

What's in the value of a vessel?

Since the start of the financial (and shipping) recession about a year ago, a lot of attention has been drawn to placing values on commercial vessels.*

In normalised and efficient markets, the price of a vessel is simply what a buyer, cognisant of the relevant facts and under no compulsion to act, would pay to acquire the asset from a knowledgeable seller equally under no compulsion to act.

In less active markets there are infrequent transactions to maintain a clearly delineated asset price curve, while several other variables may remain highly uncertain and fluctuate liberally (ie freight rates, availability of debt financing, etc); valuing a vessel in such a market can become an intellectual and sophisticated assignment and subject to numerous counter arguments. Since vessel valuations have been used heavily for accounting and financial purposes, arriving at a proper vessel valuation has thus had practical consequences as well.

Valuing assets, and shipping assets ie vessels, has been the subject of professional standards and well-established practices. There have been both commercial and academic guidelines to providing an assessment of the value (Fair Market Value) of a vessel. In normalised markets, the commercial and academic values usually converge to the purchase price that a rational, well-informed investor (buyer) would pay for the acquisition of the vessel.

However, in a world of high volatility and uncertainty (ie shipping rates, future estimates of earnings, financial inputs and reality, etc), there is room for the 'animal spirits' to push market values to widely aberrant levels from the intrinsic value of the vessel; while in early 2008 the sky was the limit in terms of values, presently we are talking on how low vessel prices will get.

The three widely accepted asset (and thus vessel) valuation methods - Market Approach, Replacement Cost and Income Approach - can provide a different perspective and insight into the value of a vessel, and each one of these methods has its own strengths and intrinsic limitations at the same time.

Market Approach

Under the Market Approach method, a vessel is valued in comparison to the recent sale of a comparable vessel, adjusted for age, cargo carrying capacity, vessel specifications, etc. In overall efficient markets, or in shipping sectors and shipping assets that are fairly liquid, the 'last done' transaction can offer a definite guide for the value of a comparable vessel.

As an illustration, Aframaxes are the workhorse of the crude oil trade and in general there are transactions with a semblance of regularity to provide guidance for asset pricing and valuations. For other assets, such as LPG carriers that are not bought and sold very often even during 'normal' markets (the reasons being - a niche market, comparatively small fleet, comparatively small number of buyers and sellers, higher barriers to entry, long term relationship business, etc), the Market Approach is less helpful.

During inactive markets, the Market Approach faces additional limitations due to continuous uncertainty in the market despite the 'last done'; one needs to keep in mind that in illiquid markets a month's lapse since 'last done' can be tantamount to eternity as opposed to a normal market when a month's lapse is just the continuance of the status quo.

While the Market Approach is the tangible proof of what the 'market' would bear for the vessel, the critique for this method is equally important: during uncertain times weak sellers are keener to sell than stronger players and therefore, the weak players get to 'write the history' book while stronger players can afford not to act if sellers' price ideas are deemed too low. Further, in certain instances, motivation to sell in anemic markets might not necessarily reflect a sellers' compulsion to sell due to weakness, but the execution of a strategy that was put in place in different market conditions.

There were examples of drybulk vessel sales earlier this year when the owners were just exercising in-the-money purchase options on vessels (options that were priced in 2002 before the super-cycle and subsequent correction took place) and immediately 'flipping' the vessels for a profit, or owners

who were selling tankers that were built at the shipowners' yard, were trading captive cargoes, and were financed 'inhouse' with 'negative carry' and thus had a low 'cost basis'.

Replacement Cost

The Replacement Cost method is mostly applicable to vessels that are uniquely suited for certain trades and projects; usually, they have been vessels heavily customised for such trades, and therefore there are is a narrow demand in the event of a sale. A notable example of vessels that the author has valued based on the replacement method include drybulk vessels that had been fitted with accommodation and hotel services for 120 people, quarter-deck ramp to load vehicles and tanks, helipad, containership capacity, heavy lift, and steel reinforced, humidified cargo holds for the carriage of dynamite (the vessels were on longterm bareboat charter to an operator with a contract to supply with provisions military bases in the Pacific). Under the replacement cost method, the vessel is valued on the assumption of the value of the vessel is simply the cost of supplanting a replacement vessel in the present market environment. The obvious critique of such valuation method is that cost to replace the vessel is not necessarily the price that a thirdparty buyer would pay; in short, the historical cost is not necessarily a market number; in the valuation example above, without the military contract, the vessel would have limited commercial value, the high replacement value notwithstanding.

Income Approach

The method of most interest for vessel valuations is the value (the net present value, properly) of all net earnings the vessel is presumed to generate during her remaining commercial life plus her residual value itself (salvage value). While the Income Approach method is the most academically rigorous method available, and widely accepted as the proper method of determining the value of assets, vessels included, arriving at appropriate inputs to the financial model can heavily impact

the value of the vessel.

Valuation method	Tanker type		
	MR Tanker (52,000 dwt)	Aframax Tanker (105,000 dwt)	VLCC (300,000 dwt)
Market approach (FMV)	\$34.00	\$53.00	\$96.00
Replacement cost	\$37.00	\$52.00	\$98.00
Income approach	\$34.00	\$46.00	\$91.00
Hamburg rules	\$59.00	\$80.00	\$150.00
PFandbrief Act	\$34.00	\$53.00	\$96.00

Note: Values in US\$ million for vessel delivered in 2009. Author's Estimates, without prejudice.

The most crucial assumption in modeling Income Approach is of course the projection of freight revenue, which in turn is based on assumptions of future market

conditions of tonnage supply (available vessels to compete for same cargoes, etc), tonnage demand (subject to world economic conditions and trade and also trading patterns), and also the chartering strategy of the buyer (spot market, sequence of short-term charters or very longterm charters). The cost and availability of debt finance will be another major input in the Income Approach financial modeling.

Additional assumptions include operating expenses (such as crewing and insurance expenses, bunker fuel expenses), the commercial life of the vessel (taking into consideration that regulatory framework and technological innovation can impact the longevity of a vessel), and projections on the residual value of the vessel (resale value in case of an after-sale or scrap value for demolition). Therefore, while the Income Approach offers a fundamental and well documented approach for the value of the vessel, there is a sizeable amount of inputs and assumptions that still can render a vessel valuation subjective.

Valuation standard

In an effort to provide a uniform set of criteria for the Income Approach method, in early 2009, the Hamburg Shipbrokers Association (Vereinigung Hamburger Schiffsmakler und Schiffsgagenten, VHSS) established the Hamburg Ship Evaluation Standards (also known as the Long Term Asset Value, LTAV) by narrowing the guidelines on the income approach method.

In brief, for presently charter-free vessels, the estimate for future earnings can be substituted by the historical average earnings and operating expenses of the last 10 years for each type of vessel. It is assumed that the cost of financing will also reflect historical 10-year LIBOR (4.036%) average plus the bank's margin (1.375%) for an overall debt cost of 5.41%.

Based on 70% leverage, the implied discount rate is 6.6%, at present. Similarly, the historical 10-year average for scrap should be used for the vessel's salvage value, where the overall vessel economic life is to be 20 years adjusted by a vessel-related coefficient (for vessels presently less than 15 years of age) or 25 years for vessels older than 15 years of age at the time of the valuation.

The most frequently mentioned critique of the 'Hamburg Method' is that relying on 10-year averages for freight rates, financing costs and demolition prices rely heavily on the assumption that history repeats itself, and given that the 10-year historical average incorporates never-seen-before market conditions, valuing vessels on such guidelines might resemble driving a car based on the images shown on the rear-view mirror. However, the accounting and auditing firm PricewaterhouseCoopers (PwC) has recently approved the LTAV method, and therefore can be used for banking purposes.

While these methods are based are open to interpretation and can be used depending on the loan agreement terms between the lenders and the borrowers as per agreed, there is a unique valuation method that the author as come upon recently and is mandated by law, in particular the German law under the 'Pfandbrief Act'.

Such valuations as used for issuing bonds in the German capital markets and the law stipulates that the value of a vessel shall be at the least of

- a) replacement cost (construction cost for a newbuilding),
- b) present market value of the vessel, or
- c) the average historical value of similar vessels in the last 10 years. Since this method stipulates for the least of the three values, it is usually the least generous valuation method.

For strictly illustrative purposes, the table provides valuations for an MR, an Aframax and a VLCC delivered in 2009. The author has used market data provided by Compass Maritime Services, and has made standard assumptions in terms of financing for the Income Approach as per industry standard practices and prevailing rates.

Based on the table, obviously the argument can be made of what constitutes 'value' these days. But again, 'value' and 'price' are not always equivalent and there is a fortune to be made for those who can take those two concepts apart. After all, Warren Buffett has made a business (and a fortune) out of it!

TankerOperators

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Een speurtocht naar de naamsverklaring van zandbanken, geulen en andere 'zee-begrippen'

Heb je je wel eens afgevraagd waarom de zandbank 'Trapegeer' zo heet, of hoe de 'kabeljauw' aan zijn naam gekomen is? Of ben je veeleer benieuwd naar de persoon achter de 'Thorntonbank' of naar de ontstaansgeschiedenis van de maritieme term 'kraaieneest'? Geen nood, wij zochten de

betekenis van de meest intrigerende zeewoorden voor je op en presenteren hieruit per editie van De Grote Rede twee termen: telkens één naam van een zandbank of geul op zee, en één niet-toponiem.

Met de hulp van een experten-team waagt De Grote Rede zich op het gladde ijs van de historische en etymologische woordverklaring en laat je meegenieten van de 'best professional judgment' van deze zeewoordenaars.

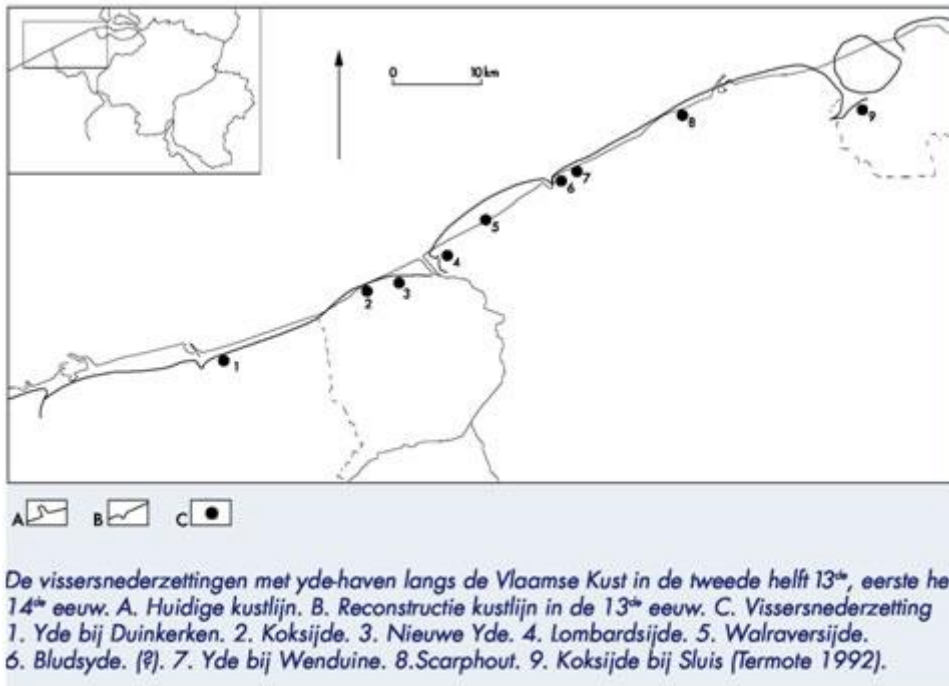
Koksijde, Lombardsijde... en de andere 'ides'

Dat meerdere oude of nog bestaande plaatsnamen aan de kust eindigen op 'ijde' of 'ide', is geen toeval. Of het nu gaat om Koksijde, Raversijde of Lombardsijde of om het verdwenen Nieuwe Yde (bij Oostduin - kerke) of Blutsyde (bij Bredene), alle dragen ze in zich de verwijzing naar een mid-deleeuws gebruik. Het gebruik om kleinere vissersschuiten veilig aan land te brengen, te "(h)ydén", op plaatsen waar ze beschut lagen voor het grootste stormgeweld.



Deze foto toont de kreek van Lombardsijde met in de verte de vierboete (oude vuurtoren) van Nieuwpoort. Dit plaatje van rond het begin van de 20^e eeuw geeft vermoedelijk een goed beeld van hoe de vroegste ides er moeten hebben uitgezien (collectie Nationaal Visserijmuseum van Oostduinkerke)

Waar en hoe deze 'iden' ontstonden en opnieuw verdwenen, zochten we voor jullie verder uit. Vandaag telt Koksijde inclusief de deelgemeentes Oostduinkerke en Wulpen ca. 21.000 zielen. Het is vooral bekend als thuisbasis van het 40ste helikoptersmaldeel, vertolkt in de destijds zeer populaire TV-serie 'Windkracht 10', en voor de restanten en de herinnering aan de imposante Cisterciënzer abdij Ten Duinen. De plaatsnaam duikt voor het eerst op in 1239 onder de vorm Coxhide en in 1271 als Coxhyde. Net als de diverse andere gedocumenteerde spellingswijzen (Koxide, Koxhide, Coxhiide, Cocxide) verwijst de naam naar een 'ide' of aanlegplaats, en staat ze in verband met een zekere Cok. Volgens E. Vlietinck, die zich reeds in 1936 over deze materie boog, kan deze Cok de eerste hier actieve reder of de voornaamste inwoner zijn geweest van het gehucht dat zich rond de aanlegplaats vormde. Ter ondersteuning verwijst hij naar diverse andere toponiemen zoals Coxland (bij Westkerke), Coxmoere (landerij bij Varsenare), de Coxweg (St-Kruis, Zeeland). Een andere mogelijke verklaring verwijst naar het woord kok, als ronde hoogte of duin. De alternatieve hypothese als zou kok slaan op het hier massaal voorkomen van het schelpdier kok(kel), vooropgesteld door o.a. Karel de Flou, wuift Vlietinck van de hand. Het oudste Koksijde lag vermoedelijk aan de kustlijn net buiten het domein van de Duinenabdij.



Het verdween in de loop van de 14de eeuw, waarna de naam overging naar de oudere nederzetting Siemoenskapelle, dat zich bevond ter hoogte van de hoek van de huidige Zeelaan en Helvetialaan en verdween eind 17de - begin 18de eeuw onder het wandelende duin de Galloper. Het nieuwe, huidige Koksijde

herrees een 600 m ten zuiden hiervan en nam de oude naam over.

Ook Raversijde zou volgens Vlietinck genoemd zijn naar zijn stichter of voornaamste inwoner of eigenaar: Walraven. De oude benaming luidde immers Walravensyde of Walravenside, zoals o.a. af te lezen valt op de beroemde kaart van het Brugse Vrije door Pieter Pourbus uit 1563. Ze is ook nog terug te vinden in het tegenwoordig deels gereconstrueerde vissersdorp en annex museum. Het huidige Raversijde ligt een kilometer verder oostwaarts, telt zo'n 1500 inwoners en vormt een gehucht in de westrand van Oostende. Het oude vissersdorp verdween eind 16de eeuw, tijdens de Tachtigjarige Oorlog tussen Spanje en de geuzen.

Het feit dat de oudst teruggevonden schrijfwijze voor Lombardsijde 'Lombardie' luidt, leidde tot heel wat speculatie over de oorsprong van de naam. De naam zou niets van doen hebben met een 'ide', maar te interpreteren zijn als een stichting door de Lombarden, de middeleeuwse meesters in de geldhandel. Omdat in oude rekeningen geen enkel spoor kan worden teruggevonden ten gunste van deze theorie, houdt Vlietinck het ook hier bij een verklaring zoals vooropgesteld voor Koksijde en Raversijde: de ide of kreek van een zekere Lombard, dus.

Deze Lombardie-kreek vormde, samen met het Vloedgat, respectievelijk de westelijke en oostelijke tak van de Yzermondung. De oudst geattesteerde vorm Lombardie (1248), stemt niet overeen met de oorspronkelijke klankgedaante van de naam, die Lombards-(h)ide geluid moet hebben. Daarvan is Lombardie, uitspraak Lombardieë, een dialectische variant, ontstaan door de wegval van de -d tussen twee klinkers (te vergelijken met West-Vlaams lieën (lieden), rieën ('rijden' uit Middel-nederland riden) en blieë ('blij', uit Middel-nederlandse blide) Dat de oorspronkelijke vorm pas in 1408 in een bron werd aangetroffen, is aan het toeval te wijten.

Het stadje gaat vandaag als deelgemeente van Middelkerke door het leven en telt nauwelijks 1800 inwoners. Verzanding van de haven (1260), verwoesting door de Engelsen (1383) en door de Fransen (1488) konden niet verhinderen dat het tot eind 15de eeuw een belangrijk centrum voor de haringvisserij was.

Nog minstens dubbel zoveel verdwenen Vlaamse iden

Uit de vele verwijzingen naar intussen verdwenen iden in oude documenten blijkt dat deze tweedegrads aanlegplaatsen - de havens aan brede inhammen stonden hoger op het verlanglijstje - alomtegenwoordig waren. Tussen de monding van de Schelde en de ingang van het Kanaal is er sprake van zeker zeven verdwenen iden. Van west naar oost vinden we: le Heide of la Hyte (bij Duinkerke; verdwenen eind 16de eeuw), Nieuwe Yde of Ter Yde (tussen Nieuwpoort en Oostduinkerke aan het Vloedgat; tijdens 14de eeuw van 600-900 naar 30 inwoners; verlaten in 16de eeuw), de Ydes

van Maria-kerke en Oostende, Blutsyde (t.h.v. grens Bredene-Oostende), de Yde van Wenduine (o.a. vermeld in 1578) en een tweede Coxyde (aan oude Zwinarm nabij Aardenburg; sinds 1200; verdwenen eind 16de eeuw)(zie kaart).

Ook ZO-Engeland kende tijdens de Middeleeuwen heel wat van dit soort schuilhavens. Vlietinck illustreert dit met een oorkonde uit 1281, bewaard in het archief van de St-Pietersabdij Gent, die gewag maakt van een 20-tal plaatsen aan de oevers van de Thames met het achtervoegsel hida, hide of ide. Net als bij de Vlaamse iden, draagt elk van deze verdwenen toponiemen (Acelishida, Balseeshida, Barhiloneshida, Buckelmeshida, Calsirshida, Kevelmeshida, Kourlandhida, Manifaldhida, Manirdahida, Tusselhide, Vasselhide, Westfrodhide, Ostfrodhide, Tangehida, Wronghide) in zich een familienaam. Hyde, hide of hythe in de betekenis van haven, staat ook al vermeld in Beowulf, Englands eerste roman en leeft vandaag nog verder in o.a. het kustplaatsje Hythe (ten westen van Folkestone) en in gelijklopende toponiemen in de buurt van Colchester en Southampton. Ook het district Rotherhithe in de Docklands van London, past in deze reeks.

Verklaring: grote lijnen duidelijk

De meeste bronnen zijn het erover eens dat ide is afgeleid van het werkwoord (h)iden, dat 'schuilen, aanleggen' betekent. Zo vermeldt een oude Oostendse rekening uit 1403-04: "als men de bakine stac omme de harijnc scepe te hydene". Aan alternatieve verklaringen als zou een ide: (1) een groep visserswoningen zijn, (2) afgeleid zijn van ydel (leeg) en slaan op diep water of (3) afstammen van het Friese ie (water, kreek), wordt weinig geloof gehecht. Toch is het niet volledig duidelijk hoe we ons een dergelijke ide of schuilhaven/aanlegplaats moeten voorstellen. Vlietinck stelt dat het een schuilplaats betreft achter de duinen, waar kleinere schepen veilig aan land konden worden gebracht "ter wintersaete" (ter overwintering), maar zonder dat er echt sprake is van een geul, kreek of vliet. Als argument haalt hij aan dat noch te Koksijde, Wenduine of Raversijde ooit een geul heeft bestaan ten tijde van de bekende teksten. Volgens deze visie moet een ide een plaats zijn waar de duinen sterk afgevlakt of afwezig zijn, zodat het binnentrekken van de vaartuigen mogelijk was. Karel Loppens is het daar niet mee eens en stelt dat er bij alle Middeleeuwse iden wel degelijk sprake was van een waterloop. Zowel voor Koksijde, Wenduine als Raversijde is immers bekend dat er ooit een geul vanuit het achterland door de duinen brak. Toen - ten gevolge de oprukkende bedijking en het plaatsen van sluizen vanaf de 11de en 12 eeuw - deze geulen verzanden, verloren ze geleidelijk aan hun rol als schuilhavens. Zolang de inham niet al te zeer was opgehoogd en dichtgeslibd, bleef deze functie echter behouden. Vermoedelijk ligt deze evolutie van kreek naar verzande laagte tussen de duinen aan de basis van de controverse.

Toen het VLIZ-infoloket onlangs de vraag kreeg waar het woord 'zee' vandaan komt, was dit toch even schrikken. Zelden staan we immers stil bij de oorsprong van zo'n vanzelfsprekende woorden als zee. Een kluif naar de hand van het 'zeewoordenteam' van etymologen, historici, hydrografen, archeologen en ecologen? De confrontatie met een woord voor een verschijnsel dat centraal staat in onze belangstellingssfeer, wilden we na bijna vijf jaar speurwerk naar de oorsprong van zeege-relateerde woorden alvast niet uit de weg gaan!

Zeeën en oceanen, het verschil?

De continenten verdelen de wereldzee in vijf uitgestrekte zeewatergebieden, de oceanen. Vijf tellen we er: de Stille of Grote Oceaan, de Atlantische Oceaan, de Indische Oceaan, de Noordelijke Ijszee en de Zuidelijke of Antarctische Oceaan. Samen bedekken ze meer dan tweederde van het aardoppervlak. Zeeën zijn altijd kleiner dan oceanen. Ofwel zijn het (bijna) volledig ingesloten zout- of brakwaterbekkens (bv. Zwarte Zee, Kaspische Zee, Baltische Zee, Rode Zee, Dode Zee, Middellandse Zee, etc.), of het zijn delen van de oceanen die aan twee of drie kanten ingesloten worden door land (bv. Noordzee, Caribische Zee, etc.).

Het woord Zee ... en haar al dan niet 'zwellende' verwanten

Het woord zee komt voor in alle moderne Germaanse talen en duidt er steeds een waterplas aan. Dat kan een groot water zijn, een heuse zee dus, maar ook een meer of een plas. Nederlands zee, Fries see en Engels sea betekenen allen 'zee'. Het Duitse See daarentegen kent beide toepassingen: is het woord vrouwelijk (die See), dan is het synoniem met Meer en betekent het 'zee', als mannelijk woord (der See) is het de tegenhanger van Nederlands meer. Zo spreekt men in het Duits van die Nordsee en die Ostsee, maar van der Bodensee en der Vierwaldstättersee (in het

Nederlands respectievelijk Bodenmeer en Vierwoudstrekenmeer genoemd). De situatie in de Scandinavische talen lijkt goed op die in het Duits: Deens sø, Noors sjø IJslands sjór en Zweeds sjö slaan zowel op een zee als op een meer. Bovendien kennen de Scandinavische talen ook een tweede woord voor 'zee': hav of haf.



Aangezien zee al voorkwam in de oudst bekende fasen van de Germaanse talen (Oudnederlands, Oudengels, Oudfries, Oudsaksisch,

Oudhoogduits, Oudnoors en Gotisch), is het een gemeengermaans erfwoord. Het klimt op tot de tijd vóór de Germaanse volkeren zich verspreidden over Europa, waardoor hun taal zich opsplijste in verschillende families: Oost-, West- en Noordgermaans, die naderhand nog verder uiteenvielen in afzonderlijke talen. Over de voor-Germaanse geschiedenis van zee bestaat geen zekerheid. Veel woorden uit onze erfwoordenschat zijn in het Germaans gevormd uit reeds bestaande Germaanse woorden. Een voorbeeld daarvan is het Scandinavische hav/haf, in het Oudnoors haf, dat afgeleid is uit de stam van het werkwoord hafjan, waaruit onder meer Nederlands heffen 'optillen' ontstond. Als basisbetekenis van het substantief haf geldt 'wat opgetild wordt' en vandaar ook 'wat zwelt'. Blijkbaar zagen de Noordgermaanse naamgevers de zee als een water dat aanzwelt bij opkomend getij.

Vroegste betekenis te verklaren?

Het woord zee daarentegen valt niet te verklaren als een Germaanse creatie, afgeleid uit een werkwoord of een ander bestaand Germaans woord. Het moet als zelfstandig naamwoord ofwel overgeërfd zijn uit een oudere taalfase, ofwel ontleend aan een andere taal. Zeer veel Germaans woordgoed is overgeleverd uit het Indo-Europees, een soort van oertaal, of beter een familie van eng verwante taalvariëteiten die in een uitgestrekt Europees-Aziatisch gebied gesproken werden en waarop bijna alle moderne Europese en tal van Aziatische talen teruggaan. Tot het Indo-Europees behoren behalve het Germaans onder meer ook het Latijn en zijn latere Romaanse afstammelingen, het Grieks, de Slavische talen, het Albanees, het Perzisch en verschillende Indische talen. Van dat Indo-Europees zijn geen rechtstreekse bronnen overgeleverd. Alles wat we erover weten berust op reconstructie door vergelijking van verwante vormen uit de dochtertalen.

Zo leert vergelijking van de gebruikelijke woorden voor 'vader' en 'moeder' in een heleboel talen in Europa en Azië dat Nederlands vader en moeder, Latijn pater en mater (en dus Frans père en mère en Italiaans/Spaans padre en madre), Perzisch pedar en madar allemaal uit dezelfde brontaal zijn voortgekomen.

Van het woord zee zijn echter geen duidelijke parallellen te vinden in andere Indo-Europese taalfamilies dan het Germaans. Noch in het Latijn en zijn Romaanse opvolgers, noch in het Grieks, de Slavische talen of het Perzisch vallen woorden aan te wijzen die direct met het Germaanse zee in verband te plaatsen zijn.

De uiteindelijke herkomst van het woord blijft dus in nevelen gehuld. Volgens sommige etymologen zouden de Germanen het hebben ontleend aan een heel andere, niet Indo-Europese taalfamilie, waarmee ze in contact kwamen toen ze omstreeks de 6e eeuw voor onze jaartelling rond de Oostzee woonden. Op diezelfde taal zouden ook Fins saivo en Sami (= Laps) savja 'binnenmeer' terug kunnen gaan.

Een andere onbeantwoorde vraag is waarom de Germanen bij een andere taal te leen gingen. Ze hadden immers voor 'zee' al een eigen, Indo-Europees erfwoord: de voorloper van het Nederlandse

meer, waarvan de Romaanse, Slavische en Keltische afstammelingen tot op vandaag benamingen zijn voor de zee. Denk maar aan het Frans mer, Italiaans mare en Spaans mar - alle uit Latijn mare -, Bulgaars morje, Russisch more, Tjechisch more, Pools morze en Servo-Kroatisch more/masa - alle uit Oudslavisch morje -, en Keltisch muir. Die betekenis kwam ook voor in alle Oudgermaanse talen, naast die van 'meer, waterplas', die vandaag overigens enkel nog wordt gedragen door Nederlands meer en Fries mar. Het Middelen-gels kende mere, bewaard in eigennamen als Windermere en Grasmere, maar tegenwoordig spreekt men in het Engels van lake. Het lijkt er dus op dat er in de vroege geschiedenis van het Germaans als gevolg van taalcontact met Noorderse volkeren twee woorden voorradig waren die zowel 'zee' als 'meer' betekenden. In een aantal Germaanse talen is dat nog steeds zo, maar in het Engels, het Nederlands en het Fries heeft elk van die woorden zich naderhand toegespitst op één van de twee begrippen: het oude Indo-Europese erfwoord meer werd de gewone benaming voor een meer of waterplas, het leenwoord uit de alsnog onbekende Noord-Europese taal vernauwde zijn toepassingsbereik tot het begrip 'zee'.

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De grote rede

Inséré le 02 octobre 2011 HISTORIEK HISTORIQUE Enlevé le 02 nov. 2011

IMO's MSC 89 addressed many issues - including piracy

Taken from a summary published by class society ABS, we have highlighted some of the decisions taken at the IMO's MSC 89 meeting, which was held between 11th and 20th May.

Starting with the retroactive upgrade of lifeboat on-load release and retrieval systems, the committee adopted a set of revisions to SOLAS Chapter III and the LSA Code, which impact the certification and may require the replacement, of lifeboat release and retrieval systems.

These amendments, together with guidelines developed for their implementation, require the administration (or recognised class society) to carry out a design review of the manufacturer's submitted assessment to check that the type of existing lifeboat release and retrieval systems complies with certain revisions of the LSA Code and to witness the specified performance test.

These two tasks should be completed no later than 1st July 2013. The assessment's result (compliant, compliant with modification, or non-compliant) is to be reported to IMO's database for use in certifying systems on board ships.

Systems not complying with the additional safety provisions of the LSA Code need to be replaced with compliant equipment by the first scheduled out-of-water drydocking carried out on/after 1st July 2014, but not later than 1st July 2019.

Systems can only be replaced by an OEM, or OEM licensee, whereas modifications may be carried out by others, such as service suppliers. Fall preventer devices are recommended to be fitted on systems, which are not compliant until such time as the system is modified/replaced for compliance.

Approved SOLAS revisions, scheduled to be adopted in May 2012 by MSC 90, included those addressing free-fall lifeboat testing.

The revisions explicitly allow for free-fall lifeboat release systems to be operationally tested by a simulated launching device without the crew on board as an alternative to an actual free-fall launch. An MSC circular allowing early implementation of the simulated launching test before the revisions enter into force is to be issued.

Revisions for on board blending of bulk liquid cargoes at sea were approved, which prohibit the physical blending of bulk liquid cargoes during sea voyages - blending while in port is accepted. Physical blending utilises the ship's cargo pumps and piping system to circulate on board two or more different cargoes with the intent to achieve a cargo with a new product designation.

Prior to adoption, scheduled for May 2012, the proposal to also prohibit production processing during sea voyages will be evaluated by MSC's technical working group.

This processing refers to any deliberate chemical process whereby a chemical reaction between the ship's cargoes, or cargo and any other substance results in a cargo with a new product designation.

Regulatory interpretations and guidance were also addressed, including a new MSC circular that identifies the application of SOLAS, MARPOL and Load Line construction requirements to single hull tankers converting to double hull tankers, or to bulk carriers.

The identified requirements include permanent means of access, tank coating, towing and mooring equipment, free-fall lifeboats, bridge visibility, fuel oil tank protection and determination of free-board. This circular is the culmination of work by several sub-committees based on an original IACS proposal circular.

Guidelines were also approved for the maintenance and repair (short, medium and long term) of coatings applied to crude oil cargo tanks in tankers. The guidelines take into account that minor coating restoration work would be regularly performed by a ship's crew using normal shipboard means and tools to maintain GOOD or FAIR conditions whereas restoring a FAIR or POOR condition to a GOOD condition for the long term (for which specialised preparation, manpower and equipment are needed) is usually carried out in drydock.

As for the anti-piracy issues, notwithstanding that IMO does not endorse the use of privately contracted armed security personnel on board, the committee recognised the continued and increased threat to commercial shipping by Somalia-based pirates and that this has led to the use of armed guards offering maritime security services for vessels transiting the high risk areas.

Considering the difficulties to identify reliable and professional services, the absence of regulation, as well as the complex legal requirements governing the legitimate transport, carriage and use of firearms, the committee issued guidelines for shipowners on the use of armed security personnel.

In addition to considering if the flag state had imposed any laws and regulations on the use of private security companies, the guidelines recommend that the shipowner carry out a risk assessment. Proposals were requested to be submitted to MSC 90 concerning guidelines on port state and coastal state issues concerning embarkation and disembarkation of armed security personnel.

Inséré le 04 octobre 2011

NEWS NOUVELLES

Enlevé le 04 nov. 2011

Shipowners and government in pirate face-off

Shipowners are not to get private security to protect their vessels against pirates but leave their protection to the government, a special committee has concluded. The proposal has angered the

shipowners, who say it's impractical and needlessly complicated. Merchant ships, the committee proposes, should get temporary military protection. Committee chair Joan de Wijkerslooth: "We do not say private security is not allowed. All we say is: don't start there. Under the current circumstances, it's much easier for the defence ministry to deploy people, as a sort of temps, for example from private security firms. These people can then be sent along, with the status of temporary soldiers."

Tineke Netelenbos, who represents the Dutch shipowners, dismisses the proposal as impractical. "The government should certify certain private security firms and see to it that shipowners only use those that are certified. That is much more practical than the current roundabout proposal which is going to cause a lot of red tape at the defence ministry.

Heavy weapons Pirates, the committee maintains, can only be deterred with heavy automatic weapons. Temporary soldiers are allowed to use such weaponry, but private security guards are not. That would require changing the law, which would take two or three years. "Does that help the shipowners—now? It doesn't.", De Wijkerslooth warns.

The past few years have seen 250 Dutch requests for additional security. Only a few dozen have been granted. Despite the constant threats, no Dutch ships have been attacked by Somali pirates. De Wijkerslooth says he understands the shipowners' worries.

"Currently, ships sail in convoys or make illegal use of private security guards. That's not the idea: if something goes wrong, shit will hit the fan."

In a reaction, Defence Minister Hans Hillen says: "It's important that the committee has concluded that the use of violence is something for the government to coordinate. But our talks with the shipowners are excellent and we also provide them with marines. So I trust we'll work things out."

Other EU countries are facing the same problem. But Norway does allow private security firms to protect ships. De Wijkerslooth: "There are a few countries that do. I know German politicians are beginning to consider the option too. But then it has to go to the cabinet, and after that it has to become law."

Most of the pirates threatening ships come from Somalia. Are talks being held with Somalia about this? De Wijkerslooth: "No, talks with Somalia are not an option now. The country no longer has a functioning administration, none at all. And even if they really wanted to do something about it, they simply lack the capacity. They have no normal infrastructure. So it's of no use."

Five Somali pirates captured by the Dutch Navy in November 2010 were tried in the Netherlands in August 2011. They were found guilty of hijacking a South African yacht and sentenced to prison terms ranging between 4.5 and 7 seven years. South Africa refused to try the suspects. **Source: RNW**

Inséré le 06 octobre 2011

OPEN FORUM

Enlevé le 06 nov. 2011

Aframaxes - An attractive proposition?

Since January, asset prices have risen substantially on the back of rebounding tanker market earnings.

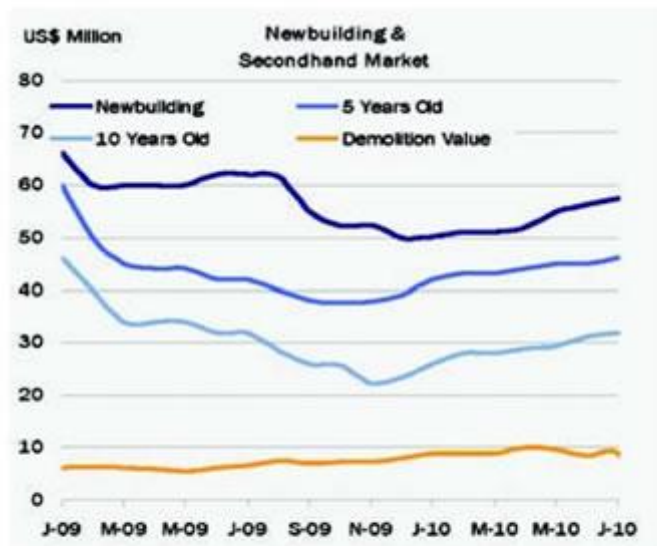
The rise in ship values is an indication of a change in sentiment related to tanker acquisition projects, said McQuilling Services in the consultancy's latest report.

This has been mirrored by increased momentum in the sale and purchase markets as compared with 2009. In light of this activity, McQuilling revisited a modeling of an acquisition project basis present day rates, costs, and asset pricing.

McQuilling selected the 'workhorse' Aframax tanker as a sample to model an acquisition venture. The \$57.5 mill price tag of a newbuild Aframax represents a 15% increase year-to-date; however, is reflective of a 13% discount from January 2009.

Older tonnage has followed a more dramatic drop in cost, with a five-year old vessel now valued 23% less than the \$60 mill price seen 18 months ago, while a 10-year old ship was down 30% during the same period.

For this exercise, a five year old tanker was chosen, valued at \$46 mill. This structure amounts to \$23,863 per day, comprised of \$8,900 per day operating expense and \$14,963 per day for financing.



Source: McQuilling Services

Figure 1 – Aframax Tanker Asset Prices 2009-2010 YTD

ings of \$23,200 per day over the 20-year project life.

Looking to the spot market, while McQuilling's for-year forecast calls for TD 9 to average \$18,000 per day, the consultancy also noted that earnings on this trade averaged \$29,850 per day from 2000-2009 (Figure 2).

Significant financing costs

Of course, a cash-buyer would benefit greatly from the omission of the rather significant financing costs seen below.

There is a possibility that the asset market has become overbought and prices are due for a correction. There is also the possibility that spot rates will return to historical averages, particularly in the later part of an acquisition project should the orderbook slim down.

An improved outlook for freight rates would depend on growing demand, and/or a more disciplined tempo for newbuilding activity. While 2010 has certainly seen an uptick in newbuild contracting, Aframaxes seem somewhat of an exception to this rally with only 12 vessels ordered year-to-date, or 1.7% of the current fleet.

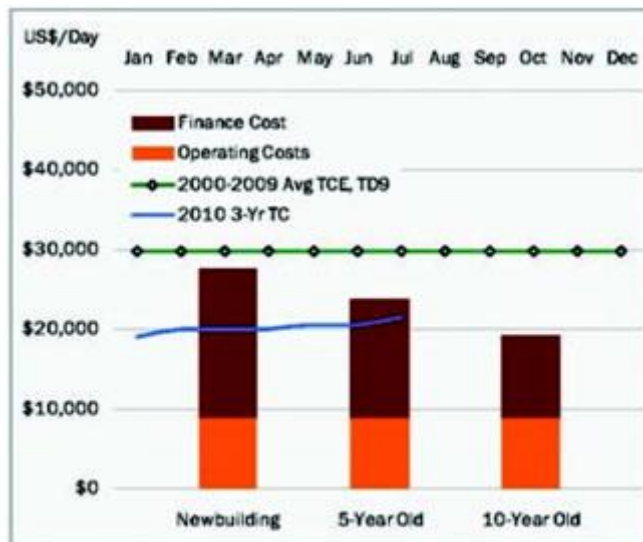
If the 8% return on equity for a five-year old asset doesn't wet one's appetite today, a more attractive opportunity may be just around the corner, McQuilling concluded.

The timecharter equivalent cost to cover expenses equates to WS 137 on the Aframax' TD 9 trade route, about 7 WS points below the year-to-date average.

Basis a three-year timecharter rate of \$21,500 per day throughout the project life, this would generate a negative cash flow of \$2,360 per day during the initial financing period.

However, an 8% return on equity would be achieved over a 20-year project life. This includes a \$9.8 mill scrap value and continued earnings of \$21,500 per day throughout the venture.

In order to clear a 10% hurdle rate, an investor would need to acquire the vessel for \$40 mill (as seen eight months ago), or achieve average earn-



Source: McQuilling Services

Figure 2 - Aframax Tanker Revenues & Costs

purchase/subscription.

In tailoring the site to bring useful resources to tanker market participants, a suite of calculator tools is now offered to registered users.

The streamlined look, feel and navigation also provide an easy access to important company information, including office locations and the company directory, McQuilling said.

Further to the consultancy's commitment to providing enhanced market intelligence, eMcQuilling is to be launched in the near future. This will allow users to create a customised interface and receive up-to-date market information and market history, including spot rates, bunker prices, TCEs, timecharter rates and asset valuations.

TankerOperators

Note: McQuilling uses an annuity basis to calculate periodic loan payments rather than a constant principle assumption. This produces slightly higher cash flows initially, as well as a slightly improved return as compared to the constant principal assumption, but does not materially affect the outcome of the overall return calculation for the project.

New website

At the end of August, McQuilling launched a new website - <http://www.mcquilling.com> which brings not only a refined look, but also enhanced functionality, the consultancy said.

The improved site makes available an expanded array of product and service offerings, both complimentary and for

Inséré le 08/ octobre 2011

OPEN FORUM

Enlevé le 08 nov. 2011

Are we getting the balance right?

At a time when the crew element sits firmly on top of the shipping industry's most important 'to do' list, it seems an anathema to even contemplate that training should be forced to reappear on the



shopping list of ship owner things to remember.

After all, the industry has just emerged from a concerted period of wage inflation and crew member poaching and concerns were raised

two years ago that rapid promotion policies implemented by some ship owners and ship managers were threatening to place in positions of responsibility, some officers who were just not up to the task. So it comes as a surprise that shipping heavyweights such as DNV's Tor Svensen should start hoisting the 'safety risk' flag in a warning to the industry to stop moving the public focus towards environmental risk and away from human safety and personnel risk.

And he has a point, especially when you consider that not only are there more ships coming out of the world's shipyards, but they are bigger and more sophisticated. So greater attention needs to be placed on training standards and competency levels onboard ship! Year-on-year improvements in ship safety were now turning into a negative trend, he claimed, with statistics showing that the accident frequency has started to rise from an historic low. "Technology, rules and compliance will never bring us to the expected level of safety without focusing more strongly on the human element," he said.

An airline Captain friend of mine remarked to me the other day over a quiet pint that a Boeing 777 pilot would not be qualified to fly an Airbus equivalent – indeed, he would not even recognise the controls in the cockpit. The only similarity between the two aircraft he claimed, was that they "both have wings". So why is there not this level of stringent checking of competency when Captains and senior officers move from ship to ship, or from older ship to newer ship? Seafarer training is not just



about certification but has to be about pure competency and this has to be checked, and checked.

Claims that much of today's training is of poor quality has to set alarm bells ringing in the shipping offices and practitioners have to start spending more time on actual training as well as start to measure the effects of their training. Regular assessment of competency levels is therefore crucial but managers and owners need to think beyond compliance. Regulations address safety management systems but there is no guarantee for human performance.

But the industry is facing a dilemma, we all know

that. Its invisible image is doing very little to attract quality recruits into the industry and as we are hearing, wage levels are not dropping as it is still a sellers' market out there. But just when the industry needs to start treating its seagoing staff as valued company members rather than just a commodity, there is still a reluctance by seafarers to enter into fixed employment contracts as they continue to chase what they believe is a rising wage dollar.

Maybe the time has come to reignite the zero tolerance perspectives that were laid out in the much heralded, but now little heard of, Poseidon Challenge. Their goals of zero fatalities, zero pollution and zero detentions were admirable aspirations and maybe they should be visited once again. Zero tolerance of inferior vessel safety should also be a key performance indicator on every crew manager's operational dashboard.

Happy reading

Inséré le 10/ octobre 2011

Historiek Historique

Enlevé le 1 nov. 2011

Visserijwachtschepen (I)

Om de toepassing van de nationale en internationale reglementering inzake zeevisserij te controleren, en anderzijds bescherming en hulp aan de vissers te bieden, doen sedert eeuwen de meeste landen een beroep op een of meer vaartuigen van hun zeemacht, die men adviesschepen of adviesjachten ging noemen; later had men het meer over aviso's. Hieronder volgt een overzicht van de Belgische visserijwachtschepen sedert 1830 tot op heden.



1840: de Louise-Marie van de Koninklijke Marine op de rede van Oostende.

1. De Louise-Marie (1840)

Kort na de onafhankelijkheid van België gebruikte men voorlopig als wachtschip een 30 ton metende zeilkotter onder het bevel van jonge officieren. Hij voer naar de visgronden waar onze vissers meestal aanwezig waren, nl. in de Noordzee tot aan Shetland en de Far Oëreilanden. De kruisvaarten met deze kotter, die in wezen tot de douane behoorde, duurden tot in 1840, telkens met vertrek vanuit Oostende.

Nadat het Nationaal Congres op 15 januari 1831, na veel tegenstand, de nodige kredieten had vrijgemaakt voor de bouw van een oorlogsmarine en een koopvaardijvloot, kocht de regering een schoener van 200 ton voor de visserijwacht, gebouwd op de werf van Van Gheluwe te Brugge. Hij werd uitgerust met tien 12-ponder carronades', afkomstig van onttakelde kanonneerboten. Het vaartuig werd Louise-Marie gedoopt, naar onze eerste koningin.

Met een 60-koppige bemanning onder bevel van luitenant-ter-zee Eyckholt voer het af naar de visgronden in de Noordzee en rond IJsland. Lang zou dat echter niet duren, want het werd spoedig ingezet in de zoektocht naar handelsposten in verre overzeese gebieden, en later vervoerde het, samen met andere vlooteenheden, landgenoten naar Guatemala' voor het oprichten aldaar van

factorijen. Al die pogingen mislukten helaas en heel wat officieren van de Koninklijke Marine stapten over naar de koopvaardij. Reeds in 1847 bemanden al heel wat manschappen van de Marine de stoomboten van de Oostende-Doverlijn. Anderen kregen de toelating om deel uit te maken van de in opbouw zijnde marine van de Duitse Bond.

Na heel wat debatten weigerde het parlement in 1855 nog kredieten te stemmen voor die 'geld verslindende Koninklijke Marine'. De schietpartijen tussen Belgen en de plaatselijke bevolking en ook de publieke opinie die gekant was tegen de koloniale politiek maakten in 1853 een einde aan onze koloniale expansiepogingen. Volgens een kamerlid «diende die politiek enkel als werktuig om de illusionaire en buitensporige denkbeelden van het Hof te verwezenlijken» Uiteindelijk werden de twee laatste schepen van de Koninklijke Marine gesloopt en werd de Marine zelf in 1862 afgeschaft. Van de 645 zeelui van 1834, bleven er op dat ogenblik nog 18 officieren en en 250 onderofficieren en manschappen over. De meesten onder hen stapten over naar de Staatsmarine, die in 1862 werd opgericht, zodat de stoomboten van de OostendeDoverlijn ongehinderd konden verdere dankzij een staf bestaande uit ex-militairen van de voormalige Marine.

2. De Mathilde (1862)

Bij wet van 11 april 1862 werd de Koninklijke Marine ontbonden en anderzijds de Staatsmarine opgericht. Dit nieuw staatsbedrijf zou voortaan de pakketbotendienst uitbaten, en kreeg bovendien een aantal verplichtingen toegewezen waaronder de visserijwacht en de hydrografie van de kust- en de Scheldewateren. Doordat de meerderheid van de bemanningen uit ex-militairen bestond kregen de pakketboten en het visserijwachtschip een 'militair' karakter. Zo behield men bv. de Belgische oorlogsvlag hoewel het een louter burgerlijke dienst betrof. Ook andere tradities van de Koninklijke Marine werden behouden, zoals onder meer het brengen van de militaire groet aan oversten; ook groetten de schepen van de vloot met de vlag wanneer ze mekaar kruisten. Vele van die tradities verdwenen echter na WO I, toen vanaf 1919-1920 een groot aantal oudstrijders, die



1862: de Mathilde gehuurd van de Staatsmarine als visserijwachtschip.

begrijpelijkwijze dat militair gedoe beu waren, in dienst traden.

Sedert haar oprichting viel de Koninklijke Marine onder de bevoegdheid van de minister van Buitenlandse Zaken en dat bleef nu ook het geval voor het Loodswezen en de Staatsmarine. Vanaf 1900 kreeg deze laatste de officiële benaming 'Staatszeewezen', onder de bevoegdheid van het bestuur van het Zeewezen, maar

tot na WO II bleef men die dienst de Staatsmarine noemen. In 1862, nadat alle oorlogsschepen gesloopt of verkocht waren, huurde de regering de driemastbark Mathilde van de Oostendse reder Van Cuyl. Dit schip, dat 256 ton mat, was in Oostende gebouwd op de werf van A. Panesi. In uitvoering van het KB van 3 september 1867 werd aan boord logies voorzien voor 40 leerlingen van de scheepsjongensschool; zulke accommodatie zou trouwens de regel worden op alle volgende visserijwachtschepen, tot in 1947 de visserijwacht opnieuw door een militair schip zou waargenomen worden. De Mathilde stond onder bevel van kapitein Probst van 1862 tot 1867, jaar waarin kapitein P. Clays het bevel overnam. In 1882 werd ze vervangen door de Ville d'Ostende. Tijdens de oorlog van 1914-1918 werd de Mathilde door de Keizerlijke

Marine in beslag genomen en als depot voor de bemanningen ingericht; in oktober 1918 stak de bezetter ze in brand.

3. De Ville d'Ostende (1881)

De wet van 6 januari 1884 bekrachtigde de conventie van Den Haag dd. 6 mei 1882, krachtens dewelke België, samen met Groot-Brittannië, Duitsland, Denemarken en Nederland deel zou uitmaken van een internationale visserijwacht. België was zeker niet onvoorbereid. Reeds in 1881 was immers te Baas-rode bij Antwerpen een nieuw visserijwachtschip van stapel gelopen. Hiervoor was bij wet van 5 augustus 1879 160.000 fr uitgetrokken. Net zoals de Mathilde was het een driemastbark maar dan in staal. Het schip dat de naam Ville d'Ostende kreeg was 34 m lang, 7 m breed en mat 358 ton. De bemanning bestond uit 74 man, de 40 leerjongens inbegrepen. Er waren geen kanonnen aan boord, enkel 20 geweren. Er was tevens een hospitaal aan boord en normaal maakte een dokter deel uit van de bemanning. Als zeilschip was het bijzonder geslaagd. Maar aangezien het enkel met zeilen was uitgerust twijfelde men in sommige maritieme kringen eraan of het de taken zou kunnen uitvoeren waarvoor het bestemd was. Enerzijds beantwoordde de tuigage niet aan die van een schoolschip en men stelde zich dan ook de vraag of het schip wel geschikt was om scheepsjongens op te leiden. Anderzijds beweerde o.m. de krant l'Echo d'Ostende dat het niet geschikt was als visserijwachtschip. In die tijd had inderdaad de stoom al lang zijn intrede gedaan in de visserij en de krant vroeg zich dan ook terecht af hoe een zeilschip overtreders zou kunnen verbaliseren als deze dankzij hun stoommachines zich snel uit de voeten konden maken. Waarom het traagste middel gebruiken om politiereglementen te doen eerbiedigen, aldus nog het blad, dat verwachtte dat binnen korte tijd Engelse en Franse visserijwachtschepen die opdrachten in onze territoriale wateren zouden uitvoeren.



1881: aviso Ville d'Ostende van de Staatsmarine.

Op 2 juni 1881 koos het schip voor de eerste maal zee onder bevel van commandant Van Schoten. Naast de commandant waren er 3 officieren, 2 bootslieden, 1 meester-timmerman, 12 matrozen en 30 scheepsjongens aan boord'.

In 1904 voerde Cdt. Fourcault, de kapitein die in 1906 met zijn schoolschip de Comte de Smet de Naeyer ten onder zou gaan, het bevel over de Ville d'Ostende. Het schip bleef de visserijwacht uitoefenen tijdens de

zomer terwijl de Ville d'Anvers (uit 1886 — zie verder) die dienst overnam tijdens de wintermaanden. Volgens sommige bronnen werd het schip in 1912 overgemaakt aan de scheepsjongensschool. Tijdens de ontruiming van Oostende door het Zeewezen in 1914 werd de Ville d'Ostende achtergelaten en door de Duitsers in beslag genomen. In 1916 werd hij door de Duitse sleper Wilhelm opgesleept naar Hamburg of Bremen. Hij was volgeladen met allerlei koperen en bronzen voorwerpen die de inwoners van Oostende en de omliggende gemeenten hadden moeten inleveren; onder die voorwerpen bevonden zich ook kunstwerken, zoals de bronzen beelden van de De Smet de Naeyerbrug. Na de oorlog heeft onze regering herhaalde malen geïnformeerd bij de Duitsers naar de Ville d'Ostende, maar zonder resultaat ... Tot op heden blijft men zijn spoor bijster.

De Ville d'Ostende bijna verloren

Op maandag 7 juli 1903 vertrok de Ville d'Ostende, onder bevel van Cdt De Houst, uit Oostende met bestemming Lerwick (Shetland); vandaar zou hij doorvaren naar Bergen in Noorwegen en ook de Far Oëreilanden aandoen. Ingevolge het slechte weer moest het schip schuilen in de Scheldemonding waar het op zoek ging naar een ankerplaats. Maar plots zat het muurvast op een van de gevaarlijkste zandbanken in de Schelde, nl. de Suikerplaat tussen Borssele en Terneuzen. Men wierp zoveel mogelijk materiaal overboord om het schip te ontlasten maar het kwam niet vrij. Assistentie van sleepboten werd gevraagd aan Oostende en Antwerpen. Intussen werden de scheepsjongens, samen met de aalmoezenier, met reddingsbootjes aan land gebracht waarna ze naar Oostende vertrokken. Men vreesde denkkelijk de ondergang van het schip aangezien de fokkemast reeds afgebroken was. De Koning verzocht de directeur van het Zeewezen, dhr. Verbrugghen, hem op de hoogte te houden van het verloop van de gebeurtenissen. Na een paar dagen slaagde men erin, met de hulp van de Genie, het schip te redden: er werd een geul gegraven tot aan het diep vaarwater en bij de eerste poging kon men het schip al vlot krijgen. De eerste herstellingen werden in Vlissingen uitgevoerd. Ooggetuigen verklaarden echter dat het schip in een wrak herschepen was en de publieke opinie vroeg zich af of het nog de moeite loonde dat de overheid uitgaven zou doen om dit al meer dan 20 jaar oude schip terug in zeewaardige staat te brengen.

4. De Ville d'Anvers (1886)

Vermoedelijk de commentaar in 1' Echo d'Ostende van 15 mei 1881 na de bouw van de Ville d'Ostende indachtig, bestelde de overheid reeds in 1882 een nieuw visserijwachtschip bij Cockerill in Hoboken. Zijn naam was de Ville d'Anvers en het werd te water gelaten in 1884 en in dienst gesteld in 1886. Het schip was 64,50 m lang op de waterlijn (72 m overmeten) en 9,15 m breed; het had een diepgang van 3,15 m, een waterverplaatsing van 1136 m³ geladen en mat netto 415 ton.; bunkers voor 190 ton kolen waren voorzien. Ditmaal was het dus een stoomschip met een 2 cilinder compound machine met een indicieële kracht van 800 pk, later gebracht op 950 pk; het schip was echter ook uitgerust als brik en had een zeiloppervlakte van 720 m². Van de zeven boten aan boord waren er twee speciaal voorzien om de visserijwacht te verzekeren. De Vitte d'Anvers had een stalen romp met teakhouten dekken. Accommodatie was voorzien voor 45 bemanningsleden en 40 leerlingscheepsjongens; alle verblijven hadden centrale verwarming met warm water. Tijdens de proefvaart liep het vaartuig meer dan 11 knopen maar de kruissnelheid was 9 knopen.



1886: aviso Ville d'Anvers van de Staatsmarine in 1912.

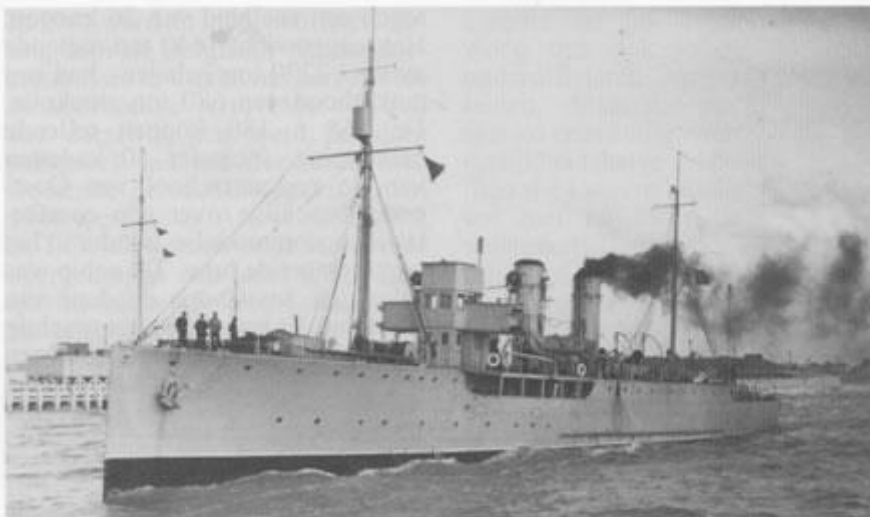
De eerste comandant was E. P. Ecrevisse die de eerste reis, die twee maanden duurde, inleidde. Alle latere reizen duurden slechts 14 dagen en de meeste daarvan onder het bevel van cdt. De Hoest, die enkele jaren later zou overstappen naar de mailboten. Tijdens de eerste reis gebeurde er een jammerlijk ongeval dat het leven kostte aan twee bemanningsleden. Op 24 februari 1886, één

maand na de afvaart, werden twee boten te water gelaten om aan boord te gaan van vissersvaartuigen. Tweede officier Derette nam plaats in de boot aan stuurboordzijde, samen met de matrozen Van Hulle en Meyer. Door een verkeerd manoeuvre bij het te water laten kwam de boot met de boeg in het water terecht terwijl het achterste gedeelte hoog in de davit bleef hangen; door het zware gewicht knakte deze af. De drie bemanningsleden kwamen in het water terecht en Lt. Deret-

te werd door de vallende davit getroffen en verdween onder water; Meyer kon gered worden maar Van Hulle, nochtans een goed zwemmer, kon de hem toegeworpen reddingsboei niet vastgrijpen en verdween in de diepte. Terwijl de verbrijzelde sloep terug aan boord werd genomen bleven de andere reddingsboten twee uur naar de drenkelingen zoeken, maar helaas zonder resultaat. Lt Derette liet een weduwe en vijf kinderen achter, matroos Van Hulle was ongehuwd. In augustus 1914 week het vaartuig uit naar Lowestoft, aan de Britse oostkust. Kolonel Emile F. Cornellie, die in 1917 in Grevelingen (Gravelines) toestemming had verkregen om een militaire marine op te richten, liet de Ville d'Anvers die toen onder het bevel stond van Cdt. Depierre van het Zeewezen, overkomen naar Calais; het vaartuig werd er een 'Dépôt des équipages'. Na de oorlog hernam de Ville d'Anvers de visserijwacht tot hij werd afgelost door de Zinnia. In 1924 werd de Ville d'Anvers gesloopt, na 37 jaar trouwe dienst. Het moet een sterk schip geweest zijn.

5. De Zinnia (1920)

Om de dienst over te nemen van de Ville d'Anvers, toen reeds 34 jaar oud, kocht het Zeewezen in 1920 een Britse sloep van de 56 Flowerklasse fleet sweeping vessels van het Azalea type. De HMS Zinnia mat 932 ton leeg, was 81 m lang en 10,1 m breed en had een diepgang van 3,5 m; hij was uitgerust met een 1.800 pk triple-expansie stoommachine (drievoudige uitzetting). Maximum snelheid was 17 knopen; kruissnelheid 15. Tegen een snelheid van 9 knopen had het schip een actieradius van 9.350 mijl. Het was bewapend met twee vierduims en twee tweepondskanonnen. De Zinnia was gebouwd bij Swan Hunter te Walker-on-Tyne en op 18 augustus 1915 te water gelaten. In april 1916 deed hij dienst in de Middellandse zee als mijnenveger, konvoobegeleidingsvaartuig en onderzeebootjager. Na te zijn ontwapend werd de Zinnia aan het Zeewezen overgedragen; commandant Grayet en 1 ste luitenant Piette namen hem in ontvangst. Het schip behield zijn naam, uiteraard zonder het letterwoord HMS. Op 7 juni 1920 kwam het, onder bevel van 1 ste luitenant Piette en luitenanten Barbé en Stripstein als stafofficieren dek, aan in Oostende waar het ingericht werd voor een 40-koppige bemanning en, zoals bij de vorige wachtschepen, met accommodatie voor 40 leerlingen dek en/of scheepswerktuigkundigen. Overal waar de Zinnia in vreemde havens voor anker ging kende dit goed onderhouden, in het grijs geverfde, ex-oorlogsschip veel succes. Het was wel het enigste visserijwachtschip zonder kanon, met als gevolg dat iedereen verbaasd was als er een eresalvo werd gegeven... met geweervuur. Zo ook toen het, van 14 tot 17 oktober 1937, België vertegenwoordigde op de 50ste verjaardag van de vismijnen in Hamburg en Altona. Daar lagen ook andere visserijwachtschepen zoals de Duitse Elbe en Weser, het Engelse Lupin, het Deense Islands Falks en het Nederlandse Nautilus. Heen- en terugreis verliepen onder ongunstige weersomstandigheden: zware zee bij de heenreis en mist op de thuisreis.



1920: de Zinnia, ex-HMS Zinnia van de Staatsmarine hier in Hamburg in 1937.

Tussen 1929 en 1938 werd de Zinnia bijgestaan door de Wielingen en de Westdiep van de Staatsmarineschool, en dit voor de ondiepe wateren langs de Belgische kust (cfr. 'Schoolschepen en Zeevaartonderwijs' deel IV in Neptunus nr 285, blz. 245/246).

De laatste vooroorlogse bemanning stond onder bevel van commandant R. Bly, 1 ste luitenant Renier,

2de luitenant Jonckheere en 3de luitenant Larose; hoofdwerktuigkundige was H. Duyck, geneesheer Kesteloot en almoezenier beurtelings J. Dobbels en A Delbaere.

Toen het Zeewezen zijn schepen in veiligheid bracht in mei 1940 werd de Zinnia te Oostende achtergelaten. De bemanning was overgestapt naar de pakketboten en het schip zelf overgemaakt aan het Marinekorps. Maar de bevelhebber van dit Korps beschikte over onvoldoende manschappen om dit schip te bemannen en het werd dan maar gebruikt als logement voor het 1ste escadrille. Wel werd er een stuk afweergeschut op de brug geplaatst, dat dan toch zijn nut bewees vermits er een Stuka mee werd neergehaald. Als eerbetoon zou de later gevormde Zeemacht een van haar vaartuigen de naam Zinnia geven.

De Kriegsmarine nam dit oude schip in beslag en liet het compleet verbouwen in Hoboken". Het schip was nu iets langer en er was nu slechts één schouw en één mast ipv. twee. Het kreeg een flinke bewapening: drie 4.1 duimskanonnen, acht 37mm en vier 2 duims, alsook twaalf 20 mm luchtdoelgeschut. Het vermogen was opgevoerd tot 2000 pk. De bemanning bestond uit 142 koppen. De Kriegsmarine zette het schip, dat de naam Barbara kreeg, in 1942 in als `Schulschiff voor marine-artillerie en in combinatie met escortevaartuigen. In 1943 werd het als tender van een mijnveegflottielje ingezet. Na de oorlog vond de Belgische recuperatiecommissie het ongeschonden vaartuig terug in Emden. Personeel van het Zeewezen onder leiding van cdt. F. Timmermans bracht het in juni 1945 terug naar Oostende.

Ondertussen had het Zeewezen een der eerste uit Engeland teruggekeerde vissersvaartuigen, nl. de 0285 Marie-José-Rosette van de rederij Vieren, als visserijwachtschip opgeëist en in 1946 was de 0179 Ibis, van de Ibisschool, aan de beurt. In 1947, na 85 jaar onderbreking werd de visserijwacht opnieuw betrokken door een militair vaartuig aangezien de Zeemacht vanaf dan die taak overnam. De mijnveger 1020, in dienst als hydrografisch schip en o/b van korvetkapitein Herremann —later tot in 1950 o/b van luitenant Geirnaert—, werd ingezet voor de visserijwacht langs de kust. Aan de andere kant was de ex-Zinnia, de Barbara, op 1 februari overgedragen aan de Zeemacht en door luitenant Lurquin naar een scheepswerf in Gent gebracht voor algemeen nazicht. Dit `avisov' kreeg op 11 februari 1948 de visserijwacht toevertrouwd tot halfweg 1950. Het schip kreeg de naam Breydel en voer onder bevel van korvetkapitein De Poorter; in 1951 werd het, na 35 jaar dienst, verkocht voor sloop aan een firma uit Boom (Antwerpen).

6. De Artevelde (1940)



1940: aviso Artevelde van het Zeewezen; in 1941 K4 en in 1943 Lorelei van de Kriegsmarine; in 1946 Artevelde bij de Zeemacht.

Met de laatste kredieten (36 miljoen frank) waarover het Zeewezen tot 1940 beschikte voor het moderniseren van zijn vloot, bestelde het bestuur van die staatsdienst in 1939 een nieuw vaartuig dat, ter vervanging van de 25 jaar oude Zinnia, de kust- en visserijwacht moest verzekeren. Het kreeg de naam Artevelde en werd gebouwd bij Cockerill in Hoboken. Met een lengte van 98,5 m, een breedte van 10,5 m, een diepgang

van 3,80 m en een vermogen van 30.000 pk moest het conform het lastenkohier 28,5 knopen halen. Die snelheid moest bereikt worden dankzij twee schroeven en een vooruitstrevende, enige ter wereld, techniek: twee gelaste ketels met een werkdruk van 34 kg door oververhitte stoom dreven de Parsons Rateau reactieturbines aan. Het schip zou een actieradius hebben van 2600 mijl tegen een snelheid van 26 knopen. Het leeggewicht 1640 ton metende aviso — 2270 ton geladen— had een tankinhoud van 680 ton stookolie. De 168 à 180 koppen tellende bemanning, inclusief 50 kadetten van de zeevaartschool van Oostende, beschikte over een comfortabele accommodatie, zon-

der in het oog springende luxe. Dit schip was zeker gebouwd voor de duur van meer dan 30 jaar. Het was prachtig afgewerkt van kiel tot brug, had een teakhouten dek en voor de dekuitrusting werd veelvuldig gebruik gemaakt van roestvrij staal. Bij de Duitse inval stond de niet afgewerkte Artevelde nog op de bouwhelling. De bezetter maakte het schip prijs en op 24 augustus 1940 werd het te water gelaten. Het kreeg het kenteken K4 (K = Kanonenboot). De K4 werd voor afwerking opgesleept naar de scheepswerf Wilton Feyenoord te Schiedam. De Kriegsmarine voorzag het schip van een zwaardere bewapening als die voorzien door het Zeewezen; het kreeg drie 105 mm scheepsgeschut, vier 87 mm kanonnen, 16x20 mm luchtdoelgeschut en op het achterdek werden rails geplaatst om mijnen te leggen (het kon 120 mijnen laden). Ook werd het uitgerust met een paravane om zelf niet het slachtoffer te worden van verankerde zeemijnen. De Kriegsmarine liet eveneens op het hoofddek een admiraalsverblijfbouwen, dat geheel afgewerkt was met het inmiddels uit de markt verdwenen sierhout 'avodiré'.

Half 1941 verliet het tot Lorelei omgedoopte schip de werf en zette het koers naar de Baltische zee waar allerlei testen plaatsvonden. Het schip haalde gemakkelijk 30 knopen en kreeg daardoor belangstelling van de Admiraliteit. Wel was, ingevolge de zwaardere bewapening, het schip minder stabiel dan voorzien. In 1942 werden op een Duitse werf nog belangrijke aanpassingswerken uit-

gevoerd, zoals o.m. het plaatsen van een dubbele bodem.

In 1945 werd dit mooie oorlogsvaartuig door de Belgische recuperatiecommissie in Cuxhaven herkend als de voormalige Artevelde. In juli van datzelfde jaar werd het door personeel van het Zeewezen naar Oostende gebracht. Op 1 februari 1946 werd de ex-Artevelde, ex-K4, ex-Lorelei, opnieuw



1948: de Breydel van de Zeemacht, ex-Zinnia, ex-Barbara.

als Artevelde overgedragen aan onze jonge Zeemacht; korvetkapitein Larose nam het schip in ontvangst.

Dhr. Henry De Vos, directeur-generaal van het Zeewezen, koesterde het plan om de Artevelde, het vlaggenschip van de Zeemacht, in te zetten als visserijwachtschip, de oorspronkelijke bestemming van het schip bij zijn bouw in 1939; hij voorzag eveneens 10 snelle motorboten voor de kustwacht en de reddingsdienst. Spoedig moest hij echter ondervinden dat er een kink in de kabel was: de weinige officieren-werktuigkundigen die de Zeemacht rijk was wensten niet de verantwoordelijkheid op zich te nemen van een systeem dat hen vreemd was. Hij slaagde er dan in een van zijn beste officieren-werktuigkundigen (cfr. 'Dagorder' dd. 29.11.1932) over te halen om dienst te nemen bij de Zeemacht om orde op zaken te stellen op de technische dienst. Het betrof Maurice Boydens die begin 1946 de Zeemacht verhoogde met de graad van korvetkapitein. Boydens maakte dan met de Artevelde verschillende korte zeetrips met de officieren-technici van de Zeemacht waarbij hij vaststelde dat het hoognodig was ze bij te scholen. Die oorlogsveteranen hadden echter niet meer voldoende ambitie en hij overwoog dan ook jonge onderofficieren op te leiden. Maar dat was niet zo eenvoudig want eerlijkheidshalve kon men die jongere krachten niet zo maar de veteranen laten voorbijsteken.... Men deed ook nog een poging om enkele machinisten van de mailboten naar de Zeemacht over te hevelen maar die hadden geen zin meer om 'soldaatje' te spelen en regelmatig lang van huis te zijn. Wel integendeel, want vele bemanningsleden uit alle rangen die tijdens de oorlog in de Royal Navy hadden gediend, waren naar de Staatsmarine teruggekeerd waar zij vastbenoemd waren met alle rechten en voordelen daaraan verbonden; de laatsten onder

hen vertrokken in 1949, tot grote opluchting van de jongere officieren die aldus hun bevorderingskansen zagen vergroten, des te meer daar op 25 februari 1949 de Zeemacht overgeheveld werd van het Zeewezen —ministerie van Verkeerswezen— naar het ministerie van Landsverdediging".

De Artevelde bleef bijgevolg aan de kade liggen en geruchten deden de ronde dat het schip in slechte staat was; ook was er sprake van sabotage door de Duitsers! Hoe dan ook waren de officieren-technici, afkomstig van de Royal Navy, opgelucht. De Artevelde werd dan maar naar de voorhaven van Brugge overgebracht waar hij dienst deed als wachtschip. In 1954 werd het mooie schip gesloopt zonder dat het ook maar één dag dienst gedaan had als visserijwachtschip, taak waarvoor het gebouwd was...! !

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Tankcleaning - a miracle?

Due to the variety of chemical and other products transported at sea, tank cleaning is essential on chemical and product tankers*.

The products that need to be cleaned vary widely in their properties and characteristics. The industry and their customers have continuously increasing quality requirements. This results in high standards regarding the cleanliness of tanks. At the same time the shipowners are reporting a decrease in the knowhow of their crews.



Tank cleaning has to be performed mostly under considerable time pressure and takes place in a highly regulated and controlled environment. In addition, it is generally recognised that tank cleaning is one of the most hazardous operations carried out on board a chemical tanker.

A tank rejection could be the result of insufficient tank cleaning. Often it is necessary that the ship has to return to the next anchorage to re-clean the tanks. Time and money lost could easily range from several tens of thousands of Euro to the complete loss of the charter party. Not yet considered are the intangible costs, such as impact on the charterers supplier rating up to potential loss of contracts.

Manage the risks

Next to training, procedures and standards, a comprehensive tank cleaning guide is recommended.

Industry vetting schemes from OCIMF and CDI address this issue in their questionnaires. A tank cleaning guide should not just consist of a set of recipes, but also address the underlying background of tank cleaning and the management of related hazards. The good preparation of the cleaning operation will avoid tank rejections, as well as incidents during the operation. In general the tank cleaning procedure can be determined from the properties of the product to be cleaned, the surrounding conditions, available equipment and last but not least the requirements of the product to be loaded (Next Cargo). In addition, the available tank cleaning hardware and the tank surface conditions have to be evaluated.

The necessity of a comprehensive tank cleaning guide becomes obvious when considering the details of the tank cleaning planning:

1. Physical properties like density, water solubility, boiling point, melting point, viscosity, vapour pressure, flashpoint & flammable range, as well as cargo characteristics, such as polymerisation, reaction with water, reaction with oxygen, reaction with water hardness compounds and smell have to be understood and considered in detail.
2. Surrounding conditions, such as outside temperature, adjacent cargo and ballast temperature have also to be taken into consideration.
3. Assessing the capability of available hardware, such as tank cleaning machines and heating capacities. Consideration of tank internals such as shadow areas and potential adverse effect on the result.
4. Tank surface conditions, such as stainless steel or tank coating and if tank coated, the retention of cargo in the coating has to be considered. The coating compatibility with the cargo, as well as any potential effect of the cleaning operation on the coating has to be evaluated carefully.
5. Required cleanliness standard of the next cargo. At least two major cleanliness standards should be distinguished - Water White Standard and High Purity Standard.
6. The statutory requirements of the cargo. This requires knowledge of the applicable regulations such as MARPOL Annex I or II and the related detailed requirements, such as the IBC Code. The Safety Data Sheet of the cargo and the hazards documented there have to be evaluated.
7. Industry requirements such as FOSFA/ NIOP and EU regulations for banned or acceptable previous cargoes and adjacent cargo compatibility lists addressing the reactivity potential in case of a failure of the tank integrity.
8. During the planning phase the testing and inspection should be kept in mind. A common mistake is too much focus on the tank itself and much too less on the cleaning of the other equipment that was in contact with the cargo, such as pipes and valves.
9. Like in every good plan there should be a consideration of the worst case scenario. An emergency plan has to be developed at this stage.



wall wash liquid.

Regarding the involved safety and financial risks, these considerations have to be carried out properly and thoroughly. Even the most experienced chief mate might require the help of a comprehensive handbook in one or the other case to develop a good tank cleaning plan.

- After the execution of the tank cleaning operation, hopefully in accordance with the plan, the verification of the results is another demanding activity. In order to avoid rejection in the next load port by a surveyor, the inspection should be carried out as it would be undertaken by the surveyor thus: Visual inspection of the tank and the related equipment that was in contact with the cargo.

- Depending on the requirements of the load port and the next cargo to be loaded a wall wash and the test of the

- The test methods like PTT test, UV test, Chloride test etc have to be understood in order to react correctly on undesired results.

Conclusion

To manage the financial and safety risks involved in tank cleaning it is highly recommended to provide respective guidance in form of a comprehensive tank cleaning guide. This guide is only partly helpful in the management office. It should be available on board readily accessible for all personnel involved in tank cleaning.

This guide should not be just a collection of cleaning recipes. It is equally important to provide information and guidance on the following:

- All cleaning relevant cargo data.
- How to develop a good tank cleaning plan.
- How to evaluate the properties and characteristics of a cargo.
- How to assess statutory and industry requirements of a cargo.
- How to mitigate the safety risks involved in tank cleaning.

Since the requirements and the available knowhow is continuously changing, it should be regularly reviewed and updated as necessary.

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Ice class expertise called into action

Sovcomflot's (SCF) Captain Igor Pankov, SCF's vice president safety and quality, gave an insight to operational experience, crew training and management of Azipod propelled ice class tankers at the 5th Arctic Summit, organised by Informa Maritime and held in Helsinki in April 2009.

First, he outlined the challenges of operating in the Arctic region where more than 20% of Russian territory (6 mill sq km) is located north of the Polar circle with more than 1 mill people living in the region.

Second, he explained what all the fuss was about. Oil and gas resources in the Russian Arctic and sub-Arctic regions are the world's largest outside OPEC countries and account for 90% of Russian gas reserves and 60% of her oil reserves.

Unlocking the Arctic's potential is a challenge requiring expertise, dedication, commitment and specialist vessels, as well as ice trained crew and shoreside backup teams, he said. Among the challenges are –

- Low ambient temperatures down to -50 - -60 deg C.
- Waters ice covered for at least eight months of the year..
- Ice up to 3 m thick presents a major hazard to navigation.
- Underdeveloped infrastructure.

Russia uses various organisations to provide assistance with safe Arctic navigation and ice management, including the Arctic Hydrographic Office in St Petersburg, which produces aids to navigation, hydrographic surveys, contributes to publishing charts and Arctic pilotage.

In the same city is the Arctic & Antarctic Research Institute, which undertakes ice related research and provides other information, such as ice charts.

The ice operations headquarters (Rosatom) is located in Murmansk. This organisation provides the planning, co-ordination and provision of large icebreakers, including helicopter ice patrols.

Finally, Morsvyasputnik (Moscow) operates the additional safety net of promulgating navigational warnings and relaying other safety information through its satcoms service.

Some 20% of SCF's 133-vessel fleet is ice class – 16 vessels are assigned ice class 1A or 1A Super, while 11 vessels are ice class 1B or 1C. SCF is also the world's leading operator of ice class shuttle tankers, Pankov claimed.

The first two, the IC class Aframax Viktor Konetsky and Yuri Senkevich, were delivered in 2005 and operate out of Sakhalin 1. The next trio – the IA Super class Vasily Dinkov, Kapitan Gotsky and Timofey Guzhenko were delivered in 2008-2009 and were built for Varandey offshore loading operations, while the last two – the 1A Super class Mikhail Ulyanov and the Kirill Lavrov will be delivered in 2009-2010 for transporting crude from Prirazlomnoye.

SCF has signed various agreements with the Russian government institutions involved in ice navigation. One of the first was signed on 7th June 2007 with Rosmorport, which called for the development and provision of port-related services, plus interaction in providing icebreaker assistance.

On 15th May 2008, another agreement was signed with Rosatom whereby icebreaking assistance in Arctic Sea waters, including the Northern Sea Route (NSR) was made available and consultations could be held on the technical management of the icebreaking fleet.

Pankov then outlined the operations at Varandey, which by 28th April this year had seen 4 million tonnes of oil shipped much of it going to the large FSO Belokamenka located in Kola Bay near Murmansk, for onward transshipment.

The first vessel to operate from the Varandey offshore ice-resistant terminal (FOIROT) was the 70,000 dwt Vasily Dinkov like her sisters fitted with twin 10 MW Azipods, which loaded on 9th June last year, closely followed by the Kapitan Gotsky on 31st July 2008. The third in the series, Timofey Guzhenko, arrived at Varandey to load her maiden cargo on 23rd April this year.

She and her sisters are dual Russian and ABS classed assigned a 1A Super (LU6) notation with an icebreaking capacity of 1.5 m unassisted at about three knots. At the FOIROT, one icebreaking tug and one icebreaker are employed. These give assistance when needed, including towing, enable the transfer of pilots and loading masters and will deliver support in an emergency, including oil spill response. The tug is made fast to the tanker's stern and is on standby for pulling the tanker off the terminal during loading operations in the summer months. Eight people are employed as emergency oil spill responders – four on the tug and four on the icebreaker.

A sophisticated computer controlled approach and mooring system is used to berth the tankers at the loading terminal and once the loading line is attached, the vessels' positions are constantly monitored. The mooring operation can be completed in 30-50 minutes. In heavy ice, the tankers cast off from the platform and wait for completion of a tide change.

As for ice condition monitoring, annual long term forecasts are used, as are medium term forecasts giving the forthcoming season and/or month. Current ice conditions are monitored two or three times per week and short predictions are also given. Masters also add their reports using dedicated formats. The third vessel is acting as a floating laboratory for a project instigated by a partnership involving SCF, ConocoPhillips, ABS and Samsung. She was fitted with fibre optic sensors in the bow and stern shoulders on the ice belts to measure and record ice pressures and loads to compute the hull structure's ice-induced responses at highly loaded locations. A bridge display depicts a colour plot of the pressure distribution over each area. This display is fitted with an alarm to alert the crew of any major impacts. The system continuously scans all strain gauges. A recording of strain time histories is triggered when a high impact occurs. The system records –

- Time histories of all strain gauge signals.
- Derived pressure time histories.
- Calculated critical stresses and impact severity for each high impact.

- Navigational data – GPS, location, speed, wind.
- Propulsion data – Rev/min, pod angles, torque, etc.

An on board camera is also available. The bridge display also includes the severity of the 10 largest impacts and the expected maximum stress.

Pankov explained that this system leads to safer operations in that it shows the operator the structure's margin of safety in encountered ice conditions and also shows the safe speed. It also provides an alarm function. He also said that it also helps to operate the vessels more efficiently by way of showing the optimum speed for better fuel economy in ice and it also leads to less down-



Gently does it! A shuttle tanker approaches Varandey.

time for repairs etc.

He also claimed that the system provided a full understanding of the vessel's performance, including design adequacy and provided data for future design developments (Arctic technology development) and rules development.

Training also formed an important function for the personnel to be employed on the shuttle tankers. For example, the senior officers to be employed on the first two tankers were sent for hands on training on board the Azipod propelled multipurpose vessel Norilskiy Nickel between March and May 2007.

ABB (the manufacturer of the Azipod system) held a training course in September 2007. Included was a general course for senior deck and engineer officers, a course for marine high voltage safety for engineers and a detailed large Azipod engineering course. Hands-on bow loading system training for masters and chief officers took place in October and November 2007, on board vessels engaged in the Sakhalin-1 Project.

For relieving seafarers and for those taking over the third vessel, shore-based training was undertaken at the Admiral Makarov Academy in St Petersburg and on board overlap training was held for one to two months.

The extent, scope and facilities used in the training were agreed with the charterers and other interested parties well in advance. Pankov stressed that extensive ice navigation experience is a must for all candidates for the senior deck officer positions. The world's first ice simulator was in-

roduced at St Petersburg, sponsored by SCF. Future officers start ice training in the academies two or three years before joining SCF vessels. The company is also establishing an ad hoc Ice Advisory Service at St Petersburg, where experienced ice captains may be on-call acting as ice pilots and assisting with the provision of training for junior deck officers. SCF is also putting together what it calls an ice captains league.

Pankov concluded by saying that Varandey had proved to be a success and warned that short term profit driven projects in the Arctic would not survive as investments require considerable support resources. Even the largest international companies would require partnerships and/or co-operation agreements, he stressed.

Varandey background

Large scale oil exports from the Varandey offshore terminal, on the Barents Sea coast in Russia's Arctic region, began in the first half of 2008. This followed construction of a new offshore oil export terminal, which has a throughput capacity of up to 12 mill tonnes per annum (240,000 barrels per day). The terminal enables exports from the oil wells operated by Naryanmarneftegaz, a joint venture between Lukoil and ConocoPhillips, located in the Timan-Pechora oil producing province of northern Russia.

Principal Particulars - *Timofey Guzhenko*

RS class – KM* ARC6 (2) AUT1 Oil Tanker ESP
ABS class - +A1(E), "Oil Carrier", Ice Class 1AA, SH, SHCM, +AMS, +ACCU, VEC, SPM, NIBS, ESP, TCM

Built	Samsung Heavy Industries
Delivered	24th February, 2009
Owned/Operated	Sovcomflot Group
Managed	Unicom Management Services
Deadweight	70,000 t
Loa	257 m
Beam	34 m
Depth	21 m
Dft	14 m
Tank Capacities	
Cargo	85,300 cu m
Water ballast	37,460 cu m
Propulsion	2 x ABB Azipods
Output	2 x 10 MW
Speed (in open water)	16 knots

Large scale oil exports from the Yuzhno Khylichuyu field in the Nenets Autonomous District of the Timan-Pechora province pass through a new 159 km heated pipeline (530 mm in diameter) to the Varandey oil terminal. Oil then passes through a fixed offshore ice-resistant oil terminal (FOIROT), from where it is loaded onto the specially designed trio of 70,000 dwt icebreaking shuttle tankers,

owned and operated by SCF. The oil is then exported to the European and North American markets.

In less than three years, a transport infrastructure was constructed to enable oil to be exported by sea from the Yuzhno Khylichuyu oilfield in Northern Russia. This required close co-operation between Lukoil, ConocoPhillips and SCF in the development of an integrated logistical system for the yearround seaborne transportation of oil.

All components of the transport infrastructure are capable of operation in severe winter temperatures (down to minus 40 deg C). This has necessitated the use of a heated pipeline, a special fixed offshore iceresistant oil terminal and the use of icebreaker shuttle tankers of sufficient size to enable the desired export levels to be maintained.

Faced with Arctic operating conditions and an extremely sensitive Arctic environment, specialised loading systems were installed on both the export terminal at Varandey and the SCF vessels. These systems were designed to operate within zero spills and incidents.

SCF's Arctic shuttle tankers used to ship oil year-round from Varandey, incorporate the most advanced and unique technical features. These include a capability to break ice up to 1.5 m thick without icebreaker assistance and the ability to operate in temperatures down to minus 40 deg C. The ships have an iceenhanced hull structure, designed in accordance with LU6 (1A Super) ice-class, under the classification of the RS. The tankers each have two Azipod propulsion units, with a total power output equivalent to 20 MW, a dynamic positioning system for use in ice and a helicopter pad.

This export system makes it possible to transport large quantities of oil to/from Polar regions, using a new Russian transportation corridor that enables exports of oil at a minimum cost. The transport infrastructure preserves the quality of the oil, incorporates multiple environmental safeguards and uses the shortest sea route to European and North American export markets.

The new Varandey oil export facility became fully operational on 9th June 2008 when SCF's Vasily Dinkov began her maiden voyage bound for Come by Chance in Canada. Vasily Dinkov and Kapitan Gotsky made 30 voyages from Varandey last year transporting more than 2 mill tonnes of crude oil.

Sovcomflot invested \$450 mill in the construction of the three new 70,000 dwt icebreaking Arctic shuttle tankers. This was in addition to the multi-billion dollar investment by Naryanmarneftegas and its shareholders Lukoil and ConocoPhillips, in the upstream development of the Yuzhno Khylichuyu oilfield in the Timan-Pechora oil basin and the transport infrastructure at Port Varandey, on the Barents Sea coast.

Prirazlomnoye background

Located in the Barents Sea off Northern Russia, Prirazlomnoye is an offshore oil field. In 2005, Gazprom, SCF and Sevmorneftegaz agreed to co-operate to provide the transportation to enable seaborne exports from Prirazlomnoye to start in 2011.

SCF subsequently concluded two 25 year timecharters with Sevmorneftegaz. This provides for the transportation oil from the Prirazlomnoye offshore field to the transshipment point in Murmansk, or directly to oil refineries in Northern Europe. It is anticipated that the maximum annual volume of oil shipments will amount to 6.5 mill tonnes.

To serve Prirazlomnoye, SCF ordered two 70,000 dwt double acting Arctic shuttle tankers from the Admiralty Shipyard in Russia - Mikhail Ulyanov and Kirill Lavrov. The vessels are due for delivery in 2009/10.. It is also the first time a Russian yard has incorporated ABB's Azipod propulsion system.

Each vessel will be equipped with two 8.5 MW Azipod units enabling them to operate at 3 knots in first year ice of up to 1.2 m thick. The vessels have a length overall of 259 m, a moulded breadth of 34 m and a draft of 14 m. They are being built to dual classification standards (RS and Lloyd's Register, including the notation LU6 1A Super ice class).

Sakhalin II background

Sakhalin II is the world's largest integrated oil and gas project and is being constructed from new in Sakhalin Island, located in the subArctic region of Russia's Far East.

The project is backed by Gazprom, Shell, Mitsui and Mitsubishi and incorporates Russia's first LNG plant and associated export facilities. In 2004, a Japanese-Russian consortium was established by NYK and SCF to ship LNG from the Prigorodnoye terminal, near Yuzhno-Sakhalinsk in Russia, to Japan, South Korea and Baja California (Mexico).

Orders were placed with Mitsubishi Heavy Industries for two ice class LNGCs fitted with four Moss-type spherical tanks, providing a total cargo capacity of 145,000 cu m. The vessels, Grand Elena and Grand Aniva were delivered in October 2007 and January 2008 respectively and they began exporting LNG from Sakhalin II in 2009. They are each engaged on 20 year timecharters. The vessels are the most technologically advanced within the SCF fleet and are among only a few vessels of a similar specification and capability in the world.

Each vessel is of 123,000 gt, 36,900 nrt and 71,200 dwt. Their LOA is 288 m, moulded breadth 49 m, depth 26.8 m and their draught is 11.5 m. They are each powered by a steam turbine generating 23,600 kW, enabling a service speed of 19.5 knots to be maintained. LNG 'boil-off-gas' will be used as a primary fuel source.

They are classified ice class 1C and can operate in broken ice of up to 40 cm thick. The bridge of each vessel is fully enclosed, making navigation easier for their crews in conditions where outdoor temperatures of minus 25 deg C are experienced. Their cargo tanks have been constructed using several aluminium layers, insulated with polyurethane.

Meanwhile, an air bubbling system has been fitted to the side water ballast tanks and forward ballast tank of each ship. This facilitates safe ballasting operations in severe cold weather conditions.

A special paint, specifically developed for ships operating in sea ice, has been applied to the outside shell surface of each vessel, from one metre below the light ballast waterline to the scantling draft. This is designed to meet the challenges of operating in extreme low temperature conditions, to resist severe ice abrasion on the vessels' hulls and to help avoid ice adhesion.



Timofey Guzhenko is the last of a trio of Arctic shuttle tankers and has been fitted with a unique ice load monitoring system.

Timofey Guzhenko background

The third Varandey shuttle, Timofey Guzhenko, is a Panamax icebreaking Arctic shuttle tanker, owned and operated by SCF. She entered service in February 2009 and operates on timecharter to Naryanmarneftegas, a Lukoil-ConocoPhillips joint venture concern.

Using many technologically advanced design features, like her two sisters she provides a year-round crude oil shuttle tanker service from Varandey, within the Arctic Circle, to Murmansk.

Timofey Guzhenko was the last in a series of three vessels of the same class to be delivered to SCF, by Samsung. She was named after a former Merchant Navy Minister of the USSR who was also one of Sovcomflot's founders, and in 1977 led the first ever surface ship expedition to reach the North Pole, on board the icebreaker Arctica.

Her home port is St Petersburg and she is registered with the Russian International Shipping Register. Technical and commercial management is provided by Unicom Management Services, a member of the SCF group, based in Limassol.

Timofey Guzhenko is an advanced design crude oil Arctic shuttle tanker of 70,000 dwt, classified to Ice Class 1A Super (Russian ARC6). Her length overall is 257 m, moulded breadth 34 m, depth 21 m and loaded draft is 14 m. Two Azipod propulsion units deliver a total power output equivalent to 20 MW. This gives a service speed of 16 knots in open water.

Her ice-strengthened double hull enables ice of up to 1.5 m thick to be broken, at a speed of two knots. As a double acting tanker, she has a particularly effective icebreaking capacity - whether moving ahead or astern.

This design reduces manoeuvring time and improves the safety of the vessel in ice. Her hull is covered with a special hardened coating, which meets the challenges of operating at extreme low temperatures while avoiding severe ice abrasion and adhesion.

Timofey Guzhenko has a unique ice load monitoring system installed to facilitate her safe operation and to collect and measure data on ice loads in the area of the vessels' operations as part of a pioneering international research project performed by SCF together with ABS, ConocoPhillips and Samsung.

Other features were incorporated to help the vessel operate in sub-zero temperatures down to minus 40 deg C. These include a fullyenclosed navigating bridge and winterisation systems that allow her anchors, cargo bow loading, sea-chests, lifeboat and upper deck to function in sub-zero conditions. She also has a steam heating system, to enable safe ballasting in frozen waters and is equipped with a helicopter pad. Meanwhile, her 28 crew members benefit from special thermal insulation to their cabins.

Timofey Guzhenko meets all the relevant international requirements for safe navigation and for the protection of the marine environment. She was built in compliance with the requirements of the RS and ABS.

TankerOperators

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InterManager joins armed guard debate

(Sep 15 2011)

InterManager has launched a campaign to allow owners and third party managers to choose whether to employ armed guards on board ships they manage.

The InterManager campaign, which has received more than 90% support from its members, proposes to lobby flag states and charterers (operators) to review their rules relating to armed guards on board ship.

Any decision taken to provide armed guards should be based on a robust risk assessment of each vessel and its transit and should be in accordance with the guidance set out in Best Management Practices 4 (BMP4) – the recently produced IMO guidelines on the employment of armed guards - InterManager said.

Such decisions should be unhindered by restrictive flag state legislation or charterparty agreements, the organisation stressed.

Pressure for greater protection of ships transiting danger areas such as the Gulf of Aden and the NW Indian Ocean has grown following concerns over the effectiveness of naval operations in the area.

Notwithstanding the efforts of the international community's naval forces deployed in the area since 2008, more than 3,500 seafarers have been taken hostage by pirates with around 60 dying as a result of their captivity.

InterManager, whose members include shipmanagers as well as crew managers, is keen to give all support possible to protect its seafarers from the mental and physical torture, degrading treatment, food deprivation and dehydration, that those held hostage suffer.

The organisation said that the shipping industry needs to work closer with those flag administrations, oil majors and charterers who prohibit owners from protecting their assets in the manner to which they believe they should be protected.

The current situation creates a disparity between those companies free to involve armed private security and those who are prevented from utilising this option, so increasing unnecessary risk for their crews, InterManager claimed.

Alastair Evitt, InterManager president, said: "At the end of the day, it is the welfare of our crew members and their families that is at stake and there can never be too many initiatives running in parallel to address this disgraceful situation.

"Pirates are demanding increasingly larger ransoms as a result of which many ships are being held hostage for longer periods while owners attempt to negotiate deals. This can inevitably cause more personal stress to those captured and their families.

"InterManager believes the shipmanagement sector has to utilise all tools available to it to stop ships being hijacked. Statistics to date demonstrate that no ship carrying armed guards has been captured," he said.

The Ministry of Shipping has issued Guidelines regarding deployment of armed guards in Indian Merchant Ships as a part of the various steps undertaken by the Government to combat the piracy in Gulf of Aden.

The Ministry considered the fact that about 35% of the ship transiting in these waters deploy armed security guards and that the pirates generally don't attack ships with armed guards on board.

The Guidelines have accordingly been issued by the Ministry of Shipping in consultation with DG (Shipping), MEA, MoD, MHA, D/o Revenue (CBEC), Indian Navy & Coast Guard. As per these guidelines the ship owners are allowed to engage Private Maritime Security Companies (PMSC), who are properly selected and vetted. All Indian ships visiting Indian ports are to furnish details of security personnel on board, the fire-arms carried by them and the details of license issued etc. to the Port authority, Customs, Coast Guard & the Navy. Foreign merchant vessels visiting Indian ports with security guards are also required to follow similar procedure

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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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Pour un rocher sur la Méditerranée



Le "combat de M. l'Amiral", c'est sous ce nom que nombre d'officiers mentionnent alors la bataille de Velez-Malaga dans leurs états de service. Dernière grande bataille navale du règne de Louis XIV, ce fut une véritable bataille d'escadre, pour la possession du rocher de Gibraltar.

La mort du roi Charles II d'Espagne fin 1700 - et l'arrivée à sa suite de Charles V, petit-fils de Louis XIV - marque le début de la guerre de Succession d'Espagne. Tandis que la France assiste l'Espagne pour rapatrier les trésors d'Amérique, l'Angleterre s'allie aux Hollandais. Ils disputent à la France l'hégémonie de l'Europe et tentent d'imposer l'archiduc Habsbourg sur le trône espagnol. La guerre approche dans un contexte naval difficile. Colbert est mort depuis 1683, ainsi que tous les grands marins du siècle. Privé de son grand ministre et de ses meilleurs officiers généraux, le roi ne croit plus en sa marine comme au début de son règne. Colbert et son fils après lui ont porté la flotte française à son apogée : 120 vaisseaux en 1690, chiffre qui ne sera égalé que sous Louis XVI, lors de la guerre d'Indépendance américaine. Mais la marine coûte cher. Et, en 1701, lorsque s'ouvre la guerre de Succession d'Espagne, le roi est hésitant. Guerre d'escadre ou guerre de course ? La guerre d'escadre est coûteuse, et le plus illustre des corsaires français, Jean Bart, est mort. Comme au début de la guerre de la Ligue d'Augsbourg, le roi opte pour la première. En 1704, Louis XIV réunit une armada considérable pour combattre les Anglo-Hollandais mais, au départ, sans avoir d'objectif bien précis. Cette escadre, il la confie à son fils Toulouse.

Le premier amiral de France au combat

Louis-Alexandre de Bourbon, comte de Toulouse, troisième fils de Louis XIV et de Mme de Montespan, légitimé en 1681, a succédé, à l'âge de cinq ans, à son demi-frère, le comte de Vermandois, en l'Amirauté de France, une charge rétablie en 1669. Gouverneur et amiral de Bretagne, Toulouse deviendra, à la mort de son père, membre du conseil de Régence et surtout chef du conseil de marine. Un homme l'avait consciencieusement préparé à cette tâche : Henri du Trousset de Valincour, grand amirateur de Richelieu et collaborateur de Colbert, puis de Seignelay. Homme de très

grande culture, admiré de Saint-Simon et ami intime de Racine qu'il remplaça à l'Académie française, historiographe du roi et auteur en grande partie de la Grande Ordonnance de 1689 qui régit la marine, Valincour a aussi écrit nombre d'ouvrages, certains composés à l'usage de Toulouse, et un fameux Mémoire sur la marine de France de 1725.

Toulouse s'applique. Il essaie "d'apprendre la marine" grâce aux mémoires rédigés à sa demande par le lieutenant général des armées navales et grâce donc au secrétaire de ses commandements, Valincour. Il est loin toutefois d'être un grand marin, il ne servit d'ailleurs que quatre fois à la mer et toujours en Méditerranée. Velez-Malaga est un événement marquant du fait de la présence à bord du comte de Toulouse. En effet, en un peu plus d'un siècle, c'est la seule et unique fois qu'un amiral de France participe à un combat en mer, certains ne sont même jamais montés à bord d'un vaisseau. Aussi, tout le corps de la marine française a voulu participer à cette campagne afin de "faire sa cour" au jeune comte de Toulouse, donc au vieux roi. À Velez-Malaga, la tâche de Toulouse, marin appliqué mais marin d'occasion, est d'autant plus difficile que face à lui sert un amiral de grande réputation : sir George Rooke, celui-là même qui, deux ans plus tôt, avait écrasé les 17 vaisseaux de Château-Renault à Vigo.

Rassemblement en Méditerranée



Au printemps 1704, le comte de Toulouse rassemble à Brest 26 vaisseaux du Ponant. Cette flotte appareille le 14 mai pour gagner Toulon. Il s'agit de l'une des nombreuses campagnes de jonction pratiquées sous l'Ancien Régime. Toulouse croise un certain temps au large de l'Espagne. Arrivé à Cadix, il y apprend que les Anglo-Hollandais ont "paru dans la Méditerranée". Villette-Mursay fanfaronne quelque peu en écrivant dans ses Mémoires : "Cela ne nous empêcha pas d'y entrer". En Méditerranée, Toulouse met sous ses ordres 6 nouveaux vaisseaux de 66 canons chacun. Là, il est informé de l'importance de la flotte adverse. "Elle était plus forte que la nôtre de 13 ou 14 vaisseaux", écrit encore Villette-Mursay. Et peu de temps après, Toulouse voit lui aussi la flotte de Rooke "entre Minorque et la Sardaigne". À Barcelone, Toulouse apprend que Gibraltar vient d'être prise par Rooke, le 4 août précédent. Son neveu

Philippe V lui enjoint de reprendre le rocher. Toulouse fait alors route jusqu'à Toulon, poursuivi par Rooke. Mais à la "vue des terres de Provence", ce dernier abandonne la poursuite et Toulouse peut tranquillement joindre son escadre à celle du Levant qui y était en cours d'armement. Toute la fine fleur de la marine française est venue de Rochefort, Brest et Toulon : d'Estrées, fils et petit-fils de maréchaux de France, futur maréchal lui aussi ; Villette-Mursay, cousin germain de M^e de Maintenon ; Ducasse, illustre corsaire nantais, ancien flibustier qui a pratiqué la traite négrière et qui s'est illustré lors du sac de Carthagène-des-Indes en 1697. Sont aussi à bord : Coëtlogon, illustre marin breton, homme intègre et doué, également futur maréchal de France; Pointis, compagnon de Ducasse lors du sac de Carthagène ; ou encore les cousins germaines du grand Colbert. Il faut y ajouter le protégé de Mme de Maintenon, le marquis d'O, ainsi que les chevaliers de l'ordre de Malte. Velez-Malaga est de toutes les batailles du règne, la plus mondaine, car on y trouve ce que Saint-Simon nomme généralement "l'élixir de la Cour"... En tout 50 vaisseaux, 24 galères dont 5 espagnoles, 8 frégates, 9 brûlots et 2 flûtes. Une puissance de feu de 3 522 canons. 24 275 hommes embarqués se préparent pour le combat de M. l'Amiral.



Plus de 100 vaisseaux réunis dans l'une des plus grandes batailles en ligne de l'histoire navale.

"Une des plus dures batailles que j'ai jamais vues."

Le 23 août, les ennemis se préparent au combat. Côté français, Villette-Mursay écrit : "On mit en délibération, devant Barcelone, si l'on irait chercher leur escadre pour la combattre (l'escadre ennemie). J'avais été d'avis qu'on fît de l'eau auparavant et qu'on ne s'engageât point dans un combat qu'on ne fût en état, ou de faire la retraite, ou de suivre la victoire. Le maréchal de Coeuvres (c'est-à-dire d'Estrées fils) dit qu'il ne fallait point examiner si tous les vaisseaux avaient de l'eau et qu'il suffisait qu'ils devaient tous en avoir. Je cessai de parler parce que je ne fus pas écouté ; mais ayant perdu beaucoup de belles ayguades à la côte d'Espagne, nous fûmes contraints d'aller faire de l'eau à Velez-Malaga, ce qui donna occasion aux ennemis d'avoir le vent sur nous et nous empêcha de suivre la victoire jusqu'à Gibraltar que les ennemis avaient pris depuis peu parce qu'ils avaient trouvé cette ville entièrement dépourvue, quoique très importante". Le combat commence le 24 août, à 8 heures du matin. C'est un combat de ligne, étiré sur une longueur de 3 lieues. Rooke a la supériorité du nombre : 53 vaisseaux contre 50 plus 9 à 12 autres bâtiments. Villette-Mursay insiste sur le fait "que les Anglais et les Hollandais -ensemble - faisaient 62 bâtiments"; mais il ne s'agit que de 53 vaisseaux, le reste étant constitué par la traditionnelle "poussière navale", notamment des galiotes à bombes. En fait, les forces sont équilibrées : 3 614 canons contre 3 522, soit une centaine de canons supplémentaires, et 22 453 hommes, soit 1 800 combattants, de moins que les Français. À l'avant-garde : Villette-Mursay combat Schowell. À l'arrière-garde : le marquis de Langeron est aux prises avec les Hollandais. Au centre, le corps de bataille commandé par Toulouse affronte celui de Rooke. Villette-Mursay, à la fois acteur et narrateur de la bataille, se souvient : "Les deux avant-gardes combattirent de fort près; les deux corps de bataille à une distance raisonnable, et les arrière-gardes combattirent de plus loin". Il ajoute : "Les galères de France, d'Espagne et d'Italie étaient en seconde ligne, sous le vent des vaisseaux"... "Elles nous aidèrent le jour du combat à nous élever au vent. Elles n'eurent point d'autre usage". Au centre, Toulouse a démâté le vaisseau de Rooke. "Le combat finit par une bombe qui tomba sur le Fier que je montais... Schowell prit ce temps-là pour faire sa retraite. On tira encore quelque temps au corps de bataille, mais peu à peu le feu se ralentit ; il dura un peu plus longtemps à l'arrière-garde. Le combat fut fort sanglant". Les Français ont tiré 102 886 coups de canon et déplorent 1 585 morts. Parmi les capitaines et "gens de mérite" : 163 blessés et tués dont Relingue, second du comte de Toulouse, le bailli de Lorraine, second de l'amiral, Belle-Isle-Erard...



Sir George Rooke, célèbre amiral anglais, né roturier et anobli par le roi après l'écrasante victoire de La Hougue sur la flotte française en 1692.



Profitant de la confusion en ce début de guerre de Succession d'Espagne, l'amiral anglais Rooke s'empare de Gibraltar.

Le soir du 24 août, à 10 h, Rooke abandonne le champ de bataille et se retire à 3 ou 4 lieues de l'escadre française puis sur les côtes de Barbarie. Les Anglais perdent 2 325 hommes. Le vaisseau-amiral hollandais a sauté et coulé. Ils ont 700 morts. Les pertes de la journée s'élèvent en tout entre 4 000 et 5 000 hommes. "C'est une des plus dures batailles que j'ai jamais vues", écrit Rooke. Pourtant, aucun navire n'a été capturé ou

détruit, ni du côté français, ni du côté anglais.

Cette bataille, de par son enjeu, mais surtout de par la qualité des officiers qui y prirent part, eut un retentissement considérable, dans les ports mais aussi et surtout à la Cour. Retentissement dont rendent bien compte la Gazette de France, nombre de Mémoires (dont ceux de Saint-Simon) et quantité de correspondances. Avoir combattu au "combat de M. l'Amiral" en 1704 resta un symbole dans les états de service des officiers de vaisseau français jusque dans les années 1750-1760.

Cette bataille a été regardée comme une victoire en France, victoire au point qu'on a chanté partout des Te Deum alors que l'amiral anglais Rooke, de retour à Londres, a vu sa carrière connaître une semi-disgrâce à l'issue du combat. Toulouse pouvait-il faire mieux ? On l'a prétendu. Le 26, le jeune amiral envisage de reprendre le combat, mais le marquis d'O qui lui sert de "mentor" et en qui le roi et M^{me} de Maintenon avaient mis toute leur confiance, s'y opposa. Bref, "on fit un grand détachement pour Gibraltar mais tout fut inutile. Les Anglais avaient pourvu cette place de toutes les choses nécessaires. M. de Villadarias employa mal ce qu'il avait demandé pour faire ce siège". Et Gibraltar demeura anglais.

L'IMPRENABLE

Convoité par tous et de tout temps. Gibraltar a été successivement occupé par les Grecs, les Romains, puis les Goths. En l'an 711. le rocher que les Romains avaient nommé Calpé tombe aux mains de l'armée des Maures, menée par Tariq-ibn-Zeyad qui laisse sa marque sur le rocher. "Gibraltar" vient de l'expression "Djabal-Al-Tariq" (la montagne de Tariq). Durant les 6 siècles d'occupation maure qui suivent. la première ville de Gibraltar s'élève sur le flanc ouest du rocher qui ne revient dans le giron hispanique qu'en 1462. Pour peu de temps puisque les Anglais s'en emparent 42 ans plus tard lors de la guerre de Succession d'Espagne. Le traité d'Utrecht en fait une possession de la couronne britannique 'pour toujours': C'est à l'aube du XX^e siècle que le rocher entre dans une importante période d'expansion économique et devient un port naval moderne, une place stratégique pour la maîtrise du détroit.

Place forte clé des campagnes anti-sous-marines durant la Seconde Guerre mondiale, le visage de Gibraltar en est transformé. Après l'évacuation des civils, les jardins et aires de jeu deviennent des pistes aériennes tandis que des tunnels courent sous le rocher. Après la guerre. la population ré-

clame une plus grande indépendance quant à la gestion des problèmes Locaux. Elle dispose aujour'd'hui d'une constitution propre et d'instances législatives.

Malgré les tentatives de l'Espagne de reprendre la souveraineté du rocher, dont 2 fois par la force au XVIII' siècle et un blocus en 1969. Gibraltar reste aux mains des Anglais.

D'après A brief history of Gibraltar, par Tommy Fintayson — www.gibraltar.gi

Cols bleus n° 2652 par Michel Vergé-Franceschi

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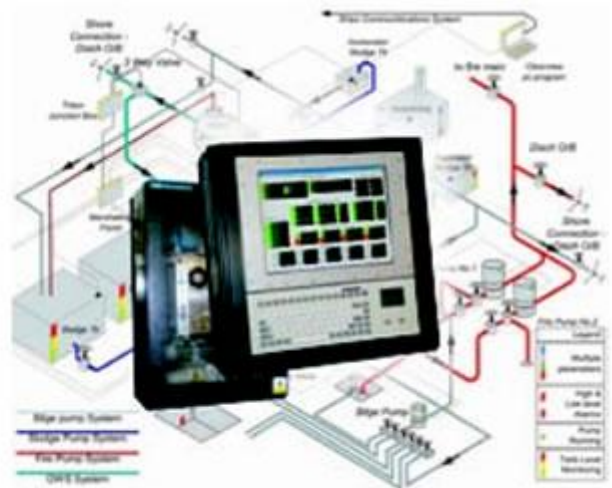
US favours PSM's oily water monitoring system

UK-based shipboard instrumentation manufacturer and supplier PSM Instrumentation has launched two new products – a monitor and logger for oily water and bilge water discharge, plus a digital level, pressure and temperature transmitter.

About a year ago, Danish concern, Clipper Marine Services, was fined around \$15 mill by the US courts for an illegal discharge of oily water from one of its tankers. However, following negotiations with the US Attorney's Office, the company was offered mitigation to the tune of \$10 mill if a state of the art monitoring system was installed.



Screenshot of ClearView with schematic.



The company commissioned PSM to find a practical solution to the problem, together with Transas who tracked the data but did not have a monitoring system. The proviso was that the solution would be fully acceptable to the US Coast Guard (USCG).

PSM designed a system that took a different approach to the more obvious choice of padlocking the valves and logging the primary signals. As a result, the company produced and patented – ClearView – which is claimed to be a tamper proof monitor and logger that fully supports the Oil Record Book.

ClearView became the first USCG recommended device to be fitted on board commercial vessels. PSM also claimed that it was the most comprehensive solution to emerge on the market ahead of almost certain regulation.

The few products previously available only monitor and log a small number of signals relevant to the proprietary main equipment, such as the separator system, or the PPM monitor, PSM said. The company claimed that its system goes much further by monitoring and comparing a wider range of parameters, such as bilge wells, bilge holding tanks, sludge and sludge separator tanks, dirty oil tanks and the incinerator status and operation.

A D+ satellite link forms part of the system meaning all parameters are recorded with a UTC and GPS stamp. ClearView can also automatically ring fence owner/operator selected areas, disabling the discharge valve within territory limits and 'no go' zones.

PSM warned that unless all inter-related functions are prepared and recorded using this method to provide a complete audit trail of oily water/bilge, it will always be possible for those using 'magic pipes' to bypass the system. By continuously collecting and processing data from all elements, a pattern of good practice is inviolately logged, similar to a voyage data recorder (VDR). Data can be held for several years and may be printed out in a fully trended profile for the Oil Record Book.

In June this year, the EU followed the USCG's lead by voting to criminalise pollution offences. In another move to control oily waste discharge, 2009 has seen more than 18 countries sign up to the Paris MOU (Port State Control) protocol to emphatically enforce MARPOL pollution regulations through PSC inspections.

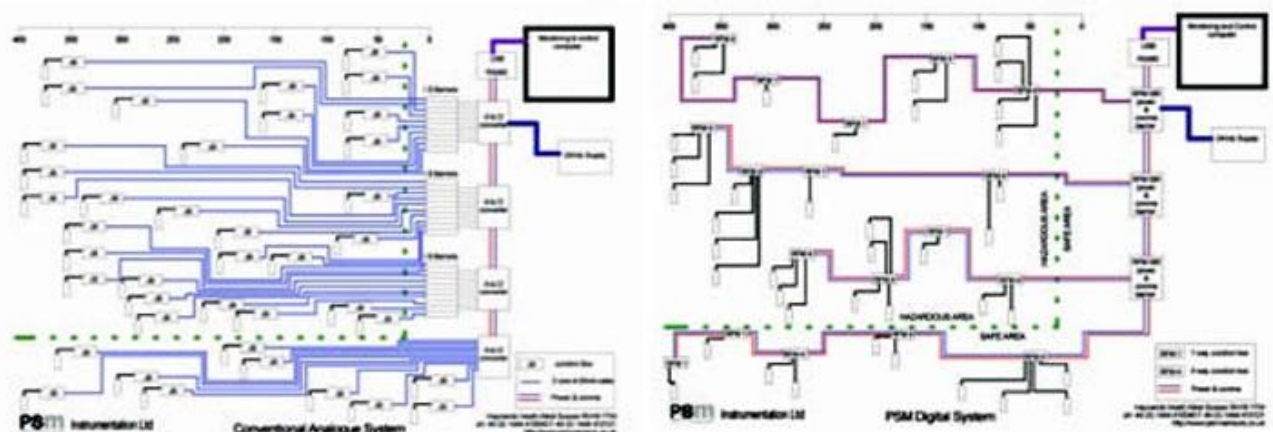
Although the Paris MOU's intention is that any logging device fitted is purely there to rigorously police the operation, PSM said that ClearView provides seafarers with a more helpful and supportive watchkeeper, as they have a continuous overview of the entire bilge, separator, incinerator and discharge process. This in turn gives the possibility of alerting the officer on watch on the bridge by using alarm systems and advanced warnings, indicating irregularities, or illogical conditions, as well as equipment or critical failures.

PSM also claimed that a major selling point was ClearView's ability to automatically transmit information. It can be used as a standalone device, or it can also be set to transmit to a remote location via D+, or GSM for coastal vessels, providing operators realtime warnings of critical alarms, or inappropriate system operation. All routine logs can be transmitted through the vessels' regular satcoms link by which an owner/operator, or PSC inspector, can review all the historical data regarding the system's activity.

Thus far, ClearView has been installed on three of the Danish operator's vessels with another two to come shortly.

Digital intelligence

PSM is also a major supplier of tank level gauging equipment. To cut installation costs and to service the increasing need for accurate and reliable data on board, the company has introduced a digital pressure and temperature transmitter - iCT - to replace the more traditional analogue



Analogue tank level gauging versus the digital version.

version.

Through larger volume production methods, quality sensors have become relatively inexpensive. However, the cost of installation cabling and commissioning of a level gauging system, either on a newbuilding, or a retrofit, often exceeds the cost of the actual equipment, the company said.

The new iCT transmitters have an advanced signal processing and communication capacity. PSM claimed that by using digital transmitters, over 80% of the installation costs can be saved, even on

smaller vessels. This can easily equate to 15,000 m of cabling in a larger vessel. Another advantage of the digital system is that the sensors can be configured and commissioned from a remote location, such as a laptop.

iCT is ATEX approved and its lower power requirement means that up to 127 transmitters can be protected by a single safety barrier in hazardous conditions, PSM claimed. This equates to another cost saving, as the conventional method requires a safety barrier to be attached to each sensor.

Other devices, such as radar gauges can be integrated into PSM's communications network using the ATEX approved interface modules. The entire system is addressed and monitored using industry standard MODBUS RTU.

Of particular benefit to owners and operators of oil and products tankers who need to replace existing equipment is that a cargo gauging system can be provided with far less deck components and by using a much more simplified installation process, PSM claimed.

Complimenting the iCT intelligent networks are a wide range of display, data acquisition, alarm and monitoring stations tailored to suit a vessel's needs. The new sensors have achieved marine type approval, as well as ATEX certification for installation in hazardous areas.

Tanker Operators Aug / Sept 2010

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Best practice sampling vital as scrutiny heightens

Bunker sampling is not only essential for monitoring the quality of fuels and protecting critical equipment and machinery, it is also imperative for regulatory compliance and dispute resolution.

In this article, Matthias Winkler, managing director of Kittiwake GmbH, outlines sampling procedures and best practice, as the debate over bunker sampling has remained high on the agenda for the tanker industry in recent months.



The requirement for ships to carry a MARPOL sample, the operational downsides of using low quality fuel and the commercial consequences of a bunker dispute have all placed renewed emphasis on the need for best practice. The North P&I Club and the Standard P&I Club have highlighted the importance of sampling. In its October 2010 Safety Bulletin, Standard noted the number of claims that has arisen as a result of lower quality bunkers and the difficulty of defending claims without sampling. North has also pointed to disputes where the

only available sample was the mandatory IMO MARPOL sample. If illustration were needed, this makes clear the need to draw sufficient samples.

The main reason for taking fuel samples is to prove to port state control authorities that the sulphur content does not exceed the limits set by the revised MARPOL Annex VI. A trustworthy sample is also central to reliable lab and on board testing. The costs of lower quality fuel can be very severe, including the risk of serious engine damage. It is of little wonder that many operators undertake on board testing for operational, as well as regulatory, reasons.

There are varying sets of guidelines that offer differing advice on how to draw a sample, leaving the correct procedure open to interpretation, but the IMO's revised guidelines on how to collect the MARPOL sample are the best starting point. These state that a sample "should be obtained at the receiving ship's inlet bunker manifold and should be drawn continuously throughout the bunker delivery period."

As the point of custody transfer is where the fuel effectively leaves the bunker supplier's domain and enters that of the bunker buyer, this makes a lot of sense. This is supported by DNV Petroleum Services (DNVPS), which reports a strong correlation between samples obtained during delivery and samples drawn after delivery. Indeed, many in the bunker industry do provide commercial and MARPOL samples that are taken at the barge manifold.

The problem with this is that although both parties sign for the sealed sample, in most cases no one from the ship has physically witnessed it being drawn. Thus, vessels' personnel may be accepting a sample of unproven origin, potentially drawn at the wrong location. This has led proactive shipoperators to take matters in hand by taking the sample themselves.

Guidelines available

There are several sets of guidelines offering advice on how to physically draw a sample, which are open to interpretation. To avoid mistakes, suppliers of sampling equipment, such as Kittiwake's Bunker Sampling Storage Systems, provide abridged versions with instructions and advice, making it much easier for the crew to sample correctly.

In order to ensure a good sample that is representative of the whole delivery, the fuel needs to be sampled directly from the fuel line during the full course of the delivery. A good sample amount is



around one part per million of the fuel being delivered. The sampling device chosen will be influenced by the number of samples required, the technical level of staff and the budget.

With manual drip-type samplers, the sample is taken into a large 'cubitainer', which is attached to the sampler in the presence of the supplier (where possible), locked onto the sampler and sealed with a serial numbered, tamper evident seal.

When delivery is complete, the cubitainer is shaken to thoroughly mix the sample. A portion is poured into a sample bottle, then sealed with serial numbered, tamper evident

caps and labelled with compliant labels. The remaining sample is divided between three commercial sample bottles: one for the supplier, one to remain on board and one for lab testing.

It is important that this process takes place in the presence of both supplier and customer, if possible. Both parties can then sign the delivery note to accept that the sample is representative. If a dispute occurs, this audit trail is vital.

Annex VI stipulates that the MARPOL sample must be retained "under the ship's control" for a minimum of 12 months, but again there is a question of interpretation. The US Coast Guard interprets this as keeping the samples physically on board, whereas other agencies accept that samples may need to be sent ashore, as long as they can be produced on request. For international vessels, it is advisable to follow the strictest interpretation of the regulation.

It is also critical that only one MARPOL sample is kept per bunker delivery. If a PSC inspector found more than one, he or she would probably conclude that the ship's crew did not understand the regulations and might detain the ship for further investigations.

As environmental scrutiny intensifies and regulations tighten, it makes good commercial sense to follow sampling guidelines that are designed to achieve compliance and avoid mistakes. After all, getting it right makes the difference between complying with the regulations and simply wasting time and money.

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Bilge water treatment - centrifugal or gravity separation?

Discharge of bilge water with an oil content of above 15 ppm into the sea, less in sensitive waters, is strictly prohibited by international law and subject to heavy fines.

As a result, all ships must have systems to treat bilge water and, to eliminate inefficient solutions, the equipment must be tested and type approved according to MEPC 107(49).

"Strangely, once installed on board, certain systems fail to perform as well as they did during the certification testing. Why is this? Also when there are low cost, approved bilge water treatment systems on the market, why do some ship owners invest in higher priced technology?" Asks Alfa Laval.

First, it is worth looking at the whole picture. Bilge Water is difficult to define. Fifty years ago, bilge water was mainly composed of diesel oil and water. Now it can be a mixture of water, fuel oil, lube oil, hydraulic oil, detergents, oil additives, chemicals, catalytic fines, soot and other solid particles (sludge). Today, bilge water is a three-phase separation task with sludge as the third component.

The marine sector uses large amounts of chemicals for cleaning, service and maintenance activities in the engine room and many of these products are surfactant-based. As such, these chemicals contribute to the formation of suspensions and emulsions that are difficult to break in a ship's bilge water system.

An emulsion is a mixture of oil and water, where small oil droplets are dispersed in the continuous water phase. The formation of stable emulsions can compromise separation efficiency and this becomes a challenge when an emulsion is stabilised by surfactants and particles.

Current MARPOL legislation stipulates that separated bilge water containing 15 ppm or below oil in water can be discharged into international waters.

Some national, regional and local authorities have more stringent regulations. For instance, in the US and in the Baltic and North Seas, disposal of treated bilge water is only permitted at least 12 nautical miles from shore.

Future legislation is expected to be even more stringent, requiring levels of oil in water to be reduced to 5 ppm (Great Lakes is already 5 ppm) for discharge at sea and to zero-discharge in sensitive waters.

Detection methods used by government agencies and other authorities are becoming more effective and now include both aerial as well as satellite detection of oil spills in the oceans.

Separator type approval

Prior to 1st January , 2005, IMO resolution MEPC.60 (33), which specified how to type approve equipment used on board ships, required bilge water separators to be tested with a mixture of only oil and water.

Today's IMO regulation, resolution MEPC.107 (49), effective from that date, specifies that, in addition to the removal of oil from bilge water, bilge water separators must be tested with a stable emulsion (including fine particles and a surfactant chemical). Also, bilge water treatment systems must include an oil-in-water monitor with a recording function for date, time, oil ppm alarm and operating status. The recording of the operation must be stored for 18 months.

Traditional technologies

There are a number of less effective technologies in use for treating bilge water, including chemical treatment, absorption filtration, membrane filtration, conventional coalescers. All are static systems originally designed for 'batch' operation, that is, processing large volumes of bilge water during a short period of time.

Large waste and back flush volumes are normally generated by these systems. Filter elements, active carbon, and coalescence elements require replacement when saturated. In systems using flocculation chemicals, up to 25% of the treated bilge will become reject and must be landed at great expense to the operator. Maintenance is man-hour intensive and operation of these systems requires frequent supervision.

Possibly the most serious drawback of all is that these systems (except membranes) lose their efficiency at sea in rough weather conditions and when difficult emulsions are present in the bilge water, Alfa Laval said. This is because they make use of normal gravitational force, which is easily overcome by a ship's motion in rough sea. This adversely affects the treatment process.

Oil shocks also cause problems for these systems.

Static conventional systems originally designed for batch operation often fail to do the job properly in real life conditions.

So how is it possible that such systems can be type-approved according to IMO regulations? The answer lies in the testing process. It's hard to believe, but the tests are not performed under real life sea-conditions, during a more extended period of time. Why is this the case?

The equipment is tested using just one chemical while, as discussed earlier, bilge water in reality is composed of a complete cocktail of oil, different chemicals and particles in emulsified form. The duration of the emulsion test is only 2.5 hours, hardly giving the filters time to clog up or become saturated with oil and particles as they would in real life conditions.

But most surprising of all, the test is conducted ashore in stable conditions, without the pitching and rolling that occurs much of the time when a ship is at sea. According to an Alfa Laval spokesman: "If traditional static systems were to be tested with a realistic bilge water 'cocktail' under conditions simulating a rough sea state 24/7 for 20 days, they would immediately be eliminated."

Centrifugal separation

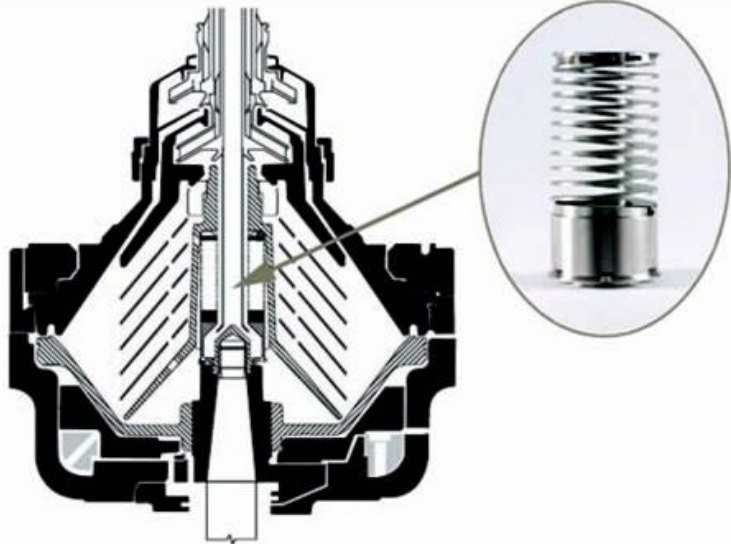
By far the most efficient technology for this application are dynamic bilge water treatment systems, utilising high speed, disc-type centrifugal separation technology.

The gravitational force of 1G used in static separation systems is multiplied many thousands of times in centrifugal systems. One typical centrifugal disc-type separator equals a conventional gravity system with a settling area of 20,000 sq m.

At the same time, the gyroscopic effect of the liquid circulating at high speed inside the separator bowl offsets the pitching and rolling motion. The result is sustained high separation efficiency. Centrifugal disc type separators have since decades demonstrated their undisputed performance in removing water and solids from diesel engine fuel and lube oils in marine industry.

Alfa Laval's answer

Of the centrifugal bilge water treatment systems on the market today, the most efficient, due to its innovative technical features, is Alfa Laval's PureBilge, the company claimed.



The patented Alfa Laval XLrator gently accelerates bilge water into the separator bowl with a minimum of shearing and foaming. This greatly improves separation efficiency by preventing the splitting of oil drops and the formation of further emulsions. This is the real key to PureBilge's superior performance, compared to other centrifugal separation based systems.

PureBilge is the only system on the market that provides a cleaning performance in real life conditions of 0-5 ppm oil content in the water without chemicals, adsorption filter or membranes, the company said. This cleaning performance is unaffected by sea heave, oil shocks or high solids loading while no back flushing is required.

With PureBilge there is no reject to pump ashore, no need to land wastes such as filter elements, coalescence elements, active carbon, or flocculation deposits and no man-hours required for operation or supervision. As centrifugal separators are standard on board vessels for fuel and lube oil cleaning the crew is already very familiar working with this type of equipment.

The company said that PureBilge offers premium separation efficiency of large volumes of oily water with the capacity to handle large amounts of solids through intermittent discharge at variable intervals.



PureBilge from Alfa Laval is the only system on the market that provides a cleaning performance in real life conditions of 0-5 ppm oil content in the water without chemicals, adsorption filter or membranes. Performance: 2.5 or 5.0 m³/hr, 5.0 or 15 ppm

Certified according to IMO resolutions, MEPC.107 (49) and USCG, the system is designed for unmanned 24/7 operation.

An all-in-one system

PureBilge is a fully automatic, all-in-one system with a pumping stage, a preheating stage and a centrifugal separation stage, with full process control and monitoring. It comprises a BWPX 307 high speed separator, a control cabinet housing an EPC 60 Bilge process controller, a valve and pipe rack and a feed pump module. A Rivertrace monitoring system has been installed within PureBilge.

In the PureBilge system a gravitational force of 6,000G generated at 8,000 rev/min is claimed to ensure an extremely particle and oil droplet separation efficiency. Furthermore, normal

coalescence of oil droplets and flocculation of particles takes place in the separation channels in the disc stack, which also enhances the efficiency, Alfa Laval said.

XLrator inlet

The company said that the real key to the system's superior performance, compared to other centrifugal separation based systems, is the XLrator laminar flow inlet device, or 'magic screw'.

The patented Alfa Laval XLrator gently accelerates bilge water into the separator bowl with a minimum of shearing and foaming.

This greatly improves separation efficiency by preventing the splitting of oil drops and the formation of further emulsions.

Newbuildings and retrofits

PureBilge is an attractive solution for newbuildings with unmanned engine rooms. The system is easy to install and saves space and costs. Fully automatic, continuous operation considerably reduces the need for large holding tank volumes.

Its compact, modular design also makes PureBilge a viable solution for existing vessels where it can operate as a stand-alone system, or as back-up for an existing bilge water treatment system. The equipment only needs a small footprint, making retrofits simple, Alfa Laval claimed.

Maintenance is also claimed to be an easy operation and should be carried out around three times per year. The cost will be around Eur1,500 per annum, Alfa Laval said.

Rigorous testing

A major ship operator – Teekay - subjected the PureBilge BWPX 307 separator to accelerated testing on board the Aframax Falster Spirit. The test was much more demanding than that stipulated in the regulations to obtain a type approval certificate. The aim was to achieve a true picture of the system's efficiency in real life compared with conventional bilge water treatment systems.

The process fluid was an impressive cocktail, simulating bilge water, comprising: 1 cu m sea water, 1 litre compressor oil, 10 litres DO, 10 litres HFO, 1 litre hydraulic oil, 1 litre corrosion inhibitor, 1 litre carbon remover, 1 litre solvent based oil cleaner, 20 litres 'mud', 5 litres rust, 50 litres main engine air cooler condensate, and 5 litres soot.

Instead of just 2.5 hours of testing on emulsions the operating time here was over a period of weeks. Also, rough seas instead of onshore conditions were an important parameter.

This cocktail was stirred by using a diaphragm pump for four hours. The effect was to emulsify the mixture thoroughly, compounding the separation problem. According to the ship operator, "the PureBilge at this very extreme test proved its capability to process bilge water down to less than 10 ppm and down to 0 ppm at normal real life operating conditions."

Questions answered

This result effectively addresses the second question posed at the beginning of this article: When there are low cost, IMO approved bilge water treatment systems on the market, why do some ship owners invest in price leading technology? There are, for instance, already more than 300 BWPX 307 centrifugal disc type bilge systems installed and operating on board vessels throughout the world.

The answer is simple. When dealing with real life operation on the high seas, conditions are not always as favourable as during onshore type approval testing. Therefore some shipowners, familiar with centrifugal separators for cleaning fuel and lubricating oil, choose to invest in centrifugal based bilge water treatment systems knowing that they are the safest, most efficient and logical approach.

By : Frank NEYTS

Coastal Shipping recently published "**Shipping of the Bosphorus**" by Chris Brooks and Simon Smith. Istanbul and the Bosphorus provides many vantage points and opportunities to photograph and observe a large number of vessels of all types at close quarters and underway. The purpose of this book is to give the reader an overall view of shipping in the area. The book is organized on a graphic basis, starting at the southern extremities of the Bosphorus, looking at vessels in the nearby harbour of Tuzla and its shipyards and anchorage. Moving on westwards from Tuzla is Pendik Harbour and anchorage at Kartal. Next is Istanbul anchorage which is situated to the south. Before proceeding northwards through the Bosphorus, Haydarpasa Harbour situated on the Asian side of the Bosphorus is visited. Vessels at Istanbul cruise terminal on the European side of the Bosphorus are also viewed. The journey northbound through the Bosphorus visits several locations where passing shipping can be photographed. Locations include Kandilli and Kanlica on the Asian side of the waterway. On the European shore Rumeli Hisari and Rumeli Kavegi are visited. This book will appeal to all ship lovers. Strongly recommended!

"**Shipping of the Bosphorus**" (ISBN 978-1-902953-53-3) is a hardback book of 80 pages. The price is £16.00, exclusive P&P. Ordering via the bookshop, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk.

Inséré le 28 oct. 2011

LOGBOEK NOUVELLES

Enlevé le 28 nov. 2011

IMO accepteert Nederlandse bewustwordingscursus als model voor internationale training van zeevarenden

Op 27 januari 2011 heeft de Internationale Maritieme Organisatie (IMO) de door Nederland ingediende cursus 'marine environmental awareness' geaccepteerd als internationale standaard (model cursus). Hiermee worden aandacht voor het zeemilieu, kennis over de effecten van de scheepvaart en bewustwording van de persoonlijke rol van zeevarenden een structureel en herkenbaar onderdeel van de opleiding van maritiem officieren. In juni 2010 heeft de IMO de herziening van de STCW Code afgerond. In deze herziene code staan de trainingseisen voor zeevarenden beschreven en wordt aandacht besteed aan kennis en bewustwording van zeevarenden. De IMO vergadering van deze week was onder andere bedoeld om de consequenties van de aanpassingen in de STCW Code te bespreken.

In Nederland wordt al sinds 1999 marine awareness training gegeven aan de studenten van zeevaartscholen. De cursussen worden verzorgd door stichting ProSea, in samenwerking met het Ministerie van Infrastructuur en Milieu, de Koninklijke Vereniging van Nederlandse Reders (KVNR) en stichting De Noordzee. Stichting ProSea is een non-profit organisatie gespecialiseerd in educatie aan professionals die op zee werken. ProSea heeft ruime ervaring met cursussen voor de Nederlandse visserijsector, zeevaartscholen in Nederland, Zweden en Denemarken en programma's voor scheepvaartbedrijven in Engeland, Griekenland en Koeweit. In opdracht van het Ministerie van Infrastructuur en Milieu heeft ProSea de model course 'marine environmental awareness' ontwikkeld en uitgetest in Nederland en de Filipijnen. Het resultaat is een uitgewerkte tweedaagse cursus, waarin op een inter-actieve manier gewerkt wordt aan het betrekken van zeevarenden bij het streven naar een duurzame scheepvaart. De modelcursus is deze week door de Nederlandse delegatie met succes bij de IMO ingediend. Hiermee wordt de aandacht voor kennis en bewustwording in de STCW Code concreet vormgegeven. Aansluitend op deze modelcursus bespreekt ProSea met de Nederlandse zeevaartscholen hoe marine environmental awareness structureel onderdeel van het programma kan worden. In samenwerking met Q-shipping en de KVNR wordt de komende

maanden via workshops aandacht besteed aan het inbedden van marine environmental awareness in management-systemen van rederijen.

Meer informatie: Stichting ProSea, directeur Erik Bogaard - erik@prosea.info , tel. 06-5324 2269

Inséré le 30 oct. 2011

LOGBOEK NOUVELLES

Enlevé le 30 nov. 2011

Piracy--Governments should do more

(Oct 7 2011)

Governments have ceded control of the Indian Ocean to pirates, the head of the ICS said.

The small deployment of naval forces to the region is like putting a band-aid on a gaping wound, ICS chairman Spyros Polemis told conference delegates earlier this week.

Polemias also controversially suggested that they would be acting differently if the many seafarers held hostage off the coast of Somalia were "Americans or Europeans" in a damning indictment of western governments.

Speaking at Maritime Cyprus conference in Limassol last Monday, Polemis told delegates: "The fundamental problem is the lack of navy ships that are committed to protecting shipping – a band aid on a gaping wound, although the navies do an excellent job under the circumstances and we commend them for this."

In a straight-talking speech Polemis said:"By their own admission, the military advise that no ship is completely safe. Sadly, one can only conclude from the current response of many governments that those thousands of seafarers that have so far been captured have simply had the wrong nationality.

"If they were all Americans or Europeans, the governments' attitude might have been somewhat different. It is really unacceptable that so many governments seem to feel that the current situation can somehow be tolerated and that a box has been ticked by making a relatively small number of navy ships available to police Somalia's waters and the entire Indian Ocean," he said.

Apologising for his "depressing" remarks he concluded: "We appreciate that governments have many competing priorities, but I am afraid that they still seem to be lacking a coherent strategy to tackle the pirates head on."

While acknowledging that adherence to Best Management Practices and the use of private armed guards can both reduce the risks of capture, Polemis said that the escalating use of armed guards represents a failure by the international community to find an effective solution to the situation and will call for an increase in military force deployed to the Indian Ocean.

"I do wish to stress that, despite acknowledging their use, private armed guards do not represent a long term solution. Rather, their use actually signifies a failure on the part of the international community – and those governments with significant military forces – to ensure the security of maritime trade on which the whole world depends. Governments don't like it when we say this, but the reality is that they have ceded control of the Indian Ocean to the pirates.

"The use of private guards does not mean that military forces are no longer needed. Far from it - they are needed more than ever and should be greatly increased in number," he stressed.

ICS is in close contact with both EUNAVFOR and NATO discussing practical solutions to the problems in the Indian Ocean, including a possible blockade of the Somali coast and tackling pirate 'motherships'.

The organisation is also in discussion with various flag states to ensure they take a coherent pan-industry approach to producing a proper framework for the use of armed guards.

Een speurtocht naar de naamsverklaring van zandbanken, geulen en andere zee-begrippen

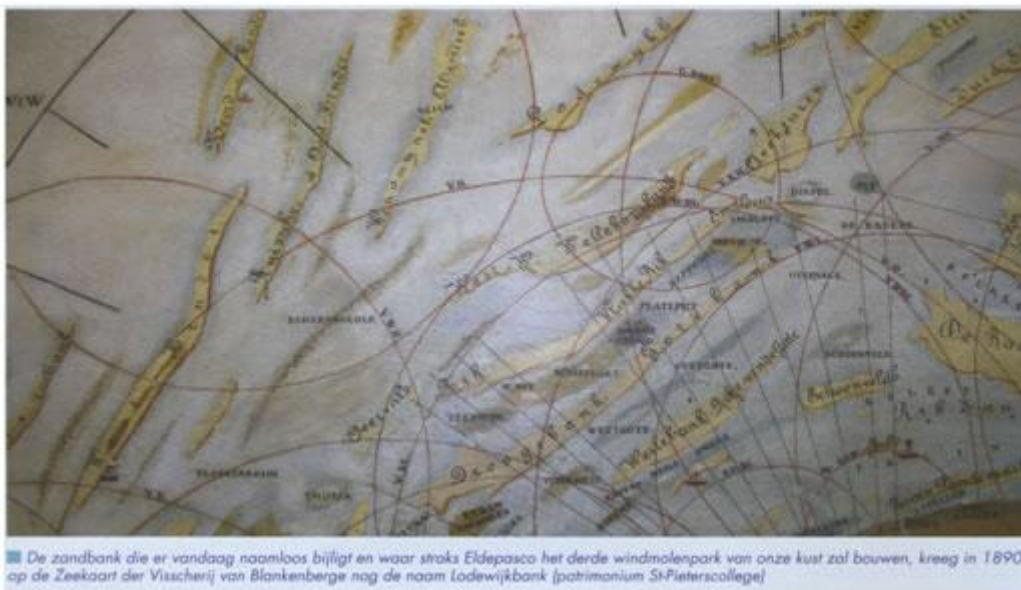
Heb je je wel eens afgevraagd waarom de zandbank 'Trapegeer' zo heet, of hoe de 'kabeljauw' aan zijn naam gekomen is? Of ben je veeleer benieuwd naar de persoon achter de 'Thorntonbank' of naar de ontstaansgeschiedenis van de maritieme term 'kraaiennest'? Geen nood, wij zochten de betekenis van de meest intrigerende zeewoorden voor je op en presenteren hieruit per editie van De Grote Rede twee termen: telkens één naam van een zandbank of geul op zee, en één niet-toponiem.

Met de hulp van een experten-team waagt De Grote Rede zich op het gladde ijs van de historische en etymologische woordverklaring en laat je meegenieten van de best professional judgment' van deze zeewoordenaars.

LODEWIJKBANK

In juli 2010 stelde de Kustwacht aan het Zeewoordenteam de vraag of Lodewijkbank gezien kan worden als een ouder toponiem voor een op de huidige zee kaarten niet benoemde ondiepte ten noorden van de Thorntonbank. Deze zandbank op 38 km uit de kust is vandaag vooral bekend als de plek waar het consortium Eldepasco vanaf 2011 het derde Belgische offshore windmolenpark zal bouwen. Tot nu toe werd hij gemakshalve Bank zonder naam genoemd. Wordt het straks opnieuw Lodewijkbank?

Een vergeten zeekaart



De naam Lodewijkbank is inderdaad een bestaand toponiem. De ondiepte die men nu in de omgangstaal Bank zonder naam noemt, is terug te vinden op de "Zee-

kaart der Visscherij van Blankenberge", tussen 1889 en 1900 opgemaakt door E.H. G. Cartier. Deze onderpastoor van de Blankenbergse Sint-Rochus parochie was de eerste directeur van de Vrije Visserijschool in dezelfde kustgemeente. De Vrije Visserijschool startte zijn activiteiten in 1890 in de lokalen van de Sint-Pietersschool in de Weststraat en bleef tot 1951 bestaan (Boterberge 2010). De prachtige, geschilderde "Zeekaart" van Cartier, vervaardigd op basis van Engelse zee kaarten, bevat heel wat intussen verdwenen toponiemen, die destijds in visserijkringen bekend en gangbaar waren. Een foto van de "Zeekaart" op klein formaat werd in de visserijschool gebruikt als didactisch middel om de leerlingen te leren hoe zich te oriënteren op zee. Ook vandaag kan de kaart, die zowel inzake vormgeving als wat de vermelding van zeetoponiemen betreft een unicum is voor de Belgische kust, nog bewonderd worden. Ze heeft de tand destijds goed doorstaan en behoort nog steeds tot het patrimonium van het St-Pieterscollege (zie foto).

Wie is Lodewijk?

De bank is genoemd naar ene Lodewijk, maar wie dat was, zal wellicht nooit met zekerheid vastgesteld kunnen worden.

De kans dat er alsnog een bron opduikt die licht werpt op deze kwestie, is zo goed als onbestaand. En aan vissers uit het begin van vorige eeuw kunnen we het helaas niet meer vragen. Het enige wat we dankzij Cartiers kaart weten, is dat de naam Lodewijkbank in diens tijd - de tweede helft van de 19de eeuw - wel degelijk in gebruik was.

Maar hoe lang bestond die naam al in de mondelinge overlevering voordat Cartier er als eerste schriftelijk melding van maakte? Is het een naam van enkele eeuwen oud, die toevallig nooit eerder werd geregistreerd, of is het een creatie uit de 19de eeuw, die een kort leven beschoren was? Over de identiteit van de bewuste Lodewijk kunnen we dan ook slechts enkele theoretische mogelijkheden opperen.

Patroonheilige der vissers?

Een eerste, weinig waarschijnlijke veronderstelling is dat het toponiem verwijst naar één van de patroonheiligen van de vissers: Lodewijk IX de Heilige. De man werd reeds op elfjarige leeftijd koning van het Franse rijk en zou dat tot aan zijn dood in 1270 blijven.

Hij stichtte onder andere de Sorbonne en ondernam twee kruistochten. Tijdens die eerste tocht werd hij gevangen genomen en pas na betaling van veel losgeld vrijgelaten. Van die tocht bracht hij de doornenkroon van Christus mee huiswaarts. Als reliekschrijn liet hij de Sainte Chapelle in Parijs bouwen, die ook vandaag nog schittert met haar 13de eeuwse gebrandschilderde glasramen. In 1297 heilig verklaard, werd Lodewijk ook patroon van de bakkers, bouwlieden, blinden, boekbinders en -drukkers, borstelbinders, kappers, hoefsmeden, kooplieden, pelgrims, tapijtwevers... en van de vissers. Op zich is het niet uitgesloten dat vissers een topografisch verschijnsel op zee noemen naar een beschermheilige, die zij bij voorbeeld met succes te hulp riepen toen schipbreuk of ander onheil dreigde. Alleen is er geen enkel bewijs dat de Heilige Lodewijk door vissers uit onze contreien als patroon werd beschouwd. In ieder geval waren Sint-Petrus en Sint-Antonius van Padua populairdere heiligen in visserskringen.

Als er dan al een bank uit dankbaarheid naar een schutpatroon werd vernoemd, zou je verwachten dat het om één van deze inheems vereerde heiligen gaat en niet om de ongetwijfeld veel minder bekende Lodewijk.

Lodewijk van Nevers, graaf van Vlaanderen?

Een andere mogelijke verklaring voor de naam Lodewijkbank is te vinden bij Lodewijk van Nevers (1304-1346), graaf van Vlaanderen van 1322 tot 1346 en vader van Lodewijk van Male. Hij was het die de Blankenbergenaars een stuk grond ter beschikking stelde om er een nieuwe kerk met kerkhof te bouwen. Dit was nodig omdat de eerste parochiekerk van Scarphout (het oude Blankenberge) bij een overstroming op 23 november 1334 (St-Clemensdag) zware schade had opgelopen. De nieuwe kerk werd in 1358 ingewijd met als patroonheilige de Heilige Antonius Abt. De stad bedankte de graaf op 15 maart 1335 ondermeer met de belofte om, ten eeuwigden dage te zijner ere, in deze kerk een mis op te dragen (Laurent 1986). Of de Blankenbergse vissersbevolking de man evenwel z6 op handen droeg dat ze een zandbank naar hem noemde, blijft nog maar de vraag. Lodewijk van Nevers kwam zelden in Vlaanderen en gedroeg zich als een vazal van de Franse koning. Nadat Vlaams oproer in 1328 op de Kasselberg de kop was ingedrukt, reageerde de graaf woedend en wreekte zich onder andere op Blankenberge: hij ontnam de stad al haar keuren en voorrechten, en bewam een banvloek van de Keil(over de ganse bevolking. Hierdoor werd de parochiekerk van Scarphout gesloten en werden niet langer sacramenten aan de bevolking toegediend. Ten einde raad smeekte de vissersbevolking, diep gelovig als ze was, om die banvloek op te heffen en aanvaardde ze een totale onderwerping, vastgelegd in de 'Acte van Verzoeninghe' (1330).

De St-Antoniuskerk ("het klein kerkje"), bevindt zich ook vandaag nog - na meerdere vernielingen en grondige restauraties/ herbouwfases - in de buurt van het station nabij de grote weg naar Brugge.

Lodewijk Napoleon, het "konijn van Olland" ?

Een derde Lodewijk die mogelijk zijn naam gaf aan de zandbank, is Lodewijk Napoleon Bonaparte (1778-1846), de jongere broer van keizer Napoleon Bonaparte I en vader van de latere Franse keizer Napoleon III. Om meer greep te krijgen op de Bataafse Republiek had zijn broer hem aangesteld tot vorst van het Koninkrijk Holland. Hoewel daarmee een einde werd gesteld aan een lange periode van republikeins bewind in Nederland, slaagde hij er tijdens zijn ambtsperiode (1806-1810) in heel wat sympathie bij het Nederlandse volk te verwerven. Bij rampen coördineerde hij eigenhandig de hulpacties en bezocht steevast de getroffen regio.



■ Omdat Lodewijk Napoleon Bonaparte, broer van keizer Napoleon, begin 19^{de} eeuw als vorst van het Koninkrijk Holland op heel wat sympathie kon rekenen bij brede lagen van de bevolking, is het niet uitgesloten dat zijn naam inspiratie bood bij de naamgeving Lodewijkbank (Wikimedia)

Zijn bijnaam Lodewijk de Goede dankte hij onder andere aan zijn kordate optreden naar aanleiding van de ontplofing van een met buskruit geladen schip in Leiden in 1807 en na de grote overstromingen in het grote rivierengebied in 1809.

Hij aarzelde om de door zijn broer gewenste dienstplicht in Nederland te introduceren en stond weigerachtig tegenover de blokkade van Engeland door de Franse keizer, die immers nefast was voor een zeevarende natie als Nederland. Daarnaast nam hij verschillende belangrijke initiatieven ter bevordering van kunst en wetenschap. Hij wilde zich als een echte Nederlandse koning profileren, en volgde taallessen om het Nederlands onder de knie te krijgen. Het verhaal wil dat hij zichzelf in plaats van koning, wel eens "konijn van 0 land" noemde... Of Lodewijks reputatie evenwel zo ruim verspreid was dat hij tot de naamgeving van een zandbank in Belgisch zeegebied inspireerde, blijft nog maar de vraag.

Lodewijk Pincoffs en zijn gezonken schip?

Zandbanken, geulen en diepten worden ook wel genoemd naar schepen die daar averij opliepen en eventueel tot zinken kwamen, of naar de kapiteins van zulke onfortuinlijke vaartuigen. In de scheepvaartgeschiedenis wordt echter nergens gewag gemaakt van schipbreuk of andere incidentrijke gebeurtenissen met schepen in de buurt van de Lodewijkbank. Wél is er ooit een schip met de naam Lodewijk gezonken bij Hoek van Holland. Dat gebeurde in 1876 en het schip behoorde toe aan de Rotterdamse reder-koopman-politicus Lodewijk Pincoffs (1827-1911). Pincoffs speelde een belangrijke rol in de uitbouw van de Rotterdamse haven. Hij was ook actief bij de oprichting van de Holland-Amerika lijn en bij de opstart van de Heineken brouwerij te Rotterdam. Als eerste Nederlander van Joodse afkomst werd hij lid van de Eerste Kamer. Samen met zijn schoonbroer Henry Kerdijk richtte hij in 1857 een handelsvereniging op, die vanaf 1869 zou worden voortgezet in de Afrikaanse Handelsvereniging en zich toespitste op de handel met de West-Afrikaanse kusten. Deze handel had als belangrijkste eindstation het schiereiland Banana in de monding van de Kongostroom, en richtte zich op de aankoop van palmolie en -pitten, ivoor, koffie en gom. De driemaster Lodewijk, als Henriette Wilhelmina te water gelaten in 1857 en later herdoopt tot Lodewijk, was één van de grootste schepen van de maatschappij.



Ook de succesvolle zakenman-politicus Lodewijk Pincoffs en het naar hem genoemde schip Lodewijk - in 1876 gezonken voor de Hoek van Holland komen in aanmerking als inspiratiebron voor Lodewijkbank (Joods Historisch Museum)

De Lodewijk zou alles bij elkaar vijftien reizen naar Afrika maken om uiteindelijk op 10 april 1876 op de terugreis bij Hoek van Holland te vergaan. Niet alleen het schip Lodewijk, maar ook Lodewijk Pincoffs zelf zou finaal ten onder gaan. Wanneer in 1879 allerlei vervalssingen in de boekhouding aan het licht komen, vlucht hij

naar de Verenigde Staten, een gigantische schuld achterlatend.

Bij verstek veroordeeld, slijt hij de rest van zijn leven als eigenaar van een sigarenwinkel in New York.

Blijft de vraag of het denkbaar is dat een bank als onze Lodewijkbank, die mijlen verwijderd ligt van de plek waar de historische Lodewijk naar de dieperik ging, aan dit gezonken schip herinnert? Kende het noodlottige wedervaren van Pincoffs schip zo'n weerklink in scheepvaartkringen in de Lage Landen, dat Belgische vissers of andere zeelieden er een bank naar vernoemden?

Het lijkt ons weinig waarschijnlijk, maar zolang zich geen aannemelijker verklaring aandient, verdient ook deze veronderstelling een plaats in het rijtje van gissingen.

Inséré le 03 nov. 11 LOGBOEK NOUVELLES Enlevé le 03 déc. 11

Liberian Registry co-operating fully in Rena salvage operation

The Liberian Registry has confirmed that it is continuing its investigation and is working co-operatively with the maritime authorities and emergency response teams in New Zealand following the grounding of the containership **Rena** off the country's coastline on October 5. The ship has been entered with the Liberian Registry since November 2010 when it was acquired by the current owners, who have a long-standing and reliable history with the Liberian Registry.



It has been engaged in regular trading between Australia and New Zealand, and is understood to have been a regular caller at the port of Tauranga.

The Liberian Registry's specialist investigation team of marine experts is co-operating closely on site with the owners, local maritime authori-

ties, and the salvage contractor Svitzer, which has been engaged under an LOF form of salvage agreement. Prior to the deteriorating weather conditions, all efforts were focused on taking measures to limit pollution from the vessel's bunker tanks. These measures, which were approved by both the Liberian Registry and the New Zealand authorities, were taken in the best interests of the safety of the crew and response personnel and the environment. Scott Bergeron, chief executive officer of the Liberian International Ship & Corporate Registry, says, "The casualty is a source of great regret to the Liberian Registry. Our sympathies are very much with the people of New Zealand. For the moment, the priority must be protection of the environment and of the interests of those whose livelihoods may be threatened.

The registry will do everything in its power to help achieve those objectives. It will refrain from any attempt to apportion blame, or to attribute causation, until a full and proper inquiry has been carried out. "Liberia will conclude an official investigation as soon as possible, using its extensive resources to establish the cause of the casualty. A full investigation report will be issued in due course, as is customary with any casualty involving a Liberian-flag ship. Liberia is rightly proud of

its excellent safety record, which continues to be endorsed by independent port state control authorities around the world."

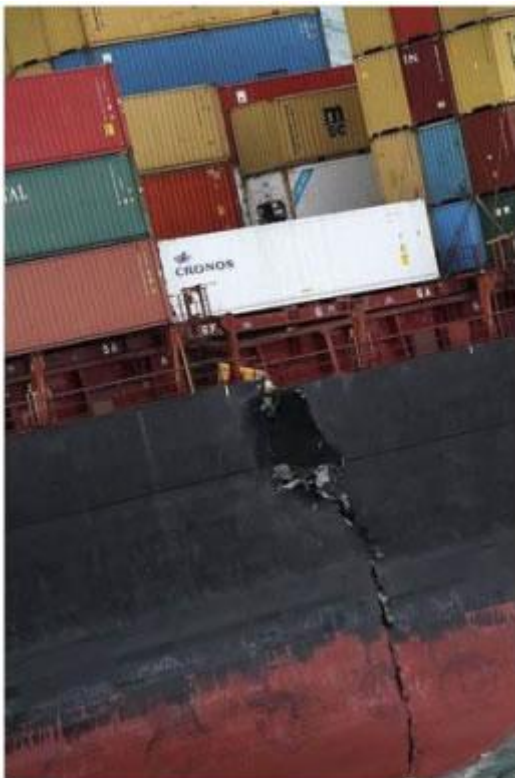
Captain of ship grounded off New Zealand coast arrested

New Zealand's authorities arrested on Wednesday the captain of a container ship that ran aground off New Zealand's north-eastern coast, causing a major oil spill. The container ship, the 236-meter **Rena**, struck a reef off New Zealand's port of Tauranga on October 5. Between 130-350 tons of fuel oil is thought to have leaked from the vessel. The newspaper quoted the country's Transport Minister Steven Joyce as saying the arrested captain, a Filipino national, would appear in court later in the day on charges of "operating a vessel in a manner causing unnecessary danger or risk." The captain faces a fine of up to \$10,000 or a prison term of up to 12 months if found guilty, the report said. The ship has more than 1,300 containers on board, including 11 which are believed to contain hazardous materials. The oil started washing ashore at local beaches on Monday, where large numbers of dead birds and fish have been seen, the paper quoted local residents as saying. Local authorities say it would take several weeks to clean up the shoreline.

Stricken ship starts to break up

Cracks are beginning to appear in the stricken container ship stuck on a reef off New Zealand. Already, as many as 70 of the thousands of containers on the ship have fallen into the sea, stuff.co.nz reports.

New Zealand's Prime Minister, John Key, said the deterioration of the the ship was now quite clear. The 47,000 tonne ship **Rena**, which struck the Astrolabe reef off Tauranga last Wednesday, has been leaking oil into the sea as heavy seas thwart salvage efforts.



Thick slicks of oil drifting from the ship have washed ashore on Tauranga beaches and oil has been seen on beaches in harbour suburbs. The ship's captain appeared in court today, facing charges under Section 65 of the Maritime Act, covering dangerous activity involving ships or maritime products. Mr Key said there was structural damage to the ship which everyone could see. Maritime NZ confirmed there were cracks on both sides of the vessel and salvage advisor Jon Walker said an aerial check showed a rupture on the port side of the ship was getting worse.

Salvage teams wanted to try to keep the Rena's stern on the reef, over fears it would sink in a break up. That would make the recovery of the oil difficult. "We are hoping that it's still on the reef. If we can keep it on it we can deal with it," Mr Walker said. He added that the gap in the starboard side of the vessel was opening and closing in the surf this morning. "If there is a break-up of the vessel, we are going to have oil coming out." "Before we left the vessel we tried to blank all the tanks. ... We tried to retain the oil as much as we can in the vessel." New Zealand

taxpayers may have to cover costs if the Rena's insurance was unable to fully cover the disaster, Mr Key said earlier. Mr Key defended the Government's reaction to the stranding. "I know everyone would love us to wave a magic wand but that's not possible." He said there was a national plan for such disasters and that it had been put into action the moment the boat hit the reef. "I understand

people are frustrated. I'm frustrated too. "Unfortunately we have to deal with the cards dealt to us."

The boom across the Maketu estuary appeared to be effective but Mr Key said: "we may well see more oil in the estuary". **Read the full report and watch video of the ship at www.stuff.co.nz**

Rena still intact, second officer charged

Maritime New Zealand says 88 containers from the floundering cargo ship **Rena** have been lost from the vessel, one containing the stable but hazardous material ferrosilicon. The public are being warned to stay away from washed-up containers and report them to the Fire Service. A number have been observed floating in Tauranga harbour and a recovery operation is underway.



MNZ said in a statement that over a thousand people had volunteered to help with the cleanup: "Which is really heartening, as it shows just how deeply the people of the Bay of Plenty care about their environment. This is hard physical labour and the fact that people are continuing to volunteer is appreciated." Diamantis Manos, managing director of Co-

stamare Shipping Company S.A., the registered owner of **Rena**, has issued a video message to the people of New Zealand. View it here.

The Port of Tauranga has outlined possible scenarios under which the **Rena** disaster could close the Port, but says such an event is unlikely. In a statement Port of Tauranga say containers or oil drifting in trade lanes, or its tugs being required by Maritime New Zealand to perform emergency duties could restrict entry and exit from the Port. The Port said measures taken to reduce the likelihood of closure occurring including sweeping shipping lanes with specialised sonar equipment to scan for containers, and MNZ were monitoring the oil slick. "We envisage that if we were requested to provide tug assistance, this would be for a short term duration only. Already there are tugs here from Auckland, Napier and Taranaki available to provide immediate assistance," the statement said. "It is our considered opinion that if any of the above scenarios were to occur, it is unlikely that the Port would be closed for an extended period." Tugs from the Ports of Auckland and Port of Napier are standing by at the **Rena** grounding as fears mount it will be broken up by pounding seas. The three tugs were nearby all night as a large crack widened on **Rena's** starboard side. Video coverage shows the rear half of the heavily laden container ship moving up and down in the swell.

In other developments:

- Stormy conditions that prevented salvage work yesterday have eased.
- Tugs will attempt to drag all or part of the ship free.
- **Rena's** second officer has been charged and will appear in court.
- Volunteers are being sought to help in a cleanup of oil spilled on beaches

The latest report from Maritime New Zealand says conditions have not appeared to have changed overnight though the weather is calmer. The first observation flights have been made and attempts will be made to lower members of the salvage team on to the ship to see whether removal of the fuel oil can continue. A substantial part of the ship's fuel has leaked from ruptured tanks, while an unknown number of containers have fallen off. One of the tugs is attached to the 47,000 tonne ship by ropes while the other two are roving around it. In comments reported last night, Transport Minister Steven Joyce said the ship had clearly started breaking up and the biggest fear was it would sink where it was currently located. "The worst case scenario is it sinks where it is because that water is quite deep and it will get quite a lot harder to get access to the oil and salvage it," he

said. "They've got tugs out on the water...if the ship starts to break up they're going to try and hold the stern on the reef because that will be an easier place to do the salvage of the oil from. "If they are unable to do that...then they will look to try and guide it to shallower water which, again, they can have access to should it sink. They need to get it to water of about 50m deep or less to be able to do that." Maritime NZ says the Rena's second officer in charge of the navigational watch has been charged under s65 of the Maritime Transport Act "for operating a vessel in a manner causing unnecessary danger or risk." The Filipino captain appeared in court yesterday also facing charges under the same act covering dangerous activity involving ships or maritime products.

He was remanded and granted interim name suppression. Some reports say the date of birth on the charge sheet was October 5, the same day as the Rena hit the Astrolabe reef. Local volunteers are being called to help the 80 Defence Force members who are running a major cleanup of beaches affected by bunker oil that has come ashore. Eye witnesses say there is a heavy stench over the whole area this morning. Volunteers need to be trained in the handling of the toxic sludge. **Rena** is a 236m cargo vessel, which was carrying 1368 containers and was en route from Napier to Tauranga, when it hit Astrolabe Reef, offshore from Tauranga, on Wednesday last week. The ship, a Flag of Convenience (FoC) vessel, is Greek owned and registered in Liberia. FoC is a shipping method where owners register vessels in countries with very low regulation of the shipping industry. **Source : National Bussines Review**

Rena crew quit NZ for their 'safety'

Filipino authorities are rushing to send home most of the crew of the stricken container ship Rena amid concerns for their safety and public anger towards the Filipino community. 11 crew members were put on flights to the Philippines, leaving only six in Tauranga, including the captain and navigational officer, who are facing court charges over the ship's disastrous grounding. Members of the Tauranga Filipino community say they are feeling the wrath of locals outraged by the disaster, and the Philippines' representative in New Zealand is worried about the growing anti-Filipino sentiments. Shipping agent Mike Hodgkin, who has been helping the crew since they evacuated their ship after it ran aground, said the Philippine Embassy was helping to send them home. "Only six are left. We cannot say where they are, to protect their safety," Mr Hodgkin said yesterday. As the crew left New Zealand, the managing director of the Greek shipping company Costamare - which owns the **Rena** - apologised to the people of Tauranga and New Zealand over the environmental disaster. "We want to say that we are deeply sorry for the situation that has arisen and the threat you are now facing from fuel oil from the vessel washing up on the beaches in your beautiful part of the world," Diamantis Manos said in a video, reading off an autocue. "It is our ship that went aground and we apologise without hesitation for what has happened."



But Tauranga Mayor Stuart Crosby believed the video apology was not good enough and said: "I think the chief executive should come here to our city." From the air yesterday, debris from the **Rena** could be seen strewn across the Bay of Plenty as tug boats tried to corral containers that had tumbled from the vessel. Fuel oil from the ship has created a slick that appeared to be spreading in clumps over the bay. The heavy black toxic oil is washing ashore, despoiling holiday beaches and killing wildlife.

Filipinos in the Bay of Plenty say

that since it was revealed that crew on the **Rena** were from the Philippines, they have felt the wrath of the public. "People are passing remarks like, 'They must be relatives of yours'. You know it's not a joke because you can feel the negative vibes," said Daisy Pascuade Groot, a business owner in Mt Maunganui. "People should understand that one man's fault shouldn't be seen as everyone's fault." Ms Pascuade Groot said even hotels she contacted trying to find where the crew members were staying, so she could offer assistance, hung up on her. Another Filipina, who did not wish to be named, said she sensed a "growing anti-Filipino feeling" in the Bay of Plenty. "One cyclist asked if I was Filipino, and when I said yes, he just gave me the finger and cycled off," she said. Anger over the toll of wildlife caught in the oil spill from the Rena is also being directed against Filipinos. "The **Rena** crew has murdered thousands of our native wildlife, and the community still want to help them? Unbelievable," said Kim Armstrong, a visitor from Britain whose sister lives in Tauranga. Philippines Embassy minister and consul Giovanni Palec, who is in Tauranga to assist the remaining crew members, said he was worried about the growing anti-Filipino sentiments. "The incident is an environmental disaster that has caused an uproar, but people should understand that no one had wanted it to happen," he said. "We are concerned that it has given rise to negative perceptions on some Filipinos living here." Mr Palec said he would be meeting local Filipinos to discuss the matter and reassure them. Yesterday, he met crew members and their Costamare-provided lawyers, but would not comment on what they had discussed. Asked what he was told about what the crew had been doing before the grounding, Mr Palec said it was inappropriate to comment as this was now a subject of investigation. He confirmed that more than half of the crew had been put on flights home. "Those who have been determined to have no role in the grounding of Rena have been repatriated," he said. "Only six remain behind, and they are assisting with the investigations." The captain and navigational officer have been granted name suppression, and Mr Palec said the rest of the crew had also been granted "address suppression". A spokesman for Costamare said there were "no plans in the works" for anyone from the company to come to New Zealand. Mr Manos said he wanted to assure those affected by "these events" that the owners and managers of the Rena took their responsibilities seriously. No offer of payment was made. "We recognise that in due course, liability for what has happened will be determined in accordance with the relevant laws and international conventions," he said. Under the Maritime Transport Act the civil liability to the ship's insurers is capped. Legal commentators say the maximum sum is \$14 million, and Prime Minister John Key has put the clean-up costs so far at \$12.1 million. The ship is insured for US\$4.2 billion for a single event, with a sub-limit of about US\$1 billion for a pollution event. Costamare is one of the world's leading owners and providers of container ships for charter and last year made more than \$443 million in profit. **Source : nzherald**

Struggle to get oil off stricken New Zealand ship

Salvage workers struggled to begin pumping oil from a stricken container ship off the New Zealand coast as approaching foul weather threatened to disrupt the recovery. Meanwhile, authorities began to reopen sections of popular beaches near where the cargo vessel **Rena** ran aground 11 days ago after a volunteer army removed more than 600 tonnes of oiled sandy waste.

The government is seeking a meeting with the shipping firm that chartered the Rena, saying it was not happy with their response to New Zealand's worst maritime pollution disaster. Transport Minister Steven Joyce said he had called for talks on Monday with the **Mediterranean Shipping Company**, the world's second largest container shipping firm, saying "they have to step up and be part of this exercise".

The **Rena** remained teetering on the reef, but in calm waters, and Maritime New Zealand (MNZ) on-scene commander Nick Quinn said it was hoped to begin pumping oil to a nearby tanker on Sunday. "The speed of the operation will depend on a range of factors including weather, the stability of the vessel and the viscosity of the oil. This will be a long process," he said. Salvage personnel have said that their main difficulty without power from the ship's engines was heating the fuel, which has cooled to a dense consistency, making it harder to pump.

Although the forecast was good in the immediate future, rising seas were forecast for Monday night. It is believed 1,346 tonnes of oil remain on board the vessel, which was carrying 1,673 ton-

nes when it ploughed into the Astrolabe Reef early on October 5. The spilled oil has killed about 1,000 birds and has been washed up on once pristine beaches, bringing thousands of volunteers to the seashore to mount a clean up campaign. The mass effort to clear away hundreds of tonnes of sludge allowed authorities to reopen public access to a small section of beach on Sunday, although Quinn warned that changing tides and weather conditions could bring more oil ashore. "People shouldn't panic if they do see some oil around there. It's been three days since we got any fresh oil off the ship and so the oil that is out there is weathered and less toxic than any fresh oil," he said. "We are here for the duration of this response.

When oil turns up on the shore, we will get it clean and open to the public as soon as we can. And if we need to, we will do that again and again." The **Rena** was off course when it ran aground and the New Zealand government has accused the captain of attempting to take a short cut on his way to the port of Tauranga on the east coast of New Zealand's North Island. The captain and the officer on navigational watch when the Liberian-flagged ship ran aground have been charged with operating a vessel in a manner causing unnecessary danger or risk. The charge carries a maximum penalty of one year in jail. While the salvage operation continued, the New Zealand navy was patrolling the area locating containers which had fallen from the teetering vessel and posed a hazard in the shipping channel. **Source : The Jakarta Globe**

Pumping of oil resumes from stricken ship off New Zealand

The recovery of fuel oil from a stricken container ship grounded off New Zealand resumed on Thursday as salvage teams worked to minimise the damage in the country's worst environmental disaster in decades. Two days of strong winds and high seas had prevented the pumping of oil from the Liberian-flagged **Rena**, which has been stuck for more than two weeks on a reef 14 miles (22 km) off Tauranga on the east coast of New Zealand's North Island.



The 236-metre ship, which has large cracks down both sides, is mostly wedged on the reef but the stern is moving around. "They have sensors on board the vessel now which are saying that it's got about half a degree of rotation and about a degree's lift at the stern," said Bruce Anderson, the salvage adviser for Maritime NZ, the government agency that supervises shipping.

The stricken container ship **Rena** lists, about 12 nautical miles (22 km) from Tauranga, on the east coast of New Zealand's North Island October 20, 2011. The recovery of fuel oil from a stricken container ship grounded off New Zealand resumed on Thursday as salvage teams worked to minimise the damage in the country's worst environmental disaster in decades.

The ship, which has about 1,200 tonnes of fuel oil on board, most in two rear tanks, could break apart. About 100 tonnes was pumped off before the bad weather, and another 350 tonnes has spilled into the sea. The oil is as thick as peanut butter and recovery is slow.

"This is an extremely involved and highly complex operation. The last thing we want to do is to rush this process," Anderson said. No more oil has appeared on beaches, which were cleaned up by thousands of volunteers, soldiers and specialist teams, but oil covered debris from shattered containers has been found floating as far as 250 km (156 miles) east of Tauranga. About 60 km (40 miles) of the coast, which is popular with surfers and fishermen, have been affected and more than 1,300 birds have been killed. The ship's captain and second officer, both from the Philippines, have

been charged with the dangerous operation of the 47,320 tonne ship, which carries a maximum penalty of a NZ\$10,000 (\$7,900) fine or 12 months in prison. **Source : The Star**

Shippers Face Major Losses From Rena Disaster

Shippers without specific safeguards in bills of lading who lose cargo from the stranded container ship Rena off the coast of New Zealand may see strict limits on their compensation as the complicated international rules of cargo liability take hold, according to a maritime attorney in Washington.

Ashley Craig, a partner with the Venable firm, said international maritime conventions dictate shippers from most countries outside the United States will have compensation limited by conventions in place for containers lost in New Zealand's Bay of Plenty unless the shippers elected to increase the liability levels. Compensation for cargo originating from the U.S. tops out at \$500 per container, depending on the type of cargo, the weight and other factors unless separate provisions are made in the bill of lading, said Craig. Compensation, he said, is based on the freight unit under the bill of lading and so may not be based on entire containers. Shippers with goods on the vessel also may face the potential for a deeper financial hit from the Rena disaster under the maritime legal principle known as general average. Under the internationally recognized principle, all shippers with goods on a ship share in the cost of containers lost when boxes are thrown overboard to stabilize a vessel during a storm or natural accident. It's unclear, so far, however, whether general average can be invoked here since it appears the containers fell into the sea and were not intentionally thrown overboard. According to local reports, more than 80 containers have fallen from the vessel since it hit a reef near New Zealand Oct. 5, leaving the Rena damaged and leaning precariously on the reef. It's common for shippers to push back against the application of the law if they believe the accident wasn't caused by nature but human error, Craig said. Authorities are investigating the Oct. 5 accident involving the ship chartered by human error, Craig said. Authorities are investigating the Oct. 5 accident involving the ship chartered by Costamare to Mediterranean Shipping. The ship's captain was charged with operating a vessel in a manner causing unnecessary danger or risk and was released on bail on Oct. 12 at Tauranga District Court. Crews in New Zealand, meanwhile, were racing to pump oil from the vessel this week as a new storm threatening to break the ship apart and make worse what already amounts to New Zealand's worst environmental disaster. MSC has pledged to contribute to the cost of the massive cleanup effort. **Source: The Journal of Commerce**

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Warsash helps combat management shortage

One such course is an MSc in Shipping Operations, which will start around September next year. It is primarily aimed at those seeking a career progression when considering coming ashore. Moving from ship to shore can be problematic for some people. The aim of this Master's course is to help people move into the realms of higher education.

The Course will be split into units as the whole Master's degree takes around 1,800 hours to complete, or four to five years. The entry requirements will be aimed at full time employees, either self or company sponsored. Course deliveries will be flexible as employers can provide the mentors needed. For example, it could be delivered in short phases with two weeks spent on site at War-

sash. The student will take the responsibility for completing the course with Warsash providing support.

Claire Pekcan, the course leader, explained: "One of the aims of the course is to empower individuals to change from within and challenge their pre-conceptions by removing subjects and professional boundaries and to develop their strengths to be able to solve complex problems".

The course is based on research undertaken over many years and is based on the use of distance and the virtual learning environment. The Academy claimed that it would be competitively priced.

This year, Warsash, part of Southampton Solent University, formed the School of Management and Postgraduate Studies to streamline its courses. The idea was to group a linked set of management courses together in one School. These courses range from basic familiarisation to advanced management level coaching and where appropriate are approved in accordance with international regulations.

The courses have been sectionalised under five different titles –

- Resource management.
- Operations management.
- Petrochemical management.
- Postgraduate studies.
- Research and consultancy.

Resource management offers courses on engine room resource management, steam propulsion plant operations, crew resource management, leadership and communications, leadership coaching for senior officers and advanced leadership for senior managers.

Operations management courses on offer include security training, company security officer, ship security officer, ISPS Code familiarisation, training the trainer and a raft of international safety management (ISM) courses.

Petrochemical management offers courses on LNG familiarisation, tanker familiarisation, specialised tanker training programme (liquefied gas, chemical and oil), liquid cargo operations simulator (LICOS), inert gas and crude oil washing, inert gas systems and crude oil washing, plus the transport of packaged dangerous goods by sea.

The Postgraduate studies include a certificate in maritime education and training, the PGCert (MET), and the MSc in Shipping Operations mentioned earlier, which is under development. The PGCert (MET) is starting its third year and is being funded by the International Maritime Training Trust.

Research and consultancy concentrates on the human factor. However, other services are offered including port development projects.

DPA courses

Warsash is also developing designated persons ashore (DPA) courses, the first of which was scheduled to start on 2nd November. They are being put together in collaboration with Regs4ships and are based on IMO MSC/MEPC circulars.



Bridge team management is becoming more important to training institutes, such as Warsash.

In 2007, the Paris MOU undertook a concentrated campaign on the ISM Code where several tanker detentions were down to a failure to implement ISM on board ship. Warsash's Simon Holford explained that the shipping industry was changing from a "trust me culture to a show me culture."

"The role of the DPA was not yet seen as a mature process by the industry," Holford said.

Improvements in Port State Control administration has led to a change of direction with a 'ship risk profile' being developed with generic information and company performance, plus historical data in the form of detentions and deficiencies included.

The European Maritime Safety Agency (EMSA) intends to take this information into the public domain, enabling a company's performance to be analysed by anybody showing interest.

The DPA course will take in best practice and lasts for three days, or two, if accreditation has already been given by a flag state in a prior learning assignment. It is open to DPAs and/or their deputies and will include the question of how to maintain standards, if a DPA is not present.

Warsash is working with the Liberian registry and the UK's MCA among others to gain accreditation for the course. The crew resource management course is partly aimed at the STCW revisions, which have a deadline of 2012 for compliance.

For on board resource management, Warsash will look to tailor courses to take in the whole vessel, not just the bridge and/or engine room. Pilotage, shore operations and other interests could also be included in the management course. Those attending the course can make use of the bridge and engine room simulators, or both combined, as necessary.

A suite of courses is also being developed for the human interface starting with cadets, then junior and senior officers and moving onto shoreside management. They will be tailored to the level required in experience and seniority of the people attending.

Simon Holford and Katherine Devitt, of the School have commenced a year long research project to gain an idea of behavioural markers across the industry. Interviews will be held with the MCA, MAIB, Nautical Institute, various shipowners, P&I clubs and others to obtain an in-depth knowledge of the human element

Warsash has embraced Intertanko's voluntary Tanker Officers Training Standard (TOTS) scheme unveiled in April, 2008. Earlier this year, Intertanko introduced ETOTS, the electronic training version of TOTS, which has gained Nautical Institute and IMAREST approval.

ETOTS was launched in association but not exclusively with Norwegian software house Seagull.

TOTS introduced

The initiative was introduced for several reasons, not least due to the increase in accidents on board tankers and officer training requirements connected to the continuous improvements as laid down in TMSA2.

Howard Snaith, Intertanko's director marine and chemicals, speaking at the seminar organised by Warsash, said that the human factor, which is heavily allied to the shortage of experienced officers, could explain the increase in incidents added to the fact that there is more transparency today than a few years ago.

He also said that the shipping industry did not know why this was happening but that an inter-industry working group was analysing some 35 fires and explosions on small chemical and product tankers over the past 25 years. Snaith said that the working group had come to the conclusion that procedures on board were not being followed. "They weren't complying with what they were trained for – the human element aspect," he said.

The group looked at the aviation industry and in particular at the CAA, which had designed the human element out of the cockpit thus the human interface had become more of a monitoring operation. However, humans in general are not good at this, so accidents increased, the group found.

The birth of bridge resource management led to TOTS including a crew resource management element in the standard. The objective was to ease compliance by demonstrating that the officer had undertaken competent training and to ease candidates into the system before they would normally be accepted.

The human factor element that the industry is trying to introduce is a training system that engenders the "...not only knows and understands, but realises the consequences of not doing it (the task)," Snaith said.

At the STCW revision discussions, the IMO is trying to harmonise seafarer endorsements for handling dangerous cargoes, as some flag administrations have different interpretations of the sea time required for the endorsements.

Raising the bar

By and large the IMO introduces the minimum acceptable standard requirements but TOTS raises the bar to what oil companies are looking for when vetting a possible tanker's crew for a charter, Snaith claimed.

ETOTS licenses are issued as an alternative to the paper version and Seagull's involvement is on a non-exclusive basis, Snaith explained. A company's HR manager can monitor progress. As for its implementation, he said that all IACS members were authorised to undertake two sets of audits – on tanker companies' compliance certificates and on audit centres.

Snaith said that thus far, both the maritime colleges and companies were now being audited and that around 40% of Intertanko members have implemented, or are in the process of implementing, the scheme, or its equivalent.

TankerOperators

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FATIGUE NIGHTMARES

A recent feature article [source: Feature BIMCO] has reference.

The article makes particular reference to a ship grounding and a collision, the casualties are not specified as to ship's names, managers and or Owners, although there is one reference to a "German flag cargo ship". One of the primary causes of the casualties is reported to be fatigue and in the case of the collision, the investigators have deemed the two watch system to be 'inadequate'. Brilliant deduction that, everyone who has been at sea knows that the two watch system is inadequate, mind numbing and leads to sleep deprivation and exhaustion and even more so when coupled with cargo work on coastal ships. The question of the reams of required paperwork by the navigation department during these periods has not even been considered at this stage with regards the abovementioned casualty. The investigators further found that they were unable to exclude the possibility of the watchkeeper being affected by fatigue, this in spite of evidence indicating excessive working hours. It is always a mystery why Owners will spend some USD 50 million + on a ship and then place a reduced manning crew on board. Of course investigators will never admit to fatigue being the main cause of a casualty as this would suggest complicity in agreeing with

the Flag States' Minimum Safe Manning requirements which allow for reduced manning levels, which result in excessive working hours. Bear in mind also, that 'flags of convenience' also include flags that allow registry for commercial reasons. The fact that someone may have the capacity to work long hours and still be effective is rubbish, there can be no deviation from the standard, as how long is long hours and who will be the judge of how long is long. The rules state X number of hours regardless of who the individual is and these hours should be adhered to.

The article refers to a certain cautiousness in the conclusion that while fatigue has been acknowledged as a potential risk it remains difficult to measure. That is why you have standards and fixed allowable working hours. No deviations, no exemptions, work is work and while physical work may affect individuals in different ways, when combined with mental effort this may produce error-inducing fatigue. One standard has been defined. Completing a coastal voyage on the US east coast or the rivers and ports of Europe will soon explain vividly to the investigators how working hours can soon mount up, how sleep becomes the most important aspect of ship life and how fatigue can affect judgement.

Caffeine, nicotine and energy drinks will only enhance wakefulness for a short time. Of course, it is always the Master and OOW who is at fault when there is a casualty involving navigation, notwithstanding the pressures placed on the ship and crew by various bodies and the fact that Owners can get away with reduced manning levels.

The rest of us are fortunate in that we can point fingers at the officers and crew and apportion blame from our desks after the casualty.

It is always about the blame, investigators appear to be timid when it comes to recommendations apart from increasing paperwork and inspections when the solution is so simple. Apart from the blame game, solutions should be investigated to prevent a similar occurrence and acted on, flag states have the authority to deal with this problem. Do flag states not talk to each other? Flag states and statutory bodies appear to reduce manning but increase workloads without any apparent thought to the consequences.

What happens then, is that the ship's staff, under the weight of more and more regulations, increasing paperwork, fear of detentions spend more time on completing the required documents without concentrating on the real work which is SAFE navigation of the ship. In order to combat the excessive working hours and rest periods which are required in terms of STCW, one statutory authority has taken a unilateral stance "to ensure safety of shipping and the environment".

In terms of their mandate, this is what they are supposed to be doing and one has to only read their mission statement to see that they should be carrying out these duties anyway. The irony seems to be lost on this statutory authority that while examining records and correlating them with other records on board a ship to check on WORKING HOURS, they may be keeping a second mate awake who should be RESTING. It is easy to sit in an air conditioned office, carry out an investigation remembering that generally statutory casualty investigators go home at night. Their biggest problem may be that they will be late for the train. How many commercial surveyors have been on board a ship and found the chief officer has been awake for 2 days, he is dog tired, unshaven and overdosed on coffee and cigarettes and still has to deal with agents, cargo planners who keep changing stowage plans, ensuring that the ship is patrolled properly, the gangway is manned at all times and has to accommodate flag state and PSC surveyors' demands, never mind the fact that the ship was subjected to a PSI at the last port one month ago in the same memorandum of understanding zone! All this with a reduced manning crew of 17 persons. How many ships have been boarded by commercial surveyors when the ship is in the Mediterranean Sea [and other zones] and found that she has been subjected to four or five PSI in the last two months. The ship trades to West Africa and is again boarded in every port by PSC surveyors. Ships are subjected to Port State surveys, P&I Condition surveys, H&M surveys, cargo suitability surveys, vetting surveys, flag state surveys, the list goes on and all of these surveys take time and contribute to working hours. Of course, all of the above surveys are necessary at some stage. The Master and Chief Officer's dream is to do them all at once, preferably after dry docking before the ship starts trading again. Whether you are on watch at sea, on deck during cargo work, in the office doing paperwork, these are all classed as working hours. Regardless of the current duty, stress levels, which do in fact lead to fatigue do not really change when serving on a hard working ship due to deadlines. Similarly, the

Master is bombarded by telephone calls from Managers, Owners and charterers by Sat or mobile phone, who seem to forget at times that they and the ship are on opposite sides of the world. **Broken sleep is a contributory factor to sleep deprivation. Sleep deprivation leads to poor health.** Officers and crew are sometimes stuck in aircraft for 20 hours flying to join a ship, board on arrival with the ship sailing immediately. There is another classic contributory example of fatigue. Unfortunately, Masters, Chief Engineers, ship's officers and crews are sometimes treated as criminals these days and are targets for various bodies that see the ships as milk cows and are easy targets when things go wrong, people who should know better hiding behind 'we complied with legislation so we are not to blame'. Then change the legislation!

The report continues in the vein that 'smartcaps' are under experiment at a number of universities and academies. These 'smartcaps' are also under experiment in the airline industry and on long haul road transport. The latter two industries are markedly different from shipping in that large airliners fly close to mach 1 and are flying on the limit of defined aerodynamics, one small mistake and the aircraft is history. Large trucks operate in close proximity to other road users and at speeds approaching 50 mph + and reactions must be instantaneous. There are numerous incidents involving aircrew when a flight cannot depart because the aircrew have exceeded their hours. Passengers then all wait, the airline informs everyone that there is no aircrew, and there will be no deviation from the rules, tough, deal with it. 12 hours later when the aircrew are refreshed, the flight departs.

Imagine the howls from Owners, Managers and Charterers if the Master reports that all the officers and crew have reached the maximum working hours and therefore cannot sail for 12 hours so that everyone can rest. Under pressure the ship sails, the watchkeeper can hardly keep his/her eyes open, is so fatigued that he/she falls asleep on his/her feet and the ship becomes a casualty. The working hours schedule should not be related to how many hours in the week, but how many hours in the DAY! We do not need 'smartcaps' or biomathematical models to work out what the problem is here. The ship's staff and in particular the navigation department are TIRED and will make mistakes when they are fatigued. Due to workload, excessive hours, stress and constant demands from Owners etc, they are relying on the electronic navigator and trying to keep up with the demands of the last port, paperwork, future cargo plans, passage plans, chart corrections and the like that they forget to look out of the window. There are always reports on why there is such a shortage of qualified sea going staff to man ships. One of the reasons is not hard to find.

The solution is simple:

Place additional watchkeepers and crew on board the ship to spread the work load. Ban 'two-watch' systems, stop increasing the paperwork load on ship's crews, the current ISM systems are adequate in that they contain all the requirements to run a ship safely, efficiently and with due regard to the environment protection. ISM and operational procedures should be trimmed not increased but of course the opposite is true because of the adverse effects of lowering of STCW certificates of competency standards but that is a subject for another review in time! Owners invest large amounts of money in ships, do the same for your crews!

Signed:

DAVID MICHAEL FIDDLER

Consulting Marine Engineer - [A concerned ex Chief Engineer]

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B O E K B E S P R E K I N G

Auteur : Frank NEYTS

“Reeds Nautical Almanac 2012”.

Recent verscheen bij **Adlard Coles** Nautical “**Reeds Nautical Almanac 2012**”, ook wel “**The Yachtsman’s Bible**” genoemd. Deze publicatie vormt het jaarlijkse onmisbare compendium met navigatie-informatie voor zeilers. Het boek omvat alle informatie dat de zeiler nodig heeft voor het bevaren van de Atlantische kustwateren rond het Verenigd Koninkrijk, Ierland, de Kanaaleilanden en de volledige Europese kustlijn vanaf het topje van Denemarken, rechtaan tot Gibraltar, Noord-Marokko en de Azoren.

De uitgave voor 2012 houdt de traditie hoog om elk jaar opnieuw meer en betere informatie te verstrekken als in de vorige uitgave. Deze editie vormt geen uitzondering op de regel. Samen met “**Reeds Nautical Almanac 2012**” krijgt de koper ook een exemplaar van “**Reeds Marina Guide 2012**”. De publicaties omvatten 700 kleine kaarten, info over havenfaciliteiten, tij- en stroomtafels; 7500 waypoints, internationale vlagencode, weergegevens, afstandstabellen, radio-informatie, communicatie- en veiligheidstips, douaneregelmentering, en zo veel meer. Iedere zeiler moet dit boek gewoon aanschaffen. Bovendien moet men het boek, rekening houdend met de inhoud, als goedkoop beschouwen! “**Reeds Nautical Almanac 2012**” (ISBN 9781408140543) telt 1186 pagina’s. Het boek kost £39.99. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij Adlard Coles Nautical, 38 Soho Square, London W1D 3HB,UK. www.adlardcoles.com

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CoS president warns against taking short cuts

At the same time, Jan Kopernicki, vice president shipping, Shell International Trading and Shipping Company was appointed vice president of the UK Chamber of Shipping.

At the AGM, the announcement was followed by a forthright speech from Kjaedegaard to herald his start of his term as president.

He said that the Chamber’s and shipping industry’s priorities over the next year would be safety, recruitment, reducing carbon emissions and further improving the organisation’s efficacy as a voice for the industry.

Highlighting both his commitment to ensuring safety remained at the top of the agenda for shipowners and the need for the regulatory environment to reward rather than penalise quality shipping, Kjaedegaard said; “there is a real risk that some shipowners, operating in financial survival mode, may resort to spending shortcuts, which could compromise safety. In my view, this would be both madness and bad business.”

He went on to say that while the number of young people training as merchant navy officers in the UK has increased over that past few years, further work was needed to make the employment of UK junior officers cost competitive before companies could recruit and train as many as they would wish. A joint submission with the unions Nautilus and RMT has been presented to the UK Secretary of State for Transport suggesting how such support might be provided.

Turning to carbon emissions, Kjaedegaard made it clear that the Chamber’s bold position on emissions trading will be maintained, since trading was, “the only option that offers the certainty of real, actual reductions in emissions”.

The Chamber will also focus on the need for international rather than regional regulation of the industry and the need for a strong voice for the European countries that have shipping industries within the EU.

Elected as the Chamber's first non-British president in its 131-year history, Kjaedegaard acknowledged that the UK shipping industry, with other shipping industries around the world, is enjoying 'interesting times' as a result of the global financial turmoil.

As a result, he predicted that the rest of 2009 will be tough, with 2010 looking similar.

However it remained vital that the Chamber continued to stand by the principles of quality shipping, so that it could continue its massive contribution to world trade – transporting the world's goods in the most environmentally friendly way and offering high-quality careers to develop the professional seafarers of the future.

OneVoice

The shipping, ports and maritime business services sectors in the UK have agreed to work together on a formal basis in order to speak on key strategic and practical issues of mutual concern.

This consolidated group, to be known as OneVoice, will meet quarterly, at a high level, providing a forum for discussion and action on relevant issues. An efficient consultation process has also been established, allowing rapid responses to issues when required.

OneVoice's chairmanship will rotate among the three sectors which make up the grouping (business services, ports and shipping). Michael Drayton, chairman of the Baltic Exchange assumed the role for six months from January 2009 onwards.

The day-to-day secretariat will be undertaken by the Chamber of Shipping. OneVoice will speak as a single entity on agreed issues - either through the chairman, or the individual member organisation most concerned with the issue.

Initially, the participating organisations include the Baltic Exchange, the British Ports Association, the Chamber of Shipping, the Federation Council of the Institute of Chartered Shipbrokers, Maritime London and the UK Major Ports Group. Others may be invited to join in due course. OneVoice's objectives are to:-

- Unite and represent the UK's maritime services cluster (shipping, ports and business services) – working through and with its constituent organisations.
- Seek recognition as such by Government, international audiences and the outside world.
- Identify, together, common strategic goals, try to reach common positions among the constituent organisations on paramount issues, and (once agreed) maintain the discipline of a single voice in discussions with the relevant audiences.
- Build greater political and policy weight behind those positions taken by these vital sectors; thereby expanding their individual and collective influence.
- Take advantage of new opportunities to build consensus between the partners and dispel any confusion which may have resulted, in the past, from the projection of several different (even if parallel) messages on the key high-level topics.
- Facilitate closer working between the participating organisations; thereby increasing their effectiveness and enabling their professional resources to be used/shared better in the future.

The co-operative has presented the results of research aimed at assessing the value and significance of the UK maritime services sector. The results conclude that the sector employs one in 50 of the working population and contributes almost 2% of the UK Gross Domestic Product (GDP).

The research commissioned by OneVoice partners and conducted by economic consultants Oxford Economics revealed the current economic significance of UK ports, shipping and maritime business services and offered comparative data.

The key findings of the research are that the UK maritime services cluster:

- Supports around 500,000 jobs in total.
- Contributes around £25 bill in GDP

"The report confirms how crucial the UK maritime services sector is to UK plc" said Michael Drayton, chairman of OneVoice. "OneVoice is in its infancy, but this report provides real flesh to the bones of the initiative as the maritime industry looks to establish a substantial and telling political footprint on a range of issues – from the marine and coastal access bill, and overall fiscal environment facing maritime business services, to the rates revaluations affecting statutory ports."

Building upon the shipping and ports reports, next year's account will include a full investigation, which will include the maritime business services sector in the City of London and throughout the UK.

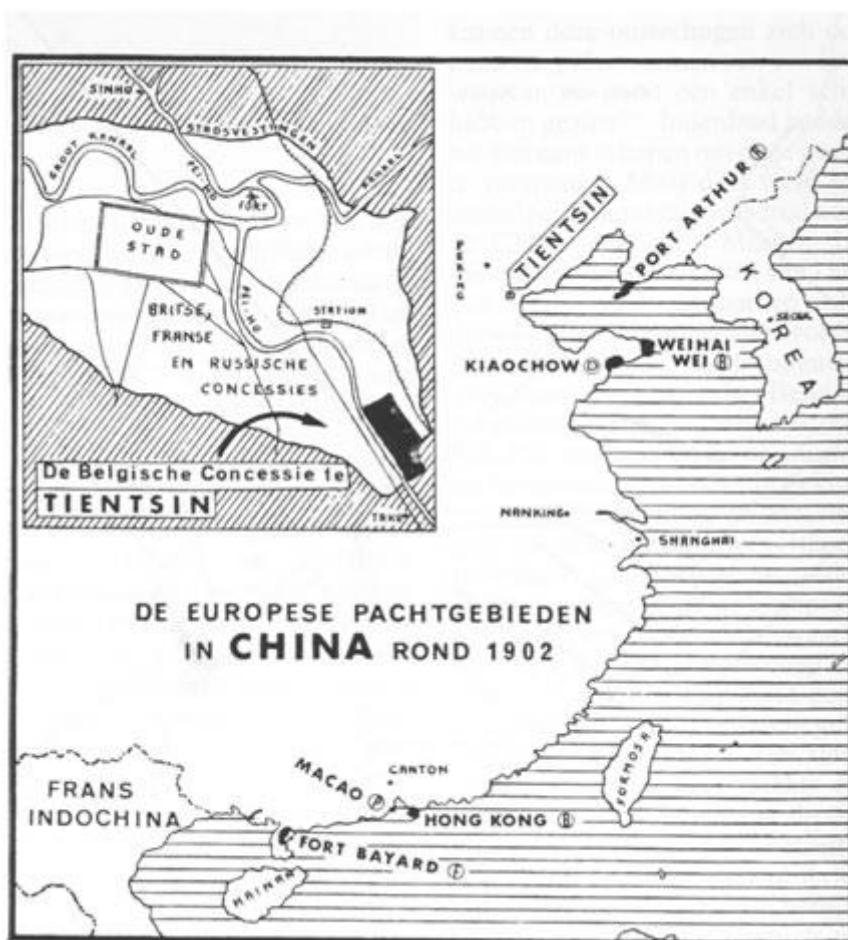
TankerOperators

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HISTORIEK

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Belgische kolonisatieprojecten in de 19de eeuw De Belgische Tientsin-concessie



De Belgen zijn nooit een zeevaardend volk geweest zoals onze buurlanden die reeds vanaf de 15de eeuw de wereldzeeën gingen bevaren op zoek naar wingewesten. Maar eens een onafhankelijke staat zullen we aardig ons best doen om de grote kolonistoren de loef af te steken. Reeds in 1831 zullen we trachten de Nederlanders Java afhandig te maken. In 1848 steekt de koter Marie-Louise met enkel honderden landgenoten de oceaan over om in Guatemala een kolonie te stichten. Nog in 1848 zorgt luitenant-ter-zee Van Haverbeke aan boord van diezelfde Marie-Louise voor een heuse kolonie in Afrika aan

de Rio Nunez. Ook op Abessinië laat Leopold I zijn blikken vallen en in 1876 start het grote Kongo-werk waarvan iedereen de geschiedenis genoegzaam kent.

Dan is er ook de Zuidpool met in 1898-1899 de overwintering van Adrien de Gerlache en de ontdekking van Dancoland en de eilanden Brabant, Antwerpen en Luik. In 1958 stoomt er alweer een de Gerlache op naar Antarctica. Hij vestigt er de Boudewijn-basis en ontdekt twee bergketens, de Belgica- en de Fabiolabergen.

Naar China: 1845-1902

Met dit kort overzicht van onze koloniale prestaties vergeten we echter een gebied waarvan ongetwijfeld destijds de meeste Belgen niet eens het bestaan vermoeden: Tientsin. Inderdaad hebben we naast Kongo, Ruanda-Burundi en Rio Nunez ook 27 jaar lang een Chinees gebied beheerd. Niet helemaal zoals Hong-Kong en ook niet zo groot, maar belangrijk genoeg om er enkele woorden aan te wijden.



Spoor- en kadewerken in Tientsin

Noch op spectaculaire wijze noch met grote middelen kwamen we in het bezit van dit stukje grond. Integendeel, we volgden steeds de grote mogelijkheden op de voet, we keken de kat uit de boom en lieten door hen de kastanjes uit het vuur halen.

De Engelsen en de Fransen waren reeds vroeg met handeldrijven op China bezig. Niet zonder moeilijkheden. Want de Chinezen waren zeer onwillig om hun havens

voor die vreemdelingen open te stellen. Er kwamen oorlogen bij te pas om enkele haventjes open te krijgen, om te kopen of te verkopen. Een eerste gelegenheid voor België bood zich aan na de Opiumoorlog (1839-1842), door Engeland met grote middelen gevoerd om zijn Chinese opiummarkt vrij te houden. Met als resultaat een voor China ontarend verdrag waarbij het verplicht werd vijf grote havens open te stellen, oorlogsschatting te betalen, consulaten te laten openen enz. Iedereen profiteerde van dat verdrag: Engeland, Frankrijk en de Verenigde Staten. De vierde in de rij was België dat bij verdrag van 25 juli 1845 dezelfde commerciële en consulaire voordelen kon bekomen als voornoemde landen. Voortaan konden we dus handel drijven in de havensteden Canton, Ning-Po, Amoy, Foutcheou en Shanghai en er consulaten installeren. De vrije uitoefening van de christelijke godsdienst werd gegarandeerd.

Maar nieuwe oorlogen en conflicten volgden wegens het niet respecteren van de afspraken en de vervolging van missionarissen door de Chinezen. Canton werd gebombardeerd door een gemengd eskader en in oktober 1860 vielen de geallieerden Peking binnen, plunderden de stad en staken het keizerlijk paleis in brand. Daar verdienden de Europeanen hun bijnaam 'barbaren' ! In 1865 kwam er een nieuw ver-



Spoor- en kadewerken in Tientsin

drag tot stand waarbij België eveneens het recht verkreeg op de Blauwe Rivier te varen en een diplomatieke missie naar Peking mocht zenden.

Alle moeilijkheden waren echter nog niet verdwenen. Er braken lokale opstanden los, Franse missionarissen werden vermoord, de moord op de Franse consul Margary ontketende in 1875 een Frans-Chinese oorlog enz. Zonder de Japans-Chinese oorlog te vergeten waarbij de Japanners een groot deel van China bezetten, zoals Mandchourije, Port-Arthur, Wei-Hai-Wei, het eiland Formosa... Dit alles was desastreus voor China dat zich verplicht zag op 17 april 1895 de Vrede van Shimonoseki te tekenen, waarbij een reeks Chinese gebieden in Japanse handen overgingen en reusachtige oorlogsschattingen dienden betaald. Duitsland bekwam het pachtgebied van Kiaochow, Rusland verkreeg Port-Arthur, Frankrijk palmde KuangTcheou-Ouan (Fort Bayard) in en Engeland, dat reeds in het bezit was van Hong-Kong, eigende zich Wei-Hai-Wei toe. Tenslotte werd Shanghai in twee concessies opgedeeld: een internationale en een Franse. We schrijven 1898.

"Comptoirs en Chine": 1902-1912

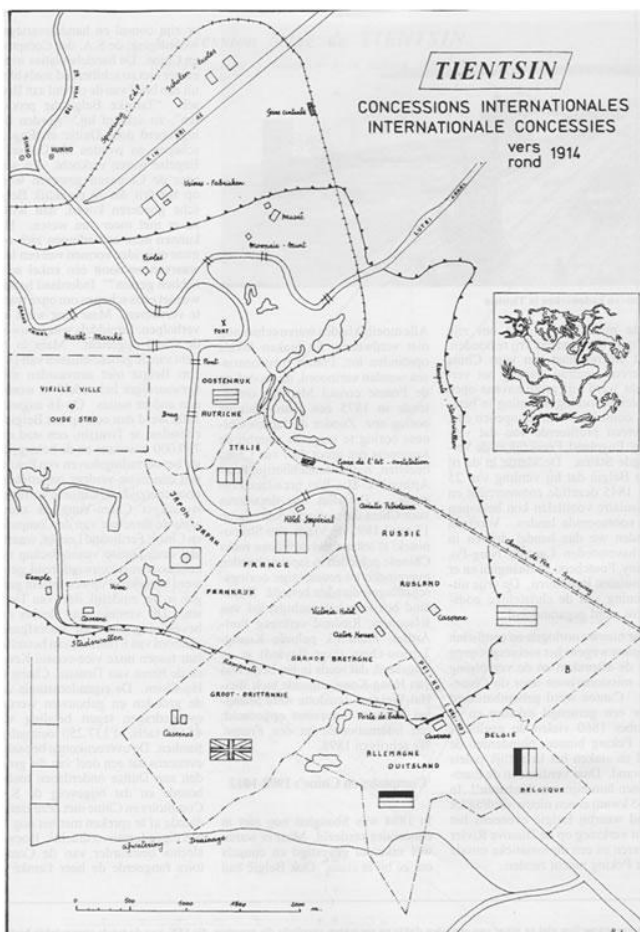
In 1894 was Shanghai nog niet in concessies verdeeld. Maar er waren wel zakenlui gevestigd en consuls om ze bij te staan. Ook België had er zijn consul en handelsvertegenwoordiging: de S.A. des Comptoirs en Chine. De handelsrelaties waren echter niet zo schitterend zoals bleek uit een brief van de consul aan Brussel. "Talrijke Belgische producten", zo schreef hij, "worden hier ingevoerd door Duitse en Engelse schepen en worden als Duitse en Engelse waren verkocht. En wanneer de Chinezen gewezen wordt op het feit dat ze eigenlijk Belgische goederen kopen, dan willen ze er niet meer van weten. Hoe kunnen deze oosterlingen zich ook maar enig idee vormen van een land waarvan ze nooit één enkel schip hebben gezien?" Inderdaad hadden we niet eens schepen om onze waren te vervoeren. Maar daar werd aan verholpen. Inmiddels was trouwens de CMB opgericht. Maar in het licht van de gebeurtenissen van 1898 kon België niet aanvaarden minderwaardiger behandeld te worden dan andere naties. Op 16 augustus 1902 werd dan ook op het Belgisch consulaat te Tientsin, een stad met 750.000 inwoners en de belangrijkste bevoorradingshaven van Peking, een concessieverdrag ondertekend door enerzijds de Chinese vertegenwoordiger Chien-Yung en anderzijds de directeur van de Comptoirs en Chine, Ferdinand Lemké, waarbij aan deze laatste vennootschap een concessie met eeuwigdurend genot werd toegekend op een terrein gelegen in het zuidelijk deel van Tientsin. Dit verdrag was slechts een bevestiging van een voorafgaand akkoord van 6 februari van hetzelfde jaar tussen onze vice-consul Ketels en de heren van Tientsin, Chang en Ho-Chien. De eigendomstitels van de gronden en gebouwen



werden overgedragen tegen

betaling van 45.000 taes, of 137.250 toenmalige franken. De overeenkomst bepaalde eveneens dat een deel van die gronden aan Duitse onderdanen toebehoorde en dat bijgevolg de S.A. Comptoirs en Chine met deze laatste diende af te spreken met het oog op een eigendomsoverdracht. Hoewel slechts bestuurder van de Comptoirs fungeerde de heer Lemké in dit geval als officiële vertegenwoordiger van de Belgische regering, ten bewijze waarvan de akte medeondertekend werd door onze vice-consul en gelegaliseerd door de secretaris-generaal van ons ministerie van Buitenlandse Zaken, baron van der Elst. Cfr. de gedetailleerde beschrijving van deze concessie in bijlage.

"Concession belge de Tientsin": 1912-1927



In afwachting dat de Belgische overheid deze concessie zou overdragen aan de S.A. de la Concession belge de Tientsin, beheerde de S.A. Comptoirs de Chine het gebied en gaf ze het de voor de handel vereiste infrastructuur. De overdracht van het territorium gebeurde bij akte van 11 december 1912 in aanwezigheid van onze minister van Buitenlandse Zaken Davignon en R. Warocqué, afgevaardigd beheerder van de Charbonnages de Marie-mont et Bascoup. De nieuwe maatschappij werd gemachtigd gronden te kopen en te verkopen. Ze mocht taksen heffen doch diende vooraf de tarieven aan Brussel voor te leggen. De maatschappij kon bouwen en verbouwen maar dan met de instemming van de Belgische municipaliteit, het lokaal bestuur. Dit bestuur was verantwoording verschuldigd aan de Belgische regering die, in hoofde van de minister van Buitenlandse Zaken aldaar vertegenwoordigd door onze consul, het gezag uitoefende over de concessie. De consul had tevens rechtsbevoegdheid inzake zowel personen als goederen. Overigens was de Belgische regering gebonden aan zekere beloften zoals het respecteren van de Chinese begraafplaatsen, de wintervoorziening, het aanleggen van een weg en het bouwen van een kaaimuur ten behoeve van omliggende dorpen. In tegenstelling tot de pachtgebieden-zoals ten dele Hong-Kong bleven de concessies onder Chinese soevereiniteit en hadden de Europese staten enkel bestuursbevoegdheid; wel genoten zij het voordeel van de exterritorialiteit.



Tot stand gekomen in een woelige periode zou onze concessie evenwel niet de vruchten afwerpen die men ervan verwacht had. Er werden wel een reeks nuttige werken uitgevoerd doch bijzonder renderend was het gebied niet. We waren trouwens in Tientsin niet alleen, maar omringd door de Duitse, de Franse en de Engelse concessies. Dat betekende een gevoelige concurrentie van mogendheden die beter beslagenwaren. Er was bovendien weinig belangstelling voor het verworven gebied in België zelf. De eerste

wereldoorlog was daar niet vreemd aan. In 1919 had ons land wel andere zaken aan het hoofd dan het in leven houden van een 20.000 km ver gelegen concessie. Zo daalde stilaan het animo dat er voor de oorlog wel was.

Ook in China was het niet meer zoals voorheen. Op het ogenblik dat Davignon de concessie overdroeg aan de gelijknamige maatschappij was het land al een jaar geen keizerrijk meer. De republiek was uitgeroepen. Maar niet iedereen nam dat. Er kwam de dictatuur van Yuan Shih-Kai, daarna heerste er anarchie en tenslotte greep de Kuomintang de macht. China werd sterker. Vooral Amerika ging zich er voor interesseren. Het kocht en verkocht.

Vooral wapens. Zo kon de Kuomintang de opstanden onderdrukken en een sterk regime vestigen. Rond de jaren 1920-1930 was China dan ook sterk genoeg om de teruggave van de concessies te vorderen. Daar stonden trouwens de Verenigde Staten achter, die als enigste geen concessie bezaten en de machtspositie vreesden van de Europeanen, wier monopolie in de grote havens ze wilden breken. Voor de eerste keer in de geschiedenis van de betrekkingen van China met de Westerse mogendheden werden er vanaf 1924 verdragen gesloten die voor China voordelig uitvielen. Er kwamen verdragen met Rusland, met Duitsland, met Engeland dat zijn Wei-Hai-Wei concessie teruggaf, met Frankrijk in verband met Indochina en uiteindelijk ook op 31 augustus 1929 met België waarbij we aan onze concessie verzaakten.

Er zijn op dat stukje grondgebied geen roemruchtige daden gepleegd en evenmin hebben er wereldschokkende gebeurtenissen plaatsgegrepen. Maar we zijn er 27 jaar lang gebleven en hebben onze stempel gedrukt op dat deel van Tientsin. Wij schreven tenslotte onze naam in de geschiedenis van dit grote land en de bladzijde aan België gewijd was in ieder geval vlekkeloos, wat van de meeste van de andere naties aldaar vertegenwoordigd gedurende diezelfde periode niet kan gezegd worden.

R. Thys

Bronnen

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Wet van 2.9.1913 betreffende goedkeuring overeenkomsten van 1902 en 1912.

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Beschrijving van de Tientsin-concessie

Het zal wel niemand verbazen dat onze geschiedenisboeken, hoe gespecialiseerd ook, met geen woord reppen over deze Tientsin-episode. Het is dan ook dankzij Franse bronnen dat het ons mogelijk is hier een rudimentaire beschrijving van onze concessie te geven. Ze was gelegen langsheen de oostelijke oever - de linkeroever- van de Pei Ho (Witte Rivier) en begrensd door de Russische concessie en de stadswallen. Ze was precies 1168 meter Lang langsheen de rivier en 450 meter in de richting van de spoorweg, waarmee ze evenwel geen verbinding had. Maar op ons verzoek stonden de Chinezen een uitbreiding toe van de concessie in de richting van de spoorweg; van deze gunst werd evenwel geen gebruik gemaakt. De oppervlakte bedroeg ca. 0,5 km² (474 mows en 50 fangs zoals aangeduid in Chinese maten in het verdrag). Er waren weinig wegen en uiteraard geen verharde. Een der eerste programmapunten van de Belgische municipaliteit was dan ook het aanleggen van een kasseiweg. Ook werden oeverwerken uitgevoerd; zo werd over de ganse lengte een kaaimuur met pakhuizen gebouwd.

De twee Chinese begraafplaatsen werden, zoals overeengekomen in het verdrag, onaangeroerd gelaten. Hetzelfde gold voor de woningen van de Chinese bewoners.

De concessie telde ca. 10.000 inwoners, waarvan ongeveer 300 Belgen die voor het merendeel langsheen de rivier woonden, waar ze over hun eigen kerk, school en ziekenhuis beschikten.

Bij de definitieve overdracht in 1930 aan de Chinezen hadden de meeste Belgen reeds de stad verlaten.

Inséré le 13 nov. 11 LOGBOEK NOUVELLES Enlevé le 13 déc. 11

Turkey discusses Erdoğan's new waterway

Erdoğan's announcement of a plan to build a canal so that oil tankers and other commercial shipping can bypass the congested Bosphorus Strait has triggered heated discussion on the possible consequences of the project. Prime Minister Recep Tayyip Erdoğan's announcement on Wednesday of a plan to build a canal so that oil tankers and other commercial shipping can bypass the congested Bosphorus Strait has triggered heated discussion on the possible consequences of the project. Erdoğan on Wednesday announced his new project, Kanal İstanbul, a 150-meter-wide waterway that will link the Black Sea to the Sea of Marmara. He said the canal is the "greatest project of the century." Main opposition Republican People's Party (CHP) leader Kemal Kılıçdaroğlu seemed to be unimpressed in his initial reaction, saying the government should be using its resources to empower the poor. CHP Burdur deputy Ramazan Kerim Özkan made the same point when he said: "Leave that crazy project alone. First feed our citizens." Erdoğan earlier referred to the plan as a "crazy project." Bülent Tanık, mayor of Ankara's Çankaya district, claimed that the government was preparing İstanbul to become the country's capital. The Nationalist Movement Party (MHP) was cautious but not as critical as the CHP. MHP Secretary-General Cihan Paçacı said: "We will support every project that will benefit our country. A second strait in İstanbul would ease the congestion in the Bosphorus. Every year, the people of İstanbul live next to a major threat because of collisions in the strait." MHP leader Devlet Bahçeli said he needed more information and details on the project before commenting on it. Mustafa Kamalak, head of the Felicity Party (SP), was supportive, but he accused Erdoğan of having stolen the idea from representatives of the National View movement, the ideological forerunners of the SP. "This is not a crazy project, this is theft," he said during a visit to the Anatolian Tigers Businessmen's Association (ASKON). Although Erdoğan did not disclose the exact location, various commentators claimed some circles knew about the project and would financially benefit from this prior knowledge. This argument isn't just concerned about profitable land sale transactions stemming from insider knowledge but also involves concern over the contracts to be awarded during the building of the canal and its aftermath. It is not clear whether new

housing or shopping centers will be allowed around the canal, but in addition to worries about possible corrupt deals, environmentalists say this could disrupt the ecology of the region. There were also concerns about the number of trees that will have to be felled during construction of the canal, but Environment Minister Veysel Eroğlu promised five trees would be planted for every one cut down. Businesspeople, particularly construction industry professionals, were highly supportive of the project. Some scientists and urban planners have questioned whether it is feasible to build a canal that will be, according to Erdoğan, 45 kilometers long. The prime minister said the canal would have a depth of about 25 meters and would be able to handle the daily passage of up to 160 vessels. The canal would be completed by 2023. Erdoğan did not reveal the cost of the project, but analyst estimates range from \$20-40 billion. **Source: Cihan News Agency**

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Major tanker operator gives answer to VOC emissions

Reducing volatile organic compound (VOC) emissions from crude oil tankers helps cut the environmental impact of ship operations and saves on hard won resources, explained Dr Hans Richard Hansen, Teekay's vice president technology development.

VOCs are the hydrocarbon gases emitted during the crude oil transportation process. They represent a proportion of the cargo lost as fumes. The main VOC constituent gases are methane, propane and butane – the latter two are heavier than air and the main concern to date has been their potential negative impact on human health in loading areas.

Since 2002, Norway has regulated VOC emissions from tanker operations on its continental shelf – mainly related to North Sea shuttle tanker activity. A significant VOC component is methane – the same gas that when cooled and liquefied is known as LNG.

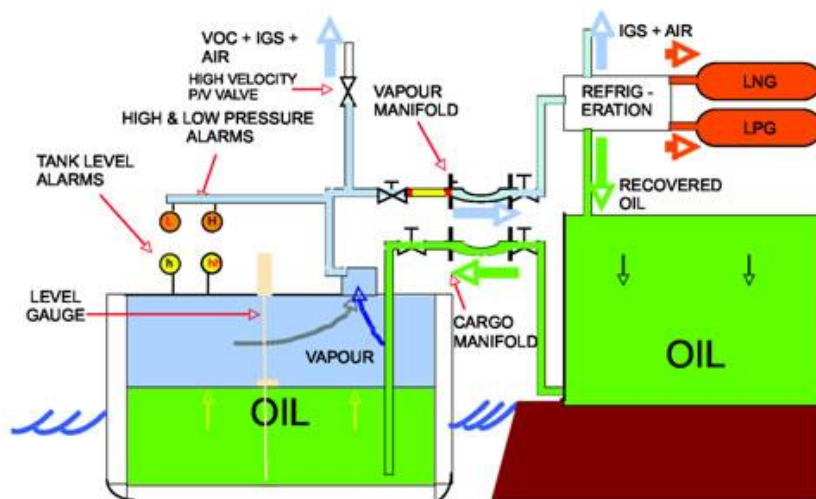
This lighter gas quickly rises to the upper atmosphere where it poses no immediate risk to health. VOCs are greenhouse gases and contribute to shipping and the oil industry's carbon emissions – the methane immediately on release while the propane and butane components, when broken down by environmental exposure, eventually form CO₂ in the atmosphere.

If VOC emissions could be either mitigated or prevented, shipping's contribution to global warming could be reduced. In addition, as VOC represent lost cargo, delivered crude stems would be increased providing more oil and financial benefit to cargo owners and reduced wastage of resource.

Dr Hansen described Teekay's extensive experience in operating vessels in compliance with the Norwegian VOC emission regulation. Together with other Norwegian tanker operators, Teekay has employed VOC emission reduction systems to reduce the venting of the gaseous compounds that

make up the VOCs from oil cargoes.

A range of technical solutions have been employed in the North Sea including absorption, condensation and KVOC technologies. The total investment by operators thus far is in the region of \$250 mill. The annual operating expenses for these systems amount to about \$20 mill. These systems were all installed on a retrofit basis on board



Schematic of VECS system. Photo credit Teekay/LR.

a vessel to reduce VOC emissions during loading.

Reductions in VOC emissions have been considerable. For example, Norwegian shelf shuttle tanker emissions have fallen from 160,000 tonnes in 2002 to just 25,000 tonnes in 2009. However, this is a relatively small fleet and only reduces emissions of total crude shipments by a tiny percentage.

The worldwide daily seaborne imports of crude amount to around 20 mill barrels. Crude oil is mostly a long haul cargo, meaning that the tonne/mile proportion of world seaborne trade is high. VOC emissions from the crude oil trade can be reduced by some 1-2 mill tonnes per annum, reducing the carbon footprint of crude transportation by about 5%.

An additional benefit would be a reduced contribution from the crude trade to ground level ozone.

Two changes

Two major changes would need to be implemented to achieve such savings. First, tanker design would need to be modified to enable the carriage of oil under pressure, at the modest level of 1.2 to 1.7 bar. Teekay has already raised the tank pressure on one of its tankers – Navion Hispania – to 1.2 bar – a pressure level that most tankers can accommodate with minor modifications.

The increased pressure in Navion Hispania's tanks provided 15-20% reduction in VOC emissions during loading. In addition, re-absorption of VOC during a voyage using a GBA swirl absorber eliminated emissions during transit and eliminated the need to vent if the tank pressure needed to be reduced before discharge.

Four Amundsen class shuttle tankers due to be delivered to Teekay this year and next are designed to load and ship crude under a pressure of 1.7 bar. In addition to being able to load at increased pressure, other systems being fitted on these vessels include –

- A GBA swirl absorber, or CVOC for absorption of VOC gas into the crude oil integrated with automatic control of cargo tank pressure.
- KVOC, which is an increased diameter drop line system developed by Knutsen OAS. This system reduces the under pressure (siphon effect) that occurs in a conventional drop line, thereby reducing the flashing of gas from the crude oil during loading.

Increased cargo tank pressure, together with KVOC, is expected to reduce VOC emission during loading by 60-70% and by employing the GBA system, with laden voyage can be accomplished without the need to vent VOC to air.

The additional investment needed for the design changes and the installation of the required systems, such as those to be installed on the four Amundsen vessels, is in excess of \$2 mill. However, retrofitting a swirl absorber and operating at 1.2 bar can be achieved at a cost of less than \$1 mill.

If implemented on the crude fleet, this would be the equivalent of reducing its carbon footprint by 2-3%. Additional benefits would include an improved working environment on board and in the vicinity of tanker terminals by reducing VOC related health risks.

The next big step to further reduce VOC emissions would involve effective use of the vapour return system. Most tankers have vapour return systems but few terminals are prepared to use this capability to fully close the vapour emission loop.

If the tanker and terminal operating sectors co-operated in the transfer of tank atmosphere between ship and shore during loading and discharge, this would probably be the equivalent to an additional 5% reduction of the carbon footprint of crude oil transport by sea. The MARPOL convention introduced requirements for VOC emissions this year. These regulations are limited to requiring owners to develop and operate according to a VOC plan. In the future, this can be made more effective by operating at somewhat higher pressure with the aid of installations such as swirl absorption on all crude oil tankers.

VOC column breakdown

At low altitudes, the propane and butane break down in sunlight into ozone, which in high concentration can impair human health and damage vegetation and materials. The methane component rises immediately to the upper atmosphere where it acts as a greenhouse gas.

In the revised MARPOL Annex VI, which entered into force on 1st July this year, there is a requirement for an approved VOC management plan. Lloyd's Register has provided relevant supporting information and has also produced a template and checklist to assist managers to produce their plans.

TankerOperator Aug/ Sept 2010

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Tanker values offer investment opportunity

As evidenced by plenty of recent deals done by ship owners around the world, including many Hellenic owners, tanker values have retreated to such levels, that are pretty much irresistible, despite the short-term challenges that the tanker market is faced with. In a recent report, CR Weber said that a VLCC was recently reportedly sold for \$29.4 million. It was the VLCC Saga Unity (298,920 DWT, Built 2000) and the quoted price represented a fall of 53% from the same unit's previous sale price of \$62 million some 18 months ago. According to the shipbroker, this sale illustrates the kind of pressure tanker values have come under since earnings trailed off from the rally of the first half of 2010.

"The fresh low has stirred fresh fear among market participants that further corrections may be forthcoming – particularly given the spectre of bankruptcies. These fears are certainly not unfounded. However, there are reasons to believe that tanker values may be at or near their trough – or at least close. Firstly, newbuilding prices are unlikely to descend below the \$100m mark. Indeed, this week 3 VLCC orders were contracted at Hyundai for delivery in 2013 at a price of \$100m each. Relative to prefinancial crisis steel/newbuilding price correlations, a \$100m order price actually represents an attractive discount.

Moreover, a number of offshore oil production projects – particularly in Brazil – are likely to boost demand over the next 1824 months for quality mid/late 1990sbuilt VLCC tonnage for FPSO conversions which should limit value losses to levels which are above demolition values (recently about 18%). The sale price of the aforementioned VLCC unit was ~24% above its estimated current demolition value" said CR Weber. In a separate market report, Fearnley's said, commenting on market activity, that "a continuing demand for VLCC coverage combined with what can only be described as a strong effort on the part of shipowners to push rates higher has now resulted in higher rates being seen in the VLCC market this week. An important negative side for owners, however, is that rising fuel prices took a sizeable piece of the increased earnings these higher rates should have provided, and de facto net earnings for owners on most main industry VLCC routes are still far below what owners need to break even. It appears that most MEG stems for the first ten days of November are now covered, and charterers are presently holding back in hopes of trying to cool owners' passions for ever higher rates. The next few fixtures will indicate whether charterers or owners will win out in this perpetual struggle, but certainly the size of the position list seems to favour the charterers. The week got off to a firm start for Suezmaxes both in WAF and in the Med/Bsea, but due to a more than ample supply of tonnage in WAF for the first ten days of November, charterers were able to assert considerable downward pressure on rates in this area. We also expect Bsea rates to slide even though we still envision further delays in the Turkish straits. In the Aframax sector we saw rates decline for Nsea liftings as a result of little early November activity and a growing position list. The same was true for Aframax trading in the Med/Bsea where tonnage started to build up as a result of less cargo availability. In the Caribs upcoast voyages are being fixed at the ws110, which is well down from last week's levels" said Fearnley's. Meanwhile, referring on other tanker segments, CR Weber had provided some insight on the recent concerns raised by the Turkish authorities, regarding the transition of hazardous cargoes through

the Bosphorus Straits. In fact, last month, the Turkish authorities shut down the straits for a few hours to allow authorities to simulate a tanker crashing into a passenger ferry in order to conduct response exercises. More recently, it was announced that hazard restrictions – which already limit tanker transits to daylight hours – would be extended to containerships. “With tanker delays already as high as 6 days this week, the news saw charterers rush to fix cargoes and prompted significant gains to both Suezmax and Aframax rates in the Black Sea-Mediterranean market, with voyage earnings on these classes rising to \$32,000/day and \$43,000/day, respectively. Such earnings should not be expected to become a new norm, but if persistently longer delays do become the result of the containership restrictions, even after a rebalancing of tonnage from other geographic markets materialises it would be reasonable to expect that earnings will see some, albeit minor, improvements above what would otherwise be expected on the back of normal seasonal factors. VLCCs could find extra duty on the trans-Atlantic run from West Africa, freeing up more Suezmax tonnage to service the Black Sea market. This would moderate Suezmax rates but also help in bringing the Middle East market closer to equilibrium. Similarly, many of the spare Aframax units which flooded alternate markets after the cessation of Libya’s oil supply are likely to ballast towards the Black Sea/Mediterranean market where earnings are now stronger. This will obviously cause a correction of rates there, while allowing a rise from the dismal earnings the alternate markets have seen in recent weeks. Even with such rebalancing, there is still the likelihood that weather issues at the Turkish straits will compound any delays emanating from the new restrictions, creating greater volatility and stronger rallies during their isolated occurrences” concluded CR Weber. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Inséré le 19 nov. 11 LOGBOEK NOUVELLES Enlevé le 19 déc. 11

Managing the risk

BP Shipping is rolling out a revised version of the company’s Control of Work (CoW) system throughout its 53 vessel fleet.

The system was put in place in 2007 and following feedback from BP Shipping’s seafarers, improvements resulting in more standardisation are being introduced into the system, which is aimed at continuous development of shipboard performance.

CoW is a written policy within BP Shipping’s Quality Assurance Manual and assigns clear accountability when conducting work on board for health, safety, security and environmental performance to designated individuals within each shipboard management team.

It requires that the risks associated with each task be assessed before it is performed and that personnel obtain permits to enable them to work on potentially hazardous procedures. Each work permit must contain a written description of any potential risk and required mitigations associated with a task about to be performed. It must also be signed by everyone engaged in the work activity.

Senior officers are designated as Area Authorities (AA) responsible for managing safety within their respective departments, while Performing Authorities (PA) serve as on site leaders. The Officer of the Watch (OOW) takes on the role of registrar issuing or cancelling permits.

The training resources were designed to ensure that there was a formal approach to managing the risk faced by BP Shipping’s seafarers and vessels. It is equally applicable to shore staff, seafarers and sub-contractors.

To create the system, a film crew filmed BP Shipping’s operations on board oil tankers and LNGCs in Trinidad, Spain, California and Washington State. To develop the eight computer-based test modules, John Sabella & Associates, the company that designed the training resources, used Norwegian software house Seagull.

Each computer-based test generates a set of random questions to improve the reliability of the testing.. Each question is preceded by a video clip, which is intended to remind the trainee about

the DVD's contents at the point in the training session where the question's subject was addressed without revealing the answer.

"The system should be simplistic, robust and safe and be applicable holistically", Paul Manzi, BP Shipping's manager of fleet HSSE and operations, explained. "There should be a standard, simple piece of kit across the board with everyone working on the same system."

The phase-in of the revised training materials started on 1st October this year and the integration is scheduled to last until the middle of December. This phase-in period will allow the seafarers to become familiar with the system and will also help to identify and eliminate any problems revealed, Manzi said.

He also said that BP Shipping noticed that personal injury incidents had fallen since the introduction of the system. For example, from 2004 to date, the company had seen a near 50% reduction in injuries, although he added that the number of incidents was already low. All the reported incidents were investigated and the results embedded in the upgraded system where necessary.

As well as circulating a DVD and organising computer-based testing sessions, fleet training safety officers (FTSOs) visit BP's vessels to give practical hands-on advice. BP Shipping firmly believes in practical training on board, as well as taking in the theory.

Manzi also said the system is being integrated well into shipboard work routines. The system started with the junior officers and encompassed shore-based training, as well as on board sessions with the visiting FTSOs, vetting auditors and superintendents.

Ratings are given a five-day 'basics of safety seamanship' course to ensure they understand the fundamentals of BP's expectations for shipboard operations, mainly in India and the Philippines. These are interactive courses with only less than one day given over to a classroom theory type sessions.

BP Shipping also has a seven-day safety officers' training course on which the first and second days are given over to lectures and the balance is focused on hands on training. "For safety learning, there is no substitute for actually doing it," Manzi said.

Manzi firmly believed that a good safety culture is engendered by the shore management having a sound relationship with the seagoing staff. "We encourage real personal contact with the FTSOs," he said. "Working together on safety issues on a face-to-face basis is a crucial part of the learning process. Any training aide memoire should be complimentary to face-to-face hands on training and not instead of it.."

At any one time, the company operates many chartered in vessels and employs time charter superintendents to ensure the level of safety and operations that BP requires. Workshops are regularly held with the charterers' representatives to outline the safety and commercial goals needed by the oil major.

"This is a mutually beneficial exercise as smaller shipowning companies often have great safety cultures," Manzi explained. This was partly due to the introduction of TMSA, BP's focus on creating partnerships with its timecharter operators and partly down to the vetting of the vessels put up for charter.

"We regard them as partners, not just in word, but in actual practice," he said. "We like to have a personal relationship from the CEO down to the superintendents."

TankerOperators

- Paul Manzi, BP Shipping

Inséré le 21 nov. 11

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Building of Advanced Large Sized membrane Type LNG Carrier

In the global demand for the environment friendly energy, LNG based trade has been increasing steadily, and demand for LNG carriers by customers has become more diversified. Under these circumstances, Mitsubishi Heavy Industries, Ltd. (MHI) has established the building record of Moss type LNG carriers, and also has been carrying out the technical developments, repair, and maintenance work of membrane LNG carriers first started in the 1970s. Thanks to the customer's evaluation for those activities, MHI was awarded the contract for six large membrane ships in 1999, which were the first large sized ships to be built in Japan. These ships were built and delivered by 2004 by MHI. Advanced design and building methods with new technologies were incorporated in the building of these ships which were endorsed by spherical tank technique as well. Accordingly, the most advanced and distinguished, largest class membrane type LNG carriers in the world were completed. Now MHI is continuing work on the development of the next generation LNG carriers to meet the further needs of customers.

1 Introduction

The commercial marine transportation of liquefied natural gas (LNG), which first began in 1964, is increasing year by year. In 2003, it reached approximately 123 million tons in the world. About 150 LNG carriers were engaged in the seaborne trade of LNG in 2003. MHI has delivered 26 LNG carriers (including 3 membrane type ships) since 1983, and is now building 10 LNG carriers. MHI has established a track record as the world's largest supplier of LNG carriers.

With the construction of those membrane type ships, MHI has become the first yard in the world to build both Moss and membrane type Large LNG carriers to meet the needs of customers.

After reviewing the features of each cargo containment system and MHI's activities, this paper will summarize the features, development, design, and construction record of Japan's first large membrane type LNG carrier. Future trends in LNG carriers are also mentioned briefly here.

2 Cargo containment system of LNG carrier and features of membrane type ships

LNG has several unique properties including temperature that reaches as low as approximately -160°C and a low specific gravity of 0.43 to 0.50 at atmospheric pressure. Various types of cargo containment systems suitable to accommodate these properties have been put into practical use.

At present, independent spherical tank systems and membrane tank systems have become the mainstream type systems due to their economic efficiency and reliability. LNG carriers are uniquely different from other types of cargo transport ships in the sense that the cargo containment systems are not unified into one system but rather multiple systems are used instead.

2.1 Features and comparison of Moss and membrane tank systems

The features of each cargo containment system are briefly described below. As for detail, refer to reference(1).

1 Independent spherical tank system (Moss system).

An independent spherical tank system is formed in such a way that a self-supporting spherical tank is fixed to the hull by a cylindrical support structure (skirt). The liquid loaded in the tank acts on the self-supporting tank. MHI has thus far built and delivered 23 LNG carriers using this system, while improving this system. Recently, the design of Suez Canal tonnage reduction to reduce Suez Canal fees and so-called stretch tank formed by inserting a cylindrical part into the tank's equatorial part to increase volume efficiency have been realized.



2 Membrane tank system.

A membrane system is formed by installing thermal insulating material into the hull of the ship and covering the surface with a metallic membrane. The

purpose of the membrane is to maintain liquid-tightness so as to prevent any leakage of the cargo liquid. The load of the cargo liquid acts directly from the thermal insulating material to the hull. This system includes Gaz Transport System, Technigaz System and a system called the CS-1 (Combined System-One), which will be described later.

The membrane system makes the deck flat and the smaller size of the ship compared with a Moss system. In recent years, there has been increasing demand for the relaxation of filling limits of cargo liquid levels and relaxation of limits on tank length of membrane system. In order to improve the estimation accuracy of sloshing loads acting on the tank, GTT (Gaz Transport and Technigaz), Classification Societies, and shipyards have investigated the subject to be of practical use.

The large membrane ships designed and built by MHI adopt the Gaz Transport system. As shown in Fig. 1, this system consists of a double construction of invar (36% nickel alloy steel) with 0.7 mm thickness as primary and secondary membranes. The insulation box is also consists of a double layer structure. The total thickness of the insulation system is approximately 530 mm to ensure a BOR (Boil-Off Rate) of 0.15% per day.

3 MHI's activities for membrane type LNG carriers

Whilst, MHI has been recognized as a leading Moss shipyard. MHI's activities for membrane type LNG carriers started earlier than Moss system. MHI introduced the technologies of the Technigaz system in 1969 and the Gaz Transport system in 1973, and has continuously developed various technical improvements on these systems ever since.

In the Iranian Kalingas project in the latter half of the 1970s and the Northwest Shelf project in the former half of the 1980s, though they were not realized, MHI worked on development of the membrane system at the practical level. Since 1973, MHI has also concluded longterm maintenance contracts in the field of ship repair and has continuously performed repair work on membrane ships of both the Gaz Transport and Technigaz systems.

4 Building of large membrane type LNG carriers

In 1999, MHI was awarded the contract as a leading shipyard for six large membrane type LNG carriers for the PETRONAS Tiga project in Malaysia. Despite no building record of large membrane ships at the time, MHI's long-term activities on membrane ships and the design and construction technologies were evaluated for the receipt of the order. MHI R & D center, a design department, and a shipbuilding department devoted all their power and energy to the development, design, and construction of the first large membrane LNG carriers to be built in Japan. Posterior to challenging to the new products, three of the world's largest class advanced membrane LNG carries could be built and delivered with a high level of completeness. A brief outline of these LNG carriers is presented below.

4.1 Basic concept

Table 1 Principal particulars of the "PUTERI INTAN SATU"

Principal dimensions		
Length, overall	(m)	276.0
Breadth, moulded	(m)	43.40
Depth, moulded	(m)	25.50
Summer draught, moulded	(m)	12.01
Dead-weight and tonnage		
Dead-weight at		
designed draught	(t)	76 110
Gross tonnage (International)		93 038
Net tonnage (International)		27 911
Cargo tank capacity		137 489 m ³
	(100%, -163°C)	
Main engine:		Mitsubishi Steam Turbine X 1 set
Max. output:		26 800 kW X 89.0 rpm
Normal output:		24 120 kW X 85.9 rpm
Main boiler:		Mitsubishi Water Tube Boiler X 2 sets
Max. evaporation:		60 000 kg/h per set
Generator:		
Turbo generators:		2 900 kW X 2 sets
Diesel generator:		2 900 kW X 1 set
Speed and endurance		
Service speed:	(kt)	Abt. 19.5
Endurance:	(s.mile)	Abt. 15 000

Basic concepts in the development and design of the ships are as follows;. . The volumetric efficiency and propulsion performance (fuel consumption) shall be to the world's highest level, and economy in operation shall be excellent.. The quality of the cargo containment system shall be well assured.

. Operability and maintainability after delivery shall be excellent. Specifically, the specifications and arrangement are so designed that operation and maintenance could be performed safely, securely, and easily.

4.2 Features of design (initial design, performance, structure, and outfittings)

(1) Initial design
Figure 2 shows the general arrangement of one of these ships, "Puteri Intan Satu", while Table 1 shows the principal particulars of the ship.

The major dimensions were determined to achieve excellent propulsion performance with best use of compactness of the membrane ship. The shape of the cargo tanks was improved so that the number of non-standard insulation boxes could be minimized. The cross sections of the Nos. 2, 3, and 4 tanks were the same by which the cargo containment work efficiently runs.

(2) Propulsion performance and fuel consumption

The optimum shape of a hull differs depending on the type of cargo containment system inside. MHI developed the optimum for membrane tanks by full use of computational fluid dynamics (CFD), in addition to model tests in a model basin. Figure 3 shows an improved hull form obtained by CFD.

Parallely, MHI developed the optimum design of the propeller so as to be of high efficiency and

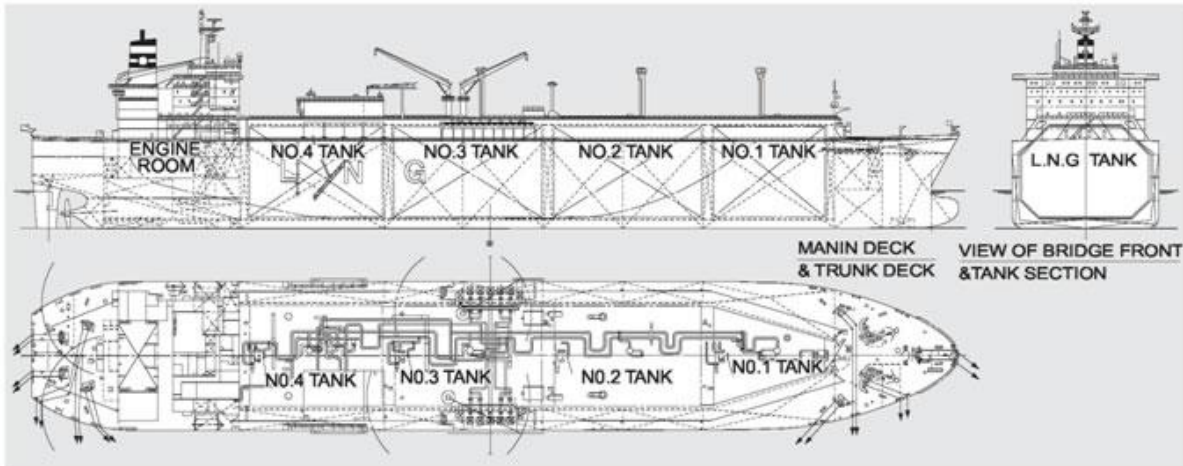


Fig. 2 General arrangement of "PUTERI INTAN SATU"

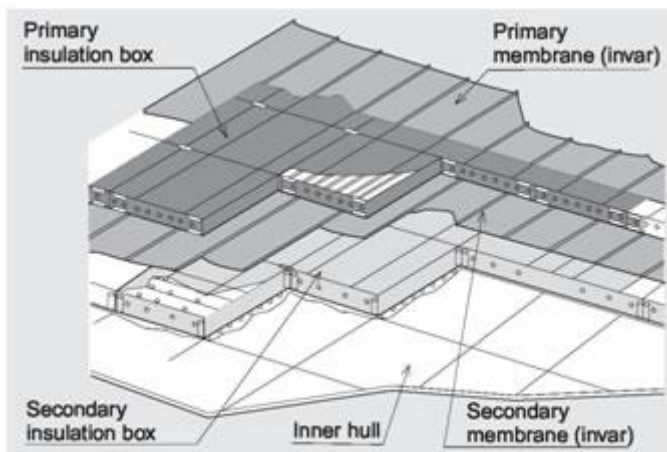


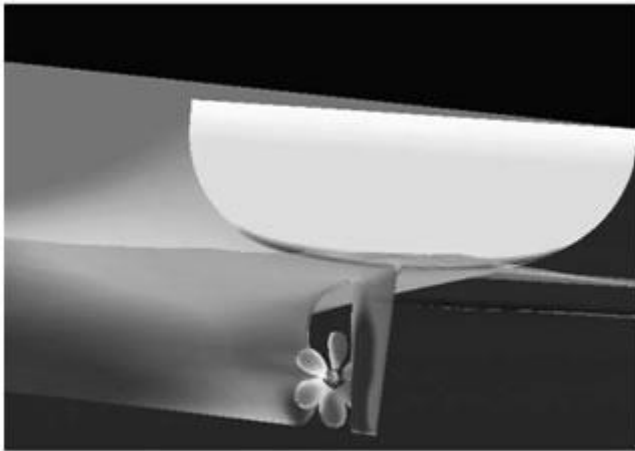
Fig. 1 Structural drawing of Gaz Transport NO96 insulation system

vibration free. For the turbine plant, a simple two-stage feed water system was adopted by customer's preference in consideration of maintenance, and less fuel consumption was achieved by the improved heat efficient technologies.

(3) Structural design

Strength of hull structure has been verified by the whole ship FEM model shown in Fig. 4, and it has been confirmed enough strength in stress and buckling requirements. Analysis using

fine mesh FEM models was also performed to confirm fatigue strength mainly for the knuckle points of the inner hull, which were the most critical points because of the boundary between the insulation and the ballast tank. Based on the above analyses, SDA (Structural Design Assessment for stress and buckling) and FDA (Fatigue Design Assessment for fatigue) notations, which are the latest notations of Lloyd's Register of Shipping (LR), were obtained.



**Fig. 3 Development of ship model by CFD
(Estimation of self propulsion factors)**

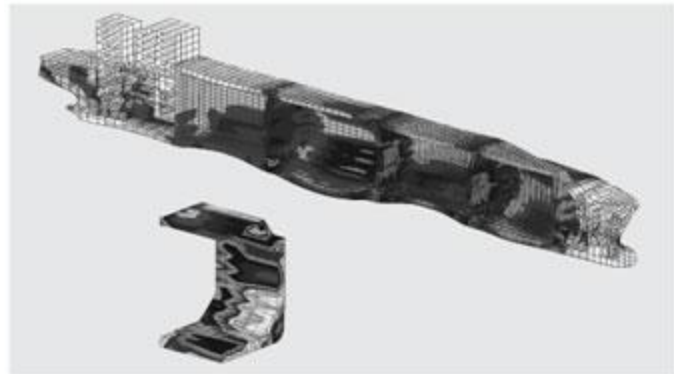


Fig. 4 Strength and fatigue analysis by an FEM model of the whole ship (amount of deformation is exaggerated for clarity)

MHI's in house special analysis method, was carried out to confirm fatigue strength with wave data in the ship's specific sea route.

(4) Design & arrangement of outfittings and automation

The design for the arrangement of the passages on the upper and under deck and the engine room was carried out in consideration of traffic and maintenance onboard. The arrangement of electrical cables and pipes shall be so designed not to expose, as far as practicable, in consideration of future maintenance. And the selection of materials and determination of coating specifications were also carefully done considering long-term use. In the design of the cargo piping arrangement, stress calculations of piping was performed to assure sufficient reliability.

Figure 5 shows the arrangement of the piping system on the deck of the ship.



Fig. 5 Arrangement of piping on deck

With regard to the tripod mast of the internal structure in the cargo tanks specific to membrane ships, MHI independently verified that excessive stress did not occur under all conditions of operation. As for the automation system, the factors of the membrane system were incorporated into the system based on the know-how cultivated from the Moss system in order to simplify various operations such as cargo operations and to increase safety. In addition, the ship is also furnished with an automated system for exchanging ballast water to protect the marine environment.

4.3 Securing of design quality

The cargo containment system of the ship is an extremely large consisting of some 700000 structural components. In addition, since the inner hull structure is directly adjacent to the cargo containment system, sufficient quality must be secured for the inner hull and the surrounding ballast tanks in order to avoid water leakage into the cargo containment system.

For this purpose, a joint project team formed of the design department and the construction department was organized and design issues and building method were examined about two years before the start of actual design work. During the course of this examination, objects that needed to be carefully verified were narrowed through the analysis by FMEA (Failure Mode and Effects Analysis).

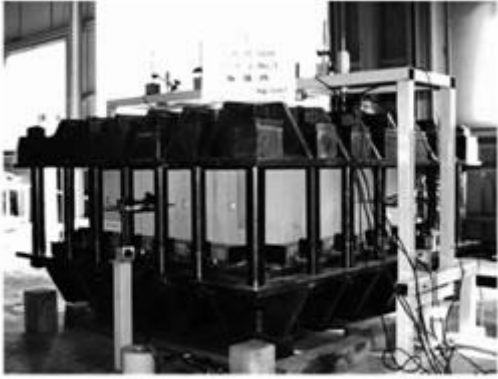


Fig. 6 Strength test of insulation box

And verification in particular of the quality of the part components in the cargo containment system, the containment system itself (membrane, insulation box, other fastening devices), inner hull structures, coating of the ballast tanks, and the arrangement of the parts in the ballast tanks were surely studied.

Once the design began, abt. 100 items to be followed were taken up from the objective items determined during the preliminary verification, after which a follow-up system was organized, and efforts were made to secure the quality of the actual design, accordingly.

4.4 Manufacture and procurement of materials for cargo containment system

The key of the building of a Gaz Transport system LNG carrier is the procurement of insulation boxes amounting in quantity to 52000 per ship.

(1) Malaysian content and insulation materials

Upon request of the customer, MHI attempted production of insulation boxes using local plywood in Malaysia in order to promote industry and cultivate manufacturing technologies there. Some kinds of wood were selected from the wood produced in Malaysia, and the plywood of the some candidate wood types were manufactured and tested. Finally, a Keruing plywood was approved by GTT. The insulation box was formed by Malaysian plywood and only top plate by Finnish plywood which facilitates handling by vacuum machine. In order to adopt the plywood, productivity tests and the strength tests of box were carried out in addition to the strength tests of the plywood itself. Figure 6 shows a strength test of the insulation box.

(2) Organization for manufacture of insulation boxes

In the Malaysia plant, approximately 2/3 of the total number of insulation boxes were produced. Most of them were the standard type. For this purpose, local insulation box manufacturing company of joint venture were established

Figure 7 shows a view of the insulation at the Malaysia plant. The remaining 1/3 of non-standard boxes, were manufactured at

(3) Procurement of invar materials

Invar materials for LNG carrier used to be Imphy of France. Hence, MHI adopted the duced by Imphy in the 1st and 2nd ship of the track record of that company. At the MHI also partly adopted the invar products Japan, and endeavored to improve the ability of the materials. As a result, in the MHI has adopted the products of the Japa- which have greater delivery flexibility.

As the result of efforts to satisfy the needs could develop and procure materials for system from new manufacturers while still past track records. These materials form membrane ship and successfully met the for quality and performance.

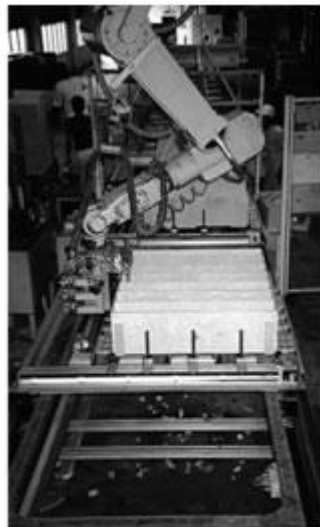


Fig. 7 View of side plate stapling robot in insulation box manufacturing factory

boxes being produced the boxes, mainly of a plant in Japan.

exclusively handled by invar materials pro- the project based on same time, however, of two companies in workability and weld- 3rd and later ship, nese manufacturers,

of the customers, MHI the cargo containment placing emphasis on the main part of the specified requirements

4.5 Logistic control and quality control in construction

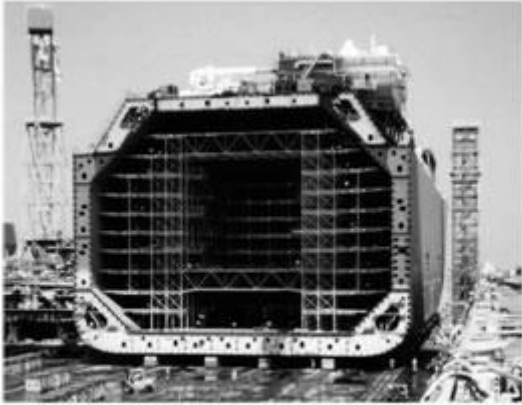


Fig. 8 Section of cargo tank under construction
Scaffolds for construction of insulation installed in the tank.

The cargo containment work on the inner surface of the tank of the membrane type LNG carrier is performed on the scaffolds that are installed in the tank after the hull structure has been constructed (Fig. 8).

Unlike Moss ships which use aluminum alloy of approximately 40 to 150 mm in thickness, membrane ships are not only confronted with a number of technical problems, such as the need to master techniques for welding 0.7 mm thick sheets, but also need to pay close attention to several points such as establishing effective logistical and quality controls. These may include such controls as:

- . Logistic control of a large volume of thermal insulation materials exceeding 700 000 items,
- . Advanced precise control of the mounting of insulation boxes and membranes,
- . Confirmation of the integrity of welded points for membrane that may be as long as approximately 108 km.

(1) Logistic and quality control system

The cargo containment system consists of a variety of parts such as insulation boxes, invar materials, resin rope (resin material used to make sure the flatness of the insulation boxes), and couplers (insulation box mounting fittings). The total number of such items exceeds 700 000 items. Given this large number of items, effective logistical control of all parts becomes a key to the secure and proper building of the ship.

For effective logistics and quality control of the parts, MHI has developed the system so-called LOGIQ (LOGIstics and Quality control system). The logistics system is requested to deliver parts to a proper place at a proper time. Parts are always collated with the latest building schedule, and adjusted and controlled, accordingly. The most important thing in the quality control system is to hold and evaluate the records of the inspection results ranging from production to final installation.

For example, although the secondary insulation boxes are mounted on the inner hull through a resin rope, the applicable portions of the rope and related parts must be re-worked if the resin is not suitably cured. In this task, traceability is essential to be able to specify a defective part.

For these purposes, data and inspection results are stored by the LOGIQ so that they can be monitored for traceability. The recognition of each part is performed using barcodes, and the state of the inspection is confirmed by a separate monitor.

Using this system makes it possible for MHI to perform the logistical and quality control functions of the large number of parts much more efficiently and effectively (Fig. 9).

(2) Accurate quality control

The base of the membrane must be adjusted as flat as possible for carrying out the welding of the membrane with a high degree of accuracy to prevent any problems related to strength from occurring in the membrane part, which forms the inner wall of cargo tank.



Fig. 9 Logistics and quality control system: LOGIQ for components of cargo containment system (Reading of bar codes on parts and control of resin ropes)

The range of the quality checks for this work is wide and deep, including checking the flatness of the inner hull, the mounting accuracy of the coupler,

the height accuracy of each insulation box, the mounting accuracy of the membrane, and welding accuracy, etc. An example of quality control items generally covered is shown in Fig. 10.

(3) Leak test

Welding length of membrane extends to approximately 108 km in total. The welded points must be checked visually and also shall be confirmed the no possibility of leak. For this purpose, after the membrane installation work is completed, a helium leak test (identification of leaking parts) and a global tightness test (confirmation of the tightness of the overall tank system) shall be performed to confirm the integrity of the welded points.

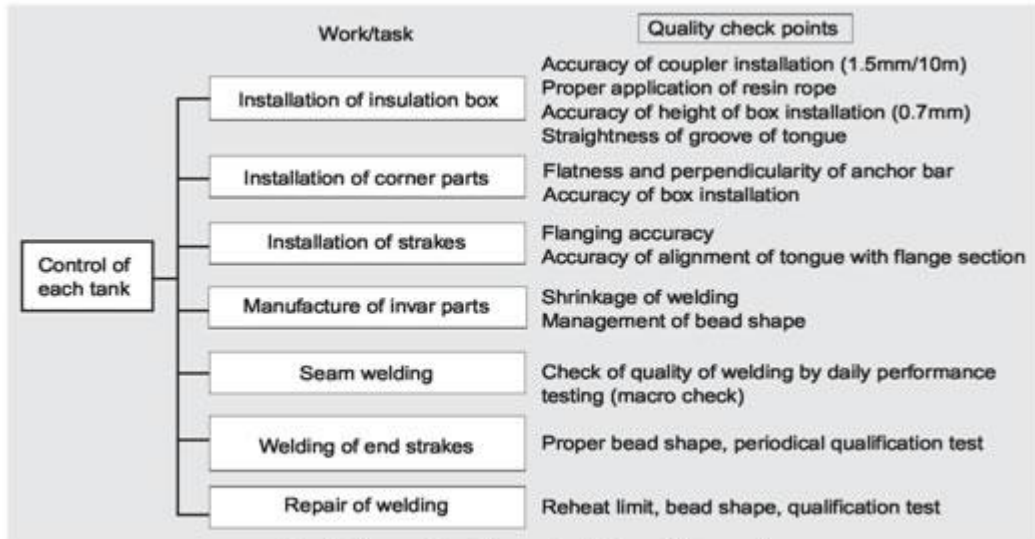


Fig. 10 Items of quality control in insulation work

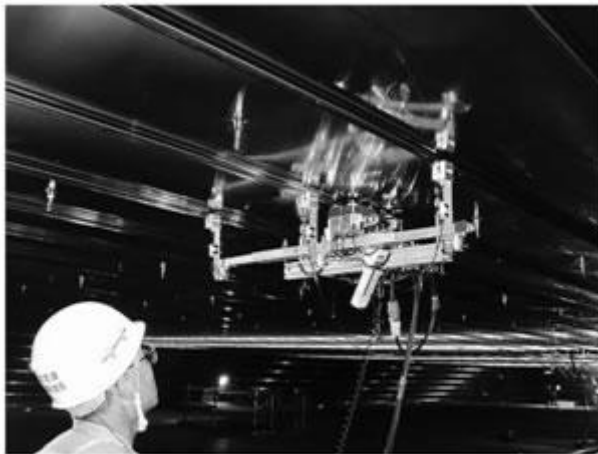


Fig. 11 Detector for helium leak test



Fig. 12 View of interior of completed cargo tank

In the helium leak test, shown in Fig. 11, helium with a concentration of 20% is filled into the insulation layer and pressurized. An helium leak detector runs along all weld points of the membrane to check for any leakage of helium. In the global tightness test, the insulation layer is brought to a vacuum (-800 mbG) state, and its pressure is measured for 24 hours to check that any variations in pressure fall within allowable values. These tests are performed for each of the tanks and insula-

tion layers. Apart from the GTT's instruction, MHI has developed its own eddy current based defect detector which is utilized beforehand prior to leak inspections to check the integrity of the welded seam, which comprise about 83% of the all welded points. Figure 12 shows the inner surface of a completed cargo tank.

5. Future trends of membrane LNG carriers

Various future trends of LNG carriers can be considered. A brief description is given here of an enlargement in size and a new cargo containment system.

5.1 Enlargement in the size of cargo tank

The merit of enlarging the size of LNG carriers is to raise the economic efficiency due to a reduction in unit transportation cost. The tank size of the LNG carriers now under construction are gradually increasing from 135 000 m³ to 145 000 m³ class, with further expansion to 150 000 m³ class. Further, work is already now under way on the design of 200 000 m³ class. Compared with the Moss type of the same tank capacity, the membrane type can be designed with more compact form, and it is considered to be comparatively suitable for enlargement of cargo tank size.

One of the points to be considered in enlargement of size is the ship-shore compatibility with existing LNG terminals. Based on the restriction of LNG terminals, the 150 000 m³ class LNG carriers have best compatibility with existing LNG terminals, which thus have the maximum flexibility, in general. Although the number of terminals is limited, 160 000 m³ class LNG carriers are the maximum size that have the compatibility with existing terminals. Carrier sizes beyond this class shall be considered for the newly planned large terminals.

Another points to be considered in enlargement of size with membrane ship is the countermeasures for sloshing. At present, four tanks design can be done in the range of 150 000 to 160 000 m³ class, and five tanks design is said to be sure in the 200 000 m³ class from the view point of sloshing. To reduce the number of tanks, it is necessary to continue to investigate and evaluate the sloshing in large-sized ships in the future.

5.2 New CS-1 cargo containment system

In recent years, a new CS-1 cargo containment system has been developed by GTT in which the advantages of both Gaz Transport and Technigaz systems have been combined together into one system. The basic structure of the system uses invar (Gaz Transport system) for a membrane, reinforced plastic foam (Technigaz system) for insulation, and triplex (material formed by aluminum sheet reinforced with glass cloth: Technigaz system) for secondary barriers.

At present, MHI have been performing a technical verification of the CS-1 in association with GTT and Classification Societies mainly with respect to those items that have been changed from the Gaz Transport system (structure of invar tube corners, corrugated strips, invar/ triplex adhesion) and has been verifying the installation of the system using a mock-up model. Through these works, we have reached to the level to offer this system in actual business according to the request of customers, paying attention to the actual ship application in France.

6. Conclusion

After introducing the basic technologies of Moss type and membrane type LNG carriers in the period from 1969 to 1973, MHI has developed various technologies for safety and economic efficiency, and has applied these to actual ships. Based on the long-term accumulation of the technologies and expertise, MHI has now built and delivered the first large membrane ship of its type to be built in Japan. Now, MHI could supply both Moss and membrane systems according to the needs of customers.

In the ever increasing demand for LNG expected in the future, the circumstances surrounding LNG is changing and the needs for LNG carriers by customers are also becoming more diversified. By making full use of the experience in building of membrane ships, MHI would like to make challenge of supplying customers with attractive LNG carriers. Especially, MHI will actively endeavor to achieve enlargement in size, environmentally friendly plants and CS-1 from the viewpoint of a CS (Customer Satisfaction) improving transportation economy.

Now, MHI has received an order for five large membrane LNG carriers (152 300 m3) on August, 2004.

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Inséré le 25 nov. 11 LOGBOEK NOUVELLES Enlevé le 25 déc. 11

Vatican issues statement on piracy

In light of the growing number of attacks on shipping by pirates, the Pontifical Council for the Pastoral Care of Migrants and Itinerants has issued the following statement entitled: 'Piracy and seafarers: a human crisis', Independent Catholic News reported. Recent reports in the media, about the plight of seafarers seized by pirates, has placed the tragic reality of piracy into the spotlight once more.

Already last February in the meeting of the Regional Coordinators of the Apostleship of the Sea – organized by this Pontifical Council – it was emphasized that piracy had reached its historical peak in 2010 with 445 attacks, 53 vessels seized and 1,181 seafarers captured. To date, this phenomenon doesn't show any signs of decreasing given that 214 new episodes have been reported, with 26 ships and 522 seafarers still held hostage by pirates (IMB Piracy Reporting Centre).

Even though the majority of attacks were recorded off the coast of Somalia, as a matter of fact, piracy remains a worldwide challenge that requires a global response, as the illusion of easy and immediate money has also attracted the interest of international criminal organizations.

The maritime world has responded by adopting several measures to protect vessels and their cargoes. Unfortunately, little attention is given to the seafarers and particularly to their families during and especially after the hijacking, leaving to the shipping company the responsibility to care for the people involved, according to the situations and their nationalities. The Pontifical Council for the Pastoral Care of Migrants and Itinerant People, which is responsible for the overall direction of the Work of the Maritime Apostolate, which "promotes the specific pastoral care to the people of the sea", expresses its concern and issues a heartfelt appeal: To the Governments and international organizations, to promptly activate the appropriate channels to safely bring homes the sequestered seafarers and to find solutions to this problem, given that it is necessary to intervene on the real causes of the phenomenon, such as unfairness in the distribution of goods between countries and the exploitation of natural resources.

To the ship owners, to adopt preventive measures to ensure the safety not only of the vessels and their cargoes, but also of the seafarers. In the tragic case of a hijacking, to assume an attitude of attention and support for the families of seized people and offer immediate assistance in order to reduce the long-term traumatic effects.

To all the hijacked seafarers, not to lose the hope that they will be soon reunited with their loved ones and to remain strong in their faith. To them the Apostleship of the Sea would like to express its complete solidarity. To the families of the hijacked seafarers, not to hesitate to contact the Stella Maris Centers for assistance and support. In these tragic circumstances, these Centers more than ever can be a safe port and a beacon of hope. The seafarers should know that the chaplains and volunteers of the Apostleship of the Sea are at their side to face these long days and months of uncertainty and fear. To the Christian communities, to pray Mary, Star of the Sea, to protect the seafarers from all possible dangers and to support those who, because of piracy, are going through a dark and difficult period of their life.

To the pirates, to cease their criminal activities and recognize the deep pain they are causing to seafarers (and their families) and to treat them with respect and humanity. Finally, the Apostleship of the Sea expresses its willingness to cooperate and collaborate with Governments, international organizations, shipping companies and unions, to alleviate the sufferings of the hijacked seafarers and provide psychological and spiritual support to their families. **Source : PortNews**

Inséré le 27 nov. 11 LOGBOEK NOUVELLES Enlevé le 27 déc. 11

UK ships will be able to carry armed guards

British merchant ships sailing off the coast of Somalia will soon be able to carry armed guards to ward off pirate attacks, Prime Minister David Cameron said on Sunday. Britain is one of only a few countries with major shipping fleets to currently ban armed guards on its vessels, alongside the likes of Japan, Greece and the Netherlands. However, owners of ships from other countries are increasingly putting guards onboard as national navies struggle to combat Somali piracy in the vast Indian Ocean, a problem which is costing the world economy billions of dollars a year. In an interview with the BBC, Cameron said that Britain now planned to license guards to carry firearms on ships.



"The evidence is that ships with armed guards don't get attacked, don't get taken for hostage or for ransom and so we think this is a very important step forward," Cameron said. "The fact that a

bunch of pirates in Somalia are managing to hold to ransom the rest of the world and our trading system I think is a complete insult," he added. The planned exemptions to Britain's strict firearms laws could allow guards to carry revolvers, automatic weapons or even rocket launchers on board.

A spokeswoman for Britain's Home Office (interior ministry) said that a licensing scheme would start within a month, and that the weaponry allowed would be "appropriate and proportionate". Licences would restrict use of the weapons to off the Somali coast, the Gulf of Aden, the Arabian Sea and parts of the Indian Ocean. Britain's Transport Ministry said it expected around half the 200 British ships which sail through those waters to want to use armed guards. Somali pirates, operating from the shores of the lawless state in the Horn of Africa, have raked in millions of dollars a year in ransoms from scores of hijacked ships from around the world, including oil super tankers.

Last month the shipping industry called on the United Nations to create an armed military force to be deployed on vessels to counter the escalating menace from the armed seaborne gangs. Better armed and increasingly violent pirate gangs are set to ramp up attacks in the coming weeks in the Indian Ocean as the monsoon ends. Around 17 ships are currently being held by the pirates who can operate hundreds of miles from the Somali coast. Negotiations often take many months before the ships and crews are released for ransom. The **Socotra 1**, a Yemeni-owned ship, was seized on Christmas Day 2009 and is still being held.



Source : The Star

UK opts for armed guards

(Nov 3 2011)

News that the UK Government has endorsed the use of armed guards on UK-flagged vessels has triggered comment from the major shipping organisations, most of which were favourable but with caveats.

ITF's general secretary David Cockroft said: "Somali-based piracy has been allowed to become so successful, savage and wide-ranging that seafarers' and seafaring organisations' worries about armed guards have had to be set aside. However, guards can never be anything but a supplement to the sorely-tried existing naval presence, which is now trying to cover an entire ocean.

"The ITF, like the International Shipping Federation and International Chamber of Shipping, would like to see on-vessel detachments made up of the ship's flag state forces whenever possible." He continued: "Sadly no move is without risks. Pirate gangs are making fortunes out of their crimes. It is easy for them to reach for heavier and heavier weapons and turn to obscene levels of violence to counter defensive measures.

"We welcome David Cameron's interest in maritime affairs, but we also have to warn him that the current defence cuts are likely to compromise the Royal Navy's ability to fight piracy." ITF seafarers' section chair Dave Heindel added: "What's an open secret is the yawning gap in flag state responsibility. While some nations and their armed forces are doing an amazing job, others are shirking their responsibilities."

"Until more countries are prepared to patrol, arrest and prosecute, and to take the fight to the pirates and their bases – which are often fuel dumps and facilities in plain view right on the beaches – the world will continue to be held to ransom, and innocent seafarers to risk imprisonment, torture and, ultimately, death."

France and Spain provide so-called military vessel protection detachments, while Italy is planning a similar measure.

However, in July, Foreign Office Minister Henry Bellingham said limited resources in the light of current military commitments could not allow Royal Marines to do the same. Under the UK Government's plans, the Home Secretary will be given the power to license vessels to carry armed security, including automatic weapons, currently prohibited under firearms laws.

Other counter-piracy measures being taken include offering support from Treasury officials to Kenya to help its officials track down pirates' assets.

Prime Minister David Cameron said help could be given to countries such as The Seychelles and Mauritius who were acting to bring pirates to court and imprison them.

Giles Heimann, a spokesperson for www.saveourseafarers.com said: "The shipping industry's SOS SaveOurSeafarers campaign is right behind British PM David Cameron's statement that the hijack and ransom by Somali pirates on ships round the Horn of Africa is a complete stain on our world.

"The cost on the world's seafarers is huge, with hundreds held hostage on their hijacked ships for months on end, hungry and dispirited, and moreover physically and mentally tortured by their captors.

"The shipping industry organisations backing the SOS SaveOurSeafarers campaign are delighted to see decisive government action over Somali piracy. Armed guards on ships are effective in deterring pirate attacks. British-flagged ships now have the option to use armed guards if they wish to.

"However using armed guards can have important legal implications, particularly over liability, and many industry bodies believe that such a decision sits best with each individual operator based on risk analysis specific to each ship.

"The SOS SaveOurSeafarers also welcomes the British Prime Minister's comment that he wants to make sure that more of these pirates face justice, instead of being set free in the ludicrous way they are now," Heimann concluded.

InterManager (an active member of the Save our Seafarers (SOS) campaign) said it was delighted to hear the public vilification of piracy issued by the UK Government. The SOS campaign has strived to bring recognition of the horrific and detrimental effect of Somali piracy to both Governmental and public awareness.

Alastair Evitt, InterManager president, said that it was a quantum leap in public perception to hear the issue of piracy and merchant shipping addressed by Cameron so openly and frankly. InterManager said that it had campaigned for the freedom of owners and managers to choose to deploy armed guards on board ships they manage.

The UK Government's recognition of the value of armed guards and the right of the owner and manager to deploy them, in the right circumstances and in accordance with BMP4, is a great lead by the UK government and it is InterManager's firm belief that this stance should be adopted by all flags and charterers that still do not openly support it.

The organisation re-iterated its position that it is not calling for every vessel to have armed guards on board, rather that when a detailed risk assessment deemed this the preferred option, then individual flag state legislation, or charterparty clauses should not obstruct owners and/or managers in taking this decision.

InterManager further supported the ongoing initiatives to licence the companies providing armed guards (based on qualification, competence and experience), to define the rules of engagement in the event of a pirate attack and to control the type and flow of weapons deployed both on board and while in transit to and from vessels.

Anglo-Dutch union Nautilus International cautiously welcomed the announcement. The Union — which represents some 23,000 ship masters, officers and other shipping industry staff — agreed that the deployment of armed guards on vessels will help to further secure the safety maritime professional sailing through high risk areas, but believed that there are still 'questions to be asked and concerns to be addressed'.

"There continue to be grave unanswered questions about liability and responsibility associated with the use of weapons on board merchant ships," said Nautilus general secretary, Mark Dickinson.

"While it may be reassuring to see that no ships carrying security teams have been hijacked — so far, at least — there are a number of unresolved issues arising from their deployment.

"There needs to be consideration and agreement on key issues including the liabilities of masters and officers in the event of something going wrong, or the problem of flag states, coastal states and port states facilitating the carriage of weapons on board.

"The thorny of issue of the cost of providing security has the potential to give further incentives to shipowners to flag out and the quality and regulation of private armed security guards," he concluded.

Inséré le 29 nov. 11 LOGBOEK NOUVELLES Enlevé le 29 déc. 11

THIALF MEETS SINTERKLAAS

Last week, when passing the coast of Spain the attention of the crew of the **Thialf** was attracted by a small boat. It made strange some manoeuvres and a guy was sitting on the wheel house waving towards the **Thialf**.



Just as the captain wanted to inform the coastguard about some possible pirates one of the mates identified the crew on deck as being 'Zwarte Pieten'. (In Holland we have the tradition of '**Sinterklaas** en **Zwarte Piet**'. Once a year they sail from Spain to Holland with a boat full of presents for the children.) We managed to contact them by VHF and it appeared that they had set sail for Holland but got lost. No GPS fix was possible due to the fact that the navigation computer had

been used to play some video games and the antenna fell overboard after being used as a frisbee. To make things worse the sextant they tried to use was a fake one, made of chocolate. The '**Thialf**' immediately stopped as the tradition of '**Sinterklaas**' is of course much more important than arriving in time at the next project. Some help was offered by radio. The '**Navigational Piet**' was also worried because he did not see any land on his chart. This problem was solved quickly as it appeared that he had turned his chart upside down. When this problem was solved we lowered a handheld GPS and some toilet paper (which they forgot to take with them) into the small boat. Also 'Engineer Piet' was given they advise to burn not too much candy in the ships boiler as the ship then would not comply with the emission rules. In return we got a big bag of candy and 'pepernoten'. Unfortunately they were from last year. I guess also '**Sinterklaas**' has some problems with

his stocks and investments.... The '**Thialf**' then set sail again towards the '**Castor**' project on the south side of Spain. '**Pakjesboot 12**' made one circle around the **Thialf** (see attached photo) and then headed north towards Holland where they should arrive at November the 12th. Should anybody spot them in the mean time please ask them if everything is going well. We are still a little bit worried.....

Inséré le 01 déc. 11 LOGBOEK NOUVELLES Enlevé le 01 jan 12

New regulations for the control of ships' ballast



A safer and more effective management of ballast water

On 13th February 2004, the IMO adopted the International Convention for the Control and Management of Ships' Ballast Water and Sediments.

The purpose of the Convention is to develop a safer and more effective management of ballast water that would eliminate the risk of harmful aquatic organisms and pathogens spreading from one part of the world to another causing harm to the environment, human health and property. The Convention aims to achieve this objective by instituting a series of regulations to manage the transfer and the discharge of ships' ballast water.

The main obligation of the Convention is for parties to undertake certain actions in order to prevent, minimize and ultimately eliminate the transfer of harmful aquatic organisms and pathogens through the control and management of the ships' ballast water and sediments.

When will the Convention come into force?

The Convention will come into force one year after thirty states representing 35 per cent of the world's merchant shipping tonnage have signed it without reservation or have ratified it.

There is general support for this Convention as it is hoped that it will standardise the international requirements on ships and avoid a proliferation of local regulations with varying requirements. Countries which have already implemented their own national legislation in relation to ballast water include Australia, Argentina, Brazil, Canada, Chile, Georgia, Israel, Lithuania, New Zealand, Panama, Peru, Russia, Ukraine and USA.

At the time of writing, 27 states representing 25.32 per cent of world merchant shipping tonnage have ratified the Convention and it is therefore likely to come into force in the not too distant future.

What kind of ships does it apply to?

Any ship (designed or constructed to carry ballast water) over 400 gross tons, operating under the flag or under the authority of a party to the Convention, as long as the ship is not solely designed for operation on the high seas, within just one jurisdiction or with ballast water in sealed tanks.

Who will the Convention apply to?

The Convention will apply to ships from flag states that have ratified and also to ships entering the jurisdiction of those states.

What are the standards to be applied?

The Convention recognises that ships differ in type, size and configurations and it initially allows for two standards of ballast water management.

REGULATION D – 1

Ballast Water Exchange Standard (BWE)

Ships performing ballast water exchange must exchange at least 95 per cent of the ballast water in the ship's ballast tanks. This ballast water exchange shall be conducted at least 200 nautical miles from the nearest land, or where not possible, then at least 50 nautical miles from the nearest land, and in water that is at least 200 metres deep.

In sea areas where the distance from the nearest land or the depth does not meet the above parameters, the port state may designate areas where ships can conduct ballast water exchange.

There are two main methods for conducting ballast water exchange.

1. Sequential method – a process by which a fully segregated ballast tank is completely emptied and then refilled with open ocean water. Tanks can be emptied individually or in sequence.
2. Flow-through method – a process by which open ocean water is pumped into a full ballast tank and this water is allowed to flow through and to overflow from the tank. Pumping through three times the volume of each ballast tank will be considered to meet the 95 per cent volumetric exchange standard.

The BWE standard is only acceptable until January 2014 or 2016 (depending upon the ballast capacity of the ship). Thereafter, all ballast water will need to be treated.

REGULATION D – 2

Ballast Water Performance Standard (BWP)

Under this regulation, all ballast water must be treated before discharge to ensure there are fewer than 10 viable organisms per cubic metre larger than 50 micrometres and fewer than 10 viable organisms per millilitre between 10-50 micrometres.

In addition, certain micro organisms such as *Vibrio cholerae*, *Escherichia coli* and Intestinal enterococci are classed as indicator microbes and it is further stipulated that discharge of these indicator microbes must not exceed certain specified concentrations. Samples will be taken from the ballast water and tests carried out in laboratories.

Ballast water may be treated in the following ways:

1. Mechanical treatment – by filtration/separation
2. Physical treatment – using sterilisation by ozone, ultraviolet light, ultrasonic, pressure, oxygen removal, electric current or heat treatment
3. Chemical treatment – by adding an active substance (chemicals or biocides, organisms or biological mechanisms) to the ballast water but the active substance must be pre-approved by the IMO

Other alternative treatment systems may be acceptable if they provide the same level of protection and are approved by the IMO.

Sediment management for ships

The ship's Ballast Water Management Plan must also contain provisions for the removal and disposal of sediments from the ballast tanks.

Parties to the Convention also undertake to ensure that adequate facilities are provided for the reception and the safe disposal of sediments without impairing or damaging the environment, human health, property or resources in that party's state or of other states.

Duties of shipowners

In order to check and assist with the compliance to the above mentioned regulations, the Convention imposes strict requirements in relation to documents that should be on board the ship at all times. Consequently, each ship must have on board the following:

1 -Ballast Water Management Plan

This plan is specific to each ship and must detail safety procedures for the ship and the crew as well as actions taken to implement the requirements of the Convention. It must also include the procedures for the disposal of sediments at sea and to shore, designate the officer on board in charge of the implementation of the plan and contain reporting requirements. If this plan is written in the working language of the ship, which is not English, French or Spanish, then a copy of the plan translated into one of these languages must be included.

2 -Ballast Water Record Book

This book may be in the form of an electronic record system or it may be integrated into another record book or system. It shall record each operation in relation to ballast water (including accidental and exceptional discharge) and must be maintained on board the ship for a minimum period of two years after the last entry has been made and thereafter retained by the owners for a further minimum period of three years. Again, if the entries in this book are not in English, French or Spanish then the entries in the book shall contain a translation into one of these languages.

3 -International Ballast Water Management Certificate

All ships to which this Convention applies will need to have a valid International Ballast Water Management Certificate on board. This certificate may be issued by the flag state or by surveyors or organizations nominated by the flag state to issue the same. Once issued, this certificate will be

valid for five years but during that period, the ship will be subjected to a number of surveys by their flag state to ensure full compliance with the requirements of the Convention at all times.

The Convention allows Port State control officers to board the ship to check that the ship has on board a valid certificate, to inspect the Ballast Water Record Book and to take a sample of the ship's ballast water. Should any concerns come to light during an inspection, a more detailed inspection may be carried out but all efforts should be made to avoid undue delay to the movement or the departure of the ship.

Timetable for compliance

The application of the Convention's guidelines varies depending upon the ship's ballast water capacity and the construction year of the ship.

Ship constructed before 2009

a) With a capacity between 1500-5000 m'

- Until 2014 - must comply with at least a BWE or a BWP standard
- From 2014 - must comply with at least a BWP standard

b) With a capacity of less than 1500 or greater than 5000 m'

- Until 2016 – must comply with at least a BWE or a BWP standard
- From 2016 – must comply with at least a BWP standard

A ship constructed before 2009 shall comply with (a) or with (b) not later than the first intermediate or renewal survey, whichever occurs first, after the anniversary date of delivery of the ship in the year of compliance.

Ship constructed in or after 2009 with a capacity of less than 5000 m'

- Must comply with at least a BWP standard

c) Ship constructed in or after 2009, but before 2012, with a capacity greater than 5000 m'

- Until 2016 – must comply with at least a BWE or a BWP standard
- From 2016 – must comply with at least a BWP standard

d) Ship constructed in or after 2012 with a capacity greater than 5000 m³

- From 2012 - must comply with at least a BWP standard

Sanctions

Sanctions are established under the law of the flag state for the ship concerned and these sanctions will be applicable wherever the violation occurs.

If the violation occurs within the jurisdiction of any party to the Convention, that party may either report the violation to the flag state and provide the flag state with all the necessary information and evidence. Alternatively, the party may apply its own sanctions established pursuant to the Convention, to the violating ship. Parties to the Convention must ensure that sanctions provided under their laws are sufficiently severe to discourage violations of the Convention.

The ship in breach may also be warned, detained or excluded from the port or offshore terminal at which the ship was operating at the time of the breach.

Under the Convention, parties are entitled to adopt more stringent measures for the management of ballast water and if such measures are adopted, then they will prevail over the application of the Convention.

Allowed exceptions

In the limited circumstances listed below, the Convention allows non-compliance with its requirements during the discharge or uptake of ballast water:

- Emergency situations or saving life at sea
- Accidental discharge resulting from damage to ship or equipment (but only if all reasonable precautions have been taken before and after the occurrence of the damage and provided that this damage has not been wilfully or recklessly caused)
- For the purpose of avoidance or minimisation of pollution incidents from the ship
- Uptake and discharge of ballast water on the high seas
- Discharge of ballast water at place where the ballast water originated (provided there has been no mixing with unmanaged ballast water and sediments from other areas)
- If another party to the Convention grants a specific exemption for their jurisdiction

Contracting States

Date of deposit of instrument

Albania	Accession	15 January 2009
Antigua and Barbuda	Accession	19 December 2008
Barbados	Accession	11 May 2007
Brazil	Ratification	14 April 2010
Canada	Accession	8 April 2010
Cook Islands	Accession	2 February 2010
Croatia	Accession	29 June 2010
Egypt	Accession	18 May 2007
France	Accession	24 September 2008
Kenya	Accession	14 January 2008
Kiribati	Accession	5 February 2007
Liberia	Accession	18 September 2008
Malaysia	Accession	27 September 2010
Maldives	Ratification	22 June 2005
Marshall Islands	Accession	26 November 2009
Mexico	Accession	18 March 2008
Netherlands	Approval	10 May 2010
Nigeria	Accession	13 October 2005
Norway	Accession	29 March 2007
Republic of Korea	Accession	10 December 2009
Saint Kitts and Nevis	Accession	30 August 2005
Sierra Leone	Accession	21 November 2007
South Africa	Accession	15 April 2008
Spain	Ratification	14 September 2005
Sweden	Accession	24 November 2009
Syrian Arab Republic	Ratification	2 September 2005
Tuvalu	Accession	2 December 2005

What shipowners need to do

1. Conduct a study of all ballast water treatment systems available

Modifying or installing a ballast water treatment system is very costly. Shipowners would therefore want to invest in a system that will enable them to comply fully with all regulations, current and anticipated. Unfortunately, many uncertainties such as those listed below, are making the choice of a suitable system extremely difficult for shipowners.

- There is now a sufficient choice of equipment for ships with ballast capacities below 5,000 m³ but this is still not the case for ships with ballast capacities above 5,000 m³.

- New systems submitted for approval are not being approved sufficiently quickly, thus limiting choice.

- Costs aside, there are many other sometimes competing considerations such as energy efficiency, maintenance requirements, safety of use, the type of water the system will be required to work in, etc., which all need to be considered.

- There are not enough installation facilities to cope with the demand for modification or installation works.

- Recent US legislation

has further added to the confusion. The current New York State ruling requires a performance standard up to 1,000 times more stringent than the BWP standard in the Ballast Convention. There is however at present no known equipment capable of meeting this standard.

2. Come up with a Ballast Water Management Plan

If, in spite of the above uncertainties, a shipowner is able to decide upon a suitable ballast water system or equipment for his ship, he will then need to get the system approved by the ship's Classification Society. The Classification Society, if authorised by the flag state to do so, will then issue the ship with a complying certificate.

Ballast Water Management Convention 2004	
Signatories	
Argentina	Subject to ratification
Australia	Subject to ratification
Brazil	Subject to ratification
Finland	Subject to acceptance
Maldives	Subject to ratification
Netherlands	Subject to approval
Spain	Subject to ratification
Syrian Arab Republic	Subject to ratification

3. Ensure crew and staff receive

The combined merchant fleets of the 27 Contracting States constitute 25.32 per cent of the gross tonnage of the world's merchant fleet

appropriate training

All crew members and staff who will be involved in operating the ballast water management system onboard the ship must be properly trained to do so. Their training must involve being made aware of all safety aspects associated with the system including the handling and the storage of active substances to be used.

Not Enough Ships Able to Flush Out Invasive Species Before They Reach Port, Smithsonian Environmental Research Center Reports

Invasive species have hitchhiked to the U.S. on cargo ships for centuries, but the method U.S. regulators most rely on to keep them out is not equally effective across coasts. Ecologists from the Smithsonian Environmental Research Center have found that ports on the East Coast and the Gulf of Mexico are significantly less protected than ports on the West Coast. Invaders are frequently introduced across oceans and along coastlines through the ballast water in ship hulls, water that often includes plankton and larval stages of marine and estuarine species. Large vessels need this water for balance as they load and unload cargo. However, by dumping ballast water in their ports of entry, they accidentally bring in new species that can alter or damage the local ecosystem. In 2004 policymakers thought they had found a solution: have cargo vessels exchange their ballast water in the open ocean, at least 200 nautical miles from land. This method, called "open-ocean exchange," flushes out or kills potential invaders by exchanging coastal water for water from the deep ocean.



But some ships do not use the practice and many more cannot without veering drastically off course. In perhaps the most comprehensive study to date, Whitman Miller and a team of scientists from SERC looked at all international ships entering the contiguous U.S. over three years. Published today in the journal BioScience, the study analyzed approximately 105,000 vessel reports from January 2005 to

December 2007. While most ships opted not to discharge their ballast water at all, a substantial number continued to dump unexchanged or improperly exchanged water into their ports of entry.

Not all coasts are affected equally. The Gulf of Mexico and the East Coast received much larger fractions of unexchanged ballast water than the West Coast. Roughly 5 percent of the ballast water discharged on the West Coast had not undergone open-ocean exchange. By contrast 21 percent of the discharged water in the Gulf and 23 percent on the East Coast went unexchanged.

Much of the problem comes down to simple geography. Depending on a ship's transit route, it may not have the time or space to conduct open-ocean exchange. A mere 24 percent of the ballast water discharged by ships journeying to U.S. ports along coastal routes, from Central or South America, for example, underwent open-ocean exchange. In contrast 91 percent of ballast water discharge by transoceanic shipping was exchanged in the open ocean, where ships have more opportunities to manage their water properly. Because so many of their incoming ships do not pass through the open ocean, ports in the Gulf and East Coast receive more potentially harmful water.

The vast discrepancies point to the need for another solution, ecologists say. If ships could treat their ballast water on board without having to journey to the open ocean, every coast would be safer.

"The Gulf of Mexico coast receives more overseas ballast water discharge than the East or West coasts, and most of this water is either unexchanged or exchanged inside coastal waters," said Miller. "Given the geographic constraints of shipping, and the complexity of the invasion process, it is clear that we need to move to onboard ballast water treatment technologies that will allow ships to operate anywhere in the world without fear of releasing harmful invasive species."

Inséré le 01 déc. 11

BOEKEN LIVRES Enlevé le 01 jan 12

"Scheepvaart 2011".

Door : Frank NEYTS

Bij Uitgeversmaatschappij De Alk verscheen onlangs de recentste editie van het jaarboek "**Scheepvaart 2011**". Het werd samengesteld door **G.J. De Boer**. Het boek biedt een diepgaand overzicht van alles wat reilt en zeilt in de scheepvaartsector in de lage landen. Na een grondige evaluatie en overzicht van de toestand van het internationale scheepvaartgebeuren als inleiding, bespreekt het boek rederijen, scheepswerven, en de maritieme sector van Nederland, België en Luxemburg gesitueerd in een internationaal kader. Ook de marine komt aan bod. Het boek geeft een compleet overzicht van alle schepen van Nederlandse, Belgische en Luxemburgse rederijen en alle hierover beschikbare gegevens. Bovendien is het boek geïllustreerd met talrijke mooie keuren-foto's. Ook dit jaar werd het boek op A4-formaat uitgeven.

Net als de vorige uitgaves bevat "**Scheepvaart 2011**" een schat aan informatie waardoor een dikke aanrader voor iedereen die hoe dan ook maar iets met 'onze' scheepvaart te maken heeft. "**Scheepvaart 2011**" (ISBN 978-90-6013-361-3) telt 536 pagina's en werd als softback uitgegeven. Het boek kost 49.90 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeverij De Alk, Postbus 9006, 1800 GA Alkmaar. Tel. +32(0)72-5113965, www.alk.nl In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

Inséré le 03 déc. 11

HISTORIEK

Enlevé le 03 jan 12

Nos armements de navires de mer au XIXème et au XXème siècle à Ostende et à Nieuport (VI)

La Première Guerre Mondiale :1914-18

Nous avons produit une étude complète au sujet de notre marine marchande pendant la première guerre mondiale, qui fut présentée entre autres à l'occasion d'une exposition organisée sur ce thème au Musée du Cinquantenaire en 2000, suivie d'une autre au 'Passage 44' à Bruxelles. Dans le cadre restreint de celle-ci, nous la réduirons donc uniquement aux navires qui intéressent de près ou de loin nos armements côtiers.



Au 1er janvier 1913, la 'flotte' belge comptait 109 navires de mer, dont 1 "motorship", 98 "steamers" et 10 voiliers. Parmi les voiliers, notons les cutters mixtes enregistrés à Ostende : Avenir, Ibis III, et Ibis IV. Durant l'année 1913, il y eut 26 gains, dont 22 steamers et 4 voiliers; et 10 pertes, dont 9 steamers et 1 voilier. Cette année, notre flotte de pêche nationale comportait 30 vapeurs, 19 navires à moteur, 425 voiliers et 177 canots pontés. Au 1er janvier 1914, notre flotte marchande comptait donc 125 navires de mer, dont 13 voiliers. Cepen-

dant, au Lloyd's Register, on trouve beaucoup plus de navires car ces listes incluent tout bateau de plus de 100 tonnes brutes, comprenant également les unités non marchandes; en plus des navires

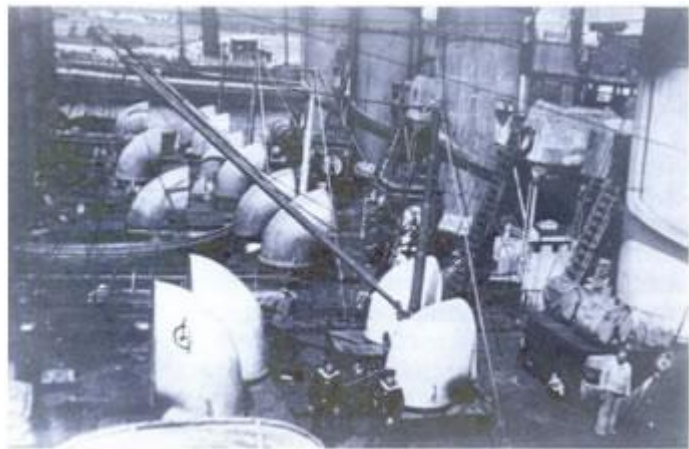
marchands, le Lloyd inclut ainsi les 29 unités de l'État et 32 "steamtrawlers", pour un total de 173 unités à la fin de l'année 1914. À cette date la Belgique comptait 21 armements établis, mais dont seulement 5 étaient réellement belges à 100% ! Au cours de l'année, les gains furent d'un motorship, 8 steamers et 2 voiliers; mais on déplora la perte de 24 steamers et 9 voiliers, y compris des transferts sous pavillons étrangers. Au 1er juillet 1914, notre flotte comportait encore 126 navires de mer dont seulement 69 déclarés 'disponibles'. Certains transferts se firent juste avant la guerre,



entre le 15 juillet et le 4 août, comme ceux de certains paquebots de la Red Star Line; d'autres suivirent encore plus tard, en 1914. La mobilisation générale fut décrétée le 1er août 1914. Le lendemain, le pays reçut l'ultimatum allemand pour obtenir le libre passage à travers la Belgique... et nous entrâmes en guerre, le 4 août, déjà envahis par les troupes allemandes. A cette date, notre flotte marchande comptait 132 navires. Voyons ce qu'il en était à la côte. Au 1er janvier 1914, notre marine marchande était réduite à la côte à un seul voilier, l'Avenir et aux caboteurs de Cockerill Topaze, Rubis et Saphir, ainsi que les Clara, Martha et Paul de Nieuport. N'oublions pas d'ajouter à cette courte liste les unités-écoles Ibis III, IV, V et VI. Cette liste doit cependant encore être complétée par les navires de l'État, à savoir les trois voiliers Ville d'Anvers, Ville d'Ostende et Ville de Bruges et les malles Ostende-Douvres La Flandre, Léopold II, Marie Henriette, Jan Breydel, Pieter De Coninck, Stad Antwerpen, Princesse Clémentine, Princesse Élisabeth, Princesse Henriette, Princesse Joséphine, Ville de Liège et le Rapide, auxquelles il faut ajouter des unités telles que le Grand Remorqueur et les Remorqueurs I, II et IV à Ostende et le Remorqueur III à Nieuport. Mentionnons

encore le cutter mixte Charles-Yvonne et les chalutiers à vapeur Gaby et J. Baels-Mauricx cités dans ce texte, ainsi que la Belgica, toujours le seul yacht enregistré à Ostende. Nous en suivrons l'évolution au cours de ce chapitre. Notons que la Gaby 082, de 69 tonnes, fut construite par Cockerill en 1909 et entra en ligne le 29 septembre de cette année.

Voici la chronologie de quelques dates marquantes après la déclaration de guerre du 4 août. Le 22 août, date de l'occupation de Bruxelles, notre 'Défense côtière et fluviale' se replia à Dunkerque avec ses blessés à bord de la malle Stad Antwerpen et le 28 septembre commença le siège d'Anvers, qui sera évacuée le 10 octobre, après une résistance héroïque. A cet effet, le génie avait construit un pont de bateaux et de pontons sur l'Escaut pour faciliter l'évacuation d'Anvers à la Tête de Flandre.



Du 5 au 8 octobre eut lieu l'évacuation anglaise de Zeebruges, suivie de celle d'Ostende le 10. Le 14 eut lieu la suspension du service des malles Ostende-Douvres alors que les troupes allemandes arrivaient à Zeebruges; Gand et le nord des Flandres furent alors occupés. Mais cette progression fut stoppée net à Nieuport, du fait du jeu des écluses. En effet, le complexe des six écluses de la Gansen Poot avait été prévu pour empêcher l'inondation de nos polders par l'eau de mer, celle-ci étant plus haute que l'arrière-pays. Mais leur opération fut inversée et les zones inondées. Les navires de la côte "perdus" en 1914 furent les suivants, par date lorsque celle-ci est connue. P/s Émeraude, sabordé le 8 octobre; cette ancienne malle Ostende-Douvres était déclassée. P/s La Flandre, abandonné à Ostende le 14 octobre; c'était également une ancienne malle Ostende-Douvres, déclassée. P/s Marie Henriette le 24 octobre, alors qu'elle avait quitté Anvers le 20 ; elle s'échoua sur les Casquets et y fit naufrage, en cours d'évacuation. Les p/s Belgique de l'Armée et p/s Léopold I de la Zeevaartschool furent capturés, mais nous n'en connaissons pas la date précise. Et enfin le s/v Ville d'Anvers de l'Etat, qui parvint cependant à se sauver, alors que nous ne retrouverons plus l'Avenir de Janssens et Mestdagh, tandis que l'Ibis III se réfugia en Angleterre comme sans doute l'Ibis IV, mais au sujet desquels nous n'avons pu retrouver de détails. En 1914, aucun navire appartenant à un armement de la côte ne passa sous pavillon étranger, ne fut retrouvé 'coincé en eaux ennemies' comme ce fut le cas pour plusieurs autres, ni fut confisqué par l'Allemagne. Un seul de nos navires 'ostendais' resta bloqué à Anvers, le p/s de l'Etat Émeraude, déclassé, tandis que restèrent bloqués à Ostende les voiliers stationnaires Ville d'Ostende et Ville de Bruges. Le Gabriella, en chantier à l'Antwerp Engineering C° au moment de l'invasion, fut démonté et les pièces éparpillées de telle manière qu'il put être remis en chantier en 1919 !

Notons encore que notre futur vapeur Général Leman de 963 tonnes de jauge brute et construit en 1896 fut saisi Ostende sous pavillon allemand le 4 août 1914 ; il était alors le Mina d'une maison de Danzig ; il fut pris le lendemain de la prise du Croatia à Anvers, mais ce dernier ne devint jamais belge : récupéré par les Allemands le 14 octobre après l'occupation de la ville, il resta à la chaîne pendant toute la guerre pour enfin quitter notre port destination de la Hollande en novembre 1918. Le Général Leman fut transféré de la Régie de la Marine en 1923 à Coppée & De Corte qui le revendit le 10 octobre 1924 la Société Belgo-Irlandaise de Navigation qui le vendit le 7 novembre 1927; le navire eut encore une longue carrière et ne sera finalement démoli qu'en 1949 sous le nom City of Antwerp. Cette année connut en Belgique la liquidation de nombreux armements ou leur cessation d'activités; beaucoup de navires furent vendus et d'autres changèrent temporairement de pavillon. En octobre 1914 avait donc eu lieu l'évacuation d'Ostende d'où de nombreux pêcheurs dont Raymond Bauwens, alors âgé de 14 ans, mirent le cap sur Milford Haven. L'enfant était à bord de l'082 Gaby avec sa famille, accompagné d'une dizaine d'autres chalutiers en route pour la même destination; notons que l'Ibis III faisait partie de ce convoi. C'est cette petite flottille qui fut la base, en 1915, de la participation de nos chalutiers belges, armés, depuis la rade de Milford Haven à des campagnes de pêche organisées en 'convois' par l'Amirauté, dont John

Bauwens fit partie de l'état-major. Nos chalutiers eurent également à leur actif des sauvetages fréquents d'aviateurs et marins tombés à l'eau en maintes circonstances. Ne confondons pas le Gaby des Bauwens ni le Raymond d'Eugène Rau avec ceux enregistrés en 1909/10 aux Pêcheries à Vapeur. Un doute subsiste cependant pour le premier, du fait que c'est Bauwens qui était le directeur de cette société.

Le 18 octobre, nos troupes du génie firent sauter le Vierboete, le phare de Nieuport qui datait de 1284. Avant la fin du mois, un Corps de Marine allemand s'était installé à Bruges, Zeebrugge et à Ostende. Notre côte était tombée sous leur contrôle jusqu'à Nieuport et les ports de Bruges et Zeebrugge servirent bientôt de base navale aux sous-marins de la Flandernflottille. La veille, 17 octobre, une escadre anglaise constituée de vieux navires poussifs (3 monitors, 4 croiseurs légers et 7 torpilleurs) était cependant arrivée au large de Nieuport pour 'appuyer la bataille de l'Yser', ces navires lents et lourds ouvrirent le feu le 18 et restèrent dans les parages jusqu'en décembre.

Au 1er janvier 1915, notre flotte comptait 103 navires de mer, dont 2 à moteur, 95 steamers et 6 voiliers. On n'enregistra cette année qu'un seul gain, pour 16 pertes dont un motorship et un voilier. Mais nos armateurs de la côte n'enregistrèrent aucune perte. Notons simplement que le Badi passa de l'Armement Belge à Louis Hermans et devint son Marcel, premier du nom. Les Allemands atteignirent Nieuport en 1915, qui ne sera plus accessible aux navires avant 1921, par suite d'une destruction vengeresse pratiquement totale de la ville et de ses environs. Zeebrugge fut bombardée à son tour, le 28 août. Bien que le plus grand danger pour la navigation vînt de Zeebrugge, d'où opéraient les sous-marins mouilleurs de mines, c'est à Ostende que s'en prit l'escadre anglaise en 1915. Zeebrugge devint donc un port de guerre allemand. Les sous-marins qui y étaient basés envoyèrent plus de 2.500 navires marchands par le fond au cours de la guerre. Il faudra attendre le 22 avril 1918 avant que les Alliés ne mettent enfin une opération en route pour tenter de se libérer de cette menace incessante.



matelots sur la Princesse Joséphine

Notre Ville d'Anvers rejoint Lowestoft en 1914 et rallie Calais en 1917; à noter que le navire fut commandé pendant toute la guerre par un capitaine de la marine marchande, Depierre. Il était accompagné par le remorqueur Blankenberge, son 'annexe' et remorqueur de cibles. Le Dépôt des Équipages l'avait réceptionné le 18 juin 1917; ce petit remorqueur avait quitté Nieuport pour Calais le 14 octobre 1914 et fait du service sur le canal de Furnes depuis janvier 1915 pour ensuite se retrouver à Calais où il fut mis à la disposition des Français. Il rentra pour de bon en Belgique en novembre 1918. Le 7 septembre

1915 eut lieu une opération des monitors anglais contre Ostende, mais ils durent fuir du fait de la longue portée et de la précision des canons allemands. En particulier, la "batterie Tirpitz" à l'ouest d'Ostende, qui consistait en quatre canons de 280 capables de tirer à 29 km !!! Et c'est cette date que choisirent les Allemands pour faire sauter le phare d'Ostende. La 'patrouille de Douvres' revint le 25 et resta jusqu'au 6 octobre le long de notre côte, mais fut encore repoussée. Notons encore en 1915 la création du Bureau du Fret, au moins de mai. Au 1er janvier 1916, notre flotte était réduite à 88 navires de mer, dont 1 motorship et 5 voiliers. Il n'y eut toujours pas de gain cette année, mais 8 pertes furent enregistrées, dont un voilier. Cette fois, les pertes incluent deux navires de nos armateurs côtiers le Marcel (ex-Badi) d'Hermans, torpillé par l'UB18 le 5 septembre; et le 28 décembre, la 'disparition' de la Ville d'Ostende, emmenée de notre port vers une destination inconnue, à la traîne du remorqueur allemand Wilhelm.

Au 1er janvier 1916, les Allemands avaient déjà installé 120 canons sur notre côte, dont 32 batteries de pièces de 280 à 380 donc équivalentes à celles des cuirassés de l'époque, et la Flandernflottille était maîtresse de la Manche. Le 5 février eut lieu la réquisition de tous les navires belges par

le gouvernement, suivie par l'institution de la Commission for Relief in Belgium créée aux USA. En conséquence, la flotte marchande belge ne se composait plus que de 80 navires de mer au 1er janvier 1917; mais cette année furent enfin enregistrés 6 gains, tandis que 22 navires furent encore perdus, dont notre motorship, mais -heureusement pour celui-ci- non pas par fait de guerre, mais comme suite à sa reconversion en steamer, les moteurs n'ayant pas donné satisfaction. Le nombre très élevé des pertes fut en particulier le prix à payer comme suite de la guerre sous-marine à outrance décrétée par l'Allemagne dès le 1er février. Mais celles-ci ne comportent pas de navires appartenant à un armateur de la côte, qui avaient d'ailleurs presque tous déjà disparu. Remarquons qu'en 1917, seule une toute petite partie de notre territoire national n'avait pas encore été envahie, autour de La Panne.

C'est la raison pour laquelle l'armateur anversois Emile Deckers, en quête de navires, ne put trouver autre que le chalutier Charles-Yvonne, datant de 1913 et que nous avons déjà présenté comme appartenant à Eugène Rau; il fut promptement reconverti en caboteur et Deckers, qui espérait toujours trouver plus de tonnage, créa une nouvelle compagnie, l'Armement Belge Côtier. Le premier navire de cette maison fut ainsi l'ancien Charles-Yvonne, rebaptisé Moucheron. D'autres suivront plus tard, de même que quelques chalutiers armés par une autre maison créée par E. Deckers, les Pêcheries E. Deckers & C°. Ces armements sont présentés en fin de chapitre. En avril 1917, c'est toute notre côte qui fut arrosée par les tirs des monitors et destroyers anglais. Nous avons également déjà présenté le bateau d'excursion La Marguerite acheté en Angleterre en 1909 par Gustave Boyet et revendu en 1912 à J. Buylaert. Or, en octobre 1914, au moment de l'occupation d'Ostende par les Allemands, La Marguerite avait pris la fuite en Angleterre. Mais pendant la traversée du détroit de Douvres, elle fut abordée par un navire de la Royal Navy et gravement endommagée. Remorquée à Rochester où elle fut déclarée irréparable, elle y resta désarmée jusqu'en 1917.

Un autre de nos armateurs anversois, également en quête de tonnage, la racheta le 26 septembre dans cet état pour la faire transformer en petit cargo à Newport. Et c'est ainsi que la maison J. B. Van Hemelryck d'Anvers, qui avait constitué un armement dès 1917, put mettre en service en janvier 1918 la Suzanne, qui entama son premier voyage de Newport à Swansea, chargée de charbon, sous les ordres du capitaine Peelman. Malheureusement, la Suzanne chavira à quai le 14 septembre 1918 lors d'un chargement de tonneaux en pontée; elle fut relevée et envoyée à Marseille pour réparation et vendue en janvier 1919 à un armateur du Pirée.

Relevons le fait qu'un autre navire du nom La Marguerite, mais n'ayant rien à voir avec le précédent, fit régulièrement escale à Ostende au début du siècle. Cette dernière Marguerite fit l'objet de cartes postales erronément intitulées 'la malle'; mais à l'époque, le photographe sans doute fort peu au courant de notre ligne Ostende-Douvres, devait sans doute présenter comme malle tout bateau à aubes d'un certain tonnage. Cette Marguerite, anglaise, avait été conçue comme navire d'excursions pour la Tamise en vue de son



exploitation par la Victoria Steamboat Association. Elle fut armée par son constructeur, la Fairfield Shipbuilding & Engineering Company de Govan qui la livra en 1894. Son tonnage de 2.205 tonnes brutes et sa longueur de 330 pieds fit que le navire se retrouva pour un temps en exploitation 'cross channel' entre Tilbury et Ostende, mais il n'était pas assez rapide et fut transféré en 1904 de ce service à celui de Liverpool et le pays de Galles du Nord sur lequel le navire resta opérer jusqu'en 1925 sans plus jamais revenir à Ostende. Fermons donc cette parenthèse pour parler à nouveau d'un navire belge. Rappelons en effet que c'est en 1917 que le vapeur Paul de J. Huyghebaert, établi à Nieuport, passa à l'armement L. Hermans, de Bruges, sans changer de nom.

La présence allemande pendant les années de guerre fut donc plus marquée à Zeebruges qu'à Ostende; y étaient basés principalement des U-Boote de petites dimensions mais aussi des unités de

type Vorpostenbote de la Vorpostenflotille Flandern, en particulier huit navires de soutien aux sous-marins et des vedettes lance-torpilles, qui servirent aussi de patrouilleurs et au déminage. Du fait de l'action des U-Boote en 1917, il ne nous restait plus que 64 navires de mer au 1er janvier 1918, dont 4 voiliers; cette année, cinq gains furent enregistrés, mais on déplora encore la perte de 11 navires. En conséquence, au moment de l'armistice, la flotte belge était réduite à 60 navires dont 4 petites unités achetées récemment. Et plusieurs de nos navires se trouvaient encore éparpillés partout en Europe, comme la Reine Elisabeth, coulée à Petrograd, des pétroliers et un cargo naviguant toujours pour l'Amirauté russe et un autre pétrolier devenu anglais, ainsi que l'Ursula Fischer, qui n'était autre que l'épave saisie à Bruges en novembre, d'un navire sabordé par les Allemands le 2 octobre. Par ailleurs, plusieurs de nos navires furent récupérés dans un état pitoyable à Swansea, Stettin, en Autriche, à Anvers même, ou même en mer. Le 22 avril 1918, une force d'assaut anglaise avec `blockships' se mit en route pour Zeebruges; elle arriva au môle avant l'aube du 23. Les blockships furent effectivement sabordés pour empêcher les sous-marins allemands de gagner la mer, et l'explosion volontaire d'un sous-marin anglais détruisit le viaduc reliant la terre au môle pour empêcher ainsi l'arrivée des renforts allemands sur le môle où avaient débarqué le plus grand nombre de commandos. Le môle avait été littéralement pris à l'abordage, les 3 blockships furent coulés comme prévu, et une brèche de 66 mètres avait été faite à l'emplacement du viaduc par le sous-marin anglais. Mais en dépit de tous ces efforts et de la perte de nombreuses vies, le port n'était pas réellement bloqué et les Allemands ne mirent pas longtemps avant de le dégager et de reprendre les opérations de leurs sous-marins. Le 10 mai suivant, une attaque similaire fut organisée sur Ostende. Celle-ci fut décrite comme 'ratée', bien que le Vindictive, qui avait participé à l'action sur Zeebruges, fût sabordé dans le chenal, mais sans toutefois l'obstruer efficacement (il sera relevé le 16 août 1920 et sa proue conservée en mémorial).

La morale de ces deux tentatives est que les sous-marins, le pire ennemi de notre shipping, n'étaient toujours pas bloqués ! Le 7 mars, la Martha de Handel & Scheepvaart avait été torpillée par PUBSO, et le 26 septembre, ce fut le tour du Paul appartenant alors à L. Hermans d'être torpillé par l'UB21. Mais le blocage réel eut lieu quelques mois plus tard, lors de la retraite allemande. A cette occasion, un grand nombre de navires fut en effet sabordé à Bruges, Zeebruges et Ostende, dont deux appartenant à ce dernier port : Princesse Joséphine, ancienne malle Ostende-Douvres déclassée, capturée en octobre 1914 et sabordée le 4 octobre 1918 à Bruges; La Flandre, ancienne malle Ostende-Douvres déclassée, sabordée le 4 octobre dans le chenal d'Ostende; Ursula Fischer (État) sabordé à Bruges le 3 octobre; Midlands sabordé à Bruges le 3 octobre; Niobé (capturé par l'U36 en 1915, relâché Zeebruges mais repris en 1917 par 11J 17) sabordé à Bruges le 3 octobre 1918 (et qui sera relevé en 1919); Gelderland sabordé à Zeebruges, à l'écluse du canal maritime le 4 octobre; Zandstroom sabordé à Zeebruges le 5 octobre; Rio Pardo sabordé à Zeebruges, l'écluse du canal maritime le 4 octobre; Westland, sabordé à Zeebruges le 5 octobre 1918; et le Lestris, sabordé à Bruges le 3 octobre.



Le 6 octobre 1918, les dernières troupes allemandes avaient quitté la côte. Nieuport fut libérée le 15, Ostende le 18 et Bruges le 19. La guerre avait détruit Nieuport et les raids puis les sabotages avaient fait des ravages à Zeebruges et à Ostende. Lors de la retraite des Allemands, le môle de Zeebruges, jonché de débris, était en très mauvais état et partiellement détruit. Certains de nos plus beaux voiliers avaient 'disparu' au cours de cette guerre : Mathilde, Ville de Bruges et Ville d'Ostende. En Belgique, pendant la période du 1er janvier 1914 au

31 décembre 1918, 22 navires furent acquis ou récupérés après passage sous pavillon étranger, pour 89 perdus, dont 45 par faits de guerre, 11 par suite de fortunes de mer dont 2 suspects (explosions), 26 ventes et 7 passages sous pavillon étranger, en charter pour l'Amirauté anglaise ou

pour la Marine russe. Trois des fortunes de mer sont antérieures à l'entrée en guerre de la Belgique, de même que le plus grand nombre de ventes. D'après les "bilans" publiés à l'époque, la guerre coûta la vie à 42.000 de nos militaires (dont 14.000 disparus !!) et 9.000 civils. 292 vies de nos marins furent sacrifiées, nombre qu'il faut encore augmenter des 74 morts parmi nos pêcheurs, 7 chaloupes à vapeur et 126 chaloupes de pêche à voiles ayant également été détruites pendant la guerre, les mines seules ayant encore coûté 40 unités en 1919, neuf en 1920, douze en 1921 et encore une en 1922 !!! Pour ce qui concerne les chalutiers ostendais, les journaux publièrent les chiffres suivants : 133 chaloupes à voiles en 1914, réduites à 106 unités en 1919; pour celles à vapeur, des 29 unités de 1914 seules 20 étaient encore en service en 1919. Pour en terminer avec les chiffres, 867 croix de guerre maritime furent décernées, dont plusieurs à titre posthume, 422 marins et officiers de pont, 146 des services généraux et de cabine et 299 au personnel des machines.

Mise à part la petite Suzanne de Van Hemelrijck, présentée plus haut, nous n'avons trouvé matière à une monographie d'armement pour cette affreuse période que les navires enregistrés dans les ports de la côte du groupe d'Émile Deckers.

Les armements du groupe Emile Deckers

L'armement Emile Deckers 8v C° avait été créé le 1er septembre 1905 par la reprise de la maison C. W. Twelves de 1883. Hormis les maisons créées par ce groupe à Anvers, notons dans le cadre de notre histoire, que l'Armement Belge Côtier, qui fut créé à La Panne en 1917, avait repris alors le Charles Yvonne (018) de Rau et rebaptisé Moucheron. La Panne en resta le port d'attache jusqu'en 1918, puis le navire fut transféré à Ostende, libérée. Il resta au service de cette maison jusqu'en décembre 1923, quand le navire fut vendu à une maison écossaise. En 1919, cet armement acquit encore quelques petites unités, enregistrées à Anvers, telles un autre ancien chalutier, Libellule, construit en France en 1918, et que notre maison revendra en février 1920. De ce fait, leur acquisition suivante, un petit navire d'un port en lourd de 110 tonnes à peine, fut lui aussi baptisé Libellule, deuxième du nom; il fut revendu en décembre 1923.

L'Armement Belge Côtier disposa encore de navires un peu plus importants, enregistrés à Anvers. Ce fut le cas pour le vapeur Eigen Hulp VI de la N.V. Stoomvaart Mij. Excelsior, de Rotterdam, acquis en 1919 par l'Armement Jenny Pry d'Anvers. Ce caboteur construit en 1918, de 497 tonnes brutes et 750 tonnes de port en lourd, fut baptisé Irène Pry et cédé en 1919 à l'Armement Belge Côtier qui le rebaptisa Irena. En 1922, il devint le Marnix de la Compagnie Maritime de l'Escaut à Anvers, du même groupe, qui le vendit le 28 mars 1924 à une compagnie anglaise. En 1919, l'Armement Belge Côtier à Anvers acquit encore un caboteur de 380 tonnes brutes, le Condor de 1918, qui fut transféré le 30 avril 1923 à E. Deckers & C° qui le cédera enfin en 1931 à Deckers Frères & Wirtz; mais le navire resta à la chaîne jusqu'à sa vente en 1934. L'Armement Belge Côtier arma encore, avec Ostende comme port d'attache, les Zwaluw et Abeille. Le premier avait été construit en 1910 à Hoogezand. C'était une goélette à deux mâts de 148 tonnes nettes. Le 26 juillet 1916, le navire fut acquis, toujours sous le nom Zwaluw, par la Maatschappij Schoenerschip Zwaluw de Terneuzen, sous pavillon hollandais pour rester 'neutre'. Or, les gérants de cette société n'étaient autres que François Bernard De Meijer et Raymond Gaston Emile Nolson. C'est le 20 mai 1918 que le navire fut acquis par l'Armement Belge Côtier, avec Ostende comme port d'attache. En août 1918, le navire fut doté d'un moteur auxiliaire de 4 cylindres et d'une puissance de 90 chevaux dans un chantier de Boom. Il fut vendu le 5 juin 1920 à une compagnie anglaise d'Ipswich. Enfin, l'Abeille acquise à la fin de 1918, était un voilier mixte gréé en koff de 66 tonnes nettes, 97 tonnes brutes et d'un port en lourd de 130 tdw, construit à Delfzijl en 1905. Il fut revendu le 24 novembre 1922 et eut encore une longue carrière; il sera rayé des listes allemandes en 1959. Entre-temps avait encore été constitué à la côte l'armement Pêcheries E. Deckers & C°, en 1920, qui fut pour le groupe une 'section' de pêche hauturière qui arma 5 chalutiers à voiles avec Blankenberge comme port d'attache. Ce sont le B37 Ianira qui devint en novembre 1921 le H48 Ianira par suite de son transfert à Heist-sur-mer; le B36 Marie-Sophie; le B22 Achille qui fut lui aussi transféré à Heist en novembre 1921 et devint le H32 Achille; enfin les B4 Stella Maris et B21 Belarma dont le nom était l'adresse télégraphique de la Société Belge d'Armement. Mais cette section fut liquidée en 1922. En 1920, l'Armement Belge Côtier et les Entreprises Maritimes Belges déménagèrent à la Beursstraat, n° 21 à Anvers. L'année suivante, ces maisons furent pour un temps 17, Lange Nieuwstraat. En

1922, cinq des plus petits navires du groupe furent vendus et le Marnix des Entreprises Maritimes Belges fut transféré à la Compagnie Maritime de l'Escaut, nouvellement créée par J. Vander Veken et qui acheta un nouveau navire, le Lambermont. C'est donc cette année que furent vendus tous les chalutiers des Pêcheries E. Deckers & C°. Au 1er janvier 1923, l'Armement Belge Côtier avait encore trois navires et co-louait les bureaux de la Lange Nieuwstraat, mais dans le courant de l'année, cinq navires furent encore vendus et l'Armement Belge Côtier fut liquidé. Cette année, les Entreprises Maritimes Belges et toutes ses filiales furent absorbées par la Banque Centrale de Bruxelles, qui promut l'explorateur bien connu Adrien de Gerlache comme directeur-gérant, bien que la gestion des navires restât aux mains de la compagnie Emile Deckers C°. À ce moment, toutes les sociétés furent établies ensemble (Entreprises Maritimes Belges, Armement Belge Côtier et la Société Belge d'Armement Maritime) au n° 11 du Léopoldplein, à Anvers.

Source photos : <http://beeldbank.Oostende.be/>

À suivre A. Delporte (t)

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Marine fuels - environment, quality and trends

With the formal adoption of the revised Marpol Annex VI regulation addressing SOx and NOx emissions from shipping by the IMO's Maritime Environmental Protection Committee (MEPC 58), 2008 proved to be a historic year.*

The Marpol Annex VI revision process was very challenging, and with first measures entering into force 1 July 2010, the new regulation aims to reduce significantly harmful emissions from shipping. A proposal to include fuel specifications into Marpol Annex VI resulted in a call from IMO for the International Organisation for Standardisation (ISO) to review and provide recommendations concerning the development of a fuel quality standard including specifications related to air quality and ship safety, or that may affect engine performance and crew health.

As sulphur limits will tighten soon, it will undoubtedly influence fuel blending practices, which in turn may affect other fuel oil characteristics as well. It may lead to the use of blend components at a higher concentration, or result in components that were not commonly used for marine fuel oil blending, entering the marine market. This article looks at the significance of fuel characteristics, which are already part of the international specification, or those believed to be relevant as they are related to air quality, ship safety and crew health or engine operation. It also explores some of the marine fuel quality issues that have emerged over the last few years, and potential concerns related to them.

Introduction

The first emissions control legislation affecting international shipping came in during 2006 and restricts SOx emissions of ships sailing in the Baltic Sea, North Sea and English Channel to 6g/Kwh, which corresponds to a maximum fuel oil sulphur content of 1.5%.

In 2005, the MEPC recognised the need to review MARPOL Annex VI (and the NOx Technical Code). The sub-committee on Bulk Liquids and Gases (BLG) initiated the review with a view to revise the regulations to further reduce vessels' air pollution.

Several global and/or regional measures to reduce emissions were proposed, reviewed and debated at length. But at MEPC 58, the following were formally adopted:

- To reduce the global sulphur cap to 3.5% on 1st January, 2012, with a long-term global target of 0.5% in 2020, subject to a review in 2018 to determine availability of the fuel oil to comply with the legislation.
- To reduce the fuel oil sulphur content of vessels operating in ECAs to 1% on 1st July 2010 and to further reduce it to 0.1 % on 1st January 2015.

Regulation 18 of Marpol Annex VI sets out the quality requirements of fuel oil used for combustion purposes delivered to and used on board ships that have to comply with the Annex. Overall, for fuel oils derived by petroleum refining, these requirements are aligned with the general requirements set by the ISO 8217 standard:

- The fuels shall be homogeneous blends of hydrocarbons derived from petroleum refining. This shall not preclude the incorporation of small amounts of additives intended to improve some aspects of performance.
- They shall be free from inorganic acids and from used lubricating oils.
- The fuel should not include any added substance or chemical waste which:
- jeopardises ships' safety or adversely affects the performance of the machinery; or
- is harmful to personnel; or contributes overall to additional air pollution.

The BLG sub-committee also discussed the need to include a more detailed fuel oil specification in the amended Marpol Annex VI and recommended to MEPC to approach the ISO to request that it provide recommendations concerning the development of fuel oil quality specifications relevant to air quality, ship safety, crew health and engine performance.

Refining & fuel oil quality

Since the first crude oil was produced, it has taken a long time for the heavier residual fraction to become a component of the fuel oils that provide the energy used by marine engines for propulsion and power generation. Crude oil refining in early years was a simple atmospheric distillation process with a heavy fuel oil production of approximately 50% of the crude feed. Vacuum distillation was further developed to refine the residue of the atmospheric distillation process to increase the production of distillate products (jet fuel, gasoline, gasoil). However, to meet the ever-growing demand of distillate products that coincided with a strong reduction in the demand for heavy fuel oil, refineries needed to convert the residual fraction into lighter, also more valuable, fractions. That resulted in more complex refining processes, also called secondary processes, being introduced. These secondary processes can include catalytic cracking and thermal cracking processes.

The introduction of more complex refining had a definite impact on the composition and the characteristics of the marine fuels being produced. Whereas complex refining worked well to identify heavy fuel oil grades by their viscosity, fuel related operational and maintenance problems arose with the general upgrading of refinery operations from atmospheric to complex refining. This resulted in the development of marine fuel specification requirements by the British Standard Organisation (BSO) and CIMAC.

An International Standard -ISO 8217 - has existed since 1987. The stated purpose of this standard is to define the requirements for petroleum fuels for use in marine diesel engines and boilers, prior to appropriate treatment before use. These specifications were revised in 1996 and more recently in 2005 to accommodate changes in marine diesel engine technology, refining processes and environmental developments. Revision of the 2005 standard is currently being undertaken taking due consideration of the IMO request to consider air quality, safety, crew health and engine performance. It is expected to be ready by mid-2010 when the revised Marpol Annex VI enters into force.

The ever increasing consumer demand for light, and more valuable products, has evolved in the need for refining to squeeze a barrel of crude oil the most they can. This reduces the residual stream to the minimum resulting in the heavier, and often higher aromatic species, such as asphaltenes, being present at higher concentrations, which in turn makes the blending of the residual stream into a commercial residual fuel oil more complicated. It should be emphasised that the residual fuel oils marketed today are still 'unprocessed' products. Unlike with automotive fuels, no

additives are added when blending marine residual fuel oils to enhance some aspects of performance.

Another factor that will undoubtedly affect the quality of residual fuel oils is the regulatory requirement to reduce shipping's SOx emissions. Today, the share of marine residual fuels with sulphur content below 1.5% m/m (for ECAs) is only a low percentage of all bunker fuel consumed globally. For this reason and as the fuel oil sulphur content of vessels operating in ECAs will further reduce to 1% on 1st July 2010, more low sulphur fuel will have to be made available with blending optimisation being one of the options.

Fuel oil specs/characteristics

Residual fuel oils have been thus far the most cost-efficient source of energy for large diesel engines. The majority of the bunkers supplied to vessels are delivered within specifications. Even when failing some specification, for example viscosity, the fuel can be suitable for consumption, but it may also happen that a fuel which conforms to the current specifications proves to be unfit for an engine and is causing on board handling problems or at worst engine damage.

We will focus on some of those fuel oil characteristics already included in the standard, or considered most relevant for the engine operation, as well as emerging issues affecting marine fuels.

Density, Al and Si

Whereas density is still used to calculate the correct quantity of fuel oil delivered, it is even more important for the on board fuel oil centrifugal cleaning where the principle of operation, or rate of separation of contaminants, is based on Stokes' law, which takes into account the difference in density between the particle(s) and the fuel oil, the size of the particle(s) and the viscosity of the fuel oil.

$V_g = [d^2 (D_2 - D_1) / 18 \eta] / 18 \eta] g$ d: particle diameter

D2: particle density

D1: density of the fuel oil η : viscosity of the fuel oil g: gravitational acceleration

As density and viscosity vary with temperature, the correct separation temperature (98 deg C) is critical to achieve efficient separation. The flow rate of the fuel also contributes to the removal efficiency with a lower throughput being recommended with increasing fuel oil viscosity. It should be mentioned that proper maintenance of the centrifuge is also a contributing factor to the cleaning process.

Cleaning of the fuel is vital to remove impurities that enter in the fuel through the supply chain (water, iron) either are inherent to the fuel oil, such as catalytic fines. Catalytic fines are Al, Si particles originating from the catalyst used in the catalytic cracking process that enter into residual fuel oil with the decant oil blending stream. The current limit for Al and Si in ISO 8217:2005 is set at 80 mg/kg max.

The ability of the vessel to remove catalytic fines depends on the type of purifiers used on board. Modern, computerised equipment is capable of removing more of this material than traditional conventional type centrifuges. However, neither cleaning method is capable of removing all catalytic fines from the fuel. Engine manufacturers have their own recommendations as to what the maximum concentration of these contaminants can be when the fuel is injected into the engine. For Al and Si, a maximum limit of 15 ppm at engine inlet is common, with some recommendations even set as low as a maximum of 7 ppm.

Where it was common practice to put conventional centrifuges in series operation purifier followed by clarifier- operating modern computerised centrifuges in parallel configuration with throughput through each at half, enables achieving higher separation efficiencies. Failing to reduce the catalytic fines or other contaminants to the recommended limits, can result in scuffing and wear of the fuel pump plunger and barrel, piston rings, cylinder liners and pistons. Important to note here is, that even with optimum operating settings of the centrifuge, very small catalytic fines particles are more difficult to be removed from the fuel oil, and may result in higher amount of catalytic fines going into the engine and lead to increased risk of abrasive wear to the engine parts.

Stability and sediment

Today, fuels are marketed with the total sediment potential (TSP) guarantee of 0.1 m/m % max. TSP denotes the total amount of sediment (organic and inorganic) that can be generated in the fuel under normal storage conditions. It does not indicate whether the fuel is stable or not at a certain moment, nor what the current amount of sediment is in the fuel oil.

The sediment present in a heavy fuel oil at a certain moment is given by the total sediment existent test, but there is no certainty that this figure corresponds to the condition of the bulk of the fuel oil at the same time. The biggest risk for a fuel to become unstable or to form organic sediment is due to potential coagulation of the asphaltenes molecules. Asphaltenes are polar, highly aromatic molecules kept in colloidal suspension in the fuel matrix. The asphaltene sediment formation is function of time and temperature and an unstable fuel oil will only reach its final sediment formation after a certain storage time.

With fuel oil blending, it is taken into account that the (cracked) asphaltenes present in the residual stream from the thermal cracking unit are sensitive to changes in aromaticity of the fuel matrix (for example, when adding a paraffinic cutterstock) and may agglomerate, flocculate to form sediment/sludge, resulting in the fuel to be unstable. This can be simulated in the total sediment accelerated (TSA) test where the residual fuel oil is subjected to a chemical ageing by adding a paraffinic hydrocarbon, cetane, (hexadecane) at a certain ratio. TSA therefore allows for a better indication of fuel oil stability towards sedimentation.

Fuel oils in which the asphaltenes have coagulated to form sediments and sludge can put the ship and its crew at risk: high amount of organic sediment can cause filter plugging, inefficient centrifugal cleaning but may also result in deposit formation in the fuel pump and injectors and inhibit proper atomisation of the fuel resulting in inferior combustion.

Stability should not be confounded with compatibility. Compatibility is a measure of how stable a substance is when mixed with another substance and thus indicates the tendency to form organic sediment when commingling different fuel oils. To limit the risk of asphaltenic sediment formation due to incompatibility of the different products, it is recommended to segregate different fuels to the largest extent possible.

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OPEN FORUM

Enlevé le 07 jan 12

Ice navigation enhanced



DNV has approved Transas' Ice navigation simulator.

Rutter's sigma S6 Ice Navigator is a result of nearly 20 years of research and development aimed at detecting ice, icebergs and small targets. Down the years the technology has been refined resulting in the current sigma S6 radar Ice Navigator product, explained Sten Warnfeldt, Rutter

Technologies' European area manager at Informa's Helsinki Arctic summit.

The sigma S6 Ice Navigator is currently being used in many demanding ice environments, such as the North Atlantic, Alaska, Beaufort Sea, Baltic and Sakhalin Island, he said.

It is used in VTS centres for ice detection, on oil platforms for ice and iceberg detection, as well as on board vessels for assistance in ice navigation.

The Navigator can connect to most conventional marine radars to provide a low cost means to augment their ability to detect ice. The system is easily installed and usually connects to the main navigational X-band radar. The Ice Navigator uses the full dynamic range (12-bit) of the radar to produce a high quality image. The image produced shows up to 256 video intensity levels (colour shades) for finer ice definition.

In high clutter conditions, such as in ice, this 2-, or 4-bit video produces a radar image that is too bright and as a result, the gain is reduced, which subsequently removes much of the important ice video.

The system does not manipulate the radar image like some conventional radars. Pixel manipulation or echo stretching is a method used on board to highlight radar echoes against the open water background.

When this method is used in high clutter conditions, such as ice navigation, all the echoes become enlarged and the radar screen becomes flooded with echoes. Again the operator will reduce the gain, which subsequently removes much of the important ice data.

In 2006, Rutter Technologies delivered sigma S6 Ice Navigator systems to UK based BP Shipping.

Transas sets the standard

Transas has become the first manufacturer to receive a statement of compliance for its ice navigation simulator, according to a new standard.

NTPRO 5000 Bridge Operation Simulator with class notation 'Integrated Simulator System, NAUT AW (SIM), DYNPOS – AUT (SIM), HSC, Tug, Ice' was found to comply with Class A Standard for Certification of Maritime Simulators No 2 of 14th October 2007 as certified by DNV.

Transas is the first manufacturer to obtain the DNV seal of approval for the Ice navigation module of its navigational simulator according to the new standard.

Safe cold-climate shipping operations entail more than just ice-strengthened and winterised ships. Relevant crew training for the conditions is one of the largest accident risk reducers in the sector.

According to the DNV report, the setting of high standards in bridge resource management and the selection and training of crew can reduce the risk of accidents involving collision, grounding, fire and explosion by 44%.

Much of the work was carried out within the MS GOF project (Maritime Safety in the Gulf of Finland) in close co-operation with the Makarov State Maritime Academy, including increasing ice model accuracy and trials in an ice test-basin. The simulator was tested by Academy experts, experienced ice captains (including captains of icebreakers) and pilots who currently operate in the Arctic. New vessel models were developed, including Arctic shuttle tankers equipped with Azipod thrusters.

In addition to the ice navigation training, the statement of compliance indicated that NTPRO 5000 was an integrated simulator system and is intended for training for the following types of vessels:

- Vessels equipped with an Integrated Bridge System (IBS): bridge design, instrumentation, location of equipment as well as automatic grounding avoidance system and information on the manoeuvring characteristics of the ship.
- Vessels fitted out with dynamic positioning systems with an independent joystick system back up and a position reference back up.
- High speed craft.
- Tugs.

The new standards have been introduced to ensure that simulators provide an appropriate level of physical and behavioural realism in accordance with recognised training and assessment objectives.

Commenting on the certification, Capt Aksel Nordholm, DNV SeaSkill TM surveyor, stressed that Transas strength was in people: "All that Transas achieved in simulation is due to its highly professional and enthusiastic staff".

TankerOperator Aug Sept 2010

Inséré le 09 déc. 11

NIEUWS NEWS

Enlevé le 09 jan 12

Greek oil products tanker released by somali pirates

Somali pirates have freed a Greek-operated oil products tanker **MT POLAR** and its crew against a hefty ransom after holding them hostage for nearly 10 months. The vessel's manager confirmed the release. Athens-based Paradise Navigation said the **MT Polar** was on her way to a safe port but declined to say if a ransom was paid to secure the ship's release. "This was a long and extremely distressing hijack for all the families involved and those in the company trying to secure their release." The company also complained that the international community is not doing enough to stop piracy. "Owners and managers find it unacceptable that they were virtually left unaided to deal with these criminal acts on the high seas." One seaman died of a stroke three weeks after the



ship was seized in the Indian Ocean but the remaining 23 crew members were said to be well. Armed pirates in two skiffs boarded and sea-jacked the Liberian-owned product tanker **MT POLAR** (IMO 9299563) with 24 crew members aboard in the very early morning hours at 01h40 UTC (04h30 local time on 30. October 2010 in position 12:12N – 064:53E. The incident occurred according to the Piracy Reporting Centre 633nm east of Socotra island, off Somalia; or 684 miles (1,100 kilometres) east of the Indian Ocean island of Socotra according to EU NAVFOR.

According to a EU NAVFOR statement the owners of the Panamanian- flagged 72,825 dwt vessel **MV POLAR**, Herculito Maritime Ltd, confirmed early Saturday that pirates are in command of the ship, which was en route from St. Petersburg and Kronstadt to Singapore with a cargo of fuel oil. While it is undisputed that the ship originally had 24 crew members, EU NAVFOR reported one Romanian, three Greek nationals, four nationals from Montenegro and 16 Filipinos, but according to the ICSW (International Committee on Seafarer's Welfare) there are three Greek nationals, 16 Pinoy seafarers, three from Montenegro and one Romanian as well as one Serb. In connection with

this case AFP concluded that though naval powers have deployed dozens of warships to patrol the region's waters they have failed to stem piracy, one of the few thriving businesses for coastal communities in a country devastated by war and poverty.

According to reports from Somalia the already sea-jacked Iranian fishing vessel from Hobyo was used to capture this vessel in tandem with covering VLCC **SHAMHO DREAM**. Allegedly the captain of the Iranian fishing vessel thereafter received money from the pirates and was released with his vessel and crew. **Paradise Navigation S.A.** is a Panamanian registered company, established in Greece under law 89 Constantinos Tsakiris is the Chairman and Managing Director of Paradise Navigation SA, a shipping management company established in Greece and founded back in 1968, as **Navipower Compania Naviera SA**, by the Tsakiris family, a traditional Greek ship-owning and operating family. **MT POLAR** had reached the Somali coast in the morning of 30. October and was held off Hobyo. On Monday, 22. November 2010 one Filipino seafarer was reported by the Seafarers Network from Greece to have died allegedly of a heart attack. At 02h33UTC on 23 November 2010, **MV POLAR** was reported in position 07°49N 055°53E - apparently on a piracy mission. At 19h40 UTC on 25. November 2010, **MV POLAR** was observed in position 09 29N 068 44E, course 258, speed 12.6 kts.

The pirated vessel was conducting piracy operations, using the surviving crew members as human shield, was briefly back and held off Hobyo at the Central Somali Indian Ocean coast, but is then was conducting again pirate operations. **MV POLAR** was observed at 16h38 UTC on 10. March 2011 in position 06 36 N 051 20 38 E on a course of 079 with speed 10 kts possibly acting as pirate launch. Thereafter the vessel returned to the coast and is held since the beginning of April 2011 at Ceel Caduur north of Hobyo at the Central Somali Indian Ocean coast. The negotiations appeared to have been completed and a release operation was expected - as reported on the 10. of June 2011 from Somalia.

But a final agreement was apparently then challenged due to disagreements among the pirates and a decisive move to reach a final conclusion and to end the ordeal had to be undertaken. Since also the supernumerals who were earlier on board were off the vessel, a release was expected soon. However, renewed differences between members of the pirate group holding vessel made a release planned for the beginning of August so far impossible. One of the reasons seems to be a disagreement concerning the modalities of ransom payment. While Greek vessel owners of late preferred a hidden way to make ransom money transfers to the pirate investors, it appears that at least one part of the gang holding **MV POLAR** doesn't agree. Facilitators of such payments through money transfer systems usually demand a huge percentage as commission. On 08. August 2011 it was reported that the conflict among the pirates persisted with crew and vessel still being held north of Hobyo, but on 26. August the **Polar** pirates received a hefty ransom and left the vessel. **Source : ecop-marine**

Inséré le 11 déc. 11

NIEUWS NEWS

Enlevé le 11 jan 12

Dutch owners told- leave armed guards to the government **(Sep 30 2011)**

A Dutch law firm has warned that Netherlands shipowners who directly hire armed personnel could face criminal prosecution.

AKD was talking in the wake of an independent report recommending the Dutch Government to provide domestic shipowners with better levels of protection against piracy, including the hiring of armed guards.

The so-called De Wijckerslooth Committee report was published to assess the desirability and possibility of deploying private sector armed security to help protect Dutch ships from the threat of attack by (mainly Somali) pirates.

It recommended that the Dutch Government moved towards a higher level of protection of its merchant fleet including, "if necessary", the use of armed private security guards.

However, the report cautioned that security guards should only be hired by the Government and should only perform their security duties as soldiers under the full authority of the Ministry of Defence.

The authors of the report added that, under the current circumstances, it was not desirable that shipowners privately hire armed private security guards, an option which should only be considered "in case of special conditions".

The committee argued that, if the government used its own resources, or engages reservists, or hired armed private security guards who would temporarily be given military status, this would not constitute privatisation of security duties. By creating additional defence capacity in this way, no amendment of legislation and regulations would be required.

It is envisaged that the recommendations of the committee could lead, relatively quickly, to providing the level of protection against piracy considered necessary for merchant vessels. The alternative - whereby shipowners themselves hire private security guards (an approach endorsed by the Royal Association of Netherlands Shipowners) - entailed "several problems", according to the committee and would require drastic amendment of Dutch legislation and regulations, which under normal circumstances could take "several years".

Jan Kromhout, a partner with AKD in Rotterdam, said, "Clearly, it is the duty of government to do its utmost to protect the merchant fleet from attacks by pirates. In the event that the government is not able to fulfil its duties, for whatever reason, it will have to employ outside help. It is not desirable that privately owned companies hire armed protection to perform the duties, which are the responsibility of government, which should retain its monopoly of force.

"Furthermore, the cost of providing protection against piracy should be borne by the state. Shipowners should only be allowed to hire private armed guards in special situations, in the event that the government is not able to fulfil its duties.

"In the event that Dutch shipowners do hire armed personnel, or provide weapons to those on board, those directly involved, as well as shore-based personnel (including the ultimate management of the company) could face criminal prosecution. Furthermore, shipowners could be faced with local legislation covering the import and export of weapons in the event that the vessel has weapons on board and enters the jurisdiction of another country," he concluded.

Getting the most out of your equipment

With the new STCW training regulations just over six months away from mandation, it is time owners and operators took serious note of their ECDIS installations and use.



ECDIS Ltd's training facility.

The so called STCW Manila Amendments were ratified in June of this year. They call for added generic ECDIS training as a requirement for seafarers serving on an ECDIS fitted vessel — whether that vessel is operating in a paperless mode, or not.

ISM has a major bearing on ECDIS use, part of which is type specific training that a company needs to implement in order to satisfy audits. SOLAS now includes a

rolling programme from 2012 that requires the majority of vessels to be ECDIS fitted, maintained and managed.

To help satisfy the training needs, about a couple of years ago, a small team of ex UK Royal Navy (RN) and Royal Fleet Auxiliary (RFA) navigating officers set themselves up as ECDIS training consultants. Since then, the newly formed company — ECDIS Ltd — has joined together in a partnership arrangement with four of the leading navaid's OEMs to offer training using their hardware and software.

There is increasing evidence that navigators are becoming over-reliant on their ECDIS as statistics have shown that there are an equal number of ECDIS-related groundings, as those involving paper charts.

"It's all a matter of training," Malcolm Instone, director of operations & standards, ECDIS Ltd and retired RN Lieutenant Commander and RN navigation expert said.

He said that the systems were not as user friendly as they could be and that they must be managed with written procedures for the seafarers who use them. "They were designed by engineers, who have provided functionality that is not required," he explained.

He also explained how the RN's specialist navigator's course (SPEC N) can be adapted for commercial shipping, as it was designed to test a student's mental maths, quick thinking, initiative and raw navigational ability under intense pressure and was seen as the ultimate test for any navigator.

What makes the SPEC N course so challenging is the requirement to accurately fix the position of the ship and predict future position at high speed without the use of modern fixing aids such as radar and GPS. Instead, the student is forced to harness all available navigation techniques, in particular those contained within the Admiralty Manual of Navigation.

These include fixing by a line of soundings, running fixes, sextant angles, doubling the angle on the bow and use of bearing pairs to calculate distance off an object. On the course, it is quite common

for students to conduct an anchorage with a sextant in either hand, taking a vertical sextant angle with one and a horizontal angle with the other.

"Now, imagine plotting fixes in this manner on a paper chart. Would you know how to do it? When was the last time you picked up a sextant or station pointer? Now imagine planning and executing it with ECDIS as your primary means of navigation. Again, would you know how to do it and is your ECDIS capable of processing such information?" questioned Instone.

Explaining the need to go to such levels, Instone said that the RN needed to be able to navigate in a sensor deprived situation because operational areas could preclude the use of radar to avoid detection and where GPS jamming and other sensor denial is prevalent. Hence the navigators must be trained to acquire such skills.

This necessitates pushing the ECDIS system to the limits of its capabilities and is why the warfare equivalent of ECDIS (WELDIS) gives access to increased functionality to facilitate underwater navigation, water space management and the input of position information from a variety of traditional sources.

The ability to perform some of the techniques mentioned above may be deemed unnecessary and old fashioned for commercial operation. However, the skill of manually fixing independent of radar and GPS and the ability to clearly display where the vessel can and cannot go on the chart, are techniques relevant to any seafarer.

ECDIS Ltd's five-day course

An advanced level of knowledge could be deemed to be required in order to ensure the best use of an ECDIS system on any given ship. However, what level of knowledge is required to manage and quality control a fleet of ECDIS systems? The answer is that a level of expertise and understanding is required that goes beyond being an ECDIS operator at sea.

Expert guidance provision on managing a fleet with ECDIS is available from the company in the form of the quality controlling (QC) ECDIS course.

The QC course is designed with two aims. First, it establishes 'best practice' for the fleet as it makes the transition to digital navigation. Second, it serves to promote the highest standards of digital navigation from lessons learnt.

The first aim is essentially the opportunity for fleet superintendents and inspectors to establish a base line for their fleet transition to digital navigation, if they do not as yet have one. Furthermore, it provides a framework with which to develop policy using the extensive experience of ECDIS Ltd's team. The second aim is to look in depth at how standards, of electronic navigation can be quality controlled at sea.

To achieve the aim the course is split into three parts:

Part One — Fleet digital navigation policy This considers a company's fleet training policy, hull policy, trials period, security, shoreside support as the transition is made to digital navigation.

Part Two — Fleet digital navigation management This looks at best practice when taking a trained crew into team training scenarios with ECDIS, assessment and ultimately accrediting them to 'go digital'. Also considered are post-accreditation risk assessments, maintenance and logistical support both during and after the process.

Part Three — Individual ship policy and management Concentrates on best practice and advice on how an individual vessel can manage electronic navigation, from user privileges through to bridge managing ECDIS. Generic digital planning and monitoring procedures are considered, as well as chart and digital navigation record management. Masters standing orders and check-off cards are also discussed.

First, manual fixing independent of radar and GPS may be the only means of cross checking the GPS, or in the extreme, but not uncommon, navigating in an area of unreliable datum, or sensor

input failure. For example, Trinity House has conducted major studies to the ever present danger of GPS jamming and the importance of being able to identify and manage such a situation.

Second, calculating the safe water available when operating to minimal under keel clearance with a safety depth that falls in between charted contours is vital to safely manage today's commercial pressure operations. It would therefore be prudent to develop procedures and practice them in case of such an outcome.

"I therefore advocate two techniques that should be utilised in ECDIS as common practice - manual fixing and the ability to implement a limiting danger line (LDL). We at ECDIS Ltd feel so strongly about the relevance of these techniques that we teach them as part of our five-day STCW IMO 1.27 course," Instone said.

It is not enough to rely solely on GPS, or radar to provide fix information. An ECDIS does not have to have a radar overlay under performance standards, but if it does have this facility, it is prudent to utilise it in its entirety. This is the subject of another element of ECDIS Ltd's course. However, for GPS denial, a navigator should have a mindset not to take the case of 'd you lose GPS', but very much a case of 'when you lose GPS'.

The navigator must therefore utilise the ECDIS like any other navaid and question the accuracy of the data in order to quality control the information. The premise here is twofold -that manual fixing should be used to cross reference GPS and that loss of GPS does not mean loss of ECDIS.

"I therefore recommend that manual fixing is incorporated by operators to prove the GPS position correct and good practice in case of ECDIS failure," Instone stressed. Plotting a fix in ECDIS (lines of position) is a requirement under the performance standards and executing this function can be very quick. However, it does depend on the software and just as on paper, practice, practice, practice. "It can easily be quicker to plot a fix on an ECDIS than on a paper chart, so there should be no excuse for not doing it if needed!" he said.

The importance in being able to perform this task swiftly is threefold —

1. It should not detract from looking out the window and driving the ship safely using all nav aids.
2. The task is performed as a quick check at an appropriate time.
3. Operators should be able to comfortably manage long periods of relative navigation for areas of the world that require it and in case of sudden need.

In event of GPS failure, the operator can utilise the DR function in ECDIS and revert to traditional fixing skins in order to provide accurate positional data - the loss of GPS may also mean loss of positional information on the radar. Furthermore, the environment may preclude, or limit visual fixing to such an extent that the operator may have to use transferred position lines, or fix by a line of soundings.

Some systems can perform beyond the minimum performance standards in this regard by allowing the operator to plot visual hearings, radar ranges and other techniques accordingly. As well as being quick and easy to plot, the operator also benefits from a system that automatically calculates DR and EP based upon last known values, such as set and drift, COG and SOG when in 'DR mode'. Therefore, manually entered positional information can very quickly establish where you are and where you will be to a high degree of accuracy.

GPS failure need not be an emergency, although to maintain safety of navigation, the system may be pushed further than it has been ever done before. Therefore, the prudent operator should make it his or her business to know the capabilities and limitations of the system, how to prove positional information correct and what to do when GPS is unreliable.

Limiting danger line

The ability of an ECDIS system to highlight a given safety contour based on a set safety depth is one of the great advantages of the system. In essence, the system displays clearly in bold the contour beyond which a navigator does not wish to proceed. Furthermore, if the anti-grounding cone

(AGC - also called safety frame or guard zone) has been activated, the system will alarm when in contact with the safety contour, thereby giving prior warning of the proximity of danger.

However, the lack of contour data currently available within ENCs means that the operator is not able to fully harmonise the safety contour with the safety depth. For example, if the safety depth is set to the value to 6.5 m, the system will automatically highlight the next available contour, which is normally the 10 m line. It can be seen therefore, that if the vessel by necessity has to proceed over soundings of less than 10 m but greater than 6.5 m, safe areas cannot be defined and it is therefore dangerous. Furthermore, the system will continuously alarm causing alarm fatigue.

This shortfall essentially means that vessels that need to reduce the safety contour in accordance with their safety depth in order to get into harbour safely will be faced with two options:

1. Turn the AGC off.
2. Reduce the safety contour value to 5 m. It must be seen that both the above options are inherently dangerous. Turning the AGC off means that the system will only alarm when the ship symbol encounters them, which in most cases will be too late. Reducing the safety contour value below the value of safety depth is possible in many systems, although it is not recommended, as the majority of systems only alarm crossing the safety contour — not the safety depth!

A solution to this problem is the drawing of a limiting danger line (LDL). This is a tried and tested technique that works on RNCs, as well as ENCs. Essentially, it is a manually inserted danger line that will alarm when the safety frame touches it, replacing the safety contour in extremis. The value of the LDL is calculated as follows:

$\text{Draught} + \text{safety} + \text{squat} - \text{HoT (time dependent)}$ When the safety depth value is inserted, all soundings equal to or less than this value are highlighted in bold. Using the relevant function on the ECDIS, draw a danger line around the soundings to produce the LDL. The safety value is a prime consideration and must be large enough to take into account the quality of data.

Because the contour is being drawn manually the inaccuracy of the data in use must be taken into consideration. It is of note that some systems can draw an LDL automatically. It must be remembered that LDL is time dependant because it is based upon the tide's height and when no longer required, it must be ensured that the safety contour is reverted back to a value greater than safety depth.

If the LDL is drawn and the available channel is deemed too narrow to facilitate use of the AGC (for example, if used it would cause alarm fatigue) then it is strongly recommended that clearing bearings be used to define the area of water in which it is safe to navigate. "It goes without saying that you really must know what you are doing before attempting this technique," Instone said.

He stressed that the principles of navigation had not changed, although the medium through which navigation is performed had changed. ECDIS is simply a navigational aid, albeit a complex one. The fact that there is a human interface means that data must still be questioned, understood and acted upon. Therefore, everything learnt and the experience gained is still relevant in the digital navigation era.

If used correctly, ECDIS systems will provide the operator with spare capacity, so there is no excuse for not looking out of the window and making sound judgements based on the practice of good seamanship.

"We at ECDIS Ltd passionately believe that traditional navigational methods are still relevant. We are not teaching people to navigate, rather we are teaching people to use ECDIS in order to navigate safely. We therefore train our customers to use ECDIS systems by utilising existing navigational knowledge and developing the use of traditional navigational methods as redundancy when GPS is not available.

"Ignore the basic principles of navigation at your peril. Instead, strive to utilise the system to its full capabilities by understanding it fully and pushing its capabilities to the limits. Know your system strengths, weaknesses and shortfalls and use it to prove GPS correct!" he said.

No doubt the debate about how much information to include and how to use it will continue, as there is an IMO working group trying to find a solution. At present, member flag states have not come out with standards, hence there are as many as 32 different ECDIS on the market with more to come.

"ECDIS is embryonic. In 10 years' time they will probably be totally different," Instone thought.

Next year, the company expects a vast increase in demand as the flag states start to regulate their training requirements under the amendments to STCW 95, following the recent Manila meeting.

Todd joins ECDIS Ltd Northern Ireland-based marine navigation data and service provider Todd (formerly Todd Chart Agency) is working with ECDIS Ltd to offer a flag-state approved ECDIS training course to all of its customers, either at the company's training facility in the UK, or at any location globally to suit individual vessel requirements.

As well as the five day course, Todd and ECDIS Ltd can also provide a full range of ECDIS training, including one day introductions and bespoke packages for marine inspectors and port authorities who require 'pocket cribs' for use when quality controlling ECDIS on board ship.

Capt William Todd said: "Our partnership with ECDIS Ltd allows us to offer our current and new customers an industry-approved ECDIS training course to complement the extensive range of electronic charting products we offer."

"At Todd, we have a team of navigational data specialists and ECDIS experts, all of whom work closely with each customer to ensure that they understand the requirements of ECDIS carriage and that they are fully prepared ahead of the ECDIS mandate," he explained.

Todd's product range includes ECDIS hardware from a number of manufacturers, including Maris and PC Maritime and a global portfolio of electronic charts and digital publications including the full range of Admiralty digital and paper products.

ECDIS Ltd - A profile

ECDIS Ltd was founded in September 2008.

In November the following year, the company's first mobile course was held on board a Ceres-managed LNGC.

Statie training was introduced in January of this year and in April, the company moved to new larger premises near Fareham in Hampshire.

Today, ECDIS Ltd has six permanent staff, including one person based in Singapore. Thus far, four companies have installed hardware and software in the training room, resulting in the company having 17 terminals.

These are Transas (six), which provided a simulator; Kelvin Hughes (three); Offshore Systems International (OSI) (seven) and PC Maritime (one).

The company said that it remained in talks with other ECDIS manufacturers with a view to hosting more terminals, allowing customers the opportunity to "try before they buy" and receive training on multiple systems.

ECDIS Ltd offers IMO and MCA approved five-day courses and type specific one to two day courses. The company was also audited and certificated by DNV.

A maximum of 12 people can be accommodated in the training centre at any one time, restricted to two per console for ease of training.

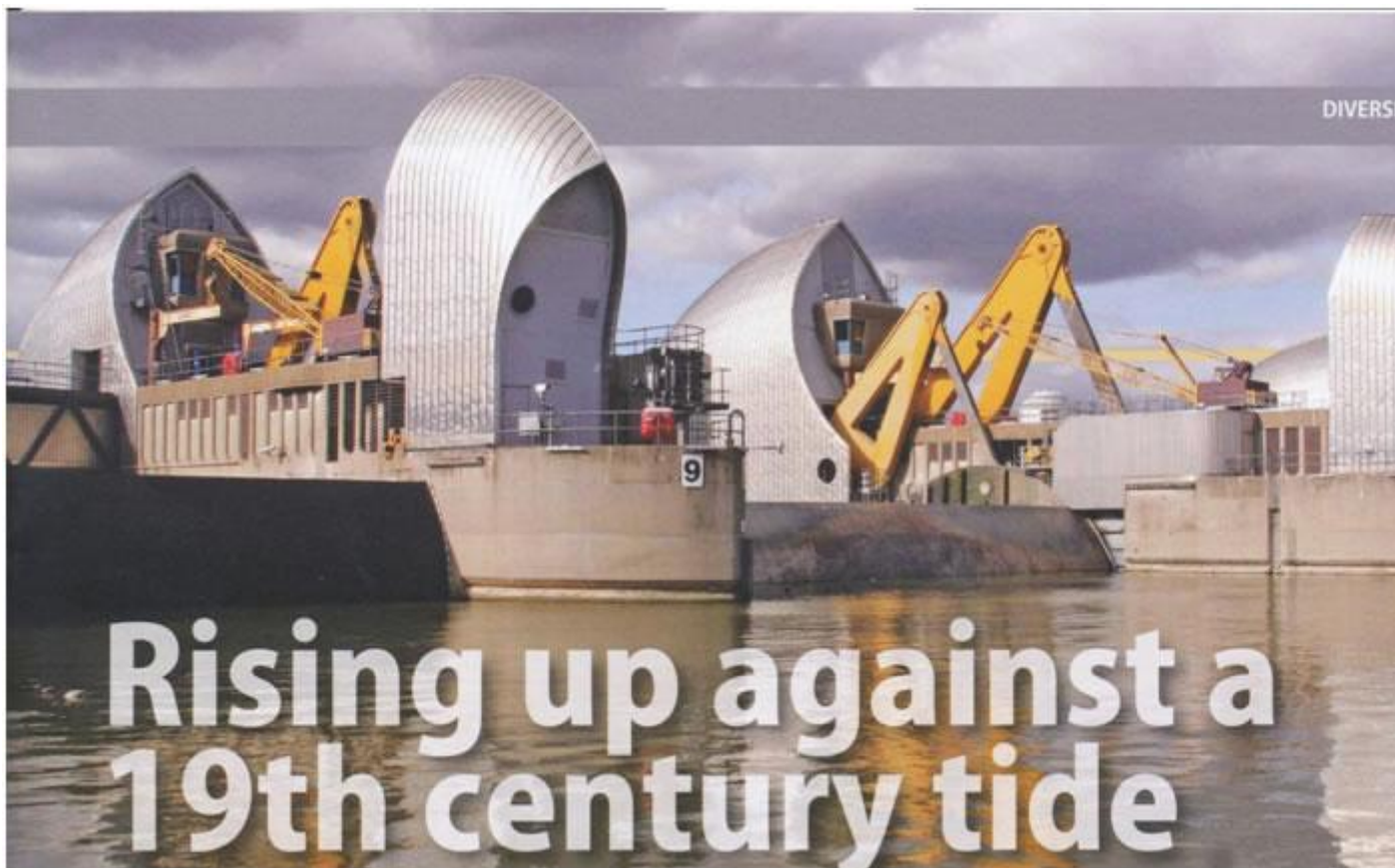
ECDIS Ltd's top eight points to remember

- 1. To get the most out of your ECDIS you need to know your equipment. Ask questions of your equipment such as does it alarm for safety depth?**
- 2. Effective use of ECDIS hinges on setting the system up correctly. There is a lot to remember,**

so use check-off cards to aid this process.

3. **Always navigate on the best scale chart as this is the only way you will see all the charted data while not being affected by SCAMIN (scale minimum).**
4. **Always navigate on the correct display setting. Base is not adequate for navigation and standard may require customising.**
5. **Do not rely solely on the radar or GPS - prove ECDIS correct at every opportunity by visual and all available means.**
6. **Remember that after setting a safety contour value, it may vary depending on the scale of chart in use (system dependant).**
7. **When route planning, where possible use clearing bearings, clearing ranges and parallel index lines to enhance safety when executing a route. Many systems now offer such tools.**
8. **ECDIS is a navaid so treat as such and question what it is telling you - if you put rubbish into the system, you get rubbish out!**

Inséré le 15 déc. 11 HISTORIEK HISTORIQUE Enlevé le 15 jan 12



Enabled by the two-way interactivity that is the hallmark of the Web 2.0 revolution, crowd-sourcing has radically altered the way in which large quantities of data can be collated or processed, by contributors from all over the world. For the uninitiated, crowd-sourcing refers to drawing on the power of mass collaboration. The most well-known and successful example is, of course, Wikipedia.

Yet, surprisingly, crowd-sourcing was happening long before the inventors of the modern day Internet were even born. And interestingly, one of the earliest applications of this social-web phenomenon has a distinctly maritime flavour to it: tides.

For Victorian sailors figuring out the timing and height of tides was a life or death problem. Getting it wrong would mean a slipped schedule at best or a shipwreck at worst. At the time, the only people who could observe and accurately predict the tides were harbourmasters.

Realising the value of their 'data', they tended to keep their information as a closely guarded secret. It is said that in UK captains of the Royal Navy had to pay bribes to get access to the information they needed to dock their vessels.

It's true that there were the Holden's tide tables for Liverpool, and a few others, but there was no attempt to publish these more widely. According to Laura J Snyder, author of *The Philosophical Breakfast Club*, in London, tides were becoming more and more unpredictable with all the construction along the Thames.

She writes: 'In one notable incident, the tides flowed over the Blackfriars Bridge in December 1814, flooding Windsor Park and inundating warehouses and businesses nearby. Yet, oddly, given the importance of water to Britain, knowledge of the tides was still scanty. Two centuries before, Francis Bacon had suggested an international system of tidal observations to remedy the situation, yet his call had gone unheeded.'

The Philosophical Breakfast Club recounts the life and work of four men who met as students at Cambridge University: Charles Babbage, John Herschel, William Whewell, and Richard Jones. Recognising their shared love of science (as well as good food and drink) they began to meet on Sunday mornings to talk about the state of science in Britain and the world at large. Inspired by Francis Bacon, these members of the Philosophical Breakfast Club plotted to bring about a new scientific revolution.

Whewell wanted to study tides on a global level. Collecting data from local tide tables (where they were available) would have been impractical and costly, and he needed tide data from outside ports as well.

His solution was 'crowd-sourcing'. He arranged for hundreds of volunteers around the world to measure their local sea levels and send the numbers back to him.

At the end of it he had over 40,000 data points that were 'reduced' by 'computers,' that is the people who did calculations in the days before machines which ended up with that name. He then plotted the times of the tidal maximums on a map to create a data visualisation called a co-tidal chart. In a sense he can be seen as an innovator in international scientific research, because he (and Beaufort) got numerous countries involved.

It was not until the 19th century that the harbourmasters' grip on the data was truly broken through an effort to publish tide tables systematically (and this is when the government got involved, via the Chief Hydrographer Francis Beaufort - inventor of the Beaufort Scale, supporter of Darwin's position on the HMS Beagle, and friend of William Whewell and John Herschel).

This story goes to demonstrate how open data can be employed to good effect in real world applications. Moreover, it shows how a public uprising contributed ultimately to the downfall of the harbourmasters, data producers clinging to a business model that excluded many potential users because the transaction costs were kept artificially high - a situation that might sound all too familiar to contemporary navigators.

Inséré le 17 déc. 11

BOEKEN BOOKS Enlevé le 17 jan 12

BOEKBESPREKING

Door : Frank NEYTS

„Het Slavenschip Leusden“

Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs “Het Slavenschip Leusden. Slavensche- pen en de West-Indische Compagnie 1720-1738”, geschreven door Leo Balai. Op 1 januari 1738 verging voor de monding van de Marowijnrivier in Suriname het slavenschip “Leusden” van de West-Indische Compagnie (WIC). Van de 716 in Afrika ingescheepte gevangenen overleefde er slechts 16 de ramp. Hoewel het ongetwijfeld de grootste tragedie is uit de Nederlandse scheep- vaarhistorie, is deze ramp vrijwel onbekend.

De “Leusden” was een van de laatste WIC-schepen die slaven vervoerden en bovendien het enige dat exclusief voor dit doel werd ingezet. Per reis transporteerde het schip gemiddeld 660 slaven – geketend en dicht op elkaar liggend – naar het Caribisch gebied. Eenmaal op zee waren slaven- schepen varende gevangenen, waar een wreed regime heerste. Met name doordat ziekten vrij spel hadden in de ongezonde atmosfeer van de scheepsruimen, overleefden veel slaven de over- tocht niet. Van haar eerste reis in 1720 tot aan haar ondergang in 1738 voerde de “Leusden” in totaal 10 slaventochten uit, waarbij slecht 73% van de slaven levend de overzijde bereikte. Er is tot nog toe bijzonder weinig onderzoek gedaan naar de specifieke schepen die de transatlantische slavenhandel mogelijk maakten. Wellicht heeft de morele verontwaardiging – dan wel schaamte – over het fenomeen slavernij objectief onderzoek altijd in de weggestaan

Inséré le 19 déc. 11

OPEN FORUM

Enlevé le 19 jan 12

Innovative Dutch shortsea shipping initiative

An interesting project is underway in the Netherlands to investigate the possibility of new manning assignments for shortsea shipping.

Shore Support project objectives

- To create job opportunities.
- To reduce on board workload.
- To increase short sea ships' safety levels.
- To improve the competitive position of the shortsea sector.
- To increase awareness for shore support principals.
- To assess the social and legal possibilities of flexible manning requirements.
- To strengthen co-operation between shipowners and marine suppliers.

Source: HME

Called Shore Support, the project is aimed at looking at the safety consequences of flexible manning levels by introducing dual-certificated maritime officers (MAROFs) on vessels of up to 3,000 gt having a maximum engine power range of 3,000 kW.

Although the research doesn't embrace tankers, as their manning levels are strictly defined by legislation, their inclusion has not been ruled out in the future, project co-ordinator Izabella van Tuijl told TANKEROperator. She sits in the office of Holland Marine Equipment (HME), which is overseeing the project.

There are around 30 interested parties involved in the project, ranging from shipowners, equipment suppliers, unions, shipping associations and government bodies. Overall, some 23 vessels are being used in the experi- ment. An expert committee has been formed, which in- volves HME, the Dutch Ministry of Transport, Public works and Water Management; the Netherlands Shipping Inspec-

torate; Nautilus NL (the Dutch officers' union); the Royal Association of Netherland's Shipowners (KVNR) and The Dutch Shipmasters' Association (NVKK).

Basically, the project is aimed at the development of a MAROF who would hold a dual engine and navigation certificate, being trained in both disciplines. This would in turn result in shoreside personnel giving more support to those on board the vessel, hence the project's title.

One of the main reasons for starting such a project is the current lack of seafarers coming through the ranks in Holland and elsewhere, van Tuijl explained. Also the extra workload in the engine room, compared with the workload on the bridge was another very important issue taken into consideration.

Another reason for the project was to enhance communications from ship to shore whereby various equipment suppliers could monitor their equipment's operation on board from ashore, taking some of the burden off the engineering department.

Shore Support kicked off during the second quarter of last year and a report is due to be delivered by the end of 2010. Testing the dualcertificated MAROF was deemed to be one of the most important aspects of the whole project, van Tuijl said, so 12 months was earmarked for MAROF testing on board ship and once completed, another six months would be needed to analyse the results.

In the longer term, van Tuijl said that the idea could be extended across Europe through the IMO. Both the IMO and EU are being kept informed of progress and the Dutch Government sent a letter to the IMO last January outlining the plans. Seminars are also being held and newsletters published on the project's progress. It is being partly funded by the Dutch Government and leading Dutch shipowner/manager Wagenborg.

To make Shore Support a success, the rules and regulations would have to be re-written at EU and IMO level reflecting the change in the crew plan. At present, an engineer usually works for four hours, but a navigator can be at his or her post for 12 hours, within a schedule of six hours on and six off, thus a dual-certificated MAROF could be used to help out on the bridge.

In the Dutch Government's note to the IMO, certain conditions were placed on the acceptance of dual-certificated MAROFs. These included –

- They are specifically listed on the safe manning certificate.
- The vessel is neither a passenger vessel, nor a tanker.
- It is less than 3,000 gt.
- It is engaged in European short sea trading, not exceeding 200 miles from the European coast.
- The engine room is periodically unmanned in compliance with class society rules and certified accordingly.
- The type of fuel used is either MDO, or MGO in accordance with ISO 8217:2005.
- The vessel's propulsion and steering power is to be maintained, or immediately restored in case of a black out.

Other organisational conditions as laid down by the Dutch Government included –

- Information on board describing routine technical procedures and maintenance tasks (user's manual) is easily accessible.
- The onshore help desk provides 24-hour technical assistance.
- The onshore service contract at least provides for preventive maintenance.
- The familiarisation process (reference is made to MSC/Circ 834 'Guidelines for engine room layout, design and arrangement') is carried out as part of the vessel's ISM. In the familiarisation process, special attention is given to the consequences of the specific manning configuration of the vessel.

Crewing costs to continue to rise

Vessel operating costs are expected to rise by 3.2% per cent this year and by 3.5% in 2011.

Crew costs have been identified as the category most likely to produce the highest levels of increase, according to a survey by accountant and shipping consultant Moore Stephens.

The survey is based on responses from key players in the international shipping industry, predominantly shipowners and managers based in Europe and Asia. And those responses revealed an overall expectation that crew costs would rise by 2.7% in 2010 and by 3% in 2011.

"It's all about crew," noted one respondent. "With fewer experienced crew available for worldwide fleet expansion, labour costs will rise". Another commented, "In order to keep the present pool of seafarers and improve performance, we will need to look at increases in wages and other benefits for seafarers so that they are attracted to work on board, rather than take up lucrative jobs ashore."

	Daily crewing costs for an 150,000 dwt tanker (\$)	Overall operating costs*
2010	3,900	8,050
2011	3,978	8,280
2012	4,058	8,535
2013	4,139	8,824
2014	4,221	9,162
2015	4,306	9,548

*Includes stores, spares, lube oils, admin fees, repairs and insurance. Source V Ships. This presents an annual increase of around 2%.

Responses to the survey indicated that the cost of lubricants is expected to increase by 2.4% and 2.7% in 2010 and 2011 respectively, with repair and maintenance expenditure likely to rise by 2.6% in each year. The category deemed most likely to produce the lowest level of increases in both

2010 and 2011 was management fees, at 1.6% and 1.8% respectively.

Respondents also expressed concern over rising insurance costs. "The dark horse is insurance costs," remarked one respondent, "due to the fact that ordinary planned maintenance in many cases will be either reduced or ignored as vessel income cannot finance the costs, and banks will not provide or extend credit lines. More incidents will be reported to insurers, with a consequential increase in premiums."

There were also concerns that operating costs would increase due to the weakness of the dollar. "Operating costs over the next two-to-three years may not show any substantial increase as the world economy continues to stagnate," said one respondent, "but costs will increase due to the devaluation of the dollar, which inflates overall costs".

Asked to nominate the three factors most likely to influence the level of vessel operating costs over the next 12 months, 43% of respondents identified crew supply as the most significant, followed closely by finance costs at 39% and then by demand trends, at 22%. Crew supply and finance costs were also the top two factors in Moore Stephens' 2009 survey, although then finance costs led the way at 26%, with crew supply at 22%. The third most significant factor in 2009 was competition, at 16%.

Moore Stephens shipping partner Richard Greiner said, "Ship operating costs have been running at increasingly high levels in recent years, but our OpCost benchmarking tool shows that, in 2009, total annual operating costs fell — for the first time in eight years - across all the main ship types by an average of 2%.

"It is no surprise now to find that the industry is expecting costs to increase this year and next, nor to learn that crew costs are likely to lead the way in this regard. But it does seem that some of the volatility of recent years has gone out of ship operating costs and that is good news for shipping. Any repeat of the huge increases recorded in recent years would be unsustainable in the current economic climate," he concluded.

At the annual Moore Stephens OpCost seminar, V Ships' Capt Bob Bishop gave his views on crewing costs. He said that forecasting was difficult due to various cost components being influenced by socioeconomie, markets, geographical factors and shipmanagement performance. He agreed that manning always received the most attention as it was the highest cost factor, but was often the most volatile.

The super-cycle came to an end in 2008, which also brought a halt to high crew wage inflation, which was running at around 20% year on year. Today, the cost factor was increasingly flat with an undersupply of officers and an oversupply of ratings being observed. However, around a 5% shortfall in officers will put continuing pressure on wages, Bishop said. Training costs were also increasing, including on board training. He described crew air travel costs as minimal, despite rising fuel costs and taxes. Victualling costs were rising due to food price inflation. He also thought that the impending Maritime Labour Convention (MLC) was an operational problem, rather than a cost factor.

Bishop outlined his thoughts on the crew costs for an Aframax of 10 years of age, flying an open registry flag and operating worldwide. The hypothetical vessel had a crew of 23 — nine officers, 12 ratings and two cadets. Their nationalities were Indian and Filipino.

Inséré le 23 déc. 11 NIEWS NOUVELLES Enlevé le 23 jan 12

Armed captains face arrest in SA ports

The Society of Master Mariners SA says masters of ships entering South African ports with weapons to protect against East African pirates are being arrested

Masters of ships entering South African ports after having run the pirate gauntlet off the East African coast are being arrested for having firearms on board without the appropriate permit in terms of the Fire Arms Control Act, The Society of Master Mariners SA said yesterday. The group expressed extreme concern over the recent arrests of visiting ships' masters in local ports. Four ships' masters have been arrested in the past six weeks. News of the arrests broke yesterday as Reuters reported piracy had reached a record high in the first three months of this year. Society vice-president Captain Rob Whitehead said recent arrests "have resulted from the overenthusiastic enforcement by the South African Police Service of the Fire Arms Control Act on vessels entering South African ports, such vessels having just navigated the pirate infested waters of East Africa with armed guards on board for protection." He said the regulations required a vessel to apply for a weapons permit 21 days before arriving at a port in order to allow them to carry weapons on board. "This is completely impractical in many instances as vessels are often diverted to South African ports to load cargo at short notice. In the resulting dilemma, vessels arriving within the 21-day application period are deemed in contravention of the act and the ship's master is arrested," Capt Whitehead said. National police spokesman Col Vish Naidu said police were "between a rock and a hard place". He said there were laws and the police were required to enforce them. "If we don't, we are criticised, and if we do, we are criticised even more."

source : businessday.co.za

South African ports

Vessel operators who choose to use armed guards as protection against piracy must meet a number of important requirements, one of which is to ensure compliance with port state requirements. In June 2010 we published a Security Alert from lawyers Shepstone & Wylie regarding difficulties experienced by some vessels in South African ports. We have now received a further report on this subject from our Durban Correspondents P&I Associates (PtyLtd). which contains important information for owners whose vessels may have firearms or ammunition on board during calls at South African ports.

Due to the upsurge in piracy activity in the Indian Ocean region, there has been a large increase in the number of merchant vessels that are carrying security guards, guns and ammunition. Often, the security guards disembark the vessel after the vessel has transited the "hotspot" area off East Africa but the guns remain on board, only to be removed at final destination. The issue of guns and ammunition remaining on board vessels is creating problems for Owners and this week, in South Africa, two masters were arrested and charged under the South African Firearm Control Act.

The South African Police require that 21 days before a vessel arrives at a South African port that an application must be made to the relevant authority for a permit. This application must be duly accompanied by a number of documents.

- The application must be made on the South African Police (SAP 520) form
- Copy of the applicants passport on which the photo and passports details are reflected
- Copy of the legal licence, permit, authorization or any other documentary proof confirming lawful possession of the firearm
- Documentary proof of knowledge of safe use and handling of a firearm, i.e training certificate
- Written authorization, which permits the export of the firearm from the country of origin
- Equipment list, firearm description and serial numbers and number of ammunition
- Documentation giving proof of last port of call and destination

Once the permit has been granted and the vessel berths in South Africa, the master can make arrangements for the guns and ammunition to be removed from the vessel and taken to a police locker for safekeeping and then these will guns and ammunition will be returned to the vessel one hour before departure. It is now very clear that the South African Police will arrest the master and charge him with an offence and non conformance under section 120 and section 73 of Firearm Control Act, Act 6 of 2000. The question which we have addressed to the South African police is the why one has to make an application prior to 21 days before arrival in South Africa. One of the points that we have made, is that South African ports are often used as bunkering ports as vessel transit the South African coast and that this period appears to be excessive when one considers that the sailing time from Mombasa, Kenya to Durban, is less than 7 days. We have also made the point that often Owners do not know that the vessel's will be stopping in South Africa and therefore if they have guns on board, will now have to wait 21 days in order to make the application, before arrival.

The ISPS clearance period is 96 hours and we have made representations to the Police Colonel to questioning this 21 day period and whether this period can be reviewed. We attach the letter received from the South Africa Police setting out their requirements. We are busy checking to see whether these are requirements derive from regulations attached to the Act and if so, were these regulations gazetted and therefore brought into force under South African law. Please can you urgently circulate this notice amongst your members and advise them that at the moment, in South Africa, in order for a vessel to enter a South African port with guns and ammunition on board that the vessel has a permit from the South African police. If there are guns and ammunition but no South African permit, then the master will be arrested and charged resulting in delays to the vessel. The master will be charged and fined and may be imprisoned depending on the severity of the offence. The fines vary from R50,000 to over R100,000 and the master will be prosecuted and will have a criminal record. As advised, we are busy researching whether the requirements set out by the police are a legal one and whether they have the legal rights to enforce these requirements.

Until we have obtained clarity, we suggest that your members act under the above requirements and if they have any doubts or concerns then they must please feel free to contact us.

Source: Skuld

Inséré le 25 déc. 11

OPEN FORUM

Enlevé le 25 jan 12

Seafarer shortage – here to stay?

We all have to join together as an industry to address the seafarer crisis. This was a message that came across loud and clear from industry leaders.

It is imperative that we continue to take positive steps to attract, train and retain the seafarers who will man the ships of the future, the Round Table of international shipping associations (RT) said in a recently published paper.

The group thought that the long term trend in world trade will mean an ongoing increase in the demand for ships, and for well trained crews to man them, despite the current downturn.

In addressing trained seafarers' future requirements, it is important to emphasise that shipping should be considered as a career, which includes attractive opportunities to move to jobs ashore with the appropriate training and experience. This should be borne in mind in the recruitment, education and training of seafarers.

The RT set out ideas on how to achieve these objectives, and the respective roles that different stakeholders, including shipowners, shipmanagers, national and international shipowner associations, governments, unions, ILO and IMO can play.

Many countries have already developed national recruitment campaigns involving all interested parties at a local level, for example, national campaigns such as 'World Careers - the Blue Denmark', 'Take a Fresh Look at the Sea' from the UK (published by Sea Vision UK) and the 'Think Maritime' campaign in Hong Kong, among others.

Recruitment, which is not undertaken at the national level may be geared to servicing the needs of multi-national shipowners and managers, or other elements of the global shipping sector. In some cases, the recruitment requirements of countries supplying relatively large numbers of seafarers for the international sector may require a different approach.

To promote and support national campaigns, the RT proposed the following:

- To conduct a survey of national recruitment campaigns.
- To assist national efforts by exchanging information on experience in organising such campaigns, and sharing the resources used in those campaigns.
- To encourage similar campaigns in more countries.

The ISF will co-ordinate the survey and set up a mechanism for the exchange of information on experience.

The RT and its members said that the following initiatives were already underway, or proposed:

- A DVD has been recently produced by ISF (and sponsored by IMO) entitled 'Careers in International Shipping', which is being distributed to all those interested in using it for seafarer recruitment through national shipowner associations.
- Standard presentations will be developed for use by those promoting careers at sea.
- Material produced for use in national campaigns will be shared, particularly for the benefit of campaigns in countries that have fewer resources to produce their own material.
- A 'library' of images and video material that could be of potential value in promoting careers in shipping will be compiled.

- Social networking websites will be used as a means to reach out to potential recruits internationally.
- Questionnaires and other quantitative and qualitative research involving the future requirements of the various domestic and international shipping sectors.

Shipping's image

Criminalisation of seafarers for accidental pollution and the fair treatment of seafarers are two areas which need to be addressed to eradicate as far as possible potential reasons for negative perceptions and to promote messages for the positive social and economic benefits of shipping in general, and of employment potential in particular.

Education and training

Those who are attracted to the seafaring profession should be given a choice of routes to obtain the necessary qualifications, with an appropriate mixture of time in training establishments and time at sea (in accordance with the STCW requirements).

The industry should work with governments to ensure that the appropriate training places are available and that the quality of training and the curriculae meet the required standards on a consistent basis.

It is important that the industry gives both financial and practical support to meeting these needs. In order to motivate further development of industry initiatives, it is proposed that a survey is conducted of current commitments to education and training establishments by shipowners and industry associations, the RT said.

In order to meet future requirements for trained seafarers, all shipowners should be encouraged to commit to providing sufficient berths for cadets to complete their sea time.

The paper then went on to discuss accommodation and facilities, in line with the Maritime Labour Convention 2006; restriction on seafarer movements; plus the burden of too much paperwork on board ship.

In a recession when jobs are scarce, this might just work. However, we as an industry need to act fast to secure those thinking of a career at sea, before the good times return and other careers take precedent.

TankerOperator

Inséré le 27 déc. 11 HISTORIEK HISTORIQUE Enlevé le 27 jan 12

L'Odyssée de la Ligne Ostende-Douvres 1940-1946 (II)

S/S PRINCE CHARLES H.M.S. Prince Charles



H.M.S. Prince Charles

Photo: Courtoisie du Imperial War Museum FL 8882

Aux ordres du Cdt. F. Gool le paquebot quitte Ostende le 17 mai 1940 avec plus de deux mille réfugiés à bord. Arrivé au mouillage dans les Downs il doit mettre le cap sur Folkestone, afin d'y débarquer les réfugiés. Ensuite il se rend à Southampton.

Le 30 mai le M.O.W.T. le réquisitionne pour le service passagers britannique. Toutefois, tout comme ce fut le cas pour le Prince Léopold, on l'avait déjà vidé de son ameublement avant cette date.

Entre le 30 mai et le 25 juin il navigue comme transport de troupes et participe à l'évacuation de réfugiés et militaires des ports français et des Iles Anglo-Normandes.

A partir du 25 juin le navire reste amarré à Southampton jusqu'au 24 septembre. Le 22 septembre l'Amirauté en ordonne la transformation en LSI (S). Le 24 il fait escale à Plymouth et se rend au chantier de Devonport Dockyard vers la fin du mois.

Le 6 mars 1941 le Cdr. W.R. Fell OBE RN prend le commandement du H.M.S. Prince Charles.

Dans la nuit du 29/30 avril le navire est endommagé pendant un raid aérien sur Plymouth.

A partir du 26 décembre il a comme base Scapa Flow où s'est installé le Quartier général des Opérations en vue des raids sur la Norvège. Le 27 décembre participe à l'"Opération Archery", le raid commando Britannique et un détachement norvégien sur les côtes sud-ouest de la Norvège.

Le 6 janvier 1942 à 04h.40, alors que le navire est prêt à prendre le large pour l'"Opération Kitbag", autre raid prévu sur les côtes norvégiennes, on décide de remplacer le raid commando par un bombardement naval et aérien.

Le 19 août participe, sous le commandement du Cdr. S.H. Dennis DSC ret. RN, à l'"Operation Jubilee", le raid catastrophique sur Dieppe.

Fin 1942 il quitte les 'home waters', les eaux territoriales britanniques, pour la Méditerranée et est présent au débarquement en Sicile, l'"Opération Husky", de juillet 1943.

En octobre est de retour en Grande-Bretagne en prévision de D-Day. A partir du 6 juin 1944 traverse journalièrement la Manche avec des renforts et du ravitaillement.

En août est gravement endommagé par la Luftwaffe et l'Amirauté saisit l'opportunité de la réparation pour le reconvertir en paquebot au chantier de Penarth.

Le 21 décembre 1944 le navire passe sous l'autorité du M.O.W.T. et, commandé par le Lt. A.E. Macdonald RNVR, assure le service passagers jusqu'en juin 1946.

Le 15 juin 1946 le paquebot est mis à la disposition de la Belgique à Anvers.

En service sur la ligne Ostende-Douvres à partir de juillet 1946 jusqu'en 1950.

S/S PRINSES JOSEPHINE CHARLOTTE - H.M.S. Princess Josephine-Charlotte

Commandé par le Cdt. Aspeslagh le navire appareille d'Ostende avec un grand nombre de réfugiés. Débarque ceux-ci le 17 mai 1940 à Folkestone et arrive à Southampton le 18 mai. Le 23 mai le paquebot est réquisitionné par le M.O.W.T. pour le service passagers, mais le navire reste à quai jusqu'au 24 septembre. Ce jour-là il se rend à Plymouth, l'Amirauté ayant pris la décision de le transformer en LSI (S). Le 29 septembre arrive au chantier Silley & Co. à Falmouth, qui en assure la transformation.



Le 16 mai 1941 H.M.S. Princess Josephine-Charlotte navigue dans les 'home waters' aux ordres du Lt. Cdr. S.E. Crewe-Read RN.

Le 24 décembre il participe au raid sur les Iles Lofoten, 1^o "Operation Anklet", mais à la suite d'une avarie en pleine mer reçoit l'ordre de retourner à Scapa Flow. Après réparation de la pompe filtrante est commissionné pour 1^o "Operation Kitbag". Tout comme pour le Prince Charles on annonce le 6 janvier 1942 que le raid des commandos est annulé.

Le 7 juillet le navire fait partie de l'armada de 1^o "Operation Rutter", le raid canadien prévu sur Dieppe. Il se trouve en ral^o "Operation Roads" devant l'île de Wight, où il est bombardé par la Luftwaffe qui endommage gravement la salle des machines; à la suite de ce bombardement aérien Mountbatten décide d'arrêter immédiatement l'opération.

Réparations faites le navire, commandé par le Lt. Cdr. J.E. Bromley RNR, fait route en juin 1943 vers la Méditerranée.

En juillet fait partie de la 'Eastern Task Force' de l'amiral Alberty pour l'invasion de la Sicile.

En novembre est de retour dans la zone de la Manche.

Le 6 juin 1944 participe à l'"Operation Neptune", le débarquement en Normandie, et assure ensuite maintes traversées comme transport de troupes.

En mai 1945 le navire se trouve aux Iles Anglo-Normandes.

Le 10 octobre il est rendu au M.O.W.T. en vue de sa reconversion mais dépend jusqu'en décembre du 'Portsmouth Control'.

Début 1946 le paquebot est remis à la disposition de la Marine de l'Etat.

Reprend le service Ostende-Douvres le 15 mars 1946 jusqu'en 1949.

M/S PRINCE BAUDOIN H.M.S. Prince Baudouin



Quitte Ostende le 18 mai sous un soleil éclatant, avec à son bord de nombreux réfugiés.

Pendant la traversée le Cdt. C. Tanghe voit son navire attaqué par deux avions Stuka. Un chapelet de bombes manque de peu son navire mais le désempare pendant de longues minutes. Entretemps les bombardiers ratent heureusement

leur deuxième cible, le Prince Albert2.

Le navire arrive sain et sauf aux Downs, met le cap sur Southampton pendant la nuit et y débarque les réfugiés le matin du 19 mai.

Le 28 mai le navire est réquisitionné par le M.O.W.T. pour le service passagers.

En juin le Prince Baudouin effectue des transports de troupes et plusieurs missions d'évacuation à Cherbourg, Brest, St-Malo et aux Iles Anglo-Normandes, sous les ordres du Cdt. C. Tanghe et parfois du Cdt. F. Minne.

A partir du 25 juin le navire reste à quai à Southampton; le 24 septembre il quitte ce port pour Plymouth.

La proposition de l'Amirauté de l'utiliser comme 'Fleet Air Arm Target Ship' est annulée et il est décidé de l'employer comme 'Fast Supply Ship' pour l'Afrique du Nord. Le 3 mars 1941 le chantier Denny Brothers de Dumbarton assure l'aménagement nécessaire.

En août 1941 le navire prend service dans la marine marchande britannique et arbore le 'Red Ensign'.

Le 31 de ce même mois il fait partie d'un convoi de l'île de Wight vers Gourock en Ecosse.

Janvier-juillet 1942 : passe sous la direction du War Office comme 'store ship' et navigue dans des convois allant au Cap et, pour le ravitaillement, en Afrique occidentale.

En juillet, de retour dans les 'home waters', l'Amirauté décide de le transformer en LSI (S) en prévision de D-Day. En janvier 1943 le chantier de Messrs Green & Silley Weir Ltd. de Tilbury effectue cette conversion.

Le 8 novembre H.M.S. **Prince Baudouin**, commandé par le Lt. Cdr. W.E. Gilling DSC RD RNR, navigue dans les 'home waters' et participe à des manoeuvres.

Le 6 juin 1944 il est présent à l' 'Opération Neptune' et assure ensuite des missions en Méditerranée jusqu'en septembre.

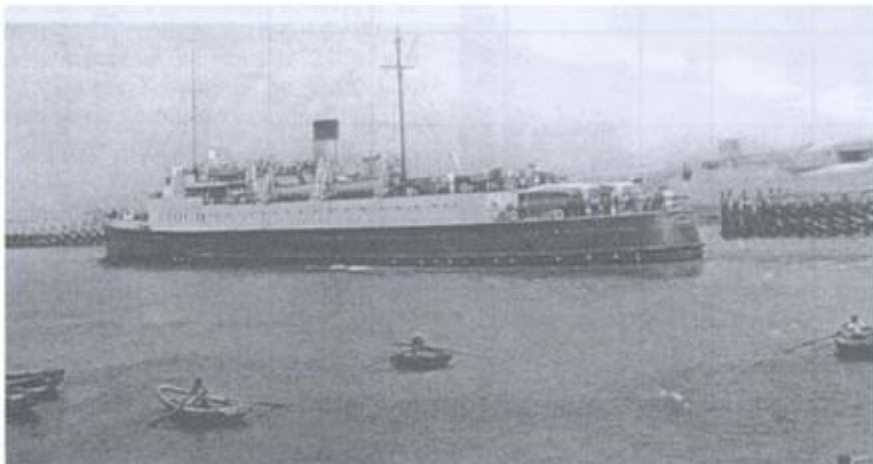
En octobre 1944 est de retour dans les 'home waters' ; en 1945 le commandement passe aux mains de Lt. W.W.J. Paton RNR.

Le 13 octobre 1945 le navire dépend à nouveau du M.O.W.T., afin d'en assurer la reconversion.

Le **Prince Baudouin** reprend service à la Marine de l'Etat du 24 juillet 1946 jusqu'en 1964, année où il est acheté par la Sidmar pour les activités administratives et sociales du personnel.

Restera amarré au canal de Terneuzen jusqu'en 1967.

S/S LONDON-ISTANBUL (le car-ferry) - H.M.S. Algoma — H.M.S. Ambitious



London-Istanbul

Photo: Collection R. Coulier

Le 17 mai, sous les ordres du Cdt.F. Minne, le navire quitte Ostende. A son bord tout l'équipement (outils, instruments, machinerie) des ateliers de la Marine de l'Etat à Ostende ainsi qu'une cinquantaine de réfugiés, tous membres de famille de l'équipage et du personnel des ateliers.

Arrivé aux Downs il jette l'ancre. Le 18 mai le car-ferry accoste le

quai de Folkestone afin de débarquer les réfugiés. Vraisemblablement le navire y reste amarré jusqu'au 30 mai, car ce n'est qu'à partir de cette date qu'on retrouve sa trace à Southampton, sans qu'on connaisse la date exacte de livraison de l'équipement au port de Brixham.

Le 14 septembre 1941 l'Amirauté réquisitionne le car-ferry en vue de l'affecter à Scapa Flow comme depot ship'.

Le 20 septembre, sous les ordres du Cdt. Tanghe, le navire appareille pour Plymouth où il entre en cale sèche pour le carénage de sa coque.

Le 1er novembre se rend à Falmouth pour entretien et ravitaillement.

Le 6 novembre il tombe en panne de combustible et est remorqué par la Royal Navy jusqu'à Milford Haven.

Le 24 novembre se rend à Belfast afin de se ravitailler en combustible, eau et provisions.

Le 27 novembre se trouve dans le Clyde, à l'ancre devant Gourock, où il reçoit l'ordre de se rendre au chantier de Messrs Barclay's Curle's Yard de Glasgow'. Pendant l'aménagement il porte provisoirement le nom de **Algoma**, pour être rebaptisé H.M.S. **Ambitious** en décembre 1941, à la fin des travaux.

Le 16 janvier 1942 le 'depot ship' **Ambitions**, commandé par le Cdr. W.R. Bull DSC DSM ret. RN, se trouve à la base navale de Scapa.

En décembre 1942 l'Amirauté décide de l'aménager en 'depot & amenities ship' à l'intention des équipages des flottilles de dragueurs de mines d'Islande. Un chantier du Humber assure les travaux jusqu'en août 1943. Le navire dispose désormais de salles de bains, salons, cinéma, grande cantine, librairie, centre de distribution de vêtements en laine, et d'une 'sick bay' pourvue d'une salle de chirurgie bien équipée. Une salle à manger et un fumoir sont réservés aux officiers. L'Amirauté donne ainsi l'occasion aux équipages de ces petits bateaux de quitter leurs quartiers restreints pour un repos et des loisirs bien mérités ; sans oublier que la bonne santé de ces marins est garantie par la présence à bord de docteurs, chirurgiens et dentistes.

En août 1943 le Lt. Cdr. A.D. Parkinson DSC RNR reçoit le commandement du H.M.S. Ambitious à la base navale de Reykjavik.

En janvier 1944 le navire se trouve pour un certain temps à la base des Forces Côtières de Lerwick (Iles Shetland).

En avril on entreprend sa retransformation en 'depot ship' au chantier Brigham & Cowan de Hull.

A partir de juin, à la libération de l'Europe, le navire est au service de différentes flottilles de dragueurs de mines du continent.

En 1945, toujours sous les ordres du Lt. Cdr. Parkinson, le navire se trouve à Terneuzen, et, à la clôture de cette base, se rend le 21 juin à Anvers où il est remis au M.O.W.T. en vue de sa re-conversion.

En 1946 il reprend service comme car-ferry jusqu'au 15 septembre, date à laquelle survient une avarie grave dans la salle des machines. Avant de l'envoyer au chantier de démolition, le mât arrière est mis à la disposition de l'Ecole de Navigation d'Ostende comme mât de pavillon.

M/S PRINS ALBERT - H.M.S. Prins Albert ('Lucky Albert')

Le 18 mai, le navire, suivi du Prince Baudouin, quitte Ostende. Ce sont les derniers paquebots de la ligne Ostende-Douvres qui évacuent des réfugiés. Au milieu de la Manche le Cdt. A. Kesteloot voit avec effroi, puis soulagement, l'attaque ratée de la Luftwaffe contre le Prince Baudouin et quelques instants plus tard son navire entouré



par les explosions de bombes, sans causer toutefois les moindres dommages. Arrivé aux Downs le Prins Albert met le cap sur Southampton où il débarque les réfugiés le 19 mai.

Le 28 mai le paquebot est réquisitionné pour le service passagers par le M.O.W.T.. Mais il reste à quai jusqu'au 24 septembre, à l'exception d'un voyage aller-retour à vide aux Downs le 31 mai/2 juin'.

Le 25 juillet l'Amirauté envisage de l'employer comme 'Fleet Air Arm Target Ship', mais se ravise et décide de le transformer en LSI (S) au chantier de Harland & Wolff à Southampton.

En janvier 1941 le navire est transféré au chantier Penarth Pontoon Slipway and Ship Repairing Co Ltd qui en achève la reconversion.

Le 30 septembre 1941 le H.M.S. Prins Albert, commandé par le Lt. Cdr. W.O. Stephen RNR, prend service à la Royal Navy.

Sous le commandement du Lt. Cdr. H.B. Peate RNR il participe en décembre à l'Operation Anklet', et est présent le 27-28 février 1942 à l'Operation Biting', le raid sur Bruneval, et le 19 août 1941 à l'Operation Jubilee', le raid tragique sur Dieppe.

En mai 1943 le navire quitte les 'home waters' et prend part aux débarquements de l'Afrique du Nord, de la Sicile et de l'Italie. Voit de l'action à Salerno, Catania, Brindisi, Palermo, Taranto, Augusta, Syracuse et Tripoli. Echappe de peu à un torpillage par sept E-boats lors de l'attaque de Catania.

En octobre de retour au Royaume-Uni, où il sert comme navire d'entraînement pour les commandos. En prévision de D-Day transporte huit fois des unités américaines afin de les préparer à établir avec succès des têtes de pont.

En juin 1944 participe à l'Operation Neptune' et retourne ensuite en Méditerranée, ayant à son bord des unités de la Légion Etrangère française en vue du débarquement allié dans le sud de la France.

Entre septembre 1941 et décembre 1944 le Prins Albert a transporté plus de vingt mille militaires et a échappé à maintes attaques sans dégâts importants, méritant ainsi le surnom 'Lucky Albert'.

Le 8 janvier 1945, après quelques réparations effectuées par les chantiers de Greenock, le navire, commandé par le Lt. Cdr. E. C. St. A. Coles RNR, quitte les 'home waters' pour les Indes Orientales. Le 27 janvier il arrive à Bombay et prend part à l'Operation Dracula', l'attaque de Rangoon en Birmanie, et ensuite, en septembre, aux opérations 'Dulcie' et 'Parakee', respectivement l'occupation de Padang et de Medam (Sumatra).

En janvier 1946 le commandement est confié au Lt. Cdr. R.W. Watkin RNR.

Début 1946 le navire est de retour en Grande-Bretagne et le 26 avril l'Amirauté le transmet aux soins du M.O.W.T. en vue de sa reconversion. Le paquebot reprend service à la Marine de l'Etat en 1947 jusqu'à fin 1969.

M/S PRINCE PHILIPPE - H.M.S. Prince Philippe



H.M.S Prince Philippe dans un des docks de Penarth - 1941.

Photo: Courtoisie du Imperial War Museum FL 22715

Les essais en 1940 ne sont pas satisfaisants ; surtout un des moteurs est défectueux. C'est ainsi que le paquebot quitte Ostende le 16 mai avec un équipage restreint, des archives du ministère des Affaires Etrangères et une trentaine de réfugiés, tous membres de famille de l'équipage.

Arrivé aux Downs le lendemain un remorqueur anglais débarque les réfugiés à Folkestone et le Cdt. F. Van Hulle apprend que son navire doit se rendre à Southampton.

Le 18 mai le navire lève l'ancre et, dans la soirée, est mouillé en aval de Southampton. Le 3 juin il est enfin amarré à quai. Vers cette date est réquisitionné par le M.O.W.T. pour le service passagers.

Le 25 juillet l'Amirauté décide de l'utiliser comme 'Fleet Air Arm Target Ship', mais se ravise et en ordonne la transformation en LSI (S).

Le 22 décembre le navire se trouve au chantier Harland & Wolff de Southampton, où les Anglais font appel à un mécanicien de notre Marine de l'Etat pour réparer le moteur.

Mi-janvier 1941 il se rend au chantier de Penarth Pontoon Slipway and Ship Repairing Co Ltd pour des travaux de transformation.

Le 14 juin 1941 H.M.S. Prince Philippe rejoint les 'Eureka Flotillas' sous le commandement du Lt. Cdr. R. E. D. Ryder RN.

Le 19 juin est à quai dans le port de Dartmouth.

Le 23 juin est attaqué à l'extrémité ouest de l'île de Wight par deux Messerschmitt Bf109 ; une manoeuvre habile, exécutée à grande vitesse (24 nds), permet d'éviter de justesse les deux bombes lancées.

Le 30 juin le navire quitte la base des Opérations Combinées d'Inverary pour se rendre à Tobermory (île de Mull) et ensuite à Liverpool.

Le 15 juillet à 02h45, dans un épais brouillard, il entre en collision avec les cargos Empire Wave et Lourck au milieu du North Channel en mer d'Irlande. Pris en remorque le Prince Philippe coule à 09h00 dans le Firth of Clyde par 55°05' N-05°24' O. A l'exception d'un officier qui trouve la mort, les 28 officiers et 154 marins gagnent sains et saufs les côtes de l'Ecosse et de l'Irlande du Nord.

Un grand merci, A Messieurs R. Coulier, J.M. Pylyser et au Commandant L. Vande Castele, pour leur collaboration et documentation. A ma fille Nicole pour ses recherches au PRO de Kew à Londres.

Mes

sources:

Les archives du PRO: ADM1/ 12316 et 19636 — 'Kustvolk in de Vuurlijn' Deel 2- Auteur : J.M. Pylyser — Les archives de "The Association of Royal Navy Officers" — La documentation de mon père.

G. Billet

Neptunus Decembre 2003

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OPEN FORUM

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Container ship study shows trim savings potential

A 136-day study by Eniram, collecting masses of sensor data aboard a globally trading container ship, has demonstrated potential savings of hundreds of thousands of dollars in fuel that could be made through the optimisation of vessel trim.

Finnish technology company Eniram has released the results of a study conducted on a container vessel to demonstrate the potential benefits and cost savings that can be derived from the use of trim optimisation technology.

The 5,500 TEU container vessel operated mainly between Europe and South America until it changed routes to also travel to Asia. The study lasted for 136 days across seven voyages.

The data for the study was collected using the company's Dynamic Trimming Assistant (DTA) which uses attitude sensors fixed onboard the ship, as well as information from the existing bridge and automation systems, to identify areas of energy loss relating to propulsion and examine opportunities for performance improvements.

DTA includes a software package which presents the key metrics to vessel officers on the bridge through a 'traffic light monitor' to dynamically monitor and optimise the trim (though this facility was not enabled during this project).

"A modern vessel has a lot of sensor data, good data, already being produced. But if that information is not reliable enough, not accurate enough or just not available, we complement that with our own sensors," explained Henrik Dahl, Eniram vice president of sales.

"We take all that real time data, up to 25 times per second, and process it to make it more relevant. The key thing from our side was to start with the propulsion information and isolate the detailed components of that – so we can say how much of the propulsion goes into currents, how much goes into waves, and so on."

"Naturally as we go through all of these components we will get to the trim. With the DTA we can analyse the real time status of that component, and so we can optimise the trim dynamically in every situation."

Mr Dahl notes that these effects can be more significant for a large-sized vessel that spends a lot of its time engaged in ocean voyages, where variations in trim can be quite severe.

"When it's compared to something like a Ro-Pax or a cruise vessel the draft variations are usually low and we don't see these kind of big variations, but with a container vessel, especially operating with different types of loads, full cargo or medium cargo, light loads, it means that you get much more variation," he said.

"We also have highly varying speed profiles, which means that the crew has a lot of variation to deal with."

"We could see from the data that the crew was trying to control the trim in specific areas, but it's really hard for them to figure out where the optimum is when there is this much variation."

Study results

Over the 136-day study the trim generally varied from minus 1 metre up to about 3 metres, though for the majority of the voyage the trim was recorded at somewhere between minus 0.5 metres and 1.5 metres – a 2 metre natural variation.

Similar information on the speed of the vessel showed that the speed at sea mostly ranged between 17 and 23 knots.

"We can see that the ship is not going at the speeds it used to before the fuel prices went up, not going at top speed, but we can't really say it's slow steaming either as it's in around 20 knots," notes Mr Dahl. Power usage varied greatly, depending on whether the vessel was engaged in heavy or medium displacement legs of its journey.

For a heavy displacement voyage of 5,333 nautical miles from South America to Europe, where the mean displacement was 76,464 tons, the trim variation was found to be 62 cm. Average fuel consumption per nautical mile was 0.23 tons.

An examination of how the propulsion energy for this voyage was used showed that 82 per cent was used for propelling the vessel. Wind and waves were also big impact factors, using up 6.6 per cent and 5 per cent of energy respectively.

"(Wind and waves) create quite a big use of energy, but these are things it is very hard to control – we are trying to but at the moment that kind of technology is not readily available!" said Mr Dahl.

Eniram says that the results of the study have shown that sailing at non-optimal trim is in fact the single highest cause of unwanted fuel use that can actually be managed, and that the average per-

centage of propulsion power loss due to non-optimal trimming was 5 per cent, whilst the vessel was on long, transoceanic legs.

“One thing you can control however is having the optimal trim, and we found that on the heavy legs having non-optimal trim made up 2.2 per cent of energy usage,” said Mr Dahl.

“It’s a small number, but for this size of vessel, when you think about the amount of fuel, then it becomes something important, it means good money and a good opportunity to save. For this type of vessel in these conditions, to save this much for a year in fuel would mean saving about \$200,000.”

Given that Eniram is offering the system at a cost of about \$150,000 per ship, this saving would be enough to pay for the technology and garner additional returns. The system is a one time install, so there is no ongoing charge after this amount.

However, even more interesting results in terms of trim optimisation came on the medium displacement leg, for a voyage of 5,278 nautical miles from Europe to South America, where the mean displacement was 54,623 tons. Average consumption of fuel per nautical mile was 0.18 tons, and the trim variation during the leg was 106 cm.

In this case the vessel load was approximately 20,000 tons less than the ship was designed to carry efficiently – which had a significant impact on crew efforts to manage their power usage. “When they go out of their comfort zone and operate in a way that the vessel was not designed for, the crew doesn’t have that much accumulated information to try and deal with it,” said Mr Dahl. “In this case the amount of power lost to non-optimal trim rose to 6.8 per cent. If 2 per cent is enough to justify the investment in this technology, then at 6.8 per cent the operator really should be paying attention, this is a lot of money.”

“If this was spread over even more vessels it would be really substantial.”

Actual savings

Similar tests were carried out on repeated legs in different conditions over the course of the four months, resulting in a calculated average, for all of the legs, of a 4.4 per cent potential power saving from trim optimisation.



Sensors around the vessel present voyage data for analysis, to calculate power consumption in various areas

“This was just behind weather factors in power use, at 5.8 per cent, which we would also like to optimise though in some situations it’s not feasible,” said Mr Dahl.

“Of course there are route optimisation technologies and these things, and we are also investigating the possibilities of these technologies.”

“But trim is one of the few things on the propul-

sion side where you can actually control it and save money. For a container vessel, particularly because it is operating with different cargos, this potential is quite high.”

Of the potential 4.4 per cent improvement, Eniram says that it is not feasible to expect to optimise completely, and that the company has a normal target rate of usage of 80 per cent of the DTA suggested optimum.

In this case Eniram says that applying the DTA analysis onboard and making real time adjustments to the trim would have saved around 280 tons of fuel over the course of the study, equating to more than \$160,000 in savings for the vessel in less than 4 months.

This would also mean reduced CO2 emissions of approximately 880 tons.

Following this study the vessel in question was actually installed with the DTA system at its next drydocking, which gave Eniram the opportunity to directly compare the performance before and after implementing the technology. With the system in full use on the vessel for over 500 days Eniram says that the vessel only had 1 per cent optimisation potential left, compared with the 4.4 per cent that was seen during the study – meaning that the actual fuel savings achieved through using the technology were confirmed as being just over 3 per cent. “The customer themselves did their independent verification themselves too, to make sure they were taking into account everything to check and not just be relying on our results, and they also found they had saved 3 per cent,” notes Mr Dahl.

“At today’s oil prices that meant that they were getting about \$340,000 savings per year.”

Fouling is, of course, another element that will have an effect on the power usage of the vessel and had to be taken into account as part of these calculations, and Eniram notes that its 136 day study also included fouling data to make sure that this was part of the power analysis.

From this study the company found that the effect of fouling for the container vessel was relatively small, which it thinks was due to it often visiting ports in fresh water and spending most of the time at sea operating at high speed.

“Fouling does have an effect on any type of vessel, but it seems for the container ships it is not quite as much as the cruise vessels, for example,” said Mr Dahl.

“Certainly the effect is much less than the effect of the trim on the performance.”

“The fouling will certainly, over time, reduce the performance of the vessel, but the fouling and the trim are not really related. It is important for the savings analysis though, when we compare before and after, we need to take it into account.”

Into the market

Eniram says that the results of this study, and the subsequent real-life utilisation of its system, are quantifiable proof of the benefits of maintaining optimal trim and how it can not only provide the operator with key fuel and cost savings, but also significant reductions in emissions.

The company also notes that it has undertaken other similar studies following the initial container ship study, on cruise ships, RoPax vessels and a VLCC tanker, and plans to release those results in the future.

In the meantime Eniram has a 2011 target of reaching somewhere between 80 and 92 further installations of DTA by the end of the year. This would add to 43 installations last year, and bring the company close to 150 installations in total.

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Nieuws Nouvelles

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How bright is the light at the end of the tunnel?

Despite the “light being at the end of the tunnel”, according to GL at SMM, overall confidence levels in the shipping industry have shown a marginal drop over the past three months.

This is according to the latest Shipping Confidence Survey from accountant and shipping consultant Moore Stephens.

However, backing GL's claim was the fact that the number of respondents to the survey expecting to make a major investment or significant development over the next 12 months was at a record high, while the percentage of those expecting finance costs to rise over the same period hit its lowest figure since the survey was launched in May 2008.

In August 2010, the average confidence level expressed by respondents in the markets in which they operate was 6.2 on a scale of 1 to 10, compared to 6.3 in the previous survey, which itself represented the highest level achieved for 18 months.

Charterers' confidence was up from 6.2 to 6.3, but down for both owners and managers, from 6.3 to 6.1 and from 6.5 to 6.4 respectively. The only other specific category of respondent expressing increased confidence was the broking sector (up from 5.9 to 6.2).

A number of respondents commented on the adverse effect of what one described as the "negative effect created by the huge overhang of new orders". "Owners have to understand that by continuing to order newbuildings for their fleets they are simply laying the foundation for self-destruction on a long-term basis," observed one respondent.

Uncertainty about the world economy continued to influence the thinking of many of those who responded to the survey. "The spectre of a global double-dip recession is very menacing indeed for the shipping sector," noted one respondent. "The US economy is still in recession when you discount the impact of government stimulus, and there must be serious concerns about the near and middle-term outlook".

Demand trends (cited by 23% of respondents overall), competition (19%) and finance costs (17%) again featured as the three most significant items likely to affect performance over the next 12 months. Demand was the most significant factor for owners, charterers and brokers, while for managers it was competition which headed the list.

There was a 9% point fall compared to the last survey in the numbers of respondents who expected finance costs to rise over the next 12 months, down from 51% in May 2010 to 42% this time. This is an all-time low for the survey and a full 24% point drop on the figure for May 2008. The banks came in for a high level of critical comment. One respondent remarked, "Confidence is badly affected by the lack of bank finance and possible further banking crises", while another expressed regret that ".....all banks offer high interest rates and hefty costs, which in many cases is not warranted".

A divergence of opinion between owners and charterers was evident in the tanker sector, where the number of respondents overall anticipating higher rates fell by 2% points to 48%. Some 50% of owners anticipated higher rates (as opposed to 54% last time), against 45% of charterers, which latter figure, interestingly, is a full 10% points higher than the corresponding one in May this year.

In line with reality

There are indications that expectations are being moderated in line with reality, Moore Stephens said. In May 2008, 31% of owners thought that tanker rates would go up over the next year, while 64% of charterers were of a like mind. This amounted to a 33% point gap. Today, the same gap is down to a mere five points.

Moore Stephens shipping partner, Richard Greiner, said, "We should not be too surprised, or indeed disheartened, at the very slight drop in confidence returned by our latest survey. Eighteen months ago, shipping confidence was at an all-time low and the mood now is considerably brighter, despite continuing political and economic uncertainty. It is understandable that people may be a little wary until they can see how the world economy is developing over a longer period of time.

"The fact that more of the companies responding to our survey than ever before now expect to make some form of new investment over the next 12 months is extremely good news. Without new investment, industry will die, or at best stand still. And there are other reasons to be optimistic.

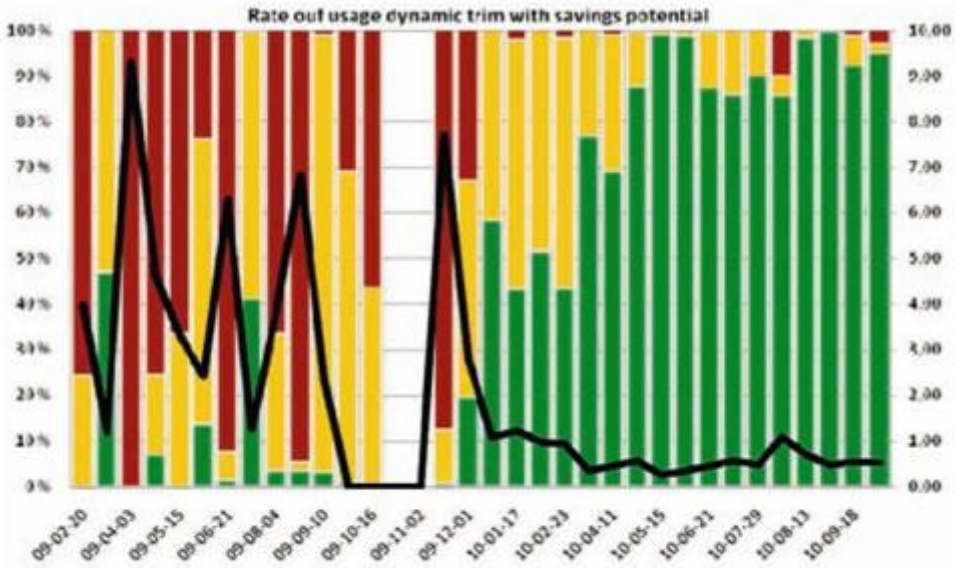
"The banks have been urged, in shipping as elsewhere, to start lending money again and although the responses to our survey suggest that this is not happening quickly or often enough, there is

nevertheless evidence to suggest that money is starting to circulate once more. It is also encouraging to hear that greater numbers of respondents are expecting the cost of finance to come down over the next 12 months.

“Generally speaking, there is a much higher level of confidence that freight rates in the main trades will continue to improve over the coming year”, he said.

Furthermore, the recent continual rises in operating costs have now been arrested, according to Moore Stephens’ soon-to-be-published annual OpCost report.

“If you have an industry where confidence is holding up despite general economic uncertainty, where there is increased expectation of lower finance costs, where opportunities for new investment are being actively explored and where continued rises in operating costs are being addressed, the prospects for greater long-term viability must be good,” he concluded. TO



Analysis after installation of the trim management system at drydock showed that the vessel began to operate much closer to the optimum level

There are also plans in the works to introduce a 'lite' version of the technology that would come with a price tag lower than \$150,000, to cater to vessels in the merchant sector where power and fuel consumption may be lower and potential savings not of the same

magnitude as its existing customers and ships like that in the study.

“This is one of the challenges when we present this to a new customer, we can’t just say that ‘you’ll save 4 per cent’ or whatever, there’s always variations with different legs and voyages,” said Mr Dahl.

“Generally though ships using DTA will be operating within 1 per cent of the optimal, which is pretty good.”

“There is usually also a learning curve, as they start following the instructions and using the system, it won’t immediately go to 100 per cent. And actually it will never really reach 100 per cent because you will have other guidelines or regulations you have to follow where you won’t have optimal trim.”

The company has also recently announced a deal with Norwegian shipping company Color Line AS to deploy DTA onboard the vessel Color Line M/S 'SuperSpeed 2'.

The SuperSpeed 2 has the capacity to carry over 1,900 passengers, 764 cars or 117 trucks, and sails twice a day between Larvik, Norway and Hirtshal, Denmark.

“We are excited to implement and operate Eniram’s DTA on our vessel this spring,” said Jan-Erik Pile, project director, Color Line AS.

“As this is a ro-pax vessel trading with high speed on exact route and timetable in 2011 as for the previous year, we will be able to compare fuel consumption improvements as a result of this installation relatively easily.”

“We believe in Eniram DTA’s display of actual and potential fuel saving as a result of longitudinal trim in real time directly to the navigators as an efficient way to minimise fuel and power needs for the voyage. If successful this will also be an important part of our strategy to minimise emissions to air, and could later be implemented on more of our vessels.”

Eniram is hoping that this will be the first of many new installations as it looks to convince the maritime market of the savings potential of trim optimisation.

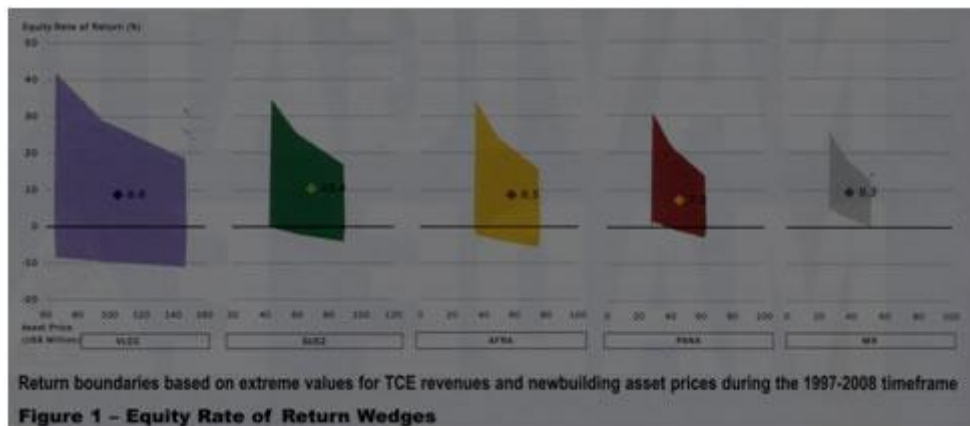
Digital Ship

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Tankers - A good or bad investment?

At the current time charter equivalent (TCE) revenue levels in the tanker sector, the subject of investment attractiveness seems out of place.



However, those familiar with the tanker industry know that shipping is a cyclical market and high markets follow low ones, just as surely as low markets follow high ones.

As a result, McQuilling Services looked at the subject of comparative investment attractiveness recently.

First, the consultants assumed that going forward, there is a great degree of uncertainty in terms of what asset prices and TCE revenues will be at any given point in the future. Recognising the dangers of using the past to predict the future, they nonetheless wanted to establish some context for what future market behaviour might look like.

To do this, they wanted to show the range of rates of return that could be realised for each tanker asset class if the market highs and lows for freight rates and asset prices were experienced seen during the period 1997 through 2008.

McQuilling calculated the average annual TCE revenue for each asset class and found the maximum and minimum experienced between 1997 and 2008. Going forward, it was assumed the vessels were employed 360 trading days per year on the primary trades for the vessel class at these levels, but did not incorporate any assumptions for optimised deployment.

Next, the figures were run through an acquisition calculator to determine the rate of return on an equity investment in each specific asset class.

Financing costs were not included — only cash flows from TCE revenues and cash flows from operating costs to evaluate the overall project attractiveness. The pre-construction interest payments were included, as well as the proceeds from the sale of the vessel for scrap at the end of 25 years.

A discounted cash flow analysis was performed against the initial investment and the internal rate of return (IRR) was found for each asset class at the minimum and maximum TCE revenues and asset prices.

The results are most interesting when viewed graphically. Figure 1 illustrates the IRR wedges corresponding to each tanker class. Each wedge represents the boundary of possible IRRs experienced for each tanker type during the 1997-2008 trading period. The top corners of each wedge represent the case of maximum TCE revenue at the minimum and maximum asset prices. The bottom two corners represent the minimum TCE revenues at the minimum and maximum asset prices.

The shapes are theoretical in that a specific asset price/TCE revenue combination within the shape may not have been observed during the period, but all possible combinations were included in the area described by the wedge.

US\$/Day	VLCC	SUEZ	AFRA	PANA	MR
Minimum	11,729	15,288	11,363	12,133	12,817
Average	45,664	35,825	27,593	23,640	20,053
Maximum	100,706	59,956	47,770	37,202	28,860

Table 1 – Historical TCE Revenues – 1997-2008

A comparison of the IRR wedges in Figure 1 produced some useful observations.

Clearly, the VLCC sector had the most potential for strongly positive IRR performance, but about a quarter of the IRR possibilities are negative. Suezmaxes had less IRR upside potential, but also less probability of negative returns.

For the smaller sectors, the probability of negative IRRs diminishes, until only positive IRR results are recorded for MR tonnage.

However, the best IRR for this wedge is only about 25%, compared to more than 40% for the VLCC sector.

In evaluating the wedges, the size of the VLCC wedge was quite a bit larger than the other sectors, pointing to greater asset price and TCE revenue volatility over the period in question.

Also noted was that in order to access the potential of the elevated returns of the VLCC sector, a great deal more capital was required. At average prices of \$95.6 million over the 1997-2008 period, almost three MR tankers averaging \$35.7 million each could be purchased for the price of one VLCC.

On each wedge, the IRR was plotted as a diamond shape resulting from the combination of the current asset price for each tanker class and a TCE revenue corresponding to the average for the 1997-2008 period. In all cases the IRR is positive, albeit lacklustre.

The IRR wedges are a way to consider the comparative investment attractiveness across different tanker sectors. Their size and shape represent the potential rates of return that might be observed going forward, based on the historical time period 1997-2008.

As mentioned at the beginning of this study, predicting the future based on the past is risky business but results do help to provide a perspective on the possibilities of the market.

Of course, the freight markets must recover from their current cyclical lows before any of the foregoing becomes more than just a theoretical exercise.

When they do, the use of IRR wedge analysis described herein may provide some insight to market participants on the tanker sectors of choice in the future, McQuilling concluded

Tanker Operator Dec 2010

La guerre de course et le droit des gens dans les débats parlementaires (1792-1795) - (1ère partie)

Dès 1789, certains "patriotes" entendent transformer profondément les rapports internationaux et les pratiques diplomatiques de l'Ancien Régime. Le droit positif des traités et des conventions particulières est soumis à une attaque radicale qui s'appuie sur la critique de la guerre des philosophes des Lumières. Il faut, à l'instar de la Déclaration des droits de l'Homme et du Citoyen, proclamer les droits naturels des peuples pour établir de nouvelles relations entre eux. Ce nouveau droit des gens est au centre des débats parlementaires sur les relations extérieures de la France [1]. Mais, on le sait, la situation internationale s'assombrit rapidement, et le 20 avril 1792, l'Assemblée législative déclare la guerre à l'Autriche.

Les députés sont alors confrontés à des questions nouvelles : comment faire la guerre en respectant les principes proclamés depuis 1790 ? La France "régénérée" peut-elle pratiquer le même droit de la guerre que les despotes ? Or, parmi les pratiques de la guerre sous l'Ancien Régime, l'une des plus critiquées par les hommes des Lumières est sans conteste la guerre de course. La question de sa légitimité se pose donc à l'assemblée dès après la déclaration de guerre. Une première discussion s'engage en mai 1792 reprenant les thèmes des débats des Lumières. Mais le problème de la guerre de course réapparaît avec plus d'acuité lors de la déclaration de guerre à l'Angleterre en février 1793, provoquant une deuxième mise à l'ordre du jour. Enfin, à partir de l'été 1793, la République cherche à renouer des liens diplomatiques avec les états neutres. L'abolition partielle de la guerre de course devient donc un élément politique décisif dans cette tentative de briser l'isolement de la Révolution.

La critique de la guerre de course au XVIIIe siècle

La critique de la guerre de course par les hommes des Lumières s'articule autour de trois thèmes principaux : l'immoralité de la pratique, son inutilité militaire et enfin le caractère "privé" de cette



forme d'hostilités.

Il serait fastidieux d'accumuler les citations montrant la réprobation quasi générale que suscite la guerre de course. Citons tout de même Linguet qui estime que la course est « la spéculation d'un

écervelé, brûlé de l'amour de l'argent, qui se fait guerrier du soir au matin, par l'espérance d'en gagner beaucoup, et qui va par ce seul principe égorger de sang-froid de bonnes gens sans malice, pour son profit personnel, pour s'emparer de tous leurs biens : c'est une véritable maraude. La lettre de marque peut en changer le nom, mais non plus la nature. » [2] Elle apparaît comme une forme de guerre particulièrement odieuse car elle se fonde non sur l'intérêt général mais sur l'appât du gain des particuliers, c'est un "brigandage" légal, un vol légitimé par la lettre de marque octroyée par le souverain. Les armateurs privés font figure de francs-tireurs incontrôlés ne respectant pas les règles élémentaires du droit de la guerre en vigueur entre les armées continentales. Le



Armand Guy Simon de Coëtneupren, comte de Kersaint de l'assemblée législative et de la Convention (© Musée de la Marine/Ph. 146 301).

corsaire fait la guerre en "barbare", « *il s'associe quelques déterminés comme lui ; il prend une commission, et va courir les mers, tuant, brûlant légalement tout ce qui n'est pas plus fort que lui.* »

La guerre de course est barbare dans sa pratique, mais également dans son objet qui est la destruction du "commerce". En effet, sous ce dernier terme, les "publicistes" des Lumières entendent non seulement l'échange des marchandises, mais aussi toutes les relations sociales entre les hommes. Le "commerce" c'est la manifestation par excellence de l'universalité du genre humain, de son aptitude à l'échange pacifique qu'il soit matériel ou culturel. La guerre de course s'attaque aux vaisseaux marchands, aux individus. Elle rompt le lien social entre les hommes de différentes nations. Elle est donc encore plus barbare dans son principe que la guerre continentale qui oppose des états souverains. La course est considérée par les théoriciens du droit des gens comme une survivance de la guerre privée dans les conflits entre les souverains. En effet, en

tant que pratique "privée", elle s'oppose à la mise en place de l'espace politique public des nations que les philosophes appellent de leurs vœux. Les corsaires sont assimilés aux "ennemis du genre humain" que sont les pirates et les naufrageurs [3]. La fait que cette pratique soit encouragée par les monarques européens ne lui donne aucune légitimité morale. Elle doit être abolie au plus vite d'autant plus que son utilité militaire est elle aussi critiquée [4].

La question de la course n'est pas seulement un sujet de spéculations morales, elle est également présente dans les négociations entre les puissances. Sa limitation est à l'ordre du jour en relation avec l'émergence d'un nouveau concept apparu lors de la guerre américaine : la "neutralité armée". A plusieurs reprises, la France, les Etats-Unis, les Provinces-Unies et les puissances du Nord adoptent des règlements limitant la course et contrôlant plus sévèrement les agissements des corsaires. Citons par exemple les règlements et proclamations du Congrès américain du 21 novembre 1777 et du 9 mai 1778 ainsi que le règlement français du 26 juillet de la même année. On retrouve cette volonté de protection des droits des neutres dans les traités signés entre la France, les Provinces-unies et les États-Unis [5]. Le souci d'améliorer pratiquement le droit des gens existant est révélateur de l'actualité de cette question à la fin du XVIIIe siècle. Sa mise à l'ordre du jour en mai 1792 la Législative s'inscrit donc dans la continuité du débat sur la légitimité de la pratique et sur la nécessité d'une réforme du droit de la guerre.

Le débat de mai 1792

Le 8 mai 1792, le ministre de la Marine Lacoste fait état de nouveaux ordres donnés aux bâtiments de guerre : les navires marchands et les propriétés doivent être respectés, la course dans sa forme ancienne est suspendue [6]. Guy Kersaint est alors chargé par les comités de la Marine et diploma-

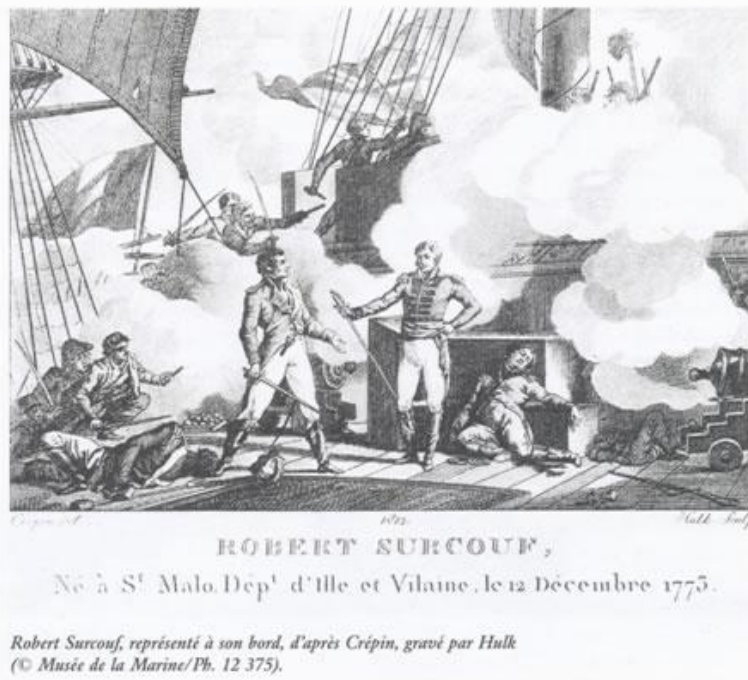
tique réunis de présenter un rapport et un projet de décret devant la Législative le 30 mai [7] . Ses arguments sont bien connus des députés : la guerre ne peut se faire légalement que par les nations elles-mêmes car c'est « *l'acte le plus éminent de la souveraineté des peuples* ». La course est destructrice du droit des gens entre les nations car elle a pour moteur l'avarice et pour conséquence des actes barbares. La course menace non seulement les belligérants mais aussi les neutres, elle ne rapproche pas la paix mais l'éloigne car « *elle entretient l'esprit d'injustice et le penchant au dol et à la fraude, elle s'oppose au développement des principes propres à l'amélioration de l'espèce humaine* ».

L'Assemblée doit prendre l'initiative en direction des puissances maritimes car « *il importe également à l'honneur français de commencer par son exemple, une réforme et une répression qui n'est pour lui qu'une conséquence des droits de l'homme et de sa constitution pour laquelle il a pris les armes* ». La France "régénérée" a donc le devoir moral de proposer une modification unilatérale du Droit des gens, pratique visant à limiter le plus possible les malheurs de la guerre. Kersaint propose alors un projet de décret qui stipule l'interdiction des commissions de course (article 1). Les armateurs privés armés pour leur légitime défense ne peuvent s'emparer des vaisseaux ennemis à moins qu'ils n'y soient contraints par la provocation (article 2). Les navires de commerce même ennemis doivent être respectés. Les corsaires français, pris les armes à la main, sont passibles de la peine de mort et les sujets ennemis placés en détention. Enfin, le projet de décret « invite le roi à préparer auprès des nations, par la voie des ambassadeurs, la suppression absolue de la course dans la guerre de mer et d'assurer... la liberté de la navigation et du commerce, lien réciproque des peuples et leur commune ressource ».

A la suite de ces propositions, un débat s'engage et met aux prises les défenseurs de la guerre de course et les partisans d'une réforme du "système maritime". Pourquoi cette mise à l'ordre du jour alors que la Marine du "roi de Bohême" auquel on vient de déclarer la guerre n'est pas, et de loin, un danger pour la France [8] ?

C'est la question que pose le député Emmercy en disant : « *Ne craigniez-vous pas alors qu'on ne traite de jactance la déclaration philosophique qu'on vous propose ?* » En fait, lui répond Guadet, au delà du moment actuel, c'est bien le principe qui importe. Comme le dit d'emblée Arena, la véritable question est celle de la compatibilité du droit de la guerre existant avec les principes proclamés par la France. Cette discussion dépasse donc le problème étroit de la course, elle met en jeu la conception des relations internationales de la France révolutionnaire (et en particulier de ses rapports avec l'Angleterre [9]) et celle de la guerre révolutionnaire.

Bien peu de députés défendent les corsaires eux-mêmes et la légitimité de la course. Lasource ne fait aucune distinction entre corsaires et pirates car « *on devient bientôt brigand insigne, quand on est voleur patenté* ». Il ajoute : « *l'existence des corsaires est une tache dans le droit des gens des nations policées et rien ne rappelle tant les siècles de barbarie* ». Arena nie que l'État puisse gagner quoi que ce soit à l'aide d'hommes « *animés par la passion d'un gain immoral* » et qui « *brisent tous les liens de la fraternité, tous les rapports sociaux* ». Pour Journu-Auber, les corsaires sont des hommes voraces et indisciplinés qui n'hésitent pas à massacrer ceux qui résistent légitimement. S'ils ont des succès, il s'adonnent à la débauche et à un luxe insultant, mais s'ils ont des revers « *ils reviennent à terre, dénués de tout, abrutis par les excès, tellement familiarisés avec les idées de rapine et de meurtre,*



que la plupart sont disposés à se procurer par violence ce qu'ils n'ont pas pu envahir en mer ». Seul ou presque, le député Couget défend les corsaires en rappelant que la lettre de marque en fait des officiers de la nation. Il rappelle les exploits des Duguay-Trouin et Jean Bart qui furent, dit-il, les seuls grands hommes que la France ait eu dans le siècle.

Si la plupart des intervenants admettent l'illégitimité morale de la guerre de course et des corsaires, ils sont moins nombreux à lui dénier toute utilité dans l'immédiat. Seuls trois députés insistent sur l'inutilité militaire et économique de la course. Pour Arena et Guadet, l'expérience passée montre que les corsaires sont inefficaces pour la protection de la marine marchande, leur but n'est pas la sauvegarde du commerce. De plus, il est faux de dire qu'elle enrichit les ports français car si la course profite à un petit nombre d'individus, elle en ruine des centaines. Journu-Auber ajoute que les corsaires comme les loups ne se battent jamais entre eux et ils n'attaquent que les navires marchands dont la France n'a rien à craindre. Rouyer en revanche défend l'utilité stratégique de la course lorsqu'il soutient *« qu'il est toujours politique, pour une nation qui n'a pas un commerce considérable d'avoir des corsaires en grande quantité »*. Les corsaires ont, selon lui, rapporté plus de trente millions à l'État dans la dernière guerre. Couget ajoute que l'abolition de la course restera une *« loi impolitique tant que le commerce sera le principal ressort de la force des puissances environnantes »*.

La question de l'utilité de la course renvoie donc à celle de la nature de la guerre : la France "régénérée" doit-elle comme la France esclave faire la guerre au commerce et se confronter au droit des gens en vigueur entre les nations ou doit-elle abjurer sa rivalité "éternelle" avec les puissances maritimes et impulser un nouveau "système général" de liberté des mers ? Ceux qui défendent le projet de décret insistent sur les notions de "système politique" et de cohérence philosophique, on ne peut admettre une pratique contradictoire avec tous les principes proclamés depuis le début de la révolution. Il s'agit, comme le dit Journu-Auber, de résoudre la contradiction existante entre la "philosophie" et la "politique". Arena précise le contenu de cette contradiction : le droit de la guerre existant qui accable *« les sujets de la puissance ennemie par tous les maux qui sont au pouvoir du plus fort (...) nous est parvenu couvert de la rouille des siècles »*, les ordonnances sur les lettres de marque et les prises en mer sont issues de ce code barbare. Or les représentants ont adopté le vœu des Français qui est de combattre les despotes *« mais de traiter en frères et en amis les peuples de toutes les provinces soumises à l'ennemi, de protéger leurs droits, leurs propriétés, de faire, en un mot un genre de guerre nouveau (souligné par nous) qui puisse nous attirer l'estime, l'amitié et la reconnaissance de tous les hommes »*.



Prise du Kent, vaisseau anglais de 26 canons, de la Compagnie des Indes, par la Confiance, capitaine Surcouf de Saint-Malo, dans les mers des Indes (© Musée de la Marine/Pb. 42 594).

Neptunia n° 209 par Marc Belissa

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Greece to allow armed guards on cargo ships against piracy

Greece will let its large commercial fleet employ armed guards to ward against a surge in pirate attacks, the ministry in charge of security said on Friday, satisfying a long-standing shipowner demand.

"To improve safe sailing and crew safety aboard Greek ships crossing seas with increased piracy cases, an initiative has been taken to draft legislation for the embarkation of armed individuals on commercial ships," the ministry said.

The legislation will enable the hiring of a minimum of six guards per ship on six-month contracts that can be renewed, a ministry source said. The new arrangement will mainly apply to Greek-flagged ships but could be extended to vessels sailing through Greek waters, the source told AFP.

This modification will enable Greek-owned ships flying flags of convenience -- around 500 vessels according to the union of Greek captains -- to also be eligible. Greek authorities had initially resisted shipowner calls to beef up security, a move opposed by crews fearing the presence of armed guards will ultimately only result in pirates switching to heavier weaponry to secure their prize. "This measure threatens to set off an arms race with the pirates," said George Tsouris, the head secretary of the Greek captains' union, who has himself fallen victim to pirates on his voyages.

"It could also disrupt the chain of command on board," he told AFP. But the failure of international efforts to address the problem has led to a change of policy with Greece now following the example of Britain, the first European Union state to arm its merchant vessels. Many Greek-owned vessels

have been seized by pirates in recent years, resulting in long period of captivity for crews and heavy insurance and ransom costs for shipowners. The International Maritime Organisation has recorded 352 piracy attacks between January and September this year. **Source: AFP**

Inséré le 07 jan 2012 Logboek Nouvelles Enlevé 07 fév 2012

Bunker prices “eating up” tanker earnings

The rise of bunker prices has been steady during the past few months, making it even harder for tanker owners to cover their ships’ operating costs, although they have been using this variable as a means of increasing rates (which determine gross freight).



Although successful in many cases, this has merely held voyage returns stable (or at least offset the impact of bunker prices on voyage costs). From the beginning of the year, the average cost of bunker at key tanker refueling

ports gained 33% to mid-week said the latest report from CR Weber. “Observed as a percentage of gross freight on the TD3 VLCC benchmark, bunker costs averaged 57% during Q1. This level jumped to 75% during April and briefly touched as high as 84% earlier this week. Following the 6% decline in bunker prices from Wednesday to Friday on the back of a massive drop in crude prices, the bunker cost relative to gross freight on TD3 retreated to 74% on Friday and the TCE gained 40% accordingly.

However, given the level of overcapacity in the VLCC markets, we note that since March even this has been insufficient to hold TCEs steady and as of earlier this week a fresh low of \$8,300/day had been realized. Although above voyage costs, at this level fixed operating expenses were not covered. With little change to the overall market fundamentals the question on owners’ minds will undoubtedly now be whether they can hold rates steady now that the TD3 TCE has risen to \$11,700 – a level which is close to operating costs.



Although recent correlations observed would imply that rates (which determine gross freights) should be under negative pressure, it is important to note already many owners had already been refusing to trade cargoes given the inherent risk associated with moving vessels at earnings below operating expenses. Accordingly, if owners maintain the same degree of resistance then rates could well hold steady going forward.

From a separate perspective, the freight cost to charterers relative to cargo value is presently quite low—even following this week's decline in crude prices. For example, during January 2009, crude averaged \$40.38/bbl and freight per barrel on TD3 averaged \$1.91.

Today, crude prices are some \$57/bbl higher, compared to January 2009, but freight per barrel is \$0.33 lower" said the shipbroker's analysis. Meanwhile, in the freight markets, there were a total of 15 VLCC fixtures to report, 12 for discharge in the East, two in the west and one in the Red Sea. Of the Eastbound fixtures, China lead the discharge profile with a total of four—a level well off from the thirteen reported last week. Rates on the Eastbound route averaged just over a half point higher than last week, yielding a TCE of about \$8,500/day, a gain of \$100/day.

The Westbound route traded down half a point w/w at ws37 and the TD1 TCE declined \$600/day to -\$2,400/day. The triangulated Westbound trade slipped \$800/day to average \$20,700/day. To date, 72 Middle East May cargoes have been covered leaving a likely 43 remaining through the end of the month. Against this, some 65 double hull units are projected to be available through the end of the month. Though activity is likely to accelerate in the week ahead, whatever gains this might otherwise translate into are offset by the number of units available off prompt dates and the likely lower cost of bunkers.

Activity in the Atlantic basin was slow with just seven fresh fixtures to report—Caribbean liftings accounting for more than half of these. Eastbound rates from the Caribbean were steady at the \$3.8m level. West Africa rates were supported by a stronger Suezmax sector, allowing for an uptick in both directions; Eastbound rates concluded at ws52.5 and Westbound at ws57.5. With the Suezmaxes stronger, the differential made VLCC attractive for coloadings and we note stronger inquiry for the larger tankers.

The Atlantic Suezmax market posted a slight uptick this week to the ws90 for trans-Atlantic business on the back of a slight improvement in demand. Although activity remained at week's end, with increased competition from the VLCC class and easing bunker prices, rates should hold steady in the week ahead. In the Caribbean Aframax market, a lengthening position list prompted a correction from ws115 to ws110 over the course of the week, whilst further prospective losses were offset by the higher cost of bunkers. With tonnage remaining in amply supply at week's end relative to demand, the easing cost of bunkers could see the market break below the ws100 level in the week ahead.

The Caribbean Panamax market saw fundamentals increasingly favor charterers as evidenced by one private cargo earlier in the week which was met with eight offers. On this basis, rates corrected by 7.5 points to conclude at the ws152.5 level. In the week ahead rates could soften further given cheaper bunker costs and the cheaper Aframax alternative. Reports of delays due to tank space and delays in the Mississippi river due to flooding, however, could imply a quick thinning of the position list, capping potential losses. An active week in the European Panamax market saw little movement in rates due to oversupply of tonnage. Rates shed 2.5 points to the ws132.5 level though but with tonnage now thinner rates are likely to hold steady at the start of the week ahead.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

VLCC ordering - back in vogue

Although thus far in the fourth quarter of this year, newbuilding orders have almost dried up, the third quarter of this year saw 21 VLCC orders placed – the highest number since the corresponding quarter of 2008, shortly before the global economic meltdown.

Given the extraordinary size of the orderbook prior to 3Q10 and the record scheduled delivery profile for 2011, it may seem a little strange that the newbuilding market has seen such a spate of activity, said Gibson Research.

What are the motivations behind this ordering and is such investment as risky as it may first appear?

Given that Chinese government has demanded that half of the country's domestic crude imports be carried in domestic hulls by 2015, it is unsurprising that Chinese companies account for one third of the new orders.

With regards to the risk involved, it seems less dangerous given the directive is governmental. In the case of Chinese state oil companies, the investment will come directly from Beijing itself.

However, there may be another completely different reason that has encouraged investment from others in the VLCC sector. For example, 'cheap' asset values have no doubt encouraged investment from elsewhere among cash rich owners prepared to take a long term view.

VLCC prices averaged around \$105 mill (South Korea) in 3Q10. This represents a significantly low point of entry for tanker market participants and perhaps a much more suitable option than secondhand tonnage. While five year old VLCCs may be cheaper at \$92 mill in the same period, there are two disadvantages, Gibson said. First, immediate delivery into a depressed market and second a vessel built to the specifications laid down by another owner.

The newbuilding option appears a more strategic acquisition based on price and future delivery. Furthermore, continuing demand for increased fuel efficiency and larger cargo capacity may ensure that modern vessels, built to the most contemporary specifications, are more competitive.

Notably, despite the current extremely weak situation, average VLCC earnings are 30% higher year-on-year to date than 2009 - although this is attributed in part to tonnage used for floating storage. Looking forward, global oil demand is forecast to increase by an average of 1.3 mill barrels per day per annum over the coming four years. Important to note for VLCC owners, the majority of these gains are expected to be met by long haul crude movements.

Thus, it appears recent ordering is driven by a combination of 'cheap' asset values, governmental demand and a long term view on behalf of independent operators who believe that there will be greater demand for larger, modern, more efficient VLCCs compliant with increasingly stringent vetting procedures, Gibson said. Given the 'cheap' prices achieved in 3Q10, there will be less pressure on these orders than those made at much higher prices in 3Q08, Gibson concluded.

A challenging scenario

A major question that remains in the tanker market for next year is whether the overinvestment in buying new tankers will be offset by a strong demand for crude cargoes, shipbrokers Poten & Partners said in recent a report analysed by Platts.

"There have been modest signs of recovery reflected in the fourth quarter 2010 as VLCC cargoes of crude oil in the Middle East Gulf have seen a 20% increase year to date," the report said.

Vessel supply has long dictated the speed of market recovery, while the age restrictions at terminals and industry standards for younger trading vessels may push more tonnage out of the market, it added.

Giving a break up of the global tanker fleet, the report noted that there were 559 VLCCs and 380 Suezmaxes with an average age of 7.5 years to 8 years; 897 Aframaxs with an age of 8.5 years; 382 LR1 vessels at 6.5 years and 1,350 Handymax and MRs of between 6.5 and 7 years.

With the phase out of single hull vessels almost complete and no improvements seen in fundamentals, the medium term is shaping up to be a challenging time for shipowners, the shipbrokers said, reported Platts. "While orderbook delivery will be a key element of market upswing over the medium term, the near term prospects for the tanker industry remains tied to the recovery of international economies," the report added.

Although there were signs of impending gloom for the tanker market, the global crude demand to the Asian countries, especially China and India, offered hope for the sector.

"Expanding oil demand in these markets will likely translate into increased tonne mile-demand as rapidly growing nations look to sources far and wide to fulfill their domestic requirements," the Poten report said. "A clear understanding of these countries' current role in the petroleum industry and their roles in transforming global tanker trade routes will be paramount in identifying opportunities in these expanding markets," the report added.

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Piraterie : Perturbation de l'économie maritime?

Contexte géopolitique:

Un déboire de la mondialisation

Acte de vol, de violence ou détournement des navires, la piraterie est quasi aussi ancienne que la pratique du commerce par l'homme sur les mers du globe. Mais dans un monde où la fluidité des échanges, les problématiques de sûreté et la concentration des richesses ont sacralisé le commerce, elle n'est plus un lointain phénomène de marges en voie de colonisation ou un outil politique actif dans les luttes européennes (l'exemple des Caraïbes à partir du XVI^e siècle en est l'archétype). La maritimisation de l'économie mondiale, la densification des échanges et la paix relative qui règne sur les océans depuis une soixantaine d'années ont fortement renforcé le contraste entre des littoraux oubliés et le reste du monde et ont multiplié les tentations. Dans le même temps, l'effondrement des blocs bipolaires a laissé en friche des territoires clefs au profit de nouveaux avatars stratégiques plus pressants. Ces modifications majeures, souvent rapides, du pavage économique-stratégique mondial ont permis l'émergence de nouvelles zones endémiques de la piraterie, souvent activité la plus visible de réseaux terrestres pratiquants toutes sortes de trafics et commerces illégaux. Alors, qu'elle soit asiatique, somalienne, africaine ou autre, la piraterie s'inscrit dans une recomposition globale des échanges mondiaux et des avantages qu'en tirent les populations littorales.

Un phénomène de portée mondiale

Ces vingt dernières années, à l'échelle du commerce mondial, on peut proposer une différenciation de deux grands types de zones à risque en matière de piraterie. Une large partie des grandes zones à risque est riveraine de la route maritime mondiale est-ouest. Ces espaces, Océan Indien, Asie du Sud-Est, Mer de Chine, exceptionnellement piraterie caraïbe ou incidents européens, sont directement liés au transport maritime d'envergure mondiale et à ses acteurs. De ce fait, cette piraterie nécessite un important niveau d'organisation des pirates, des réseaux de soutien et des moyens de lutte conséquents. Ces derniers sont plus aisément mobilisables du fait de l'importance stratégique des flux impactés et de la dimension des prises.

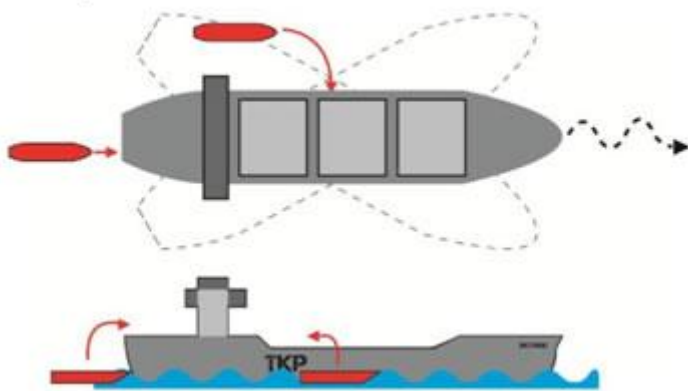
D'autre part, les axes maritimes secondaires ou éloignés constituent une zone de menace plus marginale. Le phénomène y est beaucoup plus multiforme, répondant à des crises ponctuelles et souvent constituées d'opérations de brigandage de petite envergure. L'organisation des groupes de pirates est donc moins efficace, les prises moins importantes (plaisanciers, navires côtiers de ravi-

taillement de plateformes offshore...). Toutefois, en Afrique de l'Ouest et sous couvert de revendications politiques, la piraterie reste encore sporadique mais est de plus en plus problématique pour la France, touchant aux intérêts de Bourbon et Total.

Cependant, les crises liées à la piraterie ont des origines multiples : si elles s'organisent davantage autour du racket en Asie, elles doivent parfois leur genèse au basculement de ces petits rackets côtiers en entreprises structurées. Concernant la piraterie en Somalie, qui a fait renaître médiatiquement l'activité, ce basculement est lié à une prise de conscience du potentiel économique des activités littorales que représentaient les navires de pêche étrangers puis les caboteurs et navires de ligne. Le changement d'échelle des attaques présente un cas relativement singulier de développement de la piraterie, facilité par l'accumulation, en moins de dix ans, des facteurs locaux : défaillance de l'Etat, réseaux commerciaux terrestres développés, armes, équipements et main d'œuvre disponibles, situation politique floue, goulet que forme le Golfe d'Aden pour le trafic mondial, temps de réponse de la communauté internationale.

Le navire-cible: illustration de la flotte mondiale

Attaques en haute mer et manœuvres d'évitement



Typologie des navires et risques associés. Un navire devient le plus souvent une cible privilégiée à certains moments : au mouillage, dans un port, lorsqu'il navigue à vitesse réduite. Pourtant, on constate de plus en plus fréquemment des attaques sur des navires croisant très au large des côtes. Dans ce contexte, certains navires sont particulièrement exposés en raison de leurs caractéristiques nautiques (franc-bord bas, souvent inférieur à 5 mètres, vitesse inférieure à 10 nœuds, manœuvrabilité réduite, type de propulsion faible ou défaillant).

L'âge et l'état général du navire sont donc des facteurs importants au regard de sa capacité à manœuvrer pour éviter et repousser les attaques. La probabilité d'une panne ou d'une vitesse réduite en raison de l'usure du navire augmentent sensiblement les probabilités de ciblage par les pirates. Les consignes données aux navires les plus anciens par les autorités internationales, notamment le signalement de toute avarie navale, illustrent l'intérêt du bon état d'un navire comme première mesure d'évitement des attaques.

La durée de l'attaque est souvent extrêmement courte : entre la détection des navires pirates et l'investissement de la proie, il se passe généralement moins d'une dizaine de minutes. Ce très court laps de temps démontre la motivation des pirates mais aussi le caractère démuni du navire face à cette menace. Répondant à un faisceau de facteurs (navire ralenti, tombé de la nuit, météo favorable, etc), l'attaque s'avère un risque difficile à contrer. Contrairement à certaines idées reçues, les navires symboles du commerce maritime mondial (les pétroliers et les porte-conteneurs) ne sont pas forcément les premières cibles. Il est frappant de constater une relative similitude de répartition entre les types de navires constituant la flotte mondiale et ceux attaqués. L'exception notable constitue les "general cargos" très représentatifs de la flotte mondiale et comparativement moins attaqués : ces derniers sont moins susceptibles de croiser au large de l'Est de l'Afrique, en raison de leur présence moindre sur la route Est-Ouest.

Comparaison par type de navire marchand (+300gt) entre flotte mondiale et attaques, 2009, compilation Isemar

	Flotte mondiale		Navires attaqués	
	nombre	%	nombre	%
Vraquiers	7 395	17.2	109	26.8
PC	4 639	10.8	63	15.5
Tankers	9 159	19.8	63	15.5
General cargo	14 061	32.8	53	13
Ro-Ro	1 331	3.1	8	2
Liquid gaz tanker	1 419	3.2	6	1.5
Car carrier	1 457	3.4	4	1
Reefer vessel	1 100	2.6	4	1
Total	46 155	100	406*	100

(*) 406 navires attaqués dont 25 navires non marchands.

Répartition des actes de piraterie selon la flotte contrôlée et selon le pavillon (nb navires), 2009, compilation Isemar

Flotte immatriculée (+300 gt)			Flotte contrôlée (+1 000 gt)		
Répartition	monde	piraterie	Répartition	monde	piraterie
Panama (1)	6 380	69	Allemagne (3)	3 476	1
Libéria (2)	2 067	38	Grèce (2)	3 094	1
Singap. (6)	1 311	32	Singap. (12)	761	1
Marshall (3)	969	29	Hong Kg (8)	614	1
Antigua (18)	1 093	24	Japon (1)	3 674	1
Malte (8)	1 350	21	UK (9)	740	1
Hong Kg (4)	1 145	21	Turquie (17)	1 156	1
Bahamas (7)	1 260	18	Inde (16)	403	1
Chypre (10)	866	13	Norvège (5)	1 468	1

(x) Rang mondial en capacité.

La multitude des attaques et le nombre réduit de zones à risques autorisent à s'interroger sur un éventuel ciblage de certains Etats. Cette idée est apparue séduisante pour certains dans un contexte de lutte contre le terrorisme international : certains pavillons ou certains intérêts financiers seraient-ils davantage ciblés que d'autres? On peut penser qu'il n'en est rien. En effet, davantage au regard du pavillon qu'au regard de la flotte contrôlée, on peut constater une répartition des navires cibles en adéquation sensible avec la répartition observée au sein de la flotte mondiale.

L'équipage : la première cible avant le navire ?

L'inégalité du sort des marins. L'enlèvement est devenu l'un des piliers de l'économie de la piraterie, la capture du marin s'affirmant progressivement comme un objectif privilégié des pirates en raison de leur valeur d'échange. Contrairement au recel de la marchandise ou à l'exploitation d'un navire volé, l'enlèvement offre une manne financière directe, ne nécessitant pas de réseaux marchands puissants. La rançon espérée dépend fortement de la nationalité du marin et de l'identité de son employeur. On peut citer l'exemple d'un vraquier ukrainien et contrôlé par des intérêts grecs, à bord duquel 24 membres d'équipages ont été gardés prisonniers, dont plusieurs gravement malades, et que les propriétaires semblaient avoir totalement abandonnés pendant 5 mois. En panne faute de carburant, les perspectives de sortie de crise parurent longtemps compromises, avant le paiement d'une rançon inespérée de plusieurs M US\$. Au total ce sont entre 3500 et 4000 marins qui ont été kidnappés par les pirates durant la première décennie du XXIe siècle dont la majorité dans l'Océan Indien. Dans ce contexte, les conditions d'emploi des marins sont particulièrement visibles lors de périodes de crise tels les enlèvements : un capitaine américain semble avoir plus de chance de salut qu'un matelot chinois dont l'emploi est stigmatisé par une certaine précarité. D'autres formes de violences, comme le racket, les menaces et les agressions physiques, sont les risques directs auxquels doivent faire face les équipages. Moins extrêmes que l'enlèvement, elles restent une source de tensions et de souffrances.

Le rôle des marins dans l'application des consignes.

Le rôle des marins dans l'application de consignes toujours plus exigeantes a semble-t-il été nettement renforcé. L'application du code ISPS et les directives de l'OMI sur "la prévention et la répression des actes de piraterie" nécessitent une charge de travail supplémentaire, répartie entre les membres de l'équipage selon les directives propres à chaque armateur. Ainsi un poste de garde au mouillage, une ronde ou les procédures de communication et de veille apparaissent comme des charges annexes qui s'accumulent pour l'équipage dans un contexte d'équipages déjà réduits parfois au strict minimum voire moins. Par ailleurs, l'application des procédures, lorsqu'elles ont été mises en place par l'armateur, n'est pas systématique et reste à l'appréciation du commandant. Une large partie des mesures serait davantage des outils d'image que réellement des mesures opérationnelles. Malgré des formations "sûreté" proposées à certains marins et qui devraient être généralisées lors de la prochaine révision de la convention STCW, l'équipage ne demeure pas suffisamment préparé à cette tâche qui reste annexe à son métier de marin. Une formation du type "gestion de crise et comportement humain", sensibilisant aux prises d'otage, pourrait être étendue à tous les équipages.

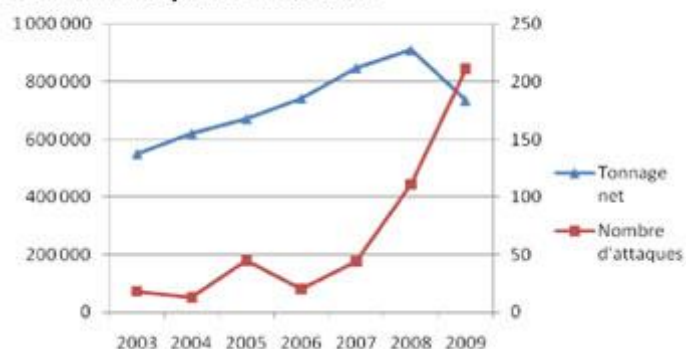
La cargaison : une cible par ricochet

Les types de marchandises touchées.

A l'exception de quelques réseaux, notamment en Mer de Chine, qui ciblent et revendent la marchandise, la cargaison ne constitue généralement pas le critère déterminant dans le choix du navire qui sera attaqué. Devenu aujourd'hui le premier trafic en valeur, devant les trafics énergétiques, les biens manufacturés conditionnés en conteneurs n'attirent pas forcément davantage les pirates. La majorité des attaques concerne le vrac ou certains navires spécialisés dont les cargaisons ne sont pas déchargeables ou revendables aisément. Même dans le cas du Faina qui transportait des armes à destination du Soudan, le pillage de la cargaison fut extrêmement limité. La cargaison n'étant pas la motivation première, la menace présumée que ferait peser la piraterie sur l'économie mondiale, symbolisée par les conteneurs, n'est pas corroborée.

Lignes et diffusion. Une des premières mesures pour pallier les effets de la piraterie a été d'envisager le détournement des zones à risques, par exemple en dérivant les navires par le Cap et donc en évitant le passage par le Canal de Suez. L'expérience testée (et proposée) notamment par Maersk n'a pas été concluante et n'a du coup pas remis en question la pérennité de la grande route Est-Ouest. Même les navires les plus menacés (navires lents ou bas) continuent d'utiliser le corridor maritime le plus direct. L'étalement océanique de la piraterie somalienne a d'ailleurs prouvé que les mesures de détournement n'étaient ni économiquement ni stratégiquement une solution durable. Les mesures cumulatives de défense s'avèrent généralement suffisantes à la sécurisation du trafic. C'est ainsi que Maersk, sur la route entre Oman et le Cap, n'hésite pas à choisir un transit direct le long de la côte orientale de l'Afrique en ayant recours à des sociétés militaires privées (SMP). A contrario, certaines compagnies ont pu opter pour un choix stratégique opposé en contournant les Seychelles au moyen d'une route océanique moins exposée aux risques, bien que beaucoup plus longue. On a ainsi toutefois constaté que certains approvisionnements de l'Afrique de l'Est et du Programme Alimentaire Mondial ont été gênés.

Evolution du trafic au Canal de Suez sur la période d'activité des pirates somaliens



Les statistiques du Canal de Suez montrent qu'il est difficile d'évaluer l'impact de la piraterie sur la route maritime mondiale en raison du contexte de crise économique généralisée à tous les secteurs d'activité dont le secteur du transport maritime. Cependant, les années de croissance et de structuration de la piraterie somalienne (2003-2009) ont cohabité avec une progression de la fréquentation de Suez, laissant penser qu'au regard de l'importance stratégique de la route, la piraterie n'est rien de plus qu'un facteur dérangeant, mais pas un facteur limitant pour le commerce maritime. L'augmentation du prix des marchandises à la revente a permis aux compagnies d'éponger les surcoûts en assurances, en mesures de sûreté et les surcharges de soute, l'ensemble atteignant une hausse d'environ 1 %.

Les marchés connexes

A l'économie du transport maritime se sont greffés des marchés connexes plus ou moins directs qui participent à la question de la piraterie maritime. La construction navale, les assurances, les sociétés militaires privées et les sociétés d'équipement de défense se sont engouffrées dans une économie de la piraterie qui dépasse largement les seuls intérêts des pirates. En 2008, l'Institut britannique Chatham House chiffrait à entre 16 et 30 M US\$ le coût des rançons, pendant que 16 Mds US\$ étaient investis dans toutes les formes de lutte, de protection et de surcoûts. Les primes d'assurances ont augmenté via, entre-autre, l'application de surcharges pour les conteneurs, mais cela reste sans comparaison avec, par exemple, l'explosion des assurances lors de l'attentat contre

le Limburg. Si parfois le risque de piraterie est associé au risque de guerre, on constate que les assureurs réclament plus souvent une multiplication de moyens de protection. Le créneau qui a connu une croissance fulgurante est celui de la sûreté, à travers l'entrée sur le marché des poids lourds des SMP (Pistris, Xe...) mais aussi d'une multitude de nouvelles sociétés de toutes nationalités. Ces milices privées deviendraient attractives du point de vue de quelques acteurs privés, bien que toujours stigmatisées par de nombreux Etats. A ce développement, il faut ajouter les fabricants d'armes non-létales (canon à eaux, filets, dispositifs de surveillance...) et les chantiers de construction proposant des solutions comme le "donjon". Enfin, il faut signaler le retour en force des marines militaires de nombreux pays qui voient un atout stratégique à la lutte anti-piraterie dans leur occupation des océans, et qui, dans certains cas, proposent aux armateurs une privatisation de leurs services, sous forme d'une offre onéreuse mais efficace.

A contrario, la pêche, la plaisance et la croisière connaissent des années difficiles, particulièrement dans l'Océan Indien. Les plaisanciers se font de plus en plus rares dans les zones d'activités des pirates somaliens, mais l'expansion de leur zone de chasse pose dorénavant le problème jusque dans des paradis touristiques (Seychelles, Maurice), où la plaisance est une activité économique importante. Les forces internationales, si elles n'interdisent pas la plaisance dans ces zones, la déconseillent formellement, l'affaire du Tanit étant l'exemple le plus marquant de ces dernières années. La croisière a connu également une diminution de son activité notamment après l'attaque du Ponant. Les escortes ou l'emploi systématique aux SMP sont devenus la règle des croisiéristes (protection et maintien de l'activité). Ces mesures ont été efficaces car aucun incident n'a, depuis, débouché sur un tel détournement. Le cas de la pêche demeure lui aussi difficile à gérer avec de nombreux incidents contraignant les armements à se protéger avec des moyens privés (Espagne) ou publics (France) et à délaisser certaines zones de pêche de l'Océan Indien. Un mal pour un bien, cela pourrait contribuer au renouvellement des stocks dans ces zones temporairement délaissées.

On peut enfin avancer l'argument selon lequel la piraterie est elle-même un marché connexe du transport maritime, le salaire des pirates restant bien faible au regard de l'ensemble du business.

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La responsabilité de l'armateur mise en cause? *Le cadre juridique français de la responsabilité de l'armateur envers son équipage en cas de piraterie reste encore assez incertain. Comme tout employeur, l'armateur est tenu, envers ses marins d'une obligation de sécurité, c'est-à-dire qu'il doit prendre les mesures nécessaires pour assurer la sécurité et protéger la santé des travailleurs. Le droit maritime ne reconnaît pas la faute inexcusable comme fondement de la mise en œuvre de la responsabilité civile de l'armateur et ainsi du versement d'une indemnisation, bien que dans ce cas, l'armateur ait conscience de l'éventuel danger auquel il expose ses salariés. Sur le plan pénal, en cas de décès ou de blessures, l'armateur pourrait être poursuivi pour homicide ou blessures involontaires en cas de reconnaissance d'une faute d'imprudence ou de négligence. En théorie, de telles fautes pourraient être retenues si, par exemple, l'armateur refusait de faire appel à l'assistance des convois militaires proposés ou dans le cas où l'armateur mettrait en place un panel de mesures de sécurité et de prévention mais ne s'assurerait pas de leur application concrète et effective. Toutefois, il faut convenir que l'attitude française est moins procédurière qu'ailleurs et que surtout, en pratique, l'armateur choisit les options de prévention et de protection conjointement avec son Comité d'Hygiène, de Sécurité et des Conditions de Travail, organe constitué de représentants élus du personnel.*
