgré la petite guerre que leur font Anglais et Hollandais.

En 1722, la Compagnie Impériale et Royale des Indes Orientales et Occidentales (Compagnie d'Ostende) est officiellement créée et les expéditions lointaines se multiplient. Charles VI acceptera malheureusement en 1731 de supprimer cette compagnie pour obtenir de l'Angleterre et des Pays-Bas la garantie de son ordre de succession.

Un des plus brillants marins de la compagnie aura été Guillaume de Brouwer. Ainsi en 1727, attaqué par une flotte de pirates chinois en revenant de Canton, il parvint à l'anéantir, au grand bonheur des villages riverains.

Le déclin provisoire

La capitulation de Charles VI fut fatale pour ses lointaines provinces. A partir de 1731, la vie maritime de la Belgique s'étiola et les expéditions, d'ailleurs interdites, se firent rares.

En 1792, la République Française proclamait l'affranchissement de l'Escaut et, jusqu'en 1815, les Belges naviguèrent sur des bâtiments français, soit dans la Marine Impériale, soit pour la guerre de course.

La Marine Royale

En 1815, les marins belges passent dans la flotte néerlandaise et c'est là qu'après la révolution de 1830 la Marine Royale du jeune royaume va chercher son cadre. En 1832, la flottille des canonnières hollandaises de l'Escaut tombe entre les mains des troupes belges après la chute de la citadelle d'Anvers. Les marins remettent en état ces petites unités, et créent ainsi d'initiative un noyau de flotte. Des officiers rentrent de Hollande pour l'encadrer. A partir de 1834, la Marine Royale fournit des équipages pour réarmer des bâtiments marchands qui manquent de personnel et contribue ainsi à développer la flotte de commerce.

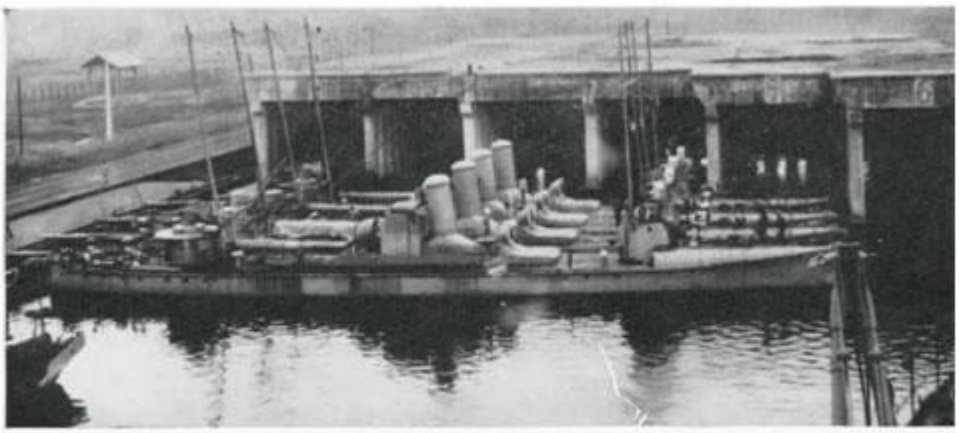
Bataille du Rio Nunez (ou de Debokké)

Dès 1840, deux bricks, le Louise-Marie et le Duc de Brabant se partagent les voyages d'études et de prospection commerciale et le rôle de garde-pêche. Ils soutiennent la politique de colonisation, en particulier au Rio Nunez.
En 1849, le roi Mayoré ayant enlevé la femme et les enfants d'un commerçant du comptoir belge, le Louise-Marie doit intervenir, ce qui donne lieu au combat de Debokké. Le commandant du navire belge, Van Haverbeke, fait sauter le dépôt de munitions adverse à coups de canon, tandis qu'un de ses officiers, le lieutenant de vaisseau Dufour, est gravement blessé au front.
La Marine Royale est supprimée en 1862. De nombreux officiers sont cependant encore envoyés par le roi Léopold Il en stage dans la Marine française. Ce sera notamment le cas du lieutenant Lecointe qui, en 1898, va servir de second à l'explorateur de Gerlache sur son bateau, le Belgica premier navire à hiverner dans l'Antarctique.

La première guerre mondiale et les flottilles nécessaires

Il n'existe plus de marine de guerre quand la première guerre mondiale éclate. Elle devra se reconstituer par bribes et morceaux au fur et à mesure des nécessités.

Sur le lac Tanganyika, au Congo, le lieutenant Goor groupe vaille que vaille quelques vapeurs transformés en canonnières et accepte dans ces conditions le combat avec la flottille allemande. Le 26 décembre 1915, il force la canonnière allemande Kingami à se rendre et coule le von Wissman le 9 février suivant. Simultanément les petits bateaux du commandant d'Orjo bloquent les Allemands sur le lac Kivu.



Torpilleurs belges à la base de Bruges

En Europe même, la guerre sous-marine à outrance, déclenchée en 1917, cause des ravages dans les marines alliées aux abois. Celles-ci réarment dès lors tout ce qui peut flotter. L'Armée belge retire du front ses soldats, marins de métier, et les groupe en un dépôt des équipages à Gravelines. Ils entrent en action au sein de la 6e escadrille de dragage française, puis arment le vieil aviso de 684 T Ville-d'Anvers qui effectue ses patrouilles dans le pas de Calais en alternance avec des patrouilleurs britanniques.

Dragueur de mines belge en 1914-18

Après 1918, les marins belges disposent d'unités capturées à la Marine allemande, dont 11 torpilleurs et 26 dragueurs. Leur flotte reçoit bientôt le nom de Détachement, puis devient le « Corps des Torpilleurs et Marins » (CTM), centré sur le vieux croiseur français d'Entrecasteaux utilisé à Bruges comme bâtiment-école. Ce corps de marine sera une fois de plus supprimé en juillet 1926.

Le Corps de Marine assure l'accès à la côte belge en 1939

L'absence de toute marine de guerre entraînera de graves difficultés dès septembre 1939. L'Angleterre mouille 8.500 mines et la France 1.500 à l'ouest et au sud des eaux belges. Les tempêtes et les courants y font de suite dériver de nombreux engins, tant et si bien que les pêcheurs risquent constamment leur vie et que la navigation commerciale se ralentit. Le cargo Alex Van Opstael saute le 15 septembre, le Suzon quinze jours plus tard, puis le Roza. Et la Belgique neutre, ne pouvant demande: à un belligérant de faire son travail, doit reconstituer d'urgence un petit Corps de Marine pour assurer l'accès à ses ports et son ravitaillement. Aux ordres du major De Carpentrie, 250 marins mobilisés, détachés de leurs unités, vont constituer une flottille à Ostende et l'embryon d'une autre flottille à Anvers. Trois bateaux-pilotes transformés en patrouilleurs tiendront la mer en permanence. Ils détruiront 150 mines avant le 10 mai 1940.

DCA sur un patrouilleur en 1939

C'est ce moment que choisit l'adversaire pour parachuter des mines magnétiques. Les bateaux de la petite flotte improvisée ne sont pas équipés pour lutter contre ces engins perfectionnés.

Leur personnel n'a pas non plus bénéficié de l'entraînement spécialisé aux techniques modernes de la guerre que seul permet le travail progressif d'une flotte permanente. La Belgique doit donc faire appel à ses alliés. Mais la Marine britannique, sollicitée par de multiples missions au profit de son pays et de son corps expéditionnaire, ne peut détacher que quelques « LL Trawlers » du 15 au 18 mai. Après cette date, les ports belges intacts seront bloqués et l'armée devra renoncer à évacuer blessés ou réfugiés.

Pendant ce temps, les patrouilleurs et quelques chalutiers et yachts réquisitionnés assurent des missions de patrouille, d'escorte et de sauvetage.

L'un d'eux saute sur une mine. Plusieurs autres participent à l'évacuation de Dunkerque et le A5 notamment sauve de la fournaise 234 hommes. Après Dunkerque, les bateaux belges combattront avec le 5e groupe de patrouilleurs français. Usés, n'ayant pu être entretenus depuis deux mois, faute d'installations de support préexistantes, les navires seront pratiquement réduits à l'état d'épave en fin de campagne. Ils iront se faire interner en Espagne.

Extrait d'une publication de la Force Navale juillet 1966

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**Inséré le 12 septembre 2011** **OPEN FORUM** **Enlevé le 12 octobre 2011**

# Making It Work

**According to a recent report in Lloyd's List, shipowners are ignoring official advice and routinely employing armed guards on ships sailing in pirate-infested waters.**

Despite the naval flotilla, it is increasingly obvious that pragmatic solutions are needed.

Seafarers need effective security deterrents – and so it is hardly surprising that the hiring of professional armed security personnel is increasingly being seen as the best and most cost efficient way of protecting ships. Other options have failed, and so it seems natural that this is the route to follow.

While owners are naturally hesitant to discuss such matters publicly, especially as many governments, shipowner associations and naval forces remain "anti- weapon" on commercial vessels. There is a distinct disconnect developing between those who don't think guns are the answer, and those who increasingly see that they are.

A typical operation will usually see four guards on board, almost certainly ex-military and likely to be former Royal Marines, armed with AK-47 assault weapons and highly visible when in dangerous waters. They usually join the ship in Djibouti or India, and stay onboard for the entire time the ship is deemed to be in the danger zone.

It seems the costs of hiring armed security teams is still less than following official guidelines and increasing a vessel's speed or deviating, and of course is far cheaper than paying out a ransom should a ship be seized.

In shipping, success drives adoption, and with no ship with armed personnel onboard having yet been taken by pirates it is clearly an increasingly attractive option.

Increasingly it seems that onboard guards are the short-term, workable solution. With this in mind perhaps we need to develop new Best Management Practices to ensure that Masters, Officers and crews are able to work effectively alongside these new guardian angels of the sea.

Change of Heart

With the change in attitude towards armed guards it seems that seafarers' union Nautilus International has been prompted to drop its opposition to their deployment.

In the past the union has been very "anti-arming", but given the clear message that armed guards are actually working, then they have grudgingly altered their stance for cases where there is no alternative option to protect vessels.

Nautilus is now accepting that if agreed with the union on a case-by-case basis and providing the guards being used are properly trained and approved then their use can be a significant deterrent.

As the battle against pirates is clearly not being won, despite the naval presence it is clear that new answers are needed – and with the union coming under increasing pressure from members to accept the use of armed guards, then this change of approach is perhaps understandable and inevitable.

The next step for the union will no doubt be the issue of what constitutes, "properly trained and authorised" armed personnel – and of the need for guidelines for conduct in managing the new relationship between vessel command team and security contingent.

Having guards clearly works and is becoming the norm – we need to accept that and make it work even better.

**Arming and Dangerous**

With their increasing popularity, it is clear that the questions raised on the legality of having armed guards on board is a problematic area...especially as many States hesitate to get involved in the debate.

All too often it seems that coastal States lack any real sense of priority or pragmatism, which leaves ship operators and personnel in a legal limbo, and without the protection they need.

It has been positive then to see Saudi Arabia take a lead in allowing vessels in their waters to openly allow the carriage of weapons, "for self-defence against piracy". Ahem...

Such permission is subject to certain restrictions, according to a memo from the Saudi coastguard – though the Saudi authorities have long turned a blind eye to the carriage of weapons. While a local laissez faire attitude offers a workable fix for those on the frontline – the lack of formal commitment should be cause for concern for masters, owners, P&I Clubs and Flag States.

While it remains difficult for vessels to enter and depart ports with weapons onboard there are various inventive ways to circumvent restrictions. These range from leaving weapons on pilot boats outside territorial waters (which brings with it, its own security concerns), through to the ever popular throwing of weapons over the ship's side.

Where compliance is difficult and replacement weapons cheap – then it seems inevitable that such "shortcuts" become the norm. Hopefully the more pragmatic Saudi answer will allow better control of weapons and those responsible parties supplying and using them.

"Over the side is over"...as they used to say.- Shiptalk Newsletter

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**Inséré le 16 septembre 2011** **NIEUWS NEWS** **Enlevé le 16 octobre 2011**

# Japan to try suspects in pirate attack

In an unprecedented move to combat piracy, the Japanese government has decided to have four U.S. Navy-held suspected pirates handed over, it has been learned. The suspects were being held over a thwarted attack on a Japanese oil tanker in the Indian Ocean on Saturday. In response to the decision, the Tokyo District Public Prosecutors Office said it will dispatch a seven-member group, including one or more prosecutors and interpreters, to Oman, where the alleged pirates are under detention. According to the Land, Infrastructure, Transport and Tourism Ministry, the tanker is the 57,462-ton **Guanabara,** registered in Bahamas and operated by Mitsui O.S.K. Lines Ltd. The pirates boarded the **Guanabara** on Saturday, 328 nautical miles southeast of the southern coast of Oman, but were overpowered Sunday by a special unit from the destroyer **USS Bulkeley** that boarded the tanker, the ministry said. The U.S. destroyer, along with a Turkish warship, rushed to the scene in response to a distress beacon the tanker's crew had sent to an international flotilla of warships in waters nearby, according to the ministry. The Mitsui O.S.K tanker was not damaged and none of its 24 non-Japanese crew members was injured. The government's decision to bring the four pirate suspects to this country came in response to requests from the United States, government officials said. A Maritime Self-Defense Force destroyer carrying the seven-member team is scheduled to bring the four onboard at an Omani port before transporting them to Djibouti, from where a Japan Coast Guard airplane will take them to Japan, the officials said. Under the antipiracy law that took effect in 2009, MSDF vessels have been charged with escorting Japanese and foreign-registered merchant ships to protect them from pirate attacks. It is the first time, however, that an MSDF vessel will have been part of an operation to bring detained piracy suspects to Japan. The antipiracy law stipulates that those found guilty of acts of piracy are subject to life imprisonment, or prison sentences of five years or more. Before the law came into effect, the SDF was allowed only to escort Japan-related ships and its use of weapons was limited to legitimate self-defense. Under the new antipiracy law, however, MSDF vessels can escort any ships, be they Japanese or foreign-registered, and can fire at pirate boats if they ignore warning signals.

Regarding acts deemed punishable, the law cites "extreme proximity" of pirate boats to ships and "depriving ships of the freedom of navigation." Prosecution officials said these punitive provisions are applicable to the pirate attack on the Mitsui O.S.K tanker. A senior prosecution official said the arrests of the suspected pirates will be made by JCG officers, while their indictment will be handled

by the Tokyo District Public Prosecutors Office. Some experts, however, commented that criminal procedures could run into trouble because of a lack of evidence. Similar difficulties have been faced by South Korea's law enforcement authorities in dealing with a gang of five suspected pirates. The men were transferred to South Korea after being captured by South Korean commandos off Somalia in January. Although the government this time has accepted the U.S. military's request to take the suspects, some government officials have voiced concerns that the decision may end up setting a "costly precedent," with Japan being asked to accept transference of a number of suspected pirates in the future. The latest government response to the piracy issue also has brought to light the fact that Japan's legal system does not yet have clear-cut provisions on how to deal with pirates captured abroad. The handover of the pirates, if carried out, will raise such questions as the high cost of arranging such transfers, the officials said. According to the JCG, the UN Convention of the Law of the Sea stipulates that a country which captures pirates overseas has the right to decide whether to transfer them to that country, to put them on trial for punishment.

**Source : montrealgazette.com**

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# A glimmer of hope?

This gloomy forecast may fall even further should the present economic conditions continue. In parallel, newbuilding deliveries continue to create additional supply in the tanker market causing the freight rates to decrease, said McQuilling Services in the consultancy's latest report.

| | 2008 | 2007 | % change |
|---|---|---|---|
| VLCC | 241,591 | 203,795 | +19 |
| Suezmax | 41,459 | 34, 365 | +21 |

*Source McQuilling Services*

**Caribs & South America/Far East - SE Asia/Aus - 2008 versus 2007 million tonne-miles**

However, a glimmer of hope was recently seen as a Venezuelan delegation travelled to Asia and signed multiple accords and agreements pertaining to the oil shipments that may have a positive effect on the tonne/mile demand in the future.

One of the accords was a feasibility study related to the Orinoco oil belt, with oil production capacity of about 200,000 barrels per day, in a joint venture with Japanese oil companies. Also, an ambitious goal of increasing Venezuelan oil exports to China by 260% until 2013 was announced during the visit.

What gives these plans credibility, in addition to the scheme to divert oil supplies away from the US, was a trend of increasing shipments of Caribbean and South Atlantic oil to the Far East/Southeast Asian destinations during the past few years, McQuilling said.

For instance, VLCC tonne/mile demand increased by 19% in 2008, over 2007, on these trades, while total imports into the region by VLCC fell by 1% year-on-year.

In addition, a 21% annual growth was seen in the Suezmax tonne/mile demand (see Table) on the same route while total imports into the region by Suezmax dropped by 5% year-on-year.

## Volume growth

Although these exports represented around 7% of the total Far Eastern imports on VLCCs and Suezmaxes in 2008, recent headlines and observed tanker demand trends pointed to a high probability of growth in volumes on these trades in the future.

A possible impact on the overall tanker tonne/mile demand can only be discussed in relative terms as projects have only recently been announced and are expected to take a few years until fruition, the consultancy warned.

However, for analytical purposes only, if the potential 200,000 barrels per day of possible exports from the Orinoco belt to Japan were added to the intended increase in 620,000 barrels per day in exports to China, an additional demand of 35 VLCCs would be created on a round trip annual basis, on top of what had been transported in 2008.

## Taken lightly

This number should be taken lightly, as it was based on plans that quite often fall by the way side in the oil industry, especially when the price of oil is below $50 per barrel.

Nevertheless, if demand growth of 35 VLCCs by 2013 proves to be too ambitious, and only 50% of the total is assumed feasible, the result is a possible increase in 17 VLCCs on a round trip annual basis, which is still a significant addition to the presently falling VLCC demand. Furthermore, the Suezmax sector may also benefit from additional barrels moved on these trades, McQuilling commented.

The Caribbean/East has been a developing trade over the past few years and it certainly contributed to the healthy earnings enjoyed by tanker owners in the recent past. Apart from having a positive effect on tanker tonne/mile demand, it also provided for lucrative triangulation opportunities on the larger ships.

A similar scenario may also develop in Brazil where ambitious plans have been announced to recover the recently found oil reserves in the Campos basin. Although we have not observed any significant accords signed between the two governments, Japan has been a long time capital partner to the Brazilian oil projects and therefore, if the found oil is extracted, there is a possibility we may see some of these barrels shipped to the Far East as well.

McQuilling said that an increasing number of diversifying world tanker trades had been noted during the last few decades, especially in the smaller and clean tanker segments, caused by rising commodity prices and expanding globalisation. In the last few years, owners of larger tankers have also enjoyed triangulating opportunities in greater numbers, improving vessel utilisation and earnings.

"We believe this trend will continue and volumes of long haul barrels may increase in the future, providing a glimmer of hope to an otherwise gloomy outlook for tankers", the consultancy concluded.

TankerOperators

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**le 20 septembre 2011** **HISTORIEK HISTORIQUE** **Enlevé le 20 octobre 2011**

# La "Force Navale" belge (partie 2)

**LES BELGES DANS LA BATAILLE DE L'ATLANTIQUE**


**Le fondateur**

En septembre 1940 se créait en Angleterre, à l'initiative d'un officier belge de la Marine de l'Etat, le lieutenant Victor Billet, une section belge de la Royal Navy. Les malles étaient immobilisées à Southampton ; le lieutenant Billet se refusa à admettre la défaite, se fit mettre en congé sans solde par la Marine de l'Etat pour s'engager dans la Royal Navy, et fit des pieds et des mains pour imposer un petit corps de marine belge, qui fut finalement mis à la disposition de l'Amirauté par l'Administration de la Marine. Il surmonta toutes les difficultés grâce à un dynamisme

extraordinaire et un non-conformisme remarquable.

Billet prit part à la chasse au **Bismarck,** servit dans les forces côtières, puis participa aux opérations amphibies. Embarqué pour le célèbre raid sur Dieppe à bord du **LTC159,** il fut porté disparu le 19 août 1942

**Les réservistes belges de la Royal Navy acceptent l'existence du fantôme**

A ce moment, la section belge est déjà une petite force de 450 hommes ; elle compte 2 corvettes, 3 patrouilleurs (Phrontis, Kernot et Electra), et une flottille de dragueurs de mines en formation. Les matelots ont été dispersés en stage de spécialité à bord de multiples unités britanniques (porte-avions, croiseurs ou destroyers), et c'est ainsi que les Belges prennent part à une série d'opérations célèbres et y perdent parfois la vie, comme le matelot Vervliet, tué lors du torpillage de son escorteur l'Ullswater par une vedette allemande.

Le lieutenant de vaisseau Billet qui créa la Section Belge de la Royal Navy

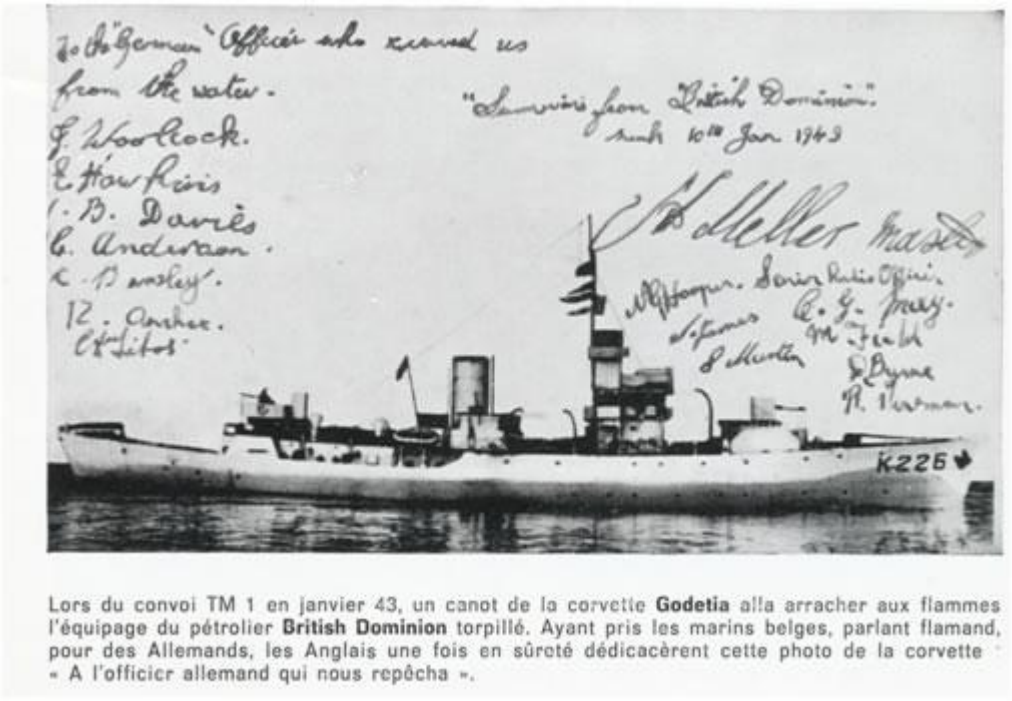
Des officiers de la Marine de l'Etat, de la Marine marchande, de l'Armée, des cadets du Mercator, des étudiants, se lançant avec enthousiasme sur la voie montrée par Billet, suivent les cycles de formation prévus pour la réserve (RNR) et la réserve volontaire (RNRV) de la Royal Navy

Les premiers volontaires belges arrivent au Centre d'instruction d'HMS **Royal Arthur** à Skegness en 1940

Quand ils seront habitués à voir dresser religieusement un couvert « pour le fantôme », aux repas de l'Ecole, on estimera qu'ils ont réussi à s'assimiler la tradition de la marine britannique, sa discipline et son humour, et on leur fera confiance.

C'est au début de l'année 1942, que les corvettes **Godetia** et **Buttercup** sont transférées à des équipages belges, sous le double pavillon belge et britannique. Ces deux unités sont soumises à une préparation intensive sous le commandement du Commodore Stephenson, responsable de l'entraînement des escorteurs en Ecosse. Elles sont ensuite rattachées au groupe B 5 du commandant Boyle qui opère dans les Antilles, le paradis des sous-marins allemands. Jusqu'à la fin de l'année, les Belges protègent les convois de Cuba vers New York, Key West et Trinidad.

En janvier 1943, le **Godetia** est engagé avec deux autres corvettes et un destroyer dans le combat livré par l'ennemi au convoi TM 1 (neuf pétroliers qui doivent amener de Trinidad à Gibraltar l'essence destinée à l'offensive en Afrique du Nord). Doenitz lance les douze submersibles du groupe Dauphin à leur rencontre et un combat incessant se déroule pendant près d'une semaine entre les quatre escorteurs et les douze « loups gris », qui parviennent finalement à détruire sept pétroliers.




Lors du convoi TM 1 en janvier 43, un canot de la corvette **Godetia** alla arracher aux flammes l'équipage du pétrolier **British Dominion** torpillé. Ayant pris les marins belges, parlant flamand, pour des Allemands, les Anglais une fois en sûreté dédicacèrent cette photo de la corvette « A l'officier allemand qui nous repêcha ».

En mars, le **Godetia** et le **Buttercup** prennent part à la défense du **SC 122 :** une douzaine d'escorteurs tentent de protéger deux convois contre les quarante **U-boote** de trois meutes réunies, dans une tempête épouvantable. Le **Godetia** récupère à lui seul 150 hommes de la marine marchande dont les bateaux ont été torpillés; il échappe de peu à une torpille et attaque un U-boot en surface. Les deux unités continuent ces opérations d'escorte jusqu'au début de 1944. Le Godetia participe à un groupe de chasse dans le golfe de Gascogne, puis en Méditerranée et retrouve le Buttercup pour le débarquement des Açores.

Elles sont alors toutes deux entraînées pour le débarquement de Normandie. En juin et juillet 1944, le Buttercup croise devant la tête de pont alliée aux ordres du Capitaine P chargé d'arrêter les attaques de vedettes, sous-marins de poche et canots explosifs avant qu'ils n'arrivent devant les plages. Le Godetia continue à couvrir des convois. En décembre 1944, les corvettes sont désarmées et leurs équipages vont renforcer le personnel des ports belges.

**L'admiration des Anglais**

Depuis 1942, une flottille de dragueurs MMS armés par des Belges opérait à Harwich, dans le secteur menacé du Nore Command, qui contrôle l'entrée de la Tamise. C'est à eux que l'amiral Baillie Groham, commandant du secteur, écrivait dans un message du 22 juillet 1944 « Je voudrais vous dire que vos camarades d'Harwich sont remplis d'admiration pour la manière efficiente dont vous remplissez intégralement toutes vos missions, et que nous sommes fiers de vous compter parmi nos camarades », et plus tard : « Ne nous oubliez pas, nous et les vieux jours d'Harwich ».

Le corvette **Godetia** : 1.000 tonnes, un canon de 102 mm, des mortiers et grenadeurs ASM, des 20 mm AA, 100 hommes d'équipage, 16 nœuds. Commandant : lieutenant de vaisseau Larose.


A la libération, tandis que 1.200 nouveaux volontaires rejoignent la Marine, les six dragueurs passent à Ostende, frayent une route devant Zeebrugge sous le tir de l'ennemi, puis après Walcheren, passent à Anvers où toute la section belge finira par se retrouver. De nombreux marins, principalement des officiers, qui étaient dispersés dans la Royal Navy sont envoyés en Belgique et quittent leurs unités respectives : LSI, dragueurs océaniques, sloops, destroyers, vedettes rapides, à bord desquels ils avaient combattu pendant le siège de Malte, en Sicile, en mer Egée, à Salerne, dans les convois vers la Russie, en Extrême-Orient.

Le lieutenant de vaisseau Petitjean, actuellement Commodore et Inspecteur général de la F. N., était en 1943 le commandant de la 118" flottille.

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**LA FORCE NAVALE EST NEE PARCE QU'ELLE ÉTAIT INDISPENSABLE**


La frégate **Victor Billet**

L'Amirauté britannique adresse son message d'adieu à la Section belge le 20 mai 1945. L'aide mutuelle cessera le 8 novembre suivant. Mais la Section survivra et deviendra la Force Navale sous la pression de nécessités impérieuses. Il reste en effet devant les côtes belges 205 mines à contact et 1.986 mines à influence, sans parler de 1.035 katymines.

Une conférence internationale délimite les obligations réciproques de chaque nation dans le nettoyage des routes maritimes et la Belgique est avisée, le 20 juillet 1945, de ce que sa responsabilité s'étend à un secteur qui va de la frontière française à Walcheren; le nettoyage de ce secteur prendra trois ans, mais un certain danger subsistera pendant dix ans; les Anglais pourraient se charger de cette tâche de sécurité, moyennant payement de leurs frais. Or le gouvernement belge dispose de marins expérimentés et de la 118e flottille de dragage bien entraînée. Il adopte la solution la moins coûteuse et la plus logique. La Section Belge devient la Force Navale le 1" février 1946.

Au service du ministère des Communications, la flotte de guerre compte 7 dragueurs de mines, un releveur d'épaves, un baliseur, un navire hydrographe, une frégate météorologique, le **Luitenant-ter-zee Victor Billet,** et deux garde-pêche, le **Breydel** et **l'Artevelde,** tous au service immédiat de la navigation civile.

En 1949. la Force Navale passe au ministère de la Défense nationale. L'OTAN déclare qu'elle fait confiance aux divers gouvernements pour empêcher que soient bloqués les points d'aboutissement des lignes de communications de l'Atlantique nord, dont les grandes puissances assurent la protection. Chaque pays doit donc garder libre l'accès de ses ports afin de permettre le ravitaillement des armées et des populations. Dorénavant la flotte belge va se spécialiser dans la lutte contre les mines marines.


La Force Navale a fait construire par les chantiers belges 24 dragueurs de mines ; ici le lancement du **Herstal.**

Aujourd'hui, ses équipages et ses états-majors se consacrent durant toute leur carrière à ce type de guerre hautement technique, et plus compliquée chaque jour. Ils ont forcément acquis une remarquable réputation, tant et si bien que la Force Navale a pu ouvrir en 1980 à Ostende une des principales écoles de guerre des mines de l'OTAN.

La Force Navale ne se contente pas de s'entraîner jour après jour à cette mission essentielle du temps de guerre. Ses démineurs interviennent chaque année pour désamorcer des mines de la dernière guerre que des pêcheurs ramènent encore dans leurs filets. Elle prépare également le matériel et le personnel d'artillerie nécessaires pour la défense de la marine marchande en cas de guerre.

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**le 22 septembre 2011** **NEWS NIEUWS** **Enlevé le 22 octobre 2011**

# UK ship-to-ship oil transfer rule change seen having little impact

A proposed change in UK legislation on ship-to-ship transfers of oil cargoes outside harbor authority areas is unlikely to have much effect on either the movement of oil or on spot worldscale rates in Northwest Europe, industry sources say.

After a review of the relevant Merchant Shipping regulations, parliamentary under-secretary of state for transport Mike Penning announced on December 6, 2010, that legislation would be drafted to define a single designated area within UK territorial waters to carry out ship-to-ship transfers. With a history of hosting ship-to-ship transfers due its sheltered location on the southeastern coast of the UK, Southwold is scheduled to become the designated area in April, and a permit system will be established by the Maritime and Coastguard Agency. Meanwhile, those port and harbor authorities which already conduct ship-to-ship transfers will have a two-year period of grace to apply for a license to enable them to continue hosting STS transfer operations. In the oil markets, traders dismissed any impact on the trade and flow of oil in the North Sea.

"Absolutely not, because most [North Sea traders] do Forties ship-to-ship transfer up in Scapa Flow, where traffic is limited and the weather is good, except for the wind," a North Sea crude trader said. Forties has the highest monthly production of the four key North Sea grades of Brent, Forties, Oseberg and Ekofisk. Another North Sea source said the introduction of the Southwold as a designated area was unlikely to change the nature of North Sea STS operations. However, other traders were more upbeat about the introduction of a designated area, specifically for STS activity. "It is a perfect STS shelter place," said a fuel oil trader, adding Rotterdam, an alternative port for STS activity, was very expensive due to port charges. A shipping broker agreed there would be little initial effect. "I don't think there will be any short-term effect, [but maybe it] could [eventually]

change rates and routes if they go to Southwold to STS," he said. "But then again, Skaw is a common STS point in the Baltic, and when Skaw started doing STS transfers, there was no big change," he added.

**OPPOSITION TO THE SOUTHWOLD DECISION REMAINS KEEN**

The decision to earmark Southwold as a designated STS transfer location has enraged local residents, who are strongly opposed to the decision on environmental and tourism grounds. "The situation will become worse with the new legislation and there will be more ships which will increase the risk of a spill," said John Perkins, secretary of the local Southwold and Reydon Society. "The government's response has been to close the coastguard station at Great Yarmouth which would have monitored the transfers. This will now apparently be done from Southampton," he added. Local shipping sources admit the number of STS transfers could increase. "Potentially there could be a lot of business--up to a hundred vessels [doing STS transfers]," said one. Other ports around the UK also voiced their concerns. "Maybe those sites where STS is happening now won't comply with the new regulations," suggested one harbor master. Sources agreed there could also be a potential threat of loss of business elsewhere in the UK should STS transfer activity relocate to Southwold. The UK Department of Transport defended the decision, saying that a permit-controlled, designated area would help improve safety and reduce environmental risk. "It will also be more convenient for shipping companies [to use a designated area] instead of the costs of coming into a port," said a Department of Transport spokesman, adding the new regulations would help manage STS activity more effectively. But some in the oil industry remained cautious. "But I don't blame them, I always thought it's too risky what they do off [Southwold]," said a European fuel oil trader. "Can you imagine...if there was a spill and it hit the Norfolk coast? Although STS [activity] is relatively safe these days--it's risk versus reward I guess," he added. **Source: Platts**

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**le 24 septembre 2011** **NEWS NIEUWS** **Enlevé le 24 octobre 2011**

# Piracy wave set to hit households in the GCC

The cost of GCC household goods may be on the rise as shipping companies pass along to consumers a 300-fold increase in emergency insurance premiums - per voyage - to ply pirate-infested waters, experts say. A rash of attacks on bulk carrier ships by rocket-toting Somali pirates has prompted London insurance authorities to list the eastern coastal areas of the Arab peninsula as 'War Risk' zones, prompting some marine underwriters to boost their insurance coverage from $500 (Dh1,836) per voyage to GCC countries up to $150,000 per trip by some accounts. Gulf countries such as the UAE are highly dependent on the daily shipments of perishable foods, electronics, clothing and household goods from Europe and Asia and are vulnerable to the trickle-down effects of higher shipping costs.

The UAE alone received Dh485.4 billion in imports in 2010 which translated into roughly 318,000 tonnes per day entering the country, according to the Federal Customs Authority. Anna Bowden, programme manager of One Earth Future, said that new emergency surcharges imposed by insurance companies on ships traversing the listed war-risk zones of the Indian Ocean, Arabian Sea and Gulf of Oman will push the prices of goods higher. "Emergency surcharges do get passed along," Bowden told Gulf News from the Louisville, Colorado offices of One Earth Future. "It does certainly go down the supply chain. The consumers pay a little more." Bowden, co-author of Oceans Beyond Piracy report, estimates that piracy is costing the international community from $7 billion to $12 billion a year. Research so far by Bowden suggests that the added cost per item shipped due to added insurance surcharges — a kind of pirate ocean toll — varies widely "anywhere from two cents to a dollar more". There is no avoiding the shipping surcharges because any "ship that travels through a war zone… has to have war risk cover". In the Oceans Beyond Piracy report, Bowden noted that "the cost of war-risk premiums has increased 300-fold from $500 per ship, per voyage; to up to $150,000 per ship, per voyage in 2010." Cargo insurance, the report noted, has also shot

up $25 to $100 per container while it's been estimated "that piracy has doubled the cost of hull insurance". In 2010, Bowden estimates in the report that insurance premiums to protect ships and cargo from Somali pirates ranged from $460 million to $3.2 billion.

An estimated 30,000 ships transit the Gulf of Aden every year. Further estimates in the report suggest that shipping companies pay an additional $363 million to $2.5 billion a year — or $134,000 for each ship on each voyage — to protect the ship using security guards ($80,000), electric fences ($40,000) and barbed or razor wire ($12,000).

To make matters worse, Bowden noted that ransoms paid out by shipping companies are growing at a phenomenal rate over years past in order to secure the release of ship, crew and cargo. "In November 2010, the highest ransom on record, $9.5 million, was paid to Somali pirates to release the **Samho Dream,** a South Korean oil tanker," Bowden wrote in the report. The 300,000-tonne supertanker was hijacked in April last year, carrying an estimated $170 million worth of crude oil owned by American refiner **Valero Energy**, was en route to the United States from Iraq. The pirates managed to outrun a South Korean Navy destroyer which pursued the tanker.

The **Samho Dream** is now lying temporarily abandoned in Dubai waters after Dubai authorities reported last week that the supertanker's owners, Samho Shipping, had filed for bankruptcy and that efforts were under way to return the ship to its home country. A sister tanker **Samho Crown** is also reportedly stranded in Dubai waters. Bowden said higher ransom demands are being met by ship owners year on year. "In 2005, ransoms averaged around $150,000. By 2009, the average ransom was around $3.4 million. In 2010, ransoms are predicted to average around $5.4 million." There were 52 successful hijackings in 2009 resulting in $177 million in total ransoms paid to Somali pirates. In 2010, although the number of hijackings dropped to 44, total ransoms paid rose to $238 million. Crews that are hijacked and imprisoned in Somalia now face three to four months in captive Downtime for ships out of service after a hijacking also cost shipping companies even more money, Bowden said in the report, with estimates that it costs "around $3 million for a cargo ship to be held for two months at a charter hire of $50,000 per day."

While the report offers numbers, Bowden notes that the cost of piracy in the report is "not a definitive figure, but rather intended to be continually developed, adapted and improved." Neil Roberts, senior executive — underwriting at Lloyds Market Association, told Gulf News from London that some figures seem a little off. "The global hull premium, according to International Union of Marine Insurance (IUMI) statistics, is $6.6 billion — OBP [Oceans Beyond Piracy] reckoned war premiums alone were $4.5 billion which is simply unrealistic. Additionally, the war market is exceptionally competitive and discounts of 50 per cent for no claims are usual. Further discounts are given for what many would argue is common-sense security," Roberts said. "It is very difficult to give exact numbers but the best estimate — as we told the House of Commons inquiry — is that losses certainly exceed premiums and relevant premiums were estimated at £110 million (Dh660.30 million) for UK. Interestingly, the cost of naval support far outweighs any premiums and losses." FP Marine Risks states that any vessel sailing into a war risk area must discuss additional insurance premiums with their underwriters within 48 hours of entering the zone as identified by the Joint War Committee in London, a body that represents insurers such as Lloyd's of London. The committee decided in December 2010 to add the Arabian Sea and Gulf of Oman to the JWC's Hull War, Strikes, Terrorism and Related Perils list. Yudhishthir D. Khatau, managing director of Varun Shipping, told Bloomberg in June that his company is shelling out an additional $70,000 per voyage for each ship in a fleet of 16 that transports goods between the Middle East and India. "The extra cost is harming us very seriously," he said.
Latest numbers released by the International Maritime Bureau's (IMB) Piracy Reporting Centre suggest that while attacks along the Somalia coast have dropped, the decline may be at the expense of other coastal regions nearby in Arab waters.

A live piracy map provided by the IMB on its website shows that the lion's share of reports of hijackings, attacks and suspicious ships are being recorded along the Omani coastline and hundreds of kilometres into the open seas of the Indian Ocean. Using larger mother ships and smaller skiffs to attack slower-moving bulk carriers, pirates are spreading their tentacles into open waters where they can visit harm upon victim ships away from the patrolling military ships of two combined in-

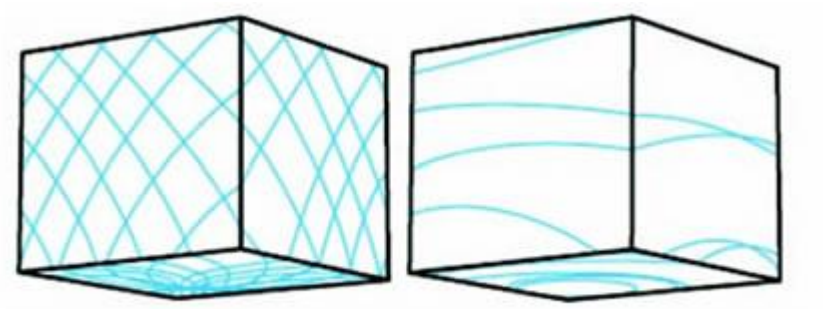
ternational navy task forces. In the Arabian Sea and off Oman, the IMB said increasing incidents in that area are "believed to be Somali pirates extending their attack areas". To date this year, the IMB reports there have been 178 pirate attacks in the region, 22 of which resulted in hijackings. Seven crew members were killed and 362 sailors have been taken hostage. An IMB report released last month suggested that two-thirds of 266 pirate attacks globally so far this year were carried out by Somali pirates. "In the last six months, Somali pirates attack more vessels than ever before and they're taking higher risks," Pottengal Mukundan, IMB director, said in a statement, adding that "many of the attacks have been east and northeast of the Gulf of Aden, an area frequented by crude oil tankers sailing from the Arabian Gulf as well as other traffic sailing into the Gulf of Aden." One of the most recent attacks near Arabian Gulf waters transpired on August 20 when pirates boarded the **Fairchem Bogey** within three kilometres of the Omani port of Salalah, weighed anchor, and disappeared. The EU's naval force (Eunavfor) confirmed the hijacking, noting the ship, a Marshall Islands chemical tanker of 52,455 tonnes with 21 hands aboard, was taken to the Somali coast. Riad Kahwaji, founder and CEO of the **Institute for Near East and Gulf Military Analysis** based in Dubai, said tens of millions of dollars in ransoms may be helping Somali pirates create a sophisticated intelligence network that is helping them expand their reach. "To go this close to the shore of Oman when there are at least two task forces, this shows boldness and confidence," Kahwaji told Gulf News. "Obviously, there are people on shore providing them [pirates] with intell." A superior underground information pipeline would explain why "dozens of destroyers, corvettes and patrols in the Gulf of Aden and seas off Oman are not able to pick them up," he said. "There is serious intelligence failure on behalf of the alliance forces." Paid informants on shore, Kahwaji speculated, are feeding the pirate network with real-time data detailing the manifests of ships, departure times and even the intended destinations of commercial vessels. Pirates, he said, "are getting a lot of intelligence to help them do what they want.

There is enough money to build a sophisticated system of control." To defeat the pirates, Kahwaji said authorities need to strike the central nervous system of the pirates. "You have to have counter-intelligence, a serious joint effort," he said. "They need to track the chain of intell and see how it is moving, then take it out." Authorities in the UAE have done more than just talk about crushing the growing tide of piracy in Arab waters. The UAE has taken a hardline approach against piracy in recent months through military action, a pledge of financial support and front line negotiations for the release of a UAE-owned oil tanker. "The UAE has done quite a bit. It is the only country here [in the GCC] to rescue a hijacked ship," said Riad Kahwaji, founder and CEO of the Institute for Near East and Gulf Military Analysis. In early April, Emirati military forces bested pirates after the hijacking of the **Arrilah-1**, a 37,000-tonne bulk carrier under the ownership of government-operated Abu Dhabi National Tanker. "The operation was carried out in a very professional manner. It was quick, accurate and decisive with no causalities or damage to property," Lt Col Abdullah Al Dhaheri of the UAE Armed Forces told WAM at the time. Ten Somali pirates were taken into custody to face prosecution. Two weeks later, Shaikh Abdullah Bin Zayed Al Nahyan, UAE Foreign Minister, told delegates at an Abu Dhabi counter-piracy conference that the Emirates would donate $1 million (Dh3.67 million) to a UN fund to fight piracy. More recently, the UAE's **National Transport Authority** (NTA) confirmed that UAE oil tanker **Jubba XX** — hijacked July 16 in Yemen waters — was released July 27 by pirates off the coast of Somalia and that its crew members were safe. The NTA said, "Shaikh Hamdan Bin Mubarak Al Nahyan, Minister of Public Works and Chairman of the National Transport Authority, issued his directives to follow up the **Jubba XX** kidnapping; ensure the safety of its crew; and communicate with its owners." Owned by Sharjah-based Jubba General Trading Company, the ship was released by pirates, the NTA said in a statement, "without any concessions or payments due to the good reputation of the UAE and its cordial relations with all countries." Somali pirate attacks to date : * 178 Total incidents * 22 Total hijackings * 362 Hostages * 7 Crew members killed * 18 Vessels still held by pirates

**Source: International Maritime Bureau (IMB)**

# When two heads are better than one

The dual-nozzle i40D is a perfect fit for tanks that require faster than ever cleaning and is both ultra-efficient and cost-effective*.



Pre-wash dual nozzle, 1 cycle

Pre-wash single nozzle, 1 cycle

A lot has happened since the i65S i65D arrived on the scene in 2006 with the innovative hysteresis clutch, which eliminates a shaft penetration between the turbine and gearbox, adjusts speed during operation and prevents slippage and false starts.

The latest news from Alfa Laval is the i40D, a dual-nozzle tank-cleaning machine specifically designed for chemical tankers and product tankers with significantly smaller cargo tanks.

The i40D has a capacity between five and 35 cu m per hour and comes with all the finesse that chief engineers are used to enjoying from Alfa Laval i65 tank cleaning machines as they both share the same platform.

That platform is also the common denominator in the i40S, the single-nozzle version of the i40D, which also delivers solid performance for smaller tanks.

When are two heads really better than one? Two heads are actually better than one for almost any small chemical tanker or product carrier. The reason is quite simple. Single nozzle machines employ a helical cleaning pattern that generally covers only a fragment of the bulkhead and thus requires hours to achieve full coverage. This tank cleaning solution is clearly more suitable for larger vessels that require section cleaning, longer throw length, impact cleaning and programming possibilities.

The i40 D dual nozzle machine.

The i40 S single nozzle machine.

Dual-nozzle machines, on the other hand, use a characteristic criss-cross pattern to spray cleaning fluid over the entire tank surface in far less time than that required by single nozzle machines.

For bottom washing, the single nozzle machine offers the distinct advantage of higher impact.

However, the dual nozzle machine offers higher frequency, making two passes per revolution, which enables cleaning of the entire tank to occur at the same time as washing the tank bottom.

**Faster pre-wash cycle**

Take a typical pre-wash cycle, for instance. The dual nozzle machine completes a full cycle in just four minutes, about 43% faster than the seven minutes required for a single nozzle machine. The difference in the amount of water used – just 37 liters – is marginal.

The single nozzle machine is perfect for larger vessels with tanks where a small pitch angle and helical cleaning pattern are sufficient. With the i40S and i65S, a complete range of single nozzle machines for chemical and product tankers is available.

But the reasons to choose dual nozzle machines over single nozzle machines are compelling.

Some of the reasons are:
Ease of operation - To optimise the cleaning pattern, no programming is required. Crews can control the machine from above without disrupting the cleaning cycle. To speed up or slow down the machine, simply adjust the distance between the magnets and the hysteresis plate.
Fewer parts to replace - Thanks to the innovative hysteresis clutch, there's no need for a speed adjustment shaft. The straightforward dual-nozzle gearbox construction contributes to a 40% reduction in parts compared to its single-nozzle sibling. Plus there's no seal that requires service or replacement.

Lower life cycle costs - Because the dual nozzle machine is prone to less wear, it requires less maintenance and fewer replacement parts, which significantly reduces life cycle costs.

Alfa Laval can take turnkey responsibility for the design, construction, commissioning and maintenance of most any tank cleaning installation – from the boiler to the tank interior.

Optimising the system from the initial design phase ensures proper coverage of the bulkheads and the best utilisation of the cleaning media. Poorly or insufficient designed system will require longer cleaning time and increased water consumption.

This may lead to additional man hours devoted to manual cleaning with portable machines to address so-called problem areas that lie outside the area reached by the fixed installation. To ensure proper placement and rightsizing of each tank cleaning solution, Alfa Laval relies on its highly accurate 3D G-Pass tank simulation software.

G-Pass creates a 3D image of the tank and simulates tank cleaning using the position, quantity, jet length and jet hit angle of the proposed cleaning machines in relation to the tank's design. This enables Alfa Laval to evaluate the efficacy of the cleaning solution and, if required, adjust it to achieve superior cleaning results.

An added benefit is less slops, which is a significant improvement for the environment since slops do not need to be stored on board for onshore handling, or treated before being discharged into the sea.

Using G-Pass software in combination with Alfa Laval dual nozzle technology ensures fast and effective tank cleaning with minimum turnaround time for the vessel. TO

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