

Qatar diplomatic crisis disrupts clean tankers' trades

The ongoing diplomatic impasse in the Middle East is causing serious disruptions in the shipping of clean products, with companies across Asia downsizing their parcels for loading in single ports and the possibility that owners may seek premium for Qatar loadings, market participants in Singapore, Dubai, and Tokyo said on Wednesday. All major oil-products trading companies have been affected and are redrawing their loading plans, resulting in releasing of some ships and fresh chartering of others, even as they hope that the issue will be resolved at the earliest. As part of a slew of measures against Qatar, after cutting off diplomatic ties, Saudi Arabia, Bahrain and the UAE have also imposed on their emirate neighbor restrictions related to ports and shipping. Of particular concern is the ban on direct sailing to and from Qatar by Fujairah in the UAE, where thousands of ships load bunker fuel. Co-loading of partial cargoes of naphtha, gasoil and gasoline in multiple ports of Middle East will take a severe hit unless the spat ends anytime soon. "They should sort it out within this week, too much is at stake," a broker handling oil cargoes in the Persian Gulf said. "Owners will try to maintain the rates, or push them up, due to this uncertainty over Qatar," said a source with a Long Range vessel owner.

One reason for this potential hike is that bunkering can't be done in Fujairah and also that lesser ships will be available for Qatar loading, he said. The Middle East-to-North Asia is world's busiest trade route for naphtha, with annual trade of nearly 40 million mt, according to industry estimates.

SPLIT IN CARGOES, QATAR PREMIUM

Those cargo stem nominations which are partly loaded in LR tankers in Qatar's port of Ras Laffan, along with one or two ports in Saudi Arabia, Kuwait or the UAE, are now being split for single-port loading, said a Tokyo-based chartering executive with a global commodities trading company. "Until this issue is resolved, there will be more demand for LR1s and MRs [Middle Range] instead of the LR2s, as cargoes get split for one-port loading," the executive said. The LR2s, LR1s and MRs typically carry cargoes of up to 90,000 mt, 65,000 mt and 40,000 mt, respectively. A naphtha-trading major has a June 17 LR2 cargo for loading in Kuwait and Qatar, but now plans instead to load the ex-Kuwait parcel in a single LR1. Even though Kuwait is not involved in the diplomatic imbroglio, shipping and trading companies don't want to take a chance, as logistical issues such as bunkering are involved. Another Tokyo-based commodities trading company has downsized its LR2 naphtha cargo for mid-June loading to an LR1 in Bahrain and the remainder in an MR for Qatar, sources said. The LR2 they chartered will be released. Lesser demand can put a pressure on LR2 rates at a time when they are already weak, have struggled for most part of the year, and are being chartered at a large discount of more than 20 worldscale points to LR1s on the key Persian Gulf-to-Japan route. However, this differential is still not viable enough for a charterer to load an LR1 cargo on an LR2. The costs of moving 75,000-mt and 55,000-mt cargoes on this route are \$13.23/mt and \$16.73/mt, respectively, according to S&P Global Platts data. The cost is \$19.32/mt for MR tankers. Availability of ships for Qatar loading is also expected to decline. UAE-based Gulf Energy Maritime's ships are unlikely to navigate to Qatar. The company has around eight LR1s and two LR2s and its shareholders include Dubai's state-run Emirates National Oil Co. and Abu Dhabi's International Petroleum Investment Co.

"Other companies will ask for premium for loading from Qatar," the same source with an owner said. It works both ways and there will be more ships for loading elsewhere, a chartering executive said, pointing towards the overall supply amid more new buildings, and less demand to move gasoil to Europe and naphtha to Asia. Oil majors such as Vitol, Shell, and Glencore have their shipping arms which handle their own vessels and those ships that are taken on long-term time-charter, with duration ranging from a few weeks to years each. With many of these ships now having to choose between calling Qatari ports or elsewhere in the Middle East for successive voyages, these companies will have to juggle their fleet plans, split cargoes, and even take more ships from the spot market at short notice, sources said.

EXPLORING BUNKERING ALTERNATIVES

Single-port loading in Qatar is expected to continue if bunkers are adequately arranged. Shell has placed the British Reason on subjects for June 20 loading of a gas-to-liquid cargo in Qatar, with the option to discharge the cargo in Singapore or UK Continent, sources said. "One option available for bunkering is in neighboring Sohar in Oman, though the rates may be higher," said a chartering executive in Dubai. Changing of crew also has to be adjusted and cannot be done in Dubai for ships moving to or from Fujairah. For ships sailing eastwards, the cheapest option to load bunkers will be Singapore. But westbound vessels may do so in Oman, said a maritime executive in Singapore. Bunkers will pile up in Fujairah and drag down prices, while rates will go up in neighboring ports and also in Singapore, he added. The 380 CST bunker was assessed on Tuesday at \$299.5/mt and \$302/mt, delivered in Singapore and Fujairah, respectively, according to Platts data. The corresponding price in Kuwait was also \$302/mt, the data showed. Fujairah's stocks of heavy distillates and residues totaled 10.08 million barrels, as of May 29, up 11% in a sharp rebound from the previous week, Fujairah Energy Data Committee data showed.

Source: Platts

Inséré 18/06/17 BOEKEN LIVRES BOOKS Enlevé 18/07/17

Onze Vissers'

BOEKBESPREKING door : Frank NEYTS

Bij Uitgeverij HANNIBAL verscheen het prachtige boek 'Onze Vissers'. De ondertitel, 'Het DNA van 'Het Zilte Leven', laat vermoeden waar het boek voor staat. Ineke Steevens, Martin Heylen, Stephan Vanfleteren en anderen tekenden als samenstellers.

De visserij in Vlaanderen is in volle evolutie, waarbij veel van de typische zeevisserscultuur aan het verdwijnen is. De samenstellers willen met dit boek het erfgoed en de ziel van deze visserscultuur blijvend vastleggen, met een diep respect voor de weinige vissers die er nog zijn en voor de vele die er zijn geweest.

Dat de visserij er op achteruit gaat is een understatement. Begin jaren vijftig telde de Vlaamse vissersvloot nog zo'n 450 schepen, in 2015 waren er dat nog amper 75! Er wordt niet meer geïnvesteerd in nieuwbouw, de vigerende regelgeving wordt er niet eenvoudiger

op, niemand in de sector kijkt verwonderd als nog maar eens een rederij er de brui aan geeft. Zullen wij binnen afzienbare tijd geen Vlaamse visserij meer hebben? Het blijft een open vraag.

Het boek brengt tientallen historische ongeziene foto's, objecten en een selectie van de beste beelden die ooit van Belgische vissers gemaakt werden, voorzien van verhelderende commentaar en sprankelende anekdotes. Anne-Katrien Lescrauwaet en Jan Seys (VLIZ – Vlaams Instituut voor de Zee) geven een uitgebreide geschiedenis van de Belgische zeevisserij vanaf 1830. Martin Heylen stelt zichzelf op als een bewonderende observator die de zee beschouwt als een onbereikbare geliefde, en fotograaf Stephan Vanfleteren keek oude en jonge vissers in de ogen. 'Onze Vissers' bevat daarnaast een originele cd, 'Piekenoas', met daarop zes klassieke zeemannsliederen gebracht door Smory & de visschers: Roland Van Campenhout, Luc Dufourmont, Matthias Debusschere & Ace Zec. Het de uitgave van het boek valt samen met de tentoonstelling 'Engelen van de zee' in het NAVIGO-Nationaal Visserijmuseum in Oostduinkerke aan de Vlaamse kust. Weze nog gezegd dat 'Onze Vissers' werd uitgegeven met steun van NAVIGO-Nationaal Visserijmuseum en de Provincie West-Vlaanderen.

'Onze Vissers' (ISBN 978 94 9208 165 0) werd als hardcover op handig formaat (21 x 14,50 cm) uitgebracht met tampondruk op snee en met cd. Verkoopprijs is 39,50 euro. Het boek is te krijgen in de betere boekhandel en in het NAVIGO-Nationaal Visserijmuseum te Oostduinkerke (België).

Inséré 18/06/17 DOSSIER Enlevé 18/07/17

Inspiring the human element in ship design

Recently, there's been a focus on making ship design more human-oriented and increasing the impact of the human element. What does it take to make modern vessels better suited to the crews that operate them?

The European Union-funded CyClaDes project (Crew-Centred Design and Operation of Ships and Ship Systems) has been trying to inspire a new emphasis in ship design, one that focuses on what is known as human-centred design (HCD). This is defined as a "framework that develops solutions to problems by involving the human perspective in all steps of the problem-solving process".

The initiative – which included a myriad of partners, including DNV GL, the Nautical Institute and World Maritime University, and Fraunhofer Institute, among others – completed its work in September last year. Just over a year later, the Nautical Institute released the second edition of the 'Improving Ship Operational Design' booklet.

The idea was to bring together people from all elements of ship design, from the yard, supplier, operator, through to the seafarer community. But why now?

When outlining the CyClaDes brief, the EU Commission succinctly stated that HCD is not widely used by or known "to ship/equipment designers and operators".

In addition, Katy Ware, director of maritime safety standard at the UK Maritime & Coastguard Agency, told Seatrade Maritime News at the Safety@Sea Conference earlier this year: "It is the whole human machine interface and that is becoming ever more

important. We're developing all these marvellous systems but the key is making sure people know how to use them, they are confident with them."

Bringing the crew 'onboard'

The reference to "marvellous systems" can be taken as a nod to the ever-increasing role of e-navigation, where the issue of human interaction is a significant challenge. But HCD should not be viewed as a technology-specific tonic.

"It really is about getting to know your crew, how they are doing their work and the problems they are having," explains Eric Holder, who formerly worked in the Human-Machine System Department at the Fraunhofer Institute, and was involved in CyClaDes from start to finish.

He adds: "Coming from a human factors background, that's the bread and butter; interacting with various groups to ask, how are you using the information?"

"The human machine interface is becoming ever more important. Holder – who has spent many years working on HCD studies in aviation and maritime, as well as the design and testing of e-navigation technology – is keen to demonstrate that, in its purest form, HCD can be rather simple.

He has previously warned, however, that steps to improve the interaction between man and machine have "scarcely" been implemented in the maritime industry, because of lacklustre communication between crews and engineers and unease at tampering with current methods.

Nonetheless, changing some of the "low-hanging fruit" is not particularly challenging, he believes, and starts with bringing crew input into the process and placing more attention on "forgotten places", as "everybody focuses on the bridge".

"Something as simple as colouring the bottom steps so people can see them - that won't cost you much but could save you a lot of trouble," says Holder, "[or] evaluating the user-friendliness of known design problems, [such as] the stairs and ladders."

A ship design Wikipedia

In essence, it comes down to making ships more suited to the crews that serve them and adapting the ship to fit their needs, not the other way round. As the Nautical Institute's booklet makes clear, a bad design can make life uncomfortable and difficult. "[HCD] is essential," says Nautical Institute technical committee vice chairman Capt. François Laffoucrière. "Without it you can make life onboard a misery, and bad design kills."

An estimated 80% of ship accidents are caused by human error, so there is a degree of urgency for change. And, alongside CyClaDes, there are other interesting concepts.

CASCADE, another EU-funded project, has created what it calls new adaptive bridge displays to treat humans and electronics as parts of the same system. "Our original goal was to create a forward thinking design which would aid the way seafarers work," says Paul Allen, from the College of Biomedical and Life Sciences, Cardiff University, who worked on the three-year project.

"Simply asking crews for feedback is one of the most powerful ways of learning about how to design a vessel that is best suited to their needs," he adds.

Allen recommends avoiding assumptions. "For example, when we asked our focus groups about checklists, we naively assumed that seafarers would have very negative attitudes, but this wasn't the case...[they were] seen as a valuable tool in terms of assuring procedures had been followed."

Next there's HELM, a training standard for human factors, leadership and management, which is laid down in the International Maritime Organization's (IMO) Convention on

Standards of Training, Certification and Watchkeeping for Seafarers. In November, the International Association of Maritime Institutions and IMarEST will hold a one-day conference to debate if human factor training is indeed making a difference.

There's also the Alert! programme, which was founded by the Nautical Institute to improve the awareness of the human element. Since starting in 2003, 40 issues of a HCD bulletin have been released, while the programme's website serves as a one-stop shop, hosting all previous issues and video tutorials.

CyClaDes has done something similar, setting up an e-learning platform with advice for designers, yards and ship owners, as well as a framework of guidelines and best practice. Laffoucrière calls this a good start, but argues the need for a type of "ship design Wikipedia".

Suspicious of new technology?

When is it necessary to change, though? "A key challenge is discerning when to challenge conventional design or not," explains Allen. "Seafarers may be resistant to a new piece of technology simply because change is always challenging, but they may also be resistant because the piece of technology is indeed useless. Discerning one reaction from the other can be difficult."

Holder believes it comes down to one brave soul taking the plunge, after which others will follow. There needs to be an "incentive to do it and a proof of concept that is already doing it", he says. "People like to copy, not take the risk and wait for somebody else does it. So, when they see that it works and it saves them money, then they'll do it."

"There needs to be an incentive to change design methods."

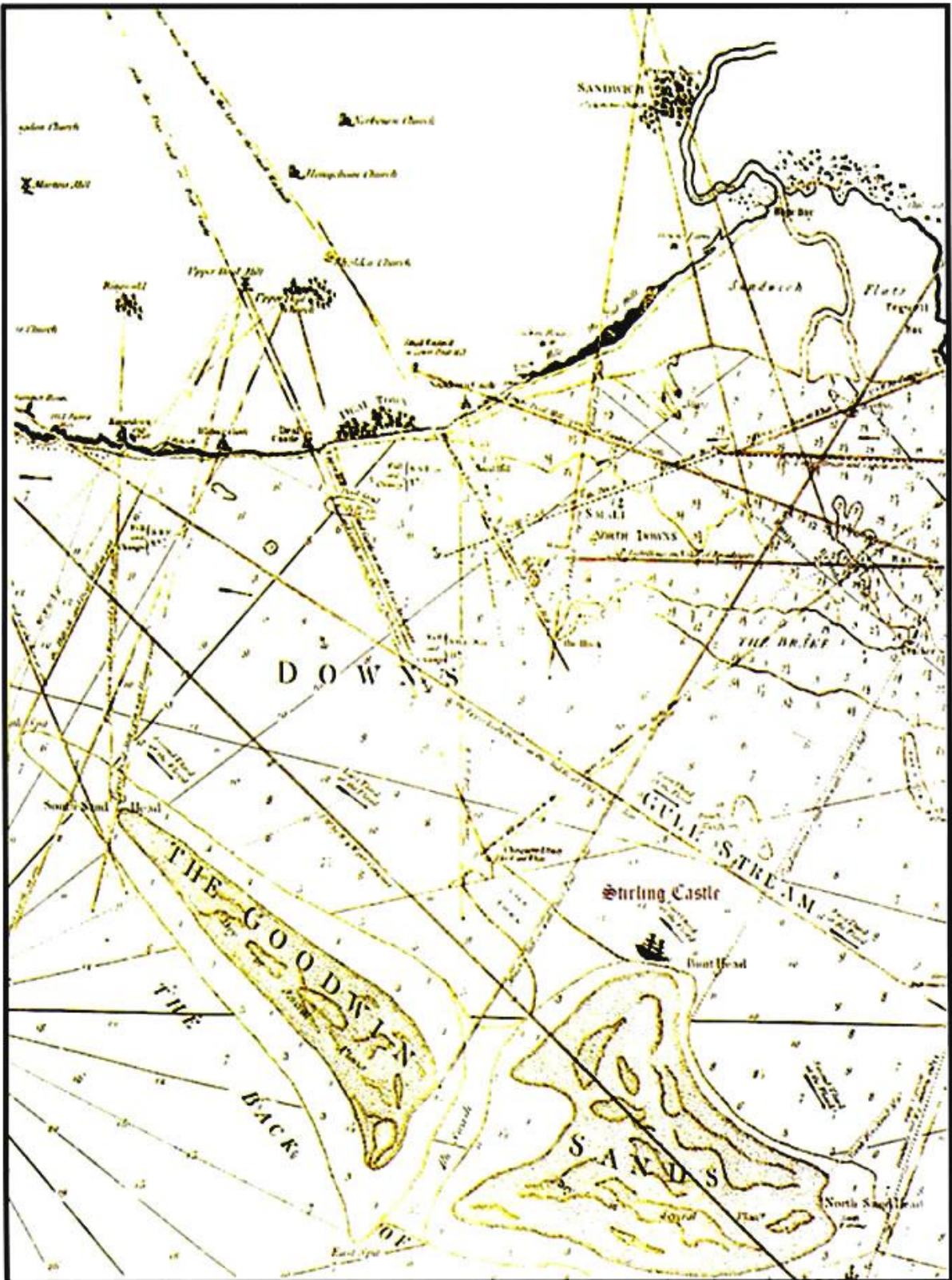
If this proves true, there could be more standardisation on the way. Allen and Laffoucrière highlight the aviation sector as a comparable example, which, says Allen, has led to a scenario where two aircraft cockpits "will always be more similar than two ships' bridges ever will be".

When might we see some practical, real-world changes in ship design? "Well, good question," Laffoucrière says. Allen is more forthcoming in his answer: "In 13 years of doing maritime research, the technological developments I've seen have been relatively modest when compared with some of the predictions being talked about, such as unmanned ships. "That said, ship-to-shore communication does hold considerable promise in terms of reducing the increased burden of administration that is faced by seafarers."

HCD's importance is growing, but for Holder, "the big question is, will the momentum continue?"

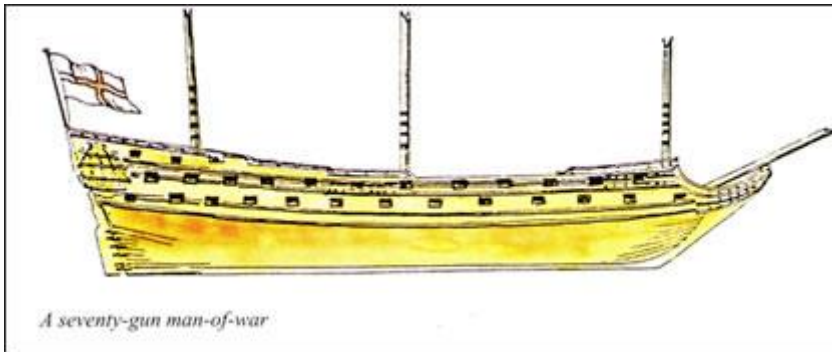
Inséré 20/06/17 HISTORIEK HISTORIQUE Enlevé 20/07/17

Stirling Castle



The position of the Stirling Castle

The seamen on Her Majesty's ship Stirling Castle viewed the sight of Deal wistfully. They could see the short church tower of St. Leonard's and the surrounding houses on the higher ground, but it was the newer constructions near the shoreline that they lusted for.



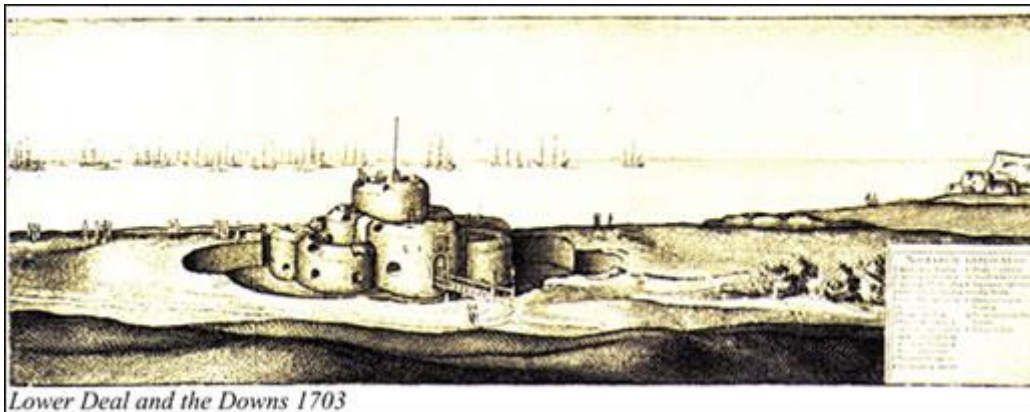
When the streets of Lower Deal were being built, a public house seemed to appear upon every corner. These establishments would supply a sailor with everything he needed, beer, tobacco, rum, contraband brandy and, of course, women. They

would always be ready to give their time and comforts to any man in exchange for coin. As the Stirling Castle came abreast of the town, preparations were being made to drop her anchor. The old ship was part of a squadron that had been on a campaign against the French in the Mediterranean throughout the summer. Under the command of Sir Cloudsley Shovell the fleet had not been overly successful on their mission, and the expedition was an ill-designed one. Some prizes had been taken and the blockading of Toulon was to keep the French fleet lying quietly at anchor. The Admiralty had under-victualled the ships causing a loss of life and manpower which forced the vessels to return before they could create too much effect against the enemy. The three hundred and sixty-one suntanned officers and men shivered in the strong south west wind on that cold day of the 17th of November, 1703. Captain John Johnson pulled his coat about himself as he watched his first officer organise the men at the cathead and cable locker. The officers wore normal clothes which were barely adapted for sea use and only the marines wore any kind of uniform. After the heat of the Mediterranean summer the sea soldiers were now thankful of their government issue cloaks. As the third-rate seventy-gun ship jostled for a space amongst the other two hundred craft which were anchored or anchoring in the Downs, the captain felt apprehensive. The Goodwin Sands lay less than Five miles offshore, along with the Brake Sands and other shoal water. Although the Downs was recognised as a good holding area it was also known for its strong tides which swept around the sand banks.



With the close proximity of each ship in the crowded anchorage, timing and skill was needed to

obtain a secure berth. Most of the naval vessels would be close together so they could converse with the aid of flags. Under reduced sail the two-decker edged her way into the tide and as the seamen slackened off her braces the yards swung, releasing the wind from her canvas. The best bower was let go from her starboard side and ten fathoms of thick hemp rope streamed through the hawsehole before it went slack as the anchor hit the seabed. Whilst another twenty fathoms was let out the rats, which outnumbered the men, scuttled away to find another hiding place. The one thousand and eighty-seven ton ship was made fast and after the wind-hardened canvas was lashed tightly to her spars, a pipe shrilled as the men, apart from the anchor watch, were stood down from their duties. Again they looked longingly at Deal before going below for their meagre meal of salt beef, hard biscuits and sour beer.



Throughout that night a gale of wind blew. Some of the ships dragged at their moorings and a Dutch merchantman was lost on the Goodwins. The seamen's thoughts of the pleasures of the flesh were soon put aside by the thoughts of how frail was their mortality. At dawn, the following day, the foreshore was crowded with longshoremen peering to the east at the many ships anchored in the Downs. This surge of humanity had emerged from the hovels that littered the shingle beach above the high water mark. Some of their makeshift abodes were upturned boats too rotten to float, or lean-tos made of salvaged timber from old shipwrecks.

These men were of a fierce appearance, unshaven and unwashed, forever looking seaward for a signal from an anchored ship that a service was required. The most successful boatmen were said to have the superior eyesight of a latrine rat. Occasionally a man stood out from the rabble, although he would still have a weather beaten face, there would be an air of authority about him. These men were the masters of the largest beach boats, the vessels that could brave the weather when the smaller craft were shore bound. They would stand off either side of the Goodwins in the strongest winds and wait for the cargoes to be washed out of shipwrecks as they were smashed to pieces on the sands. It was a dangerous life, but they were hard men who would only risk their lives and boats for one reason; financial gain. The masters and crew of these boats could earn more money in one storm than a landsman could earn in a year or even a decade. As they watched, boat crews were picking over the bones of the wrecked Dutch ship.

Deal had gained its Charter of Incorporation on the thirteenth day of October, 1699. It had been argued the year before, by the future mayor Joshua Coppin and his cronies, that as the town was expanding it had no use for the dependence of Sandwich. With almost three thousand inhabitants they were paying greater taxes, supplying His Majesty's fleet with men and looking after more sick and wounded in time of war than any other of the Cinque Ports. Also the King's custom would be better collected and the public peace preserved. The argument outweighed Sandwich's protests and Deal became a newborn borough, complete with its own charter. Part of the Charter read "That the town in all future times may be and remain a town of peace and quiet, to the dread and terror of the bad and the reward and support of the good." This was to prove difficult throughout the following years. Thomas Powell was Deal's third mayor since its incorporation. He was a pious man and of strong character. The town he presided over was in two halves, Upper Deal with its church and, a mile away, the new Lower Deal with its inns and commerce. He did his best to uphold the town's charter along with Queen Anne's proclamation to suppress vice and immorality. Although he was himself a tradesman and only had held his office as mayor for three months, he would walk the streets armed with a large staff, ordering public houses and shops to close for trade on the Sabbath.

He was a brave man. The three old castles of Deal, Walmer and Sandown did not supply him with any military to back his beliefs, in fact the soldiers along with the sailors were the

main cause for most of the profane language and trouble in and around the seafront taverns.

Thomas once took a sailor by the collar (in the middle of the market place and surrounded by his fellow crewmen) and placed him in the stocks for swearing in public. As the other seamen angrily gathered around the mayor, he told them that he would do the same to them if they were also to breach the peace. His courage and his stout rod quelled the mob and they dispersed.

An hour later a drunken prostitute accosted him and vented her feelings on his sanctimoniousness. He seized her and brought her to the whipping post, which was alongside the stocks in the middle of the market, to receive twelve lashes. Hundreds of people were present and after every third lash he spoke in a loud voice that she should tell all the whores of London, Gravesend, Chatham, Canterbury or anywhere that she may go, not to come to Deal as they would meet the same fate as her. As the screaming woman was released from the post he gave her a groat and had the constable remove her from the town. The following morning another twenty-five harlots left, taking the road to Canterbury and Chatham uttering the most fearful oaths against Thomas Powell for disrupting their employment. They also vowed they would not set foot in Deal again until the mayor was dead. It was a promise they soon broke.

Mayor Powell's over zealotry to keep Sunday strictly the Sabbath soon became a burden to his fellow councillors and friends, who complained about his attitude. This did not stop him, he chastised the Reverend Gerrard at St. Leonard's church for not wearing his surplice whilst taking the service. He also wrote to the school to inform them that any of their pupils who were found skylarking or scrumping on the Lord's Day would also be punished.

Every Sunday, after church and a tankard of ale, he and the town sergeant would walk about Lower Deal not only imposing a fine on the publicans who were trading but also on their customers. Eventually the doors he walked past on the Sabbath would be shut, but he knew he was fighting a losing battle. The respectable inhabitants still bolted their doors and closed their shutters at dusk, whilst the sailors roamed from inn to inn getting drunk and sampling the pleasures of the flesh. The atmosphere in the new part of the town was intimidating, everybody wanting to relieve the captain and crew of money, and there was always the threat of the press gang.

It had been blowing hard for fourteen days, but as dawn broke on Wednesday the twenty-fourth of November the wind moderated and the weak winter's sun shone. Nearly all the beach boats were afloat and working. Some of the bum-boats were attending the furthest away anchored ships that the rough seas had denied them before. Others were taking officers back to their vessels, somewhat worse for wear after a night in Deal, and then fetching the pursers to do some trade for victuals and clothing in the town.

Thomas Powell, who had now donned his slop-seller's hat, realised this was a day to make money, as the ships' agents were ready to do business.

The boatmen knew the nationality of each anchored vessel by the way she carried her mast and yards and the shape of her hull. They also knew how much they could charge the foreigner with impunity. Sometimes they would row them half way back to their ship and demand more money, and sometimes the passengers, confronted by the burly oarsmen, would pay the extra price.



Generally the Deal longshoremen were not trusted, but they were admired for their skill and seamanship in those small boats. They could launch and beach in surf that even the most practiced crew of an admirals barge would have balked at. Occasionally a captain would refuse to pay the

fare and attempt the passage ashore in a longboat crewed by his own men. Many times the inexperienced sailors would broach their craft in the shoreline waves, with their vessel getting knocked on and sometimes capsizing. The captain would emerge from the water in disarray, commanding the locals to help, but they would laugh and sneer, then turn their backs on the soaking party. Next time the enlightened captain would pay what was asked, as he knew it would cost more to his pride and property than it was worth.

Admiral Sir Cloudsley Shovell had decided that this fine day was the time to sail his large first and second-rate ships to the safety of the River Medway and so to winter at Chatham. With the strong winds it had been a fraught time for the high bluff sided warships. At every low tide the Goodwin Sands could be seen awash with mountainous surf, and they knew that if an anchor cable should part they would become a total wreck upon them. As the seven three-deckers and one two-decked vessel up-anchored and hoisted their sails, they were joined by a small entourage of victualling and hospital ships.

Those men on the Stirling Castle watched the craft sail through the Gull Stream and surveyed the anchorage with interest. The Channel fleet had joined the remaining squadron and was under the command of Vice Admiral Sir Basil Beaumont in his flagship, the *Mary*, a fourth-rate of sixty-four guns. Sir Basil was one of England's potential great seamen; born in 1669, the fifth son of Sir Henry Beaumont of Stoughton, he had gained his position before he was thirty-two years of age.

His orders were that, after a shift of wind from the strong south-westerlies, all the rest of the naval ships should set sail and head down channel to the confines of Portsmouth harbour.

The temporary lull in the weather was soon forgotten, as that night and the following day it blew a gale of wind from the south west. Naval vessels and merchantmen strained at their anchors as the rain lashed down onto their decks. All eyes were on the largest ship the *Prince George*. She was the only second-rate three-decker of 90 guns left in the Downs, but as she had been rebuilt two years previous, all her anchors and cable were nearly new and she held fast.

The wind did not lessen and the next day some of the ships started to take down their lower yards and top masts, trying to make the vessel less wind resistant and ride at anchor more easily. There was a reluctance to close the ship down completely as they knew they would need their sails to get them out of danger in an emergency.

With a new moon on the night of the 26th of November it was pitch black, also the tidal current was at its strongest on the midnight high tide.

Around high water the largest beach boats of Deal slipped into the waves. Their masters and crews knew that this storm would bring them profit. With a mere hint of canvas from their mizzen sail showing and the use of oars they crashed through the surf Anchoring a few hundred yards off the beach in the comparative calmness from the lee of the shore, and there to await daybreak.

By one a.m. the south west wind had reached storm force and, with the strong tide flowing in the same direction, most of the ships in the Downs started to drag their anchors. Those who had not already dropped their second one were now doing so.

To the men on the Stirling Castle the screaming wind sounded like a bevy of banshees; they had never heard the like of it before. Rigging and spars bowed before its force, and with a loud crack a mast split sending down an array of blocks and cordage about the deck and amongst the sailors. Volumes of seawater and spume cascaded over the bows, leaving the men disorientated and shivering. Every pump on the ship was clanking trying to deal with the ingress of water which was slowly filling the bilge of the warship.

The forward watch could see by the jerking of the cables that the anchors were dragging through the ground. They let out the whole length of rope and packed it where it was chaffing against the wood. With violent seas hitting the rampant lion figurehead and stem, water would shoot through the hawsehole. It was like a blast from a cannon dislodging the hawse bag and knocking men off their feet and onto their backs into the awash but empty cable tier.

Throughout the next two hours the bow lookouts of those ships which still held, were fearfully trying to peer through the maelstrom at the vessels that were dragging their anchors towards them.

The cannons of the warships were being fired at half-minute intervals. They were warning the other craft of their predicament and wanting them to try and sheer the vessels out of their way. The Stirling Castle almost dragged onto a large merchant ship, which, with the aid of two anchors, was just holding. When the two ships were nearly together and the captain of the merchantman was about to order his mate to cut their anchor cables, a large wave hit the Stirling Castle. The force of water veered the man-of-war off the other ship just before the collision occurred.

At four a.m. the wind had increased to hurricane force, but the tide had slackened. The carpenters on the warship were cutting away the masts that were still standing. The old ship was getting low in the water and the tremendous seas were still crashing over her decks, upon which was a mass of broken timber and cordage.

The men in the cable locker realised that the jerking motion of the anchor rope had lessened and the ships anchors were starting to hold.

Seamen below decks, who were relieved from the incessant and back-breaking pumping, lay breathless listening to the loud thumps on the hull as yet another wave hit the vessel. They were grateful for the darkness to hide the look of fear on their faces, as they knew that any minute the ship might founder on the Goodwins.

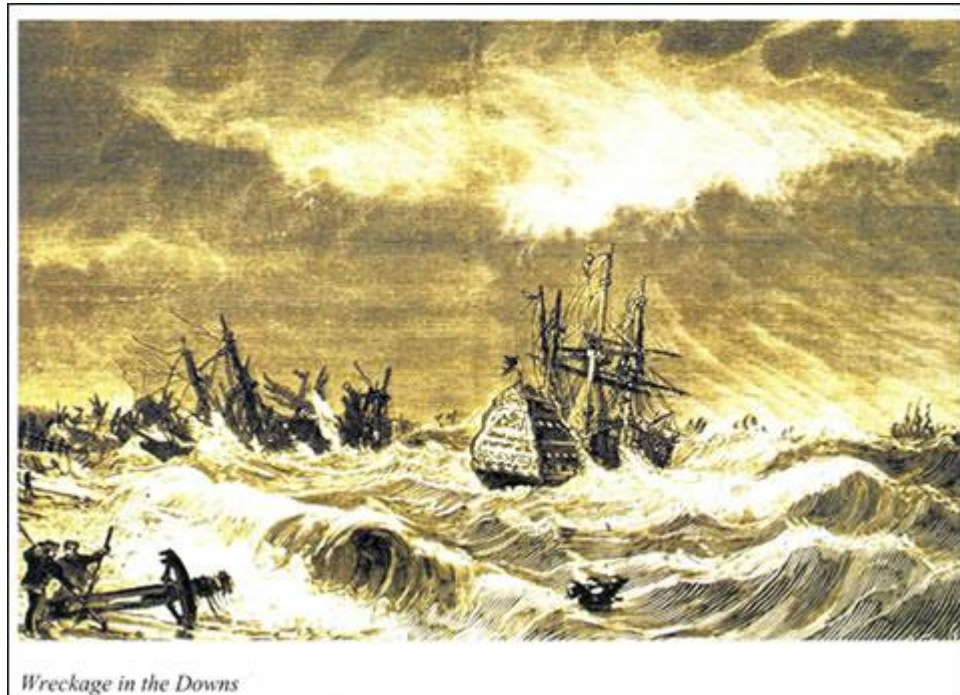
As another hour went by the wind increased even more until, at times, it blew over one hundred knots.

The ebb tide reluctantly started flowing the opposite way to the fury of south west wind, and with that combination, the sea became rougher than ever.

With the Stirling Castle occasionally holding at anchor, she struggled to turn into the tide but rolled heavily in the troughs as the mountainous waves hit her beam on. It was impossible to stand unaided and men had already been lost overboard. The force of the

wind on their faces took their breath away and felt like an unseen fist hitting them. They were exhausted, hypothermic and knew they could not survive much longer. Some of them prayed, others crawled to the officers' wine stock, so they could spend their last hours in oblivion amongst the onion shaped bottles.

Many of the ships had hit the sands and were smashed to pieces, other smaller and shallower drafted craft were swept over them and into the deeper water beyond. Those unfortunate vessels which had entangled with each other were pounded together before the anchor cables could be cut.



Suddenly those aboard the Stirling Castle felt the ship start to judder as she touched the sands at low tide. The hundred and thirty-three feet eleven inches of keel that Jonas Shish of Deptford had laid twenty-four years previously was now digging a furrow into an outcrop of the Goodwins known as the Bunt Head. In this shoal water the tide was Black and the sea was not as rough, but it was to be her final berth.

As daylight started to filter through one of the worst nights England had ever experienced, the Deal boats up-anchored. They had never known the wind to be so fierce, but being close inshore had provided a lee from the rough seas and their anchors held in the thick blue clay, which was on the seabed just to the north of the town. The wind had backed to the west south west and was abating. With a small part of mizzen sail hoisted they raced out towards the Goodwins.

The sea was carpeted with timber, masts and rope; also the bodies of drowned seamen bobbed up and down on the subsiding waves. As they approached the waterlogged hulks, which were aground in the shallow water surrounding the sands, they could see survivors waving at them from the derelicts.

Averting their eyes and ignoring the pleas for help they picked away at the wreckage; extra people in a boat would take up valuable space for plunder. For these men it was difficult to decidé, what to salvage first, but with the vast amount to choose from they became selective.

Around the same time as the Deal boats had up-anchored the population of the town was starting to emerge from their homes. The tempest had caused chaos throughout that night and nobody had slept as chimneys and roof tiles came crashing down. There was not a house in the town that had not suffered, but as if by a miracle the newly rebuilt church tower at St. Leonard's had not toppled; unlike most of the others which lay in the path of the storm.

After surveying their own damage the townspeople went up to the beach to view what was left of the two hundred vessels which were in the Downs the night before. Only seventy ships, all of them in disarray, were still afloat. One of those was the massive warship Prince George. On the skyline they saw twelve half submerged shipwrecks, and with the aid of a spyglass they could see the survivors on their decks. At that distance many thought the men had been cast away on the Goodwin Sands.

Thomas Powell had also spied the marooned sailors and became moved with compassion. After questioning the boatmen who were still ashore why they could not go afloat and rescue lives, he was told that their boats were too small to brave the surf. They also enlightened him that the only vessels large enough were the customs craft, which were neatly hove up well above the tidemark.

Thomas knew, with the tide rising, that he only had a couple of hours for an attempt to save the men. He pleaded with the customs officers to make their boats ready, but was informed that higher authority was needed to launch. With the roads out of Deal strewn with fallen trees it would be over half a day before that order could be obtained. The customs men also explained to the mayor that it was not their job to risk government property on a matter that did not concern them. He was infuriated by their uncaring nature but should have known that they had little respect for other seafarers apart from their own service elite.

It was then that he made the decision to commandeer the craft. The customs officers protested loudly and told him he would be liable for any damage or loss, and also they would have nothing more to do with the venture.

Mayor Powell looked around at the crowd that had gathered during the confrontation. There had, during the argument, been many boatmen smirking at the discomfort of the customs men, but none had volunteered to man the boats. As the rising water pushed further up the shingle beach and the wrecks on the horizon became smaller, he offered five shillings a head for every person saved. A serge of men stepped forward, it would be good money and at no cost to their own property. Time was fast running out, but the longshoremen with their professional skill and local knowledge made sure that the boats were launched quickly.

The survivors, who hung on to the remains of their ship, cursed the Deal boats who had ignored their cries for help. They could see other ships starting to break up with the rising tide, some so badly damaged that they could not identify. The storm had reduced their clothes to rags, and their bodies huddled together on the receding deck. Some of the castaways who lay shivering, suddenly stopped as they slipped away into unconsciousness and death. They watched as more boats came away from the shore. The craft approached the derelicts and the half dead sailors thought they were about to be robbed by Deal pirates.

With difficulty the customs vessels went along Bide the hulks and men were rescued. As the shipwrecked mariners were being helped aboard they were crying with relief, it was only when they realised that the boats would not accommodate all of them that the tears of joy turned to grief. From the Stirling Castle, in the slightly calmer shoal waters, sixty-two seamen were saved along with the third lieutenant, chaplain, cook, surgeon's mate and four marine officers.

A mile from the Bunt Head three other naval vessels were lost, two third-rates, Northumberland and Restoration also the flagship, Mary. There were no survivors from these ships apart from a seaman called Thomas Atkins, who had been washed off the Mary as she was going to pieces, and miraculously with the aid of another wave he had been deposited onto the Stirling Castle. His account of the last moments of his ship was graphic. Atkins saw Rear Admiral Beaumont clinging to a piece of quarterdeck as the ship broke up,

but was soon washed off to his death. 1,190 naval sailors died in the Downs that morning and it was never known how many perished from the merchant ships.

Thomas Powell looked on thankfully as the boats returned to the beach with little mishap. The two hundred bedraggled survivors were helped out onto dry land. For some it was the first time they had been ashore in years and for others it would be their last resting place; they would succumb to the traumas and exposure from their ordeal and die within hours of being saved.

The mayor had yet another dilemma, all those mariners were now to be fed, clothed and billeted for the night. He approached the Queen's agent for sick and wounded seamen, but was told there was not enough money in the coffers to deal with such a disaster. Again it was down to gallant Thomas to dig deep into his pockets and sort out the situation. His compassion was turning to frustration.

The following day he organised the burials of those that had died and the embarkation to Gravesend for those that were fit to travel. He made another application for finance, but this time he was told that the agent had no orders and would not disburse a penny. Mayor Thomas Powell was saddened by the lack of charity and he had to go to London to get back what was owed. It took time and he received no thanks from the Government, only obstruction and delays. Eventually Thomas did get repayment of his money and, we are told, a small allowance for his time in soliciting for it.

The angle at which the shipwreck of the Stirling Castle laid enabled the tide to scour and settle her deeper into the sand. As the main batons of the Goodwins shifted to the west, it engulfed the Bunt Head and with it the remains and memories of the 'Great Storm' wrecks.

Inséré 22/06/17 NIEUWS NOUVELLES NEWS Enlevé 22/07/17

Panama Canal widening brings new headaches for Panamax owners

Container ships less than a decade old are potentially on the block for scrap value as a widening of the Panama Canal earlier this year plays havoc with a market already under strain from a crash in freight rates. An expanded Panama Canal opened in June to ships three times bigger than those previously called Panamax – a designation assigned to the biggest vessels that could pass through the locks cutting through the Central America isthmus. The makeover for the more than century-old shortcut between the Atlantic and Pacific oceans has already been giving the Suez Canal a run for the U.S. East Coast – Asia's shipping route of choice. In response, many shipping firms are now weighing whether smaller ships are obsolete, as options to find new opportunities narrow and costs outweigh fees earned from operations, said shipping information provider VesselsValue. Finding new uses for the classic Panamax ships has been difficult, including the ships actually being too big to ply container feeder routes, said VesselsValue associate director, Claudia Norrgren. The development has sent the value of container ships down on-year, she said, with news rocking the industry of a 7-year-old container ship under negotiation for sale that was valued just above scrap value at \$5.87 million, after its value fell 62 percent this year alone, according to VesselsValue. The ship's owner, Singapore Exchange-listed Rickmers Maritime, said the sale had not been completed, but confirmed talks were ongoing, the

trustee-manager said in a statement to the Singapore stock exchange. Even so, in September a 10-year-old Panamax-size ship was scrapped as overcapacity weighs on the industry. In 2011, the average age of container ships scrapped was 19 years old. There have been 151 container ships scrapped this year to date, double the number in 2015 and more than the 134 scrapped in 2014, according to VesselsValue. There were 164 such ships scrapped in 2013. Shippers that own Panamax vessels also face headwinds from sharp drops in rates for bulk commodity shipments in the past few years and an overall slowdown in global trade that has hit container traffic, sending freight rates to record lows. As well as tanking freight rates, new environmental regulations requiring new installations and retrofitting may contribute to more young vessels getting scrapped. "Many people in the industry think that lots of the overcapacity will be got rid of, as you will never make your money back from the expense to add all these systems on the vessel," said Norrgren.

Source: CNBC

Inséré 24/06/17 DOSSIER Enlevé 24/07/17

Does A Shipowner Have To Sell Its Ship In Order To Mitigate Its Loss?

The greatly anticipated Supreme Court judgment on the *New Flamenco* is due to be heard later this year. The decision will address principles of mitigation and the assessment of damages for repudiatory breach of a time charterparty. In particular, it will consider whether an owner that sells its vessel following such a breach must give credit for any benefit flowing from such a sale. By a charterparty on an NYPE form and subsequent addenda, the cruise ship, the *New Flamenco* was time chartered for a period of over five years from 2004. The Charterers redelivered the vessel in October 2007 but the Owners' position was that the earliest redelivery date under the charterparty was in November 2009. The Owners treated the Charterers as being in anticipatory repudiatory breach and accepted such repudiation as terminating the charterparty. In late October 2007, the Owners entered into an MOA for the sale of the vessel for US\$23,765,000. The arbitrator found that the minimum redelivery date under the charterparty was in November 2009 and that the value of the vessel in November 2009 was US\$7,000,000. The arbitrator further found that Owners' sale of the vessel in October 2007 was caused by the Charterers' early redelivery and was in reasonable mitigation of loss. It was not in dispute that there was no available market for a substitute charter at the time of the Charterers' breach.

The arbitrator declared that the Charterers were entitled to a credit of US\$16,765,000; the difference between the value of the vessel in October 2007 and November 2009. This would be set off against the Owners' claim for damages. That is, the Charterers were entitled to a credit in the assessment of the Owners' damages claim for the 'benefit' that accrued to the Owners by selling the vessel for more in October 2007 than what it would have been worth at the end of the charter period in November 2009. The Owners appealed. A fundamental part of their appeal was that the benefit they had obtained was not sufficiently causally linked to the Charterers' early redelivery such that it should be taken into account when assessing damages. The Owners argued that the capital value of a vessel is different in kind from the type of loss for which they were claiming (i.e. loss of an income stream). On the Owners' appeal to the High Court, Mr Justice Popplewell held that the Owners' decision to sell the vessel was independent of the Charterers' breach in redelivering the vessel two years early and, therefore, the difference in value could not be taken into

account to reduce the loss recoverable. The Charterers successfully appealed to the Court of Appeal.

The law of damages and mitigation

The general rule for damages is that they should place the claimant in the same position that it would have been in if the contract had been properly performed. It is often said that the claimant has a 'duty to mitigate'. Put another way, a claimant is not entitled to recover in respect of loss which could have reasonably been avoided. Moreover, if a claimant takes steps to mitigate and the loss is thereby avoided, the claimant cannot recover in respect of that avoided loss.

Court of Appeal Decision

Overturning the High Court decision at first instance, the Court of Appeal held that the owners of a vessel claiming damages for the repudiation of a time charterparty must give credit to the charterers for the 'benefit' accrued following the sale of the vessel. That is, the owners must give credit for the difference in value between when the vessel was sold and when it would have been sold had the charterers performed the contract. In the present case, there had been a finding of fact that the sale had been caused by the early redelivery of the vessel by the Charterers and that such sale was a reasonable mitigation of the Owners' loss. One of the key statements made by Lord Justice Longmore was that the assessment of damages should be based upon the following principle: "[I]f a claimant adopts by way of mitigation a measure which arises out of the consequences of the breach and is in the ordinary course of business and such measure benefits the claimant, that benefit is normally to be brought into account in assessing the claimant's loss unless the measure is wholly independent of the relationship of the claimant and the defendant." question then arises: does it follow that shipowners may be required to sell their vessel in mitigation of their loss? Put another way, if a charterer breaches the terms of a charterparty by redelivering the vessel early, and there is no available market for re-chartering, are the owners required to realise the capital value of that asset rather than wait until the market recovers? Will the owners' recovery be reduced if they choose not to sell the ship but instead to wait until the market recovers? Justice Longmore further stated that: "The doctrine of mitigation may, indeed, sometimes require an owner to sell the vessel he has hired out to a hirer or a charterer if the relevant chattel is returned early."

The tree or the fruit?

Should the capital value of an asset be used when determining the compensation a party may recover for being unable to obtain income? Does a shipowner have to consider selling its ship in order to mitigate loss following a wrongful early redelivery under a charterparty? The law on this subject is unclear and requires clarification. As was argued on behalf of the Owners, the capital value of the vessel is different in kind from the loss recoverable for a charterer's breach of a time charter; namely the loss of income. The former is the tree, whereas the latter is the fruit. If an owner decides that it wishes to retain the vessel, being its investment that will bear fruit in the future, will the owner receive less in damages for failing to mitigate?

What's next?

The decision of the Court of Appeal has been appealed to the Supreme Court, which will readdress these issues. This will be heard between 21 and 24 November 2016. Without a doubt, the Supreme Court's judgment will be greatly anticipated by the shipping industry. If the Court upholds the decision made by the Court of Appeal it may have a significant

impact on the way damages are assessed and the 'reasonable' steps shipowners will be required to take in order to mitigate their losses – even, ultimately, to sell their vessels.

Source: Reed Smith (Article by Dr. George Panagopoulos)

Inséré 26/06/17 BOEKEN LIVRES BOOKS Enlevé 26/07/17

“The Shipmaster’s Business Self-Examiner”

BOEK BESPREKING by : Frank NEYTS

The Nautical Institute recently published an updated edition of the book entitled “**The Shipmaster’s Business Self-Examiner**”. Author is Malcolm Maclachlan FNI. The tenth edition of this popular guide has been completely revised and expanded to take account of the latest changes to maritime regulations and procedures. It is an invaluable reference for all who need to understand the fundamentals of business and law as they affect the day-to-day management of a commercial ship. Designed primarily as a study aid for Master’s Orals, the book is also used by OOW and Chief Mate students and has drawn the praises of many successful Orals candidates in the UK and overseas. Addressing candidates in the foreword to the book, the MCA’s former Chief Examiner, Claude Hamilton, wrote: “You have to be well prepared and able to show the examiner that you are competent.” Careful study of “The Shipmaster’s Business Self-Examiner” will ensure that the candidate is indeed well prepared and can face the MCA examiner with confidence. More than 4,200 questions and answers are set out in nine logically arranged sections, covering Maritime treaty instruments, The flag state and its laws, The shipowner, manager and operator, The ship, Master and crew, The ship’s employment, Marine insurance, At sea and In port. The author, Malcolm Maclachlan FNI, is a former Shipmaster and ex-maritime college lecturer with more than 25 years’ experience in preparing students for MCA examinations. “**The Shipmaster’s Business Self-Examiner**” (ISBN 978-906915-35-3-7) is issued as an A4-softback and counts 373 pages. The book costs £60. The book can be bought from the better bookshop, or one can contact The Nautical Institute, 202 Lambeth Road, London, SE1 7LQ, UK. Tel. +44.(0)20.7928.1351, Fax +44.(0)20.7401.2817, pubs.admin@nautinst.org, Web: www.nautinst.org.

Inséré 26/06/17 NIEUWS NOUVELLES NEWS Enlevé 26/07/17

Onboard verification of fuel sulphur content

On 22 August 2016 Transport Canada (TC) started to rigorously monitor all ships operating within the Canadian jurisdiction of the North American Emission Control Area (NA-ECA) to ensure they are using fuel containing not more than 0.10 per cent sulphur by mass. According to their Ship Safety Bulletin No.08/2016, Canadian marine safety inspectors may request samples of fuel to be drawn from the ship’s fuel service system during routine

inspections and will use portable fuel analysers to measure the sulphur content of the sample. Depending on the results of the analysis, or if a portable analyser is not available, the inspector may also forward the sample to an accredited laboratory to confirm compliance with the fuel oil sulphur content requirements.

The shipping industry is facing increasingly stricter air emission limits all over the world, e.g. through MARPOL Annex VI, EU Directive 1999/32/EC and other regional regulations. Ships berthed in EU ports have used marine fuel with a sulphur content not exceeding 0.10 per cent since 1 January 2010. The 0.10 per cent sulphur cap on fuel in use within the NA-ECA has been in force since 1 January 2015, and in the State of California since 1 January 2014. A more recent example is China's introduction of a 0.50 per cent sulphur cap in three major port regions. As shipowners and operators continue to meet applicable sulphur oxides emission limits by changing to compliant low sulphur fuel prior to entering one of the regulated areas, use of onboard spot sampling of a ship's fuel is becoming increasingly common as a means for port state control officers (PSCOs) to verify compliance.

Sulphur "content-in fuel" inspections A ship may be targeted for a sulphur inspection for various reasons, e.g. the existence of a previous non-compliance or warning received concerning its fuel, the ship is scheduled to bunker at a specific port, or as part of a maritime safety administration's enhanced verification programme. In the EU for example, a Commission Implementing Decision 2015/253 lays down the rules and establishes a mandatory frequency of sulphur inspections for each Member State based on the number of port calls in the respective state. It also requires a certain percentage of these ships to have the sulphur content of the marine fuel being used on board checked by sampling or analysis or both.

In order to establish whether a ship is in compliance, PSCOs will examine documentation onboard such as bunker delivery notes, ships' log books, written procedures for fuel oil change-over, International Air Pollution Prevention (IAPP) certificate issued under MARPOL Annex VI, tank plans and diagrams etc. – and frequently a sulphur inspection will be limited to these checks. However, where there is doubt about a ship's ability to properly manage the lower sulphur fuel oil onboard and prevent it being mixed or contaminated with higher sulphur oils, PSCOs may request to draw samples from the fuel oil supply lines or tanks as well.

Recommendations

Prepare for inspections: Masters and engine crews onboard ships operating on two different sulphur grades of fuel oil should familiarise themselves with the sulphur emission limits applicable within their trading area – and be well prepared for a sulphur inspection. In addition to having the relevant onboard documentation in order, and easily available to the PSCO, procedures should ensure that samples of fuel can be drawn safely from the ship's fuel service system when such sampling is requested by the attending PSCO.

Identify suitable and safe locations for sampling: In the absence of a dedicated sample valve approved by the flag state/classification society, the ship's representative should be able to propose a location for sampling that is representative of the fuel in use, typically downstream of the service tank and as close to the fuel oil combustion machinery as possible. However, as the introduction of sampling points into a pressurised fuel pipeline introduces a risk of fire and explosion, safety is paramount when proposing a location. The sampling location should be shielded from any heated surfaces or electrical equipment so as to preclude impingement of fuel onto such surfaces or equipment under all operating conditions. Arrangements for suitable drainage to a safe location should also be considered.

Retain sample bottles onboard: Fuel samples may be taken at more than one location in the fuel service system to try to ensure that the risk of contamination from other sources

is unlikely. For each sample drawn during an inspection, the ship's representative should ensure that a properly sealed and labelled sample bottle is retained onboard the ship. It is advisable to keep the sample bottles for a period of not less than 12 months from the date of collection.

Available guidance

The European Maritime Safety Agency (EMSA) has published a "Sulphur Inspection Guidance" which provides useful advice and information on the PSCO's approach to the inspection of ships and how they ascertain the vessel's compliance with applicable sulphur in fuel requirements. i.e. the EU sulphur directive 1999/32/EC as amended. Section 2.7 of the EMSA guidance addresses sample collection and analysis and recommends a location for sampling to fulfil the following conditions: be easily and safely accessible; take into account the different fuel grades used for the fuel-oil combustion machinery items;

be downstream of the fuel in use from the service tank; and be as close to the fuel inlet of the fuel-oil combustion item as is possible and in a safe location, taking into account the type of fuels, flow-rate, temperature, and pressure behind the selected sampling point.

Members and clients may also be aware that in February 2016, at its 3rd session, the IMO Sub-Committee on Pollution Prevention and Response (PPR) agreed on a draft MEPC circular on "Guidelines for onboard sampling for the verification of the sulphur content of the fuel used onboard ships" for submission to the forthcoming MEPC 70 in October 2016. The draft MEPC circular's recommendations on the location for fuel oil sampling seem to be in line with the EMSA guidance.

Source: GARD

Inséré 28/06/17 DOSSIER Enlevé 28/07/17

Investment pours into unmanned ships

A variety of autonomous ship technology development projects are taking off in Northern Europe, with millions of pounds and Euro being committed to the introduction of new pilot systems and test vessels

Across Europe, the dream of creating an unmanned ship that can operate autonomously at sea may be coming a few steps closer to reality, with various governments and institutions backing the development of new technologies in the field.

Finland, for example, is enthusiastically supporting the future testing of autonomous ships, with the country aiming to provide the world's first unmanned maritime products, services and ecosystem by 2025.



The Finnish project team want to see an autonomous vessel ecosystem operational by 2025

As a part of this ecosystem, the Ministry of Transport and Communications says it is committed to enabling the testing of autonomous vessels in Finland by adopting a flexible approach to their approval.

Tekes, the Finnish Funding Agency for Innovation, will finance this autonomous marine ecosystem development, which will include firms

like Rolls Royce, Wärtsilä, Cargotec, Ericsson, Meyer Turku, and Tieto.

"We are especially enthusiastic about colliding our world class ICT start-up scene with strong maritime players. New networks will boost exchanging ideas and create a pioneering community for intelligent shipping," said programme manager Piia Moilanen from Tekes.

The initiative will try to create a common roadmap for autonomous marine operations by cultivating co-operation and coordinated development between industry, research institutes, class societies and authorities.

DIMECC Ltd will act as the ecosystem manager, responsible for coordinating these efforts. DIMECC includes a network of more than 2,000 R&D professionals and 400 organisations, including maritime, ICT and software companies.

Trondheimsfjord

Not to be outdone by their Finnish neighbours, the Norwegian Coastal Authority (NCA) has designated an extensive area of the Trondheimsfjord in Northern Norway as an official test bed for autonomous shipping.

Following on from the Norwegian government's new National Transport Plan, the fjord offshore Trondheim will host projects working on the development of technology that aims to make autonomous shipping a reality.

The area experiences light vessel traffic, making it a safe place to conduct autonomous vehicle trials, and is also home to a maritime technology cluster with several academic and research organisations.

The initiative was established by the Norwegian Marine Technology Research Institute (MARINTEK), the Norwegian University of Science and Technology (NTNU), the Trondheim Port Authority, Kongsberg and Maritime Robotics. Other stakeholders include the Ocean Space Centre, and NTNU's Center for Autonomous Operations and Services (AMOS).



Trondheimsfjord will host trials of new autonomous ship projects

"As far as we know, there are no such test sites of this kind in the world so the Norwegian Coastal Authorities are taking the lead in a changing maritime world," said Gard Ueland, president, Kongsberg Seatex.

"We are seeing how autonomy is coming into vehicles on land. I believe we will see some massive changes in the future leading to smart ships that will make maritime transport safer and more efficient. We will also see technology that has the potential to enable fully

autonomous cargo vessels. Much of this will come from Trondheim, thanks to the unmatched maritime expertise here and our autonomous vehicles test bed.”

Kongsberg has already been working on autonomous technology trials in the Trondheimsfjord, with its Trondheim-based subsidiary Kongsberg Seatex having tested various new systems in the area in June 2016, together with the NTNU and the Norwegian Defense Research Establishment.

Furthermore, the AUTOSEA project, which is focusing on automated situational awareness, will also use Trondheimsfjord as a test site for sensor fusion systems which aim to reduce the risk of collisions between ships and vehicles when increasing levels of autonomy are introduced, leveraging sensor types not normally used for such purposes in the maritime sector such as cameras, infrared and LIDAR.

ENABLE

In Southern Norway, also getting involved in unmanned ship research is Egersund-based NAVTOR, which has been selected to represent the maritime industry in the ENABLE project, an EU initiative to validate the safety of autonomous vehicles in Europe.

The Norwegian firm has received funding to investigate the concept of ‘shore-based bridges’ over the next three years as a stepping stone on the path to autonomous vessels as part of the project.

ENABLE was originally proposed by the car industry, before the EU widened its scope to take in the full spectrum of transport, including ships.

“It’s an honour to be selected as the sole representative for our industry,” said NAVTOR e-Navigation project manager, Bjørn Åge Hjøllø.

“The opportunity to work alongside established leaders in analogous transport sectors – learning from them, sharing knowledge and collaborating for new technical solutions – really is ‘once in a lifetime’.”

“The shared goal is important for Europe, while the expertise we accrue will obviously be of huge benefit to our customers – all of whom can take advantage of key elements of shore-based bridges.”

NAVTOR’s role in ENABLE, which runs through to October 2019, will focus on testing the validity of the software element of a remote bridge concept. This will be built upon continuous data sharing between vessels and land, with key navigation functions migrating from the crew to office-based teams.

Shore-based bridges will not be central to the day-to-day operation of autonomous vessels, NAVTOR says, but will be a vital part of their support infrastructure, allowing those on shore to take charge of individual ships when necessary.

“We believe autonomous vessels will be a reality within the next 10 to 15 years. Shore-based bridges will be a vital part of realising that vision,” adds Mr Hjøllø.

“However, before that point there is work to be done. We can use our expertise with software, monitoring, planning, and the secure transfer of data between vessels as a platform to build upon. Together with actors from sectors such as research institutes and the car industry, which has already made huge leaps forward in autonomy, we can accelerate the development of safe, reliable and innovative solutions for maritime.”

“This is a long-term project with huge potential. We’re delighted to be taking the maritime lead.”

NAVTOR launched the initiative with a pre-project meeting including representatives from 16 of Europe’s leading research and development institutions, held in its hometown Egersund. Other ENABLE participants include IBM, Philips Medical Systems, Renault, Tieto and Siemens.

Mayflower Autonomous Ship

Plans are also underway in the UK to apply unmanned ship technologies in the construction of a multi-million pound robot boat to mark the 400th anniversary of the sailing of the Mayflower out of Plymouth, with a Crowdfunding initiative being launched by the team behind the Mayflower Autonomous Ship (MAS) to support its development.

The unmanned ship will be a 21st Century version of the original Mayflower vessel and aims to be able to sail without crew from Plymouth, UK to Plymouth, USA in 2020 on the 400th anniversary of the first ship's sailing.

The MAS is envisaged to be a trimaran, 32m long and 16m wide, made of carbon fibre. Design and testing of the boat will take about 18 months, with construction to take place in 2018. Trials will start in late 2018 or early 2019.

In order to get the design from blueprint to boatyard, the organisers say that they need to raise £300,000 for the design and development stage, which will include wave tank scale-model testing.

Crowdfunding contributors will be able to have personal messages inscribed on the new ship. For £20 you can put your name on the boat; for £50 you can put your family's name on it and for £35 you can put two names and a significant date.

Larger donations will be rewarded with invitations to VIP events, invitations to the launch, and other offers.

"So far we have the plans, the passion, the potential and now all we need is to get it to production," said Patrick Dowsett, who spent 30 years in the UK Royal Navy, including time as a commander in charge of HMS Northumberland.

"It is ground-breaking in so many ways and will put Plymouth on the global map for marine science excellence. We are offering everyone a chance to get involved in this incredible Devon project."

"This first stage will nail down the planning, the testing, the project development and the modelling to enable us to start the build of the real thing in 2018."

The Mayflower Autonomous Ship will sail without captain or crew across the Atlantic and be used to conduct scientific research around the world.

When launched, the MAS could be controlled by a computer, or by a captain sitting behind a virtual bridge onshore. It will sail out of Plymouth via remote control and then switch to autonomous control once out at sea.

The vessel will be solar powered, with the latest battery technology and renewable energy capture systems, which will help in travelling to inhospitable parts of the world to conduct scientific research and collect data. On board there will be unmanned aerial vehicles, as well as life rafts so that it can respond to distress calls from other mariners.

The MAS will be built in Plymouth and the South West of the UK, with the team behind the project, a collaboration between Plymouth submarine builder MSubs, Plymouth University and charitable marine research foundation Promare, now looking for suitable locations.

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Inséré 30/06/17 HISTORIEK HISTORIQUE Enlevé 30/07/17

1914:la fin de l'Océanie allemande

PAR JEAN WATELET

S'il est un épisode mal connu de la guerre navale en 1914, c'est bien cette aventure qui vit s'affronter en Océanie les Allemands et leurs adversaires anglais et australiens - qui avaient d'ailleurs reçu pour l'occasion le renfort très intéressé des Japonais. Un empire colonial de l'autre bout du monde, édifié à la fin du XIXe siècle par l'Allemagne impériale, ne pouvait survivre aux premiers mois de la guerre. Malgré la fameuse escadre de l'amiral von Spee, les Allemands ne pouvaient sérieusement défendre des possessions aussi éloignés de leur mère patrie. Aussi leurs colonies et comptoirs vont-ils tomber les uns après les autres entre les mains des alliés. La marine joue un rôle capital dans ces opérations, menées par des effectifs très faibles et où les pertes, des deux côtés, furent négligeables à côté des immenses hécatombes des théâtres d'opération européens. L'Océanie allemande aura donc été un rêve qui n'aura duré que quelques dizaines d'années. Les conséquences de cette défaite seront fort singulières. En effet, les Japonais parviendront à occuper des territoires qu'ils n'auraient jamais osé inclure dans leur sphère d'influence sans l'appui de leurs alliés de la Première Guerre Mondiale. Et ce sont ces territoires qui vont voir se dérouler quelques-uns de plus durs combats de la Seconde Guerre mondiale, quand les alliés du précédent conflit vont se livrer une lutte à mort pour la domination de l'océan Pacifique. Quant aux Allemands, leur présence dans cette région du globe n'est plus alors qu'un lointain souvenir, malgré la présence dans les mers du Sud de quelques navires corsaires.

Allemagne s'est intéressée à l'Océanie dès les années 1882-1884. Profitant de ce que les Anglais et les Français étaient en rivalité à propos de l'Égypte, Bismarck, qui pourtant ne croyait guère à la création de colonies allemandes, a fait occuper certains points de la côte africaine, et il a envoyé une poignée d'hommes planter le drapeau sur les îles du Pacifique encore libres de toute colonisation européenne.

En quelques années, l'Allemagne s'est installée dans une partie des îles Salomon, en Nouvelle-Bretagne, dans les îles Marshall, puis elle a partagé avec la Grande-Bretagne et les États-Unis les îles Samoa, enfin elle a occupé la côte nord de la Nouvelle-Guinée, qui se trouve répartie entre les Pays-Bas à l'ouest, l'Australie au sud, et l'Allemagne.

En 1899, pour seize millions de Marks, le gouvernement de Guillaume II achète à l'Espagne, ruinée par sa défaite de l'année précédente, ce qui subsistait de son empire colonial : les îles Carolines, Mariannes et Palaos.

Le Kaiser en Océanie

Des noms insolites dans ces régions apparaissent sur les cartes. Nouvelle-Bretagne, ainsi nommée en 1700 par le navigateur anglais Dampier et dont la capitale est Rabaul, devient l'archipel Bismarck. Les îles voisines sont appelées « Nouvelle-Poméranie », « Nouveau-Mecklembourg », « Nouveau-Lauenbourg » et « Nouveau-Hanovre ». Quant à la partie annexée de la Nouvelle-Guinée, elle prend le nom de « Terre de l'empereur Guillaume ».

Deux ans auparavant, Guillaume II a tourné ses regards vers la Chine, a fait prendre possession de Kiao-Tchéou, et construire à TsingTao une ville d'aspect tout germanique ainsi qu'une base navale.

Des compagnies commerciales mettent remarquablement en valeur les territoires colonisés, bien que les Européens y soient très peu nombreux; des villes sont fondées, des plantations assurent la prospérité des îles.

Administrativement, les possessions allemandes sont divisées en deux : le « vieux protectorat » -Nouvelle-Guinée, archipel Bismarck et Salomons -, et le « territoire des îles » - Palaos, Mariannes, Marshalls et Carolines.

La Nouvelle-Guinée, la plus grande île du monde, est une région montagneuse en grande partie inexplorée, habitée par des Papous passant pour pratiquer le cannibalisme. Son siège administratif est la bourgade de Friedrich Wilhelmshafen, que les Australiens nomment Madang, seul emplacement où les coraux n'offrent pas de danger pour la navigation.

A l'est, la capitale de l'archipel est Rabaul. Elle deviendra, de 1942 à 1945, le quartier général japonais en Océanie. C'est un excellent port, au carrefour des grandes routes commerciales qui conduisent à l'Insulinde vers l'Amérique, et de la Chine vers l'Australie. Les autres îles ne sont qu'une poussière d'atolls. Elles ont toutefois une grande importance stratégique. L'île de Nauru, au sud des Marshalls, recèle de riches gisements de phosphates.

Le trafic maritime allemand devient si important que les Anglais et les Australiens, qui se croyaient chez eux dans cette partie du monde sont, en 1914, sur le point de se voir évincés de la navigation commerciale.

En outre, les Allemands ont installé partout des stations-radio et des câbles télégraphiques. Ils peuvent entrer en communication avec le quartier-général allemand de Chine, à Kiao-Tchéou, et, de là, avec Berlin. En quelques heures, la métropole est informée de ce qui se passe dans les plus lointaines de ses colonies.

L'escadre de von Spee

Les Allemands ont prévu l'éventualité d'un conflit en Océanie, un conflit qui ne pourrait être que naval, car leurs colonies n'ont pratiquement pas de troupes et ne possèdent pas d'artillerie. Ils ont mis en place des dépôts de charbon et des points de relâche pour leur puissante escadre d'Extrême-Orient, placée sous les ordres de l'amiral von Spee. Cette escadre comprend les croiseurs-cuirassés Scharnhorst et Gneisenau, deux magnifiques unités neuves dotées d'une excellente puissance de feu, les croiseurs légers Leipzig, Dresden, Nuremberg et Emden, et les croiseurs-auxiliaires Cormoran, Geier et Prinz Eitel-Friedrich. Tous ne cessent de sillonner l'océan, de la Californie et du Chili à la Chine, et ils se rencontrent parfois dans un atoll ignoré, à l'écart des routes maritimes. La flotte allemande est redoutable : elle peut frapper n'importe où, puis disparaître et se dissimuler pendant des mois.

Un seul bâtiment, le croiseur-cuirassé Australia, surclasse le Scharnhorst et le Gneisenau. Pour interdire à l'amiral Von Spee de passer, par le cap Horn, dans l'Atlantique Sud, les Britanniques ne disposent, aux îles Falkland, que d'une petite escadre de navires hors d'âge. Pour lui barrer l'accès à l'océan Indien, seuls sont utilisables deux croiseurs australiens, le Melbourne et le Sydney. L'escadre britannique du Cap est à vingt jours de mer de toute intervention et elle doit, de surcroît, surveiller l'Afrique orientale allemande où stationne le croiseur Koenigsberg.

Dès la déclaration de guerre, les deux Dominions de l'Australie et de la Nouvelle-Zélande se préoccupent de l'arrivée éventuelle devant leurs côtes de l'escadre ennemie, dont on sait seulement qu'elle a quitté la Chine à la fin du mois de juin.

Les projets du gouvernement anglais

Le 6 août, de Londres, le Secrétaire d'État aux colonies envoie un message chiffré au gouverneur-général de l'Australie :

« Si vos ministres désirent et se sentent capables de s'emparer des stations-radio allemandes de Yap, de Nauru et de Nouvelle-Guinée, nous estimons que ce serait là un grand et urgent service rendu à l'Empire. Vous comprendrez aussi que tout territoire

occupé dès maintenant devra être mis à la disposition du gouvernement de l'Empire pour faire l'objet d'arrangements lors de la conclusion de la paix. D'autres Dominions agissent avec le même objectif, en particulier celui de la Nouvelle-Zélande à propos des Samoa. »

Le gouvernement australien accepte immédiatement d'équiper un corps expéditionnaire de quinze cents hommes, et de l'envoyer en Nouvelle-Guinée, à bord d'un navire marchand armé de canons; il prévoit aussi des opérations ultérieures contre Nauru et Yap.

Le 18 août parvient un nouveau texte :

« En relation avec l'expédition contre les possessions allemandes du Pacifique, le drapeau britannique devra être hissé dans tous les territoires occupés par les forces de Sa Majesté, et il faudra prévoir la mise en place d'une administration provisoire. Aucune proclamation formelle d'annexion ne devra être faite sans l'accord préalable du gouvernement de Sa Majesté. »

Préparatifs militaires

L'Australie est en pleine mobilisation. Lors de la déclaration de guerre, elle a promis de mettre à la disposition de Londres, pour l'envoyer en Europe, un corps de vingt mille hommes, et cela en six semaines. En même temps, le colonel J. -G. Legge, chef d'état-major général australien, rentré d'Angleterre le 8 août, prépare une concentration de moyens navals et militaires qui prendra le nom de « Australian Naval and Military Force » : six compagnies de la Royal Australian Naval Reserve, un bataillon d'infanterie sur pied de guerre, fort de plus de mille hommes, deux sections de mitrailleuses, des éléments des transmissions, enfin un service médical.

Le colonel William Holmes, un vétéran de la guerre des Boers, en assume le commandement. Il prend pour adjoint le major Heritage, commandant l'école militaire de Randwick, et il place à la tête du bataillon d'infanterie un de ses vieux camarades d'Afrique du Sud, le lieutenant-colonel Russell Watson.

Tous les hommes sont des volontaires, et ceux-ci n'ont pas manqué. Réunis dans une caserne de Sydney, ils subissent quelques jours d'entraînement avant de prendre place à bord du Berrima, un paquebot de 11 000 tonnes appartenant à la compagnie Peninsular and Oriental, affrété par le gouvernement australien et transformé en croiseur-auxiliaire. Le croiseur Sydney, le ravitailleur Aorangi, le transport Kanowna, les ravitailleurs de sous-marins Protector et Upolu, enfin les sous-marins A E 1 et A E 2, forment une petite escadre, qui se prépare à lever l'ancre pour la Nouvelle-Guinée. Une réunion de navires aussi disparates serait une proie facile pour l'escadre allemande ; elle n'en constitue pas moins une force écrasante pour s'emparer de la Nouvelle-Guinée.

Le 4 septembre, tous les navires sont réunis à Port-Moresby, capitale de la partie australienne de la Nouvelle-Guinée.

Où est von Spee?

Les dernières nouvelles reçues de l'amiral von Spee remontent au 29 juin. Il était alors aux îles Mariannes. Depuis, on sait que le Nuremberg a appareillé d'Honolulu, que le Dresden a quitté San Francisco, que le Leipzig est entré dans le Pacifique par le cap Horn.

Il est vraisemblable que tous ces bâtiments marchent à la rencontre les uns des autres, mais où?

Les Britanniques ignorent que l'Emden a été détaché de l'escadre et fait route vers la Malaisie, puis vers les côtes de l'Inde, où il mènera une guerre de course en solitaire. Les Australiens attendent von Spee, où plutôt redoutent son arrivée, au large de la Nouvelle-Guinée. Ils apprendront le 4 octobre que les Allemands ont bombardé Tahiti le 22

septembre, puis ont fait route sud-sud-est vers l'île de Pâques. L'Australie est délivrée du danger, mais personne ne s'en doute.

Derniers préparatifs australiens



Le croiseur-cuirassé *Scharnhorst* qui, avec le *Gneisenau*, autre magnifique unité de l'escadre allemande d'Extrême Orient, « surveille » le Pacifique, de la Chine aux côtes chiliennes. (Arch. Histoire de la Mer)

Pour le moment, à Port-Moresby, le colonel Holmes inspecte ses troupes, et ce qu'il découvre n'est guère encourageant. La garnison de l'île Thursday, sur le continent australien, face à Port-Moresby, où stationne le régiment Kennedy, a été mobilisée dès le premier jour. La moitié de ses effectifs a été embarquée à bord du Kanowna. Aucun de ces hommes ne possède le moindre entraînement militaire; la plupart d'entre eux sont inaptes à faire campagne sous les Tropiques; enfin il n'y a pas d'approvisionnements. Holmes est contraint de signaler au gouvernement qu'il ne peut s'embarasser de telles troupes, et qu'il est obligé de renvoyer en Australie le Kanowna et les hommes qu'il transporte.

Au matin du 7 septembre, l'escadre australienne, protégée par le Sydney, appareille de Port-Moresby pour l'île Rossel, une des Louisiades, à l'extrême pointe orientale de la Nouvelle-Guinée. C'est un atoll bien abrité, avec un lagon ouvert vers le large par d'étroits passages. L'amiral Platey, commandant l'escadre, décide que le Sydney et des destroyers d'accompagnement feront route vers Rabaul, où ils arriveront le 11 septembre à 3 h 30 du matin. Si l'ennemi est sur place, les destroyers l'attaqueront pendant que le Sydney ira chercher protection auprès de l'Australie. Si le port est vide du gros de l'escadre de von Spee, les destroyers y pénétreront, détruiront les navires de guerre qui pourront s'y trouver, et rejoindront ensuite le Sydney. Il est possible que mouillent à Port-Simpson, avant-port de Rabaul, les deux navires allemands Planet et Komet. Dans ce cas, les destroyers les couleront et demanderont éventuellement un appui-feu au Sydney. Le gros de l'expédition arrivera à l'aube devant Rabaul et débarquera, le colonel Holmes ayant toute liberté pour mener comme il l'entendra les opérations à terre.

Les Allemands dans l'ignorance

A Rabaul, les Allemands ne savent rien. Aucun câble sous-marin n'atteint encore la Nouvelle-Bretagne : ceux-ci passent plus au nord. A part la présence épisodique d'un croiseur, les habitants ne sont reliés au monde extérieur que par les escales de cargos ou de paquebots car - et cela, les Australiens l'ignorent - la station-radio construite par la firme Telefunken n'est pas encore en service. Ses mâts n'ont pas été montés; seule une antenne provisoire relie la Nouvelle-Bretagne au reste du monde par le canal du poste de Nauru. C'est par elle que, le 5 août, la colonie a été avisée de la déclaration de guerre. Le gouverneur de l'île, le Dr Haber, est absent : il se trouve en visite d'inspection en Nouvelle-Guinée.

La veille, son adjoint Schlettwein a reçu, par le stationnaire Planet, alors à Rabaul, l'avis que la guerre était sur le point d'éclater en Europe. Le Planet a transmis cette information au Komet, qui se trouve en Nouvelle-Guinée où il a transporté le gouverneur et croise au large en attendant la fin de sa tournée d'inspection. Le gouverneur est à Morobé, la ville la plus à l'est de la Nouvelle-Guinée. Ce n'est que le 11 août qu'il apprend la déclaration de guerre et, à bord du Komet, rentre immédiatement à Rabaul. A Morobé, le capitaine du Komet l'a averti que, d'après les émissions qu'il a pu capter, deux croiseurs australiens se trouveraient dans la région.

Dès son arrivée à Rabaul, le gouverneur Haber est informé de ce qui s'est passé en son absence. Le 12 août, l'escadre australienne a pénétré dans la Baie Blanche, accès normal du port de Rabaul ; des destroyers ont mis à terre des équipes de démolition, et celles-ci ont détruit les installations téléphoniques de Rabaul et d'Herbertshöhe, ville située au sud de la Baie Blanche. Elles ont ensuite recherché vainement l'emplacement de la station-radio. N'ayant obtenu aucun renseignement à propos de cette station, les Australiens se sont retirés en menaçant de procéder à un bombardement naval s'ils captaient de nouvelles émissions.

Le gouverneur-adjoint n'a pas attendu le retour de son chef pour mettre la colonie en état de défense. Il a pris, le 6 août, une série de mesures :

- transfert de l'administration à Toma, une bourgade du centre de la Nouvelle-Bretagne.
- mobilisation générale de tous les Européens en état de porter les armes, soit une centaine d'hommes,
- répartition des fonds de la colonie entre les divers coffres des compagnies commerciales,
- achèvement de la mise en service du grand émetteur,
- fortification de la route qui relie Rabaul à Toma sur une dizaine de kilomètres,
- contrôle des pistes menant vers l'intérieur, abandon des villes de Rabaul et d'Herbertshöhe, et concentration des forces militaires disponibles autour de Toma.

La mobilisation

Dès son arrivée, le gouverneur Haber confirme les mesures prises; par ailleurs, il ordonne au capitaine von Klewitz, commandant les forces allemandes, de défendre à tout prix la station-radio, qui pourra être utile pour communiquer éventuellement avec la métropole mais surtout avec l'escadre de l'amiral von Spee. Enfin il fait démonter l'installation provisoire de radio et la fait transporter dans l'intérieur de l'île.

Les mesures de mobilisation permettent de disposer de deux officiers d'active, le capitaine von Klewitz, commandant supérieur des troupes, et le lieutenant Mayer, commandant les troupes indigènes, de sept officiers de réserve, d'une cinquantaine de blancs, sous-officiers et soldats, et de deux cent quarante soldats indigènes utilisés pour des missions de surveillance et de garde des installations. Les autres Blancs mobilisés ne peuvent être équipés, faute d'armes.

Les forces allemandes sont réparties à travers l'ensemble de l'île; elles ont des fusils, mais pas d'artillerie, et elles ont miné la route de Rabaul à Toma.

Depuis un mois, la Nouvelle-Bretagne ne reçoit plus d'approvisionnements. Les navires de commerce allemands ont quitté des eaux qui devenaient dangereuses pour eux, si bien que les stocks de vivres, principalement ceux de farine et de sel, sont bas. La sécheresse qui règne depuis deux ans a réduit les stocks de riz, nourriture de base des indigènes travaillant dans les plantations. Les nouvelles du monde extérieur se raréfient. La station-radio de Yap, dans les Carolines, a été détruite, le 12 août, par le croiseur britannique Hampshire. Les Néo-Zélandais s'emparent des stations d'Apia, capitale des îles Samoa, et de Nauru mais n'occupent pas encore les îles. Le 9 septembre, l'isolement est complet.

L'ultimatum australien

Dans la matinée du 11, l'amiral Platey fait parvenir, par parlementaire, un ultimatum au gouverneur :

« Excellence,

« J'ai l'honneur de vous informer que je viens d'arriver avec l'intention d'occuper Herbertshöhe, Rabaul et la Nouvelle-Bretagne.

« Je ferai remarquer à Votre Excellence que les forces dont je dispose rendent inutile toute opposition de votre part; toute résistance ne pourrait aboutir qu'à une vaine effusion de sang.

« En considération de ceci, j'informe Votre Excellence que je considérerai toutes communications entre vous et vos forces navales par le moyen de la radio comme un acte d'hostilité. De telles communications doivent cesser immédiatement.

« Je désire aussi qu'il me soit fait immédiatement reddition de la ville de Rabaul et de tous les territoires sous votre autorité.

« Une réponse devra être remise sans délai au porteur de ce message.

« Si vous n'avez pas l'intention d'offrir de résistance, vous devrez m'en informer et me donner tous renseignements concernant le mouillage éventuel de mines dans vos ports.

« Votre Excellence aura aussi la bonté de me faire connaître quand elle pourra me rencontrer, moi-même ou l'un de mes représentants, pour procéder au transfert de souveraineté.

« Il est désirable que vos intérêts comme ceux de vos administrés soient sauvegardés le plus rapidement possible.

« J'ai l'honneur d'être, Monsieur, de Votre Excellence l'obéissant serviteur.

« Signé : George PLATEY

Contre-amiral commandant la flotte australienne. »

Le gouverneur ne se trouvant pas à Herbertshöhe, le texte est remis à un civil, qui se charge de le lui faire parvenir.

Conformément aux plans allemands, aucune résistance n'est offerte sur place, et le lieutenant Mayer se retire dans l'intérieur avec ses hommes. Aussi, le même jour, le drapeau allemand est-il amené et remplacé par l'Union Jack.

D'après les renseignements dont dispose l'amiral Platey, il existerait deux postes émetteurs, l'un en cours de montage, à six kilomètres de Herbertshöhe, sur la route de Toma, et le second dans la région de Kabakaul, à l'est de Herbertshöhe. Deux colonnes australiennes marchent dans ces directions, pendant qu'un détachement reste en ville et assure le débarquement des approvisionnements apportés par le Sydney.

La marche dans la jungle



Le détachement du lieutenant Bowen, parti de Herbertshöhe vers ce qui semble être l'émetteur principal, prend pour guide un Chinois rencontré sur place, et avance à travers la jungle dense, de part et d'autre de la route de Toma, lorsque quelques-uns des hommes, commandés par l'officier-marinier Palmer, distinguent, en embuscade, des indigènes et des Blancs qui les observent.

Après un échange de coups de fusil, l'un des

Blancs, le sergent-major Mauderer, la main droite fracturée par une balle, accepte de se rendre et d'ordonner à sa troupe de déposer les armes. Les deux autres Blancs se rendent peu après : il s'agit d'un officier de réserve, le capitaine Wuchert, chargé de défendre les approches de l'émetteur, et du lieutenant Mayer. Leur capture désorganise la défense allemande; en outre, les Australiens trouvent sur eux des cartes détaillées de la région, dont ils étaient dépourvus.

Mais les coups de feu ne cessent de retentir dans la jungle. Bien que privés de leurs chefs, les indigènes continuent à tirailler contre les Australiens, qui demandent des renforts. Bien dissimulés, les indigènes abattent le matelot Williams - le premier mort australien de la guerre -, puis le médecin militaire Pockley, tué au moment où il se penchait sur un blessé. La route de la station-radio est fortement défendue, et coupée par des tranchées occupées par des tireurs d'élite. Elles doivent être prises les unes après les autres, avec l'appui d'une section de mitrailleuses.

A 19 h, la station-radio tombe enfin aux mains des Australiens. D'après les documents trouvés sur place, il apparaît qu'à midi le gouverneur avait demandé en vain l'appui de la flotte allemande. Il avait aussi ordonné que si la station tombait aux mains de l'ennemi, elle devrait être détruite et ses mâts abattus préalablement à toute reddition. L'appareil récepteur serait alors emporté par les hommes qui se replieraient vers Toma.

Reddition des Allemands

Le lendemain matin, le gouverneur répond au message de l'amiral :

« Toma, le 11 septembre 1914

« Le gouverneur impérial de la Nouvelle-Guinée allemande.
« J'ai l'honneur d'accuser réception de la lettre que m'a fait parvenir votre Excellence. L'administration des protectorats allemands m'a été déléguée par Sa Majesté l'Empereur au nom de l'Empire. En ma qualité de gouverneur, je ne puis effectuer la reddition des protectorats à Votre Excellence.

« Il m'apparaît donc impossible d'ouvrir des négociations sur un *modus vivendi*, étant donné que l'état de guerre existe depuis que Votre Excellence a pris l'initiative d'ouvrir les hostilités. Pour la même raison, il ne m'est pas possible de cesser les émissions de radio.

« J'ai noté le fait que Votre Excellence veut occuper les villes de Rabaul et de Herbertshöhe. Ces deux localités sont sans défense. Leurs habitants désirent vaquer paisiblement à leurs occupations. Je vous donne ma parole que le port de Rabaul n'est pas miné, de même que la route de Herbertshöhe.

« Je serais donc heureux que Votre Excellence suspende toutes les opérations militaires contre ces deux places, et permette à l'administration locale, même après l'occupation par les troupes de Votre Excellence, d'assurer l'ordre public et la sécurité.

« Je saisis cette occasion pour assurer Votre Excellence de ma plus haute estime.

« J'ai l'honneur d'être

« E. HABER

Gouverneur de la Nouvelle-Guinée »

Cette lettre n'était que de pure forme : les Allemands se rendent, et le drapeau britannique est hissé à Rabaul le 13 septembre.

Les Australiens ont perdu deux officiers et quatre hommes tués; un officier et trois hommes sont blessés. Un sous-officier allemand et trente indigènes ont été tués, un sous-officier et dix indigènes blessés. Le nombre des prisonniers se monte à trois officiers, seize sous-officiers et hommes de troupe blancs, et cinquante-six soldats indigènes. D'autres se sont enfuis dans la jungle.

Deux jours plus tard, le gouverneur rencontre le colonel Holmes, non loin de Herbertshöhe. Pendant qu'on discute, un croiseur arborant le pavillon français apparaît au large : c'est le Montcalm aux ordres du contre-amiral Hugué, qui vient d'aider les Néo-Zélandais à s'emparer de Samoa et coopère maintenant avec la flotte australienne.

Le récit du lieutenant Mayer

Le 17 septembre, la capitulation allemande est signée : elle prévoit l'abandon non plus de Rabaul mais de toutes les possessions allemandes dans le Pacifique, la fin de toute résistance armée, et la reddition des troupes allemandes, auxquelles les honneurs militaires seront rendus. Le gouverneur, sur parole de ne plus participer à la guerre, sera libre de rentrer en Allemagne - en fait, il se fixera en Australie. Les soldats seront considérés comme prisonniers de guerre, et les civils mobilisés seront libres de rentrer chez eux après avoir prêté serment de ne plus combattre.

Le capitaine von Klewitz et le lieutenant Mayer montent à bord du Berrima, où ils sont cordialement accueillis, et racontent leurs aventures aux officiers australiens. Laissons la parole au lieutenant Mayer :

« Non, quand votre flotte est apparue pour la première fois, je ne pensais pas qu'elle reviendrait. Nous pensions pas que cela valait la peine, pour l'Australie, d'envoyer des forces importantes prendre possession des îles, et que celles-ci seraient plus utiles en Europe. Une force réduite pour attaquer et détruire la station-radio, peut-être, mais certainement rien de plus.

« Pourtant, la résistance était sans espoir. Mais le Dr Haber avait des ordres du gouvernement impérial pour défendre la station s'il le pouvait. Pour moi, je ne voulais pas qu'on se batte à Friedrich Wilhelmshafen. Que pouvait-on faire ? Ces gens-là ne sont pas entraînés à se battre dans la jungle.

« La façon dont j'ai été capturé est très amusante. Quand vos hommes ont débarqué, j'avais auprès de moi un sergent-major et vingt-huit soldats blancs, placés en éclaireurs dans la jungle. J'entendis qu'on tirait dans la direction de mon sergent-major, et je le trouvai blessé à la main. Je lui dis qu'il ferait mieux de rester sur place jusqu'à l'arrivée de l'ennemi, car il pourrait être pansé par un médecin, alors que je n'en avais pas. Le nôtre

se trouvait à Toma. C'est amusant, n'est-ce pas, de faire la guerre sans un docteur sous la main ? Puis je regardai autour de moi, et tous les indigènes avaient fui. Après bien des recherches, je finis par en trouver cinq, avec lesquels je retournai sur la route. C'est alors que j'entendis la voix du capitaine Wuckert. Il avait envoyé deux patrouilles d'indigènes le long de la route, qui s'étaient fait prendre, et il ignorait ce qu'elles étaient devenues lorsqu'il fut fait prisonnier par vos marins.

« J'entendis sa voix à travers les buissons et je me dis "c'est la voix de Wuckert". En m'approchant, je le vis parlant à un officier, que je pris pour un Allemand. Je m'avançais vers lui la main tendue lorsqu'il se tourna soudain vers moi et me cria « jetez vos armes ». Je voulus m'enfuir mais j'étais cerné par des baïonnettes, voilà comment j'ai été pris. » Le lieutenant ne pouvait s'empêcher de rire, et son interlocuteur australien conclut : « Parbleu, c'était une mauvaise chance. Et maintenant, venez boire un coup. »

La prise des navires allemands

Il reste maintenant à faire appliquer la capitulation dans les territoires non encore occupés, surtout en Nouvelle-Guinée.

L'escadre australienne parvient, le 24 septembre, devant Friedrich Wilhelmshafen. L'Encounter, sous pavillon parlementaire, accoste. L'amiral Platey a rédigé une lettre adressée à « Son Excellence l'officier représentant le gouvernement de la Nouvelle-Guinée allemande à Friedrich Wilhelmshafen », à laquelle il joint un exemplaire de la convention de capitulation.

Le représentant allemand ne se trouve pas sur place : il est parti mener une « opération punitive » contre les indigènes. Son adjoint se rend à bord de l'Australia qui, avec le Montcalm se tient à l'entrée de la passe. Les Allemands acceptent immédiatement de se rendre, et une garnison australienne est laissée sur place. En fait, le représentant allemand avait rejoint, au nord, la ville de Port Alexis où se trouvait un bâtiment allemand, le Cormoran. Il naviguait avant la guerre sous pavillon russe et portait le nom de Riasan. Capturé par l'Emden dès la déclaration de guerre, il avait été transformé en croiseur-auxiliaire et son commandant avait reçu de l'amiral von Spee l'ordre d'attaquer, avec le Prinz Eitel-Friedrich, le trafic commercial australien.

Le 29 septembre, le Cormoran appareille pour Yap où il embarque des troupes afin d'effectuer une attaque par surprise contre la garnison australienne de Friedrich Wilhelmshafen, lorsque la nouvelle de la capitulation du gouverneur Haber lui est transmise par radio. Dans ces conditions, engager des opérations militaires pourrait avoir des conséquences tragiques pour la population civile. Le Cormoran renonce, et va se faire interner à Guam par les autorités américaines, pendant que le Prinz Eitel-Friedrich rejoint l'escadre de von Spee.

Un seul bâtiment allemand reste dans ces eaux, le Komet, vapeur caréné en yacht, qui servait aux déplacements du gouverneur. Cette belle unité de 977 tonnes se cache, pour le moment, dans les îles voisines de la Nouvelle-Bretagne. Le colonel en réclame la livraison au gouverneur, conformément aux termes de la capitulation. Haber répond que, selon les instructions qu'il a reçues avant la guerre, il a placé le Komet aux ordres de von Spee, et qu'il ignore où il se trouve. Examinant les messages radio reçus, les Australiens n'ont pas de peine à découvrir que le Komet doit rejoindre aux îles Salomon les cargos Sumatra et Mekolo, chargés de charbon pour l'escadre allemande. Il est finalement repéré, au début d'octobre, à l'extrémité occidentale de la Nouvelle-Bretagne, là où les Australiens ne sont pas encore parvenus. Les deux charbonniers ont été, entre temps, capturés. Le croiseur Encounter envoie le patrouilleur Nusa reconnaître l'ennemi. Le Nusa est armé de deux pièces de petit calibre. Le Komet se dissimule, à toucher terre, parmi les cocotiers d'une plantation, qui borde le rivage. Dès qu'il a aperçu les mâts du Komet, le lieutenant de

vaisseau Jackson, commandant le patrouilleur, ordonne de mettre une embarcation à la mer et, protégé par un pavillon parlementaire, fait faire force de rames vers le Komet, dont le commandant accepte immédiatement de se rendre.

Le navire est intact. Les mitrailleuses dont il était armé n'ont pas ouvert le feu. Cinq Allemands et cinquante-deux indigènes, membres de l'équipage, sont faits prisonniers.

L'occupation de Nauru

L'objectif suivant est l'île de Nauru. C'est un énorme gisement de phosphates exploité par une compagnie allemande, la Jaluit Gesellschaft. L'exportation des phosphates et les redevances payées par cette compagnie au gouvernement suffisent à équilibrer le budget de l'Océanie allemande. En 1914, il y a là soixante-dix employés de la compagnie, dont quarante sont britanniques. Ils disposent d'un matériel moderne, et chargent de 500 à 800 tonnes de phosphates par jour. La compagnie paie aussi des redevances aux indigènes, qui se trouvent ainsi être les plus riches de tous les habitants du Pacifique.

Le 14 octobre, le gouverneur-général de l'Australie télégraphie au haut-commissaire pour le Pacifique occidental :

« Le steamer Messina appareille cette semaine. Je suggère qu'il fasse escale à Rabaul et y embarque des troupes à destination de Nauru. L'occupation effectuée, le Messina pourra retourner à Rabaul et ramener le personnel allemand de la compagnie. »

L'amiral Platey, consulté, ne voit que des avantages à se saisir de Nauru. La population, fait-il savoir, s'élève à trente Allemands, dix-sept cents indigènes et cinq cents chinois. Tous les Britanniques ont été internés sur l'île Océan -- un îlot à l'est de Nauru.

Londres, tenu informé, donne son accord : le Messina devra être mis en état d'appareiller pour Nauru avec des troupes d'occupation et des vivres pour deux mois. Le 28 octobre, le Messina part pour Nauru avec cinquante hommes appartenant à l'infanterie australienne, une section mitrailleuses et un détachement médical. Le colonel Holmes les commande.

Le 6 novembre, l'expédition se présente devant Nauru, et Holmes informe le résident allemand qu'il vient prendre possession de l'île. Il apprend alors ce qui s'est passé : le 9 septembre, le Melbourne est venu détruire la station-radio. Immédiatement, tous les Britanniques ont été arrêtés et déportés, et le drapeau britannique a été brûlé publiquement. En même temps, une pierre tombale a été érigée « pour perpétuer le souvenir du départ des Anglais ».

Le colonel Holmes ne peut rester sur un tel affront. Il fait hisser le drapeau britannique en présence du résident allemand et des chefs indigènes à qui il explique en « pidgin » - ce mélange d'anglais et de dialecte parlé dans toute l'Océanie - que ceux-ci sont maintenant les sujets du roi George V, et que le règne de Guillaume II a pris fin. Le drapeau britannique, ajoute-t-il, ne devra jamais être amené. Toutes ces explications étaient nécessaires pour impressionner les indigènes, qui ne comprenaient pas pourquoi le Melbourne avait détruit la station-radio puis était reparti. En fait, les installations n'ont subi que peu de dégâts. Le 30 décembre, Nauru reprend ses émissions, au bénéfice des Alliés.

Rivalité anglo-japonaise



Les îles Carolines, achetées à l'Espagne pour seize millions de marks par Guillaume II en 1899, firent partie de cet éphémère empire colonial allemand d'Océanie.
(Roger-Viollet)

Il reste maintenant à en finir, par l'occupation des dernières îles. Nous avons vu que, le 12 août, le Hampshire, de l'escadre britannique d'Extrême-Orient, avait mis hors service la station-radio de Yap puis avait quitté l'île, comme l'avait fait le Melbourne à Nauru. Le colonel Holmes avait décidé d'installer des garnisons sur les îles de Yap, Ponape et Angaur, très au nord de la Nouvelle-Guinée, mais l'amiral Platey ne pouvait se résoudre à disposer une partie de son escadre si

loin de ses bases, alors qu'il craignait toujours l'arrivée inopinée de von Spee, si bien que Holmes avait dû renoncer à ses projets. De surcroît, après le départ du Berrima pour Sydney, le 4 octobre, chargé de prisonniers et de leurs gardiens, il n'avait plus de troupes disponibles. Le Komet avait été envoyé à Sydney pour être réparé et armé en patrouilleur et, de toutes façons, il était trop petit pour servir de transport de troupes. Il ne restait que quatre cargos, le Sumatra - ex-allemand -, le Siar, le Madang et le Meklong. Le plus important d'entre eux, le Sumatra, ne pouvait charger que 600 tonnes.

La situation évolue, le 7 octobre, lorsque Londres câble :

« Secret. Le gouvernement japonais a fait savoir que, en faisant rechercher l'escadre allemande parmi les îles du Pacifique, il a envoyé une escadre à Yap le 6 octobre et qu'elle y a débarqué des fusiliers marins. Ils ont constaté que la station-radio et le câble ont été réparés par les Allemands, et ils les ont à nouveau détruits. Ils occupent temporairement l'île, mais ils sont prêts à la remettre à une force australienne. Vous vous rappelez sans doute que vos ministres ont eu, dès le début du conflit, l'intention de faire occuper Yap. Il ne fait aucun doute qu'ils voudront réaliser cette opération le plus tôt possible. J'ai informé le gouvernement japonais de ce projet, et je demande à l'Amirauté de vous fournir toutes facilités pour le transport des troupes. Il n'est pas nécessaire que les troupes soient nombreuses; elles pourront être prélevées sur celles qui occupent déjà les possessions allemandes. »

Or la menace que constituait l'escadre de von Spee vient de disparaître puisque le gouvernement australien sait maintenant que les Allemands font route vers l'Amérique du Sud. Tout ce qu'on risque de rencontrer est le petit croiseur Geier, et peut-être un ou deux cargos armés de pièces de petit calibre.

Le 26 novembre, les Australiens embarquent une « Tropical Force » placée sous le commandement du brigadier-général Sir Samuel Pethebridge, nommé haut-commissaire pour le Pacifique, qui reçoit ses instructions du gouvernement australien :

- Rétablir dès que possible les communications radio,
- Visiter les diverses îles occupées par l'Allemagne, qui doivent être placées sous l'autorité britannique,

-Mettre en place des troupes d'occupation, afin de relever les Japonais,
-Agir en toutes circonstances comme il a été procédé à Rabaul.

L'affaire se complique sur le plan diplomatique, car les Japonais font savoir qu'ils viennent de se rendre maîtres non seulement de Yap, mais des Mariannes, des Carolines et des Palaos. Selon le mot employé par le Secrétaire d'État aux colonies « il serait discourtois de les en déloger ».

On se résout donc à un moyen terme : les Australiens ne dépasseront pas l'équateur, et ils laisseront les Japonais, qui occupent les îles situées au Nord, continuer à les administrer; le règlement définitif étant réservé lors de la conclusion de la paix. Le gouvernement de Londres ne pouvait prévoir que les Japonais ne rendraient jamais les îles conquises par leurs troupes, et que cette partie des anciennes possessions allemandes jouerait un rôle important, bien plus tard... comme base d'attaque de l'Océanie britannique.

Jean WATELET ■

Inséré 02/07/17 NIEUWS NOUVELLES NEWS Enlevé 02/08/17

Jan de Nul group acquires port dredging contract in Mexico

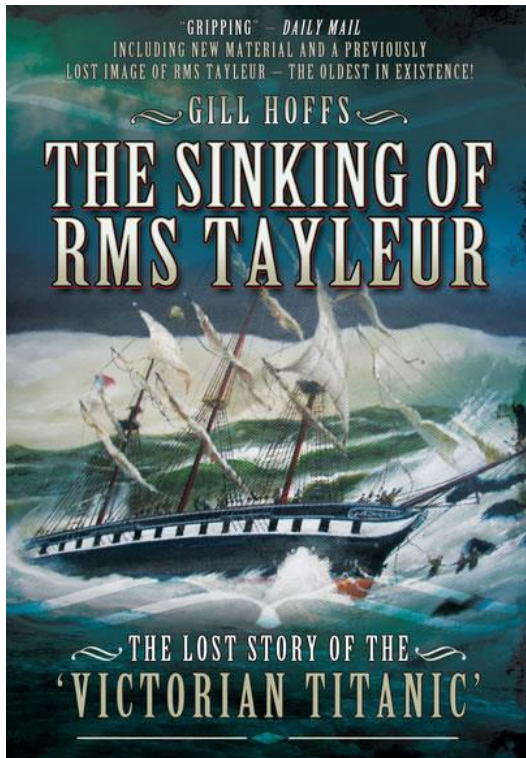
Jan De Nul Group has acquired a contract for the deepening of the Port of Veracruz in Mexico. The contract has a value of approximately Euros 60 million. The areas to be dredged include the access channel and the turning basin. In total more than 13 million cubic meters will be removed and reclaimed. In addition, five new port terminals will be constructed. These terminals will be able to handle up to 100 million tonnes of cargo a year, which is more than the yearly tonnage handling of the largest ports of Mexico, for instance. Lazaro Cardenas and Manzanillo. The work is scheduled to commence in the summer of 2017 and will be completed in March 2018. The jumbo cutter suction dredger **MARCO POLO** will be deployed.

source: dredging news online

Inséré 04/07/17 BOEKEN LIVRES BOOKS Enlevé 04/08/17

The Sinking of RMS Tayleur

'The moment they fell into the water the waves caught them and dashed them violently against the rocks, and the survivors on shore could perceive the unfortunate creatures...struggling amidst the waves, and one by one sinking under them.' (Hereford Times, 28 January 1854)



The wrecking of the RMS Tayleur made headlines nearly 60 years before the Titanic. Both were run by the White Star Line, both were heralded as the most splendid ships of their time – and both sank in tragic circumstances on their maiden voyages.

On 19 January 1854 the Tayleur, a large merchant vessel, left Liverpool for Australia; packed with hopeful emigrants, her hold stuffed with cargo. On the 160th anniversary of the disaster, Gill Hoffs reveals new theories behind the disaster and tells the stories of the passengers and crew on the ill-fated vessel:

Captain John Noble, record breaking hero of the Gold Rush era.

Ship surgeon Robert Hannay Cunningham and his young family, on their way to a new life among the prospectors of Tent City. Samuel Carby, ex-convict, returning to the gold fields with his new wife – and a fortune sewn into her corsets.

But the ship's revolutionary iron hull prevented its compasses from working. Lost in the Irish Sea, a storm swept the Tayleur and the 650 people

aboard towards a cliff, studded with rocks 'black as death'. What happened next shocked the world.

As featured in the Daily Mail, Yorkshire Post, Manchester Evening News, Hereford Times, Liverpool Echo, The Press & Journal, Dundee Courier, Fife Herald, Skerries News, Discover Your History, Your Family Tree, the Warrington Guardian and on BBC Radio Manchester, BBC Radio Merseyside, RTE Radio, Radio Warrington, Kingdom FM.

By Gill Hoffs

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Communication key as industry prepares for 2020 global 0.50% sulphur cap

The goal has been clearly defined. Now it is time for stakeholders to prepare their game plan, and work together as a team to reach the goal. Although we have a date for the global 0.50% sulphur cap for marine fuels under MARPOL Annex VI, there are some unknowns to deal with, so communication will be needed to allow everyone to adopt the strategies that will work best for them. Paraphrasing a famous quote by Donald Rumsfeld, there are several “know knowns” about the MARPOL Annex VI compliance options, but there’s also a few “known unknowns” and there may be some “unknown unknowns”

surfacing along the way. What do we know? We know that ships can comply with the 0.50% and 0.10% MARPOL sulphur limits by using traditional marine distillates (MGO/MDO); by using other types of low sulphur marine fuels that don't fit into the ISO 8217 marine distillate tables; by using alternative fuels such as LNG or methanol; or by installing abatement technology such as scrubbers. All of these options have their own benefits and challenges, and owners need to balance out considerations such as upfront investment versus long term savings, running cost, operational complexity, regulatory demands associated with each option, and availability of the right fuels and technologies to meet their requirements.

Demand for MGO is expected to rise. In a white paper on the preparation for 2020, global marine fuel trader and supplier World Fuel Services (WFS) says that increase in demand will lead to more land-based quality product finding its way into the marine supply pool. This could lead to more fuels containing bio-diesel and therefore fatty acid methyl ester (FAME) being supplied to ships. WFS notes that the new ISO 8217 Final Draft International Standard recognises this with new distillate grades (DFA, DFZ, DFB) which allow up to 7% FAME, and references the CIMAC guide on best practice to ensure such fuels can be safely used on ships.

What don't we know? Unfortunately, we face several unknowns and it is here that communication will be needed to help stakeholders with their decisions. Although the official International Maritime Organization (IMO) availability study said there will be sufficient refinery capacity to meet global demand for low sulphur fuels in 2020, we don't know whether this assumed refinery capacity will translate into actual sufficient supply of suitable fuels for the marine market by that date. Refineries will make their product output decisions individually based on their interpretation of regulatory and market signals. Though refiners are unable to talk to each other about their plans due to competition laws, it would be helpful if they communicate with the bunker supply community; including cargo traders, about what they will be able to provide. We can be quite certain that there will be different products on offer to meet the 0.10% emission control area (ECA) limit and the 0.50% global sulphur limit, with the latter costing less. Fuels between 0.10% and 0.50% sulphur are more likely to be blends containing variable amounts of residual fuels and other blend components as opposed to traditional MGO/MDO.

What we don't know is exactly how these blends will be made and how they will perform, and the extent to which differing qualities will make fuel management more challenging. The WFS white paper says it "makes sense to gain experience of using ultra low sulphur fuel oil (ULSFO) now – in order to be prepared for the operational and supply issues ahead of the 2020 deadline." IBIA has observed that while some experience has indeed been gained with such fuel formulations in ECAs, unfortunately there is little incentive for suppliers and ship operators to gain experience with fuel blends between 0.10% and 0.50% sulphur because there are only limited sea areas in China where ships might want a 0.50% sulphur fuel prior to 2020.

The blends for the 0.50% sulphur limit may be different from the more novel 'ULSFO' fuels seen for ECA consumption. Hopefully, the oil majors and professional fuel blenders that have begun working on these fuel solutions will make sure they are tried and tested. It could also be beneficial for them to enter into partnerships with shipping companies to run ship trials with very novel blends, and for the refineries and professional fuel blenders let us know where and when they will make these fuels commercially available.

And there we have yet another unknown: When will suppliers make fuels for the global 0.50% sulphur limit available? IBIA put this question to a few suppliers, and their response was as you could expect: it depends on when owners begin ordering it! They also noted that ships' timing will be different depending on their trading and bunker purchasing patterns. Just-in-time end-user demand will also delay supply, meaning

November/December 2019 could be extremely busy as suppliers rearrange their storage tanks and barges to deliver low sulphur fuels. They will need to sort out their fuel sourcing well ahead though, because refiners do not have a switch to turn off high sulphur residual fuel output and replace it with low sulphur fuels. Once again communication is the key; bunker suppliers and traders need strong signals from buyers about where and when they will begin to buy fuels to meet the global cap, and information from refiners and/or cargo traders about where they can source suitable fuels. Likewise, the refiners need strong demand signals if they are to pick marine fuels as one of the market segments they will cater for. We also don't know just how big the uptake of scrubbers and alternative fuels will be, and it will take a while for this to become clearer as owners are still mulling their options. Once they have decided, they need to communicate their intentions so suppliers can assess not just the requirement for low sulphur fuel, but also the level of demand for high sulphur fuel oil (HSFO) from vessels with scrubbers. Assuming full compliance, demand for HSFO will shrink dramatically in 2020. The IMO availability study estimates that 36 million tonnes of fuel will be scrubbed in 2020, accounting for about 11% of global marine fuel demand. Suppliers would need segregated storage, barge tanks and supply lines for three different sulphur grades to cater for all needs, so if HSFO becomes a niche market, will they continue offering it? It seems likely that major bunker ports with plenty of storage/delivery options will have HSFO, but it may not be viable in smaller ports unless they have regular calls from vessels with scrubbers, such as cruise ships, ferries or other short sea operators. IBIA told a recent Exhaust Gas Cleaning Systems Association (EGCSA) workshop that communication is key: bunker buyers must tell suppliers what they want, when they want it and where. This applies to everything as we approach 2020; be it low sulphur marine fuels, HSFO, LNG or other alternative fuels. One good example of such communication came from Per A. Brinchmann, VP Technical, Wilh. Wilhelmsen ASA (WWL), who told the EGCSA workshop exactly what they want from scrubber manufacturers and laid out some of the 2020 options. He said MGO to meet 0.50% and 0.10% sulphur limit seem obvious, but maybe not competitive, predicting the use of the cheaper new fuel formulations will increase. As for scrubbers, he said these would be attractive for newbuilds, while retrofits may be an option for the youngest part of the fleet. LNG is also an option for newbuilds. At least that gives a broad brushstroke of intentions; details will emerge once scrubber and LNG-fuelled newbuild orders are confirmed. Brinchmann also predicted that HSFOs will still be used by ships in 2020 even if they do not have a scrubber, which brings us to yet another unknown: how good will compliance be? It is a huge concern for operators dreading an uneven playing field, and could make it hard for suppliers to predict, with confidence, how product demand will be distributed. The IMO will be looking at ways to ensure effective implementation of the global sulphur cap in 2020, starting at the Sub-Committee on Pollution Prevention and Response (PPR) in January 2017. It follows discussions at the 70th session of the IMO's Marine Environment Protection Committee, recognising that there are challenges. IBIA was active in the debate at MEPC 70 and will also participate at PPR 4 with proposals for ways to overcome these challenges. No doubt we have a momentous task ahead of us as we strive to meet the 2020 environmental regulatory requirement in an effective and equitable manner. IBIA, with its broad-based membership representing all stakeholders in the marine fuel sector, good relations with shipping organisations and consultative status at the IMO will strive to help achieve this objective.

Source: IBIA (International Bunker Industry Association)

Ensuring safety during lifeboat drills

The potential dangers of lifeboat drills are in the news once again this week, following an incident during a lifeboat drill, which has left one crew member dead, and four injured. A study in 2014 by a UK safety group using accumulated data over a ten-year period indicated that incidents involving lifeboats and their launching systems had caused nearly 16% of the total lives lost by merchant mariners. Even more survived lifeboat incidents but suffered severe injuries of the spine and lower extremities. All of these accidents occurred during training exercises or drills, supervised by qualified, experienced seafarers.

Getting to grips with lifeboats

As the design of lifeboats has progressed, the requirement to understand the mechanics of launching operations has become more complicated. UK Club Loss Prevention Risk Assessor, Captain Anuj Velankar remembers when he was at sea in the mid-nineties, a distrust of lifeboats was already brewing.

In Captain Velankar's view, merchant ships such as tankers and bulk carriers, are progressively losing touch with the maintenance of wires and ropes due to lack of routine. The release mechanism are often very poorly understood on ships today and this is leading to increasing detentions and delays for shipowners.

Sometimes the design of the launching system is itself flawed. The UK Club has previously dealt with an incident involving a release mechanism of a safety hook which opened without any physical action by the crew. The boat fell over eight meters to the water causing three crew members to sustain fractures to their ankles, legs and spine. The investigation discovered that when the hoisting wire became kinked on the drum, the mass force of that action caused the hook to release without any contact by a crew member. The recommendation was to replace such safety hooks with a modified version which included a safety lock pin.

Some lifeboat incidents occur which cannot be explained by the experts. For example, a lifeboat drill injury recently occurred when a boat was being raised by a winch to within a foot or two of being in the fully stowed position. The winch was automatically programmed to stop at this point, as the rest of the stowing was done by use of a hand crank on deck. All mechanisms were working properly but when a crew member inserted the hand crank to fully stow the boat, the hand crank suddenly began to rotate and whipped around and struck the crew member in the head causing injury and hearing loss. There was no brake malfunction and the incident could not be duplicated in further testing. There was corrosion on the electrical panel and some improper fuses in place, but the investigation was inconclusive as to the cause of the hand crank failure.

What is the solution?

The lessons learned from the prior incidents can be summarised as follows:

- The entire crew should be capable of operating lifeboat systems and understanding the mechanics and procedures even with minimum training or experience.
- Communication between the crew during drills must be clear, with confirmed completion of each step throughout the exercise.

- When the design of the lifeboat launch system and its components are complicated, Members should consistently train on the operation, repair and maintenance of the entire lifeboat system. If necessary, require that the manufacturer supply easy to understand instructions and diagrams to explain the proper operation or create a common operating procedure safety manual independent of the manufacturer instructions.

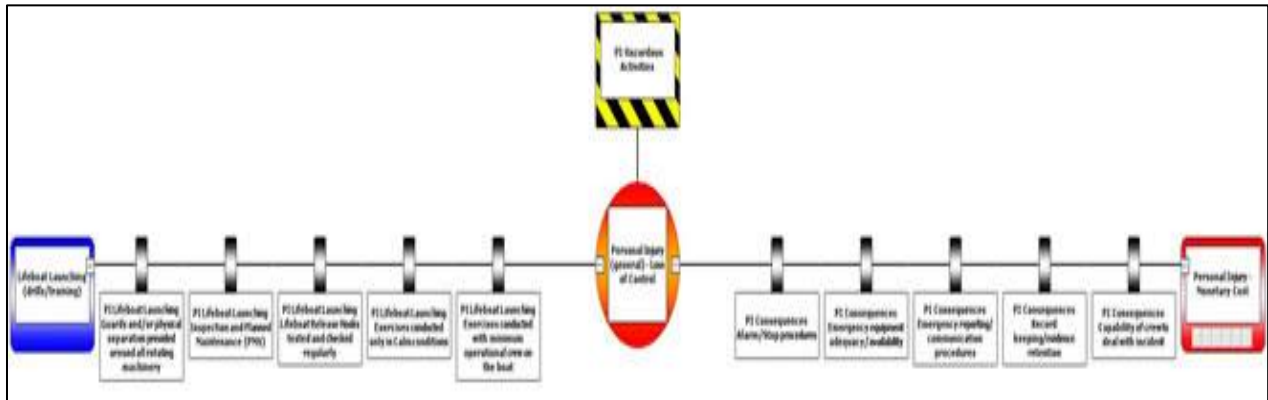
The remedy for lack of familiarity with lifeboats among crew members and human error is through the continuous training of staff and sufficient risk assessment procedures. The most effective training for the seafarers is for them to know why something is done in a particular way, to better understand the procedures - not just remember them. As a result, their understanding should give crew members more confidence in the systems.

Training should specifically address the launching of lifeboats and the correct maintenance and handling procedures to enable seafarers to safely use and maintain the equipment under all conditions.

Drills must be reliable and safe with minimum risk to those participating. The IMO amended SOLAS in 2006 and 2008 to address conditions under which lifeboat drills are conducted, introduce changes to the maintenance and inspection requirements, and drills without requiring crew members to be onboard the boat.

The review and studies included guidance for the launch of free-fall lifeboats during drills, and the servicing of launching systems and on-load/off-load release mechanisms. The intent is to prevent accidents and instil confidence in the crew members during abandonment drills.

Lifeboat Bow Tie diagram



Hazard, threats and consequences: In the centre of the diagram, Hazardous Activities is identified as the 'hazard', while blue squares to the left identify a range of 'threats', which, if not controlled, could cause a serious incident involving P&I claims and other consequences which can be seen in the red shape on the far right of the diagram.

Controls: Between these extremities can be seen the 'controls' which, if they work properly, will prevent the accident happening and on the right hand side of the diagram, controls which will mitigate the consequences.

Thus taking as an example the threat of Lifeboat Launching (left hand side), controls which should be in place to prevent this include machinery guards, inspection and planned maintenance, lifeboat release hook testing, good system maintenance and for exercises to be conducted in calm conditions.

Consequences: The consequences of an accident (right hand side) will be mitigated by the capability of the crew to deal with an incident, good record keeping, emergency reporting and communication procedures, systems and procedures to maintain steering,

emergency drills, clear abort procedures and recovery measures implemented by well-trained crew.

Threats: This example shows only one threat. A full 'Bowtie' with all the threats can be provided on request.

Inséré 08/07/17 DOSSIER Enlevé 08/08/17

A few things to worry about next year

As we come to the end of 2015 what is there to look forward to next year?

Well its the usual array of new rules and regulations coming into play on 1st January, while others will become closer.

For the tanker fraternity, we have inert gas systems and oil fuel blends to worry about, among other things.

For example, statutory requirements for fixed inert gas systems will enter into force on 1st January, 2016, as a result of changes to SOLAS, the Fire Safety Systems (FSS) Code and the International Bulk Chemical (IBC) Code.

In general, this will mean that all tankers of over 8,000 dwt will need to be fitted with inert gas systems instead of over 20,000 dwt as in the past. This applies to all tankers whose keels were laid on or after 1st January, 2016. Tankers of 8,000 dwt and over, carrying lowflash point cargoes, and with a keel laid on or after 1st January, 2016, must be fitted with a fixed inert gas system complying with Chapter 15 of the amended FSS Code (or an equivalent system - subject to acceptance by the flag administration).

The existing clause in SOLAS Regulation II-2/4.5.5.2 for waiving the requirements for a fixed inert gas system still applies to all gas carriers, but for chemical tankers it now only applies to those constructed before 1st January, 2016.

This simply means that chemical tankers with a keel laid on or after 1 st January, 2016 carrying flammable cargoes, such as those listed in the IBC Code chapters 17 and 18, will be required to have a fixed inert gas system, regardless of cargo tank size and tank washing machine capacities.

A new SOLAS regulation (II-2/16.3.3) clarifies the operational requirements for inert gas systems and the sequence of applying the inerting medium into the cargo tanks.

It allows chemical tankers the option to begin inerting their cargo tanks after the cargo tank has been loaded, but before commencing unloading, but only if nitrogen is used as the inerting medium. In this instance, the nitrogen inerting should continue until the cargo tank has been purged and freed of all flammable vapours prior to gas freeing.

The changes to the IBC Code clarify the operational procedures for new and existing chemical tankers.

Operators of chemical tankers that are required to be inerted and carry products containing oxygen-dependent inhibitors should note the following requirement, specified in Chapter 15.13.5 of the amended IBC Code: "application of inert gas shall not take place before loading or during the voyage, but shall be applied before commencement of unloading."

IMO circulars MSC. 1/Circ. 1501 and MSCMEPC.5/Circ.10 should also be read in conjunction with this requirement. Tanker Operator is indebted to LR for explaining this.

Oil content meters

Maybe of growing importance going forward, from the beginning of next year, tankers intending to carry biofuel blends containing 75% or more of petroleum oil, will have to have an oil content meter (OCM) approved in compliance with IMO's resolution MEPC.108(49) as modified by resolution MEPC.240(65).

IMO has issued an MEPC circular regarding the issuing of revised certificates of type approval (TAC) for oil content meters intended for monitoring the discharge of oil-contaminated water from the cargo tank areas.

Where the oil content meter (OCM) has been approved before 17th May, 2013, the TAC may be used:

- For OCMs installed on ships not carrying biofuel blends.
- For OCMs installed on ships carrying biofuel blends, until 1st January, 2016 (on the condition that the tank residues and washings are pumped ashore).

For all ships carrying biofuel blends on or after 1st January, 2016, the OCM should have a TAC.

Of course, by the beginning of next year, the dreaded Ballast Water Management Convention's status should be clearer - or will it? With only one medium to large size flag state needed to push it over the tipping point, ratification is highly likely sooner rather than later, setting off a mad scramble to retrofit ballast water systems (see feature on page 24 of this issue).

There is already a mad scramble underway to get ECDIS type specific approval certificates from the OEMs and flag administrations. Several training centres are hoisting the 'full up' signs for courses in the near future.

Also next year, the timeline for the 0.5% worldwide sulphur cap should become clearer, as the IMO is due to debate the issue and maybe give some guidance as to its research into when the refineries and the shipping industry will be ready. Today, bets are evenly spread between 2020 and 2025 for the start up date, although the ICS has put its money on 2020. Will the EU and or the US force the IMO's hand? Probably. All that is left to say is to wish everyone the compliments of the season from the Tanker Operator team and let us hope that the tanker market bull run continues well into next year and beyond, so that the owners, managers and operators can pay for all these new 'innovations'.

Inséré 10/07/17 HISTORIEK HISTORIQUE Enlevé 10/08/17

MARINE - Réflexions à propos de sa date de naissance (I)



Lorsque, le 26 septembre 1830, le Gouvernement Provisoire eut délié du serment prêté au roi Guillaume, tous les militaires belges qui servaient dans l'armée hollandaise, il y eut trente-deux officiers de marine belges qui quittèrent la Marine Royale Néerlandaise pour se mettre au service de la toute nouvelle Belgique. Abandonnant la proie pour l'ombre diront certains, la sécurité pour l'incertitude certainement. Il s'agissait de quatre 'kapiteinsluitenant-ter-zee' (capitaines de frégate) huit 'luitenanten-ter-zee' (lieutenants de vaisseau), huit 'vaandrigs-ter zee' (enseignes de vaisseau) et douze 'adel borsten 1 ste klasse' (aspirants de 1^{ère} classe). Nous en connaissons un qui resta en Hollande, malgré son désir de rentrer.

Il s'agit de Paul Crombet, professeur de mathématiques et de navigation à l'Institut Naval à Medemblik. Il était né natif de Namur (3 août 1786), fils d'un conseiller à la cour

d'appel de Liège, et il entra le 12 messidor de l'an X III au service de la Marine française. Il fit partie de la flottille de Boulogne et combattit les alliés à Bergen-opZoom où il enleva, avec ses marins, un drapeau du régiment de la garde royale écossaise, fait d'armes pour lequel Napoléon le fit chevalier de la Légion d'honneur. Après la chute de l'Empire Crombet entra dans la Marine des Pays-Bas. L'Amirauté le tint éloigné de son pays d'origine et le fit participer à des campagnes en Méditerranée, en Grèce et en mer Baltique, et le chargea d'une mission scientifique en Russie. En 1830, âgé de 44 ans, il avait le grade de capitaine de frégate. Il refusa sa naturalisation hollandaise et le gouvernement belge lui conseilla d'attendre, mais il attendit si bien qu'il devint commandant de l'école navale de la K N IV I et fut nommé contre-amiral. Il resta en Hollande jusqu'à sa mise à la retraite, qu'il vint passer d'ailleurs à Namur.

En attendant, le Département de la Marine prit forme. Il était constitué de trois divisions :

1. la direction de l'Administration et des Ports,
2. la direction du Génie maritime et
3. la Direction de la Marine (nous dirions aujourd'hui 'l'opérationnel'), le tout sous la supervision du Conseil Général de la Marine.

C'est en juin 1831 qu'eurent lieu les premières nominations et qu'on officialisa les affectations des officiers. Le Lieutenant de vaisseau Schokeel reçut le commandement de la Région maritime du Rupel, en cumul de celui des brigantins et de la place de Boom. Il fut chargé de la défense terrestre et fluviale de cet important chantier qui possédait un bassin pouvant contenir à flot une vingtaine de petits bâtiments de guerre, tels des corvettes, des bricks, des goélettes etc., chantier qui pouvait être considéré avec ses ateliers et ses magasins à l'égal d'un arsenal de 2^{ème} classe. De son ressort étaient également le canal de Willebroek, les forts Ste Marguerite et St-Bernard. Schokeel est gantois et il a tout juste 31 ans. Aspirant sur les frégates Minerve et Diana, puis enseigne sur la frégate Kenan Hasselaer et ensuite sur le brick Panter pour une campagne aux Indes occidentales, il fut mis en non-activité lorsqu'éclata la révolution belge. Rentré au pays il fut mis à la disposition du gouvernement belge. Le Régent le nomma lieutenant de vaisseau et il fera une brillante carrière à la Marine Royale. Connu comme un loup de mer accompli, excellent officier, énergique, il était impitoyable envers les arrivistes et les incapables, ce qui n'empêcha pas qu'en reconnaissance de ses mérites il obtint dès 1834 l'Ordre de

Léopold et, en 1835, la Légion d'honneur. C'est lui qui leva avec l'ingénieur Gras et M r Fleury-Duray, une compagnie de marins pour garnir les défenses et les fortifications du Rupel. C'est le Lieutenant de vaisseau Petit qui commanda cette Compagnie de mariniers (elle prit plusieurs noms successivement); il eut comme adjoint l'Aspirant Hoed et fut remplacé à la tête de cette compagnie par le Capitaine Claeys (celui de la Raymonde!) lorsqu'il reçut le commandement de la canonnière n° 3.



Petit était Français. Né en 1804 d'une vieille famille calaisienne, il était officier de la marine marchande. Résident en Belgique il prit fait et cause pour les Belges et publia dans les journaux des articles virulents à l'encontre du général Chassé, qu'il accusait d'inhumanité haineuse envers les Belges .. Il participa avec l'ingénieur Gras à un commencement d'exécution de leur plan de fabrication des brûlots destinés à être lâchés sur les navires hollandais du blocus. Il fit une belle carrière à la Marine Royale où il commanda successivement la canonnière n° 3, le brick La Caroline, la goélette Louise-Marie et le brick Duc de Brabant. Après la dissolution de la Marine en 1862 il commanda nos premières malles de la ligne Ostende-Douvres et devint commandant-directeur de ce service. De mars à juin 1831 les brigantins étaient en construction et le Lieutenant de vaisseau F. Eyckholt fut nommé commandant du Les Quatre

Journées. Il fut chargé de la surveillance et de la bonne marche des travaux. Les équipages furent constitués et mis à l'instruction.

Ces derniers étaient composés comme suit: 1 lieutenant de vaisseau: commandant; 1 enseigne de vaisseau: second; 1 aspirant de 1ère classe: 3ème officier; 1 aspirant de 2ème classe en stage pratique; 1 officier d'administration (appelé agent comptable); 1 maître d'équipage; 1 contre-maître (second maître); 1 maître canonnier; 31 matelots; 4 moussettes; 1 cuisinier et 4 mariniers commandés par un caporal. En tout 49 hommes. Ils devaient être un peu à l'étroit sur un bateau de 25 m de long, lorsqu'on se rappelle que sur nos dragueurs M SC de 41 m, il n'y avait que 39 hommes d'équipage. Eyckholt est anversois, il a 25 ans. Formé à la K N M, où il entra à l'âge de 16 ans, il fit service sur la frégate Minerve, puis sur la corvette Pallas pour une campagne de cinq ans aux Antilles. Mis en disponibilité lors de la révolution belge il rallia notre marine dès les premiers jours de sa formation et y fut nommé lieutenant de vaisseau.

Les brigantins Le Congrès et Les Quatre Journées furent lancés le 8 juin 1831. Le 21 juillet suivant le roi Léopold ter prêta serment et le 2 août l'armée hollandaise passa à l'attaque. 80.000 hommes déferlèrent sur la Belgique ! Guillaume d'Orange ne s'encombra pas de déclaration de guerre ; il ne reconnaissait d'ailleurs pas ce nouveau pays et il voulait coûte que coûte reconquérir ces territoires qui lui appartenaient par convention internationale. L'armée belge fut battue à plates coutures en dix jours à peine et le Roi faillit se faire prendre au milieu de son armée encerclée.

Sur l'Escaut Chassé ne resta pas inactif non plus ; lui et sa flotte hollandaise passèrent à l'offensive le 5 août. Le kapitein-luitenant-zeewoed Koopman, commandant la flottille du blocus d'Anvers, donna l'ordre à deux de ses navires à vapeur — des pyroscaphes comme on disait à l'époque—, remorquant trois canonnières, de remonter l'Escaut jusqu'au Rupel afin d'attaquer l'arsenal de Boom et d'y capturer les brigantins et les brûlots. Buisson creux pour les Hollandais car les brigantins avaient été déhalés à Bruxelles et le chantier fut trop bien défendu par les marins belges. Le Suriname, le Zeeuw et les canonnières essuyèrent un feu nourri venant des berges, faisant quelques blessés.



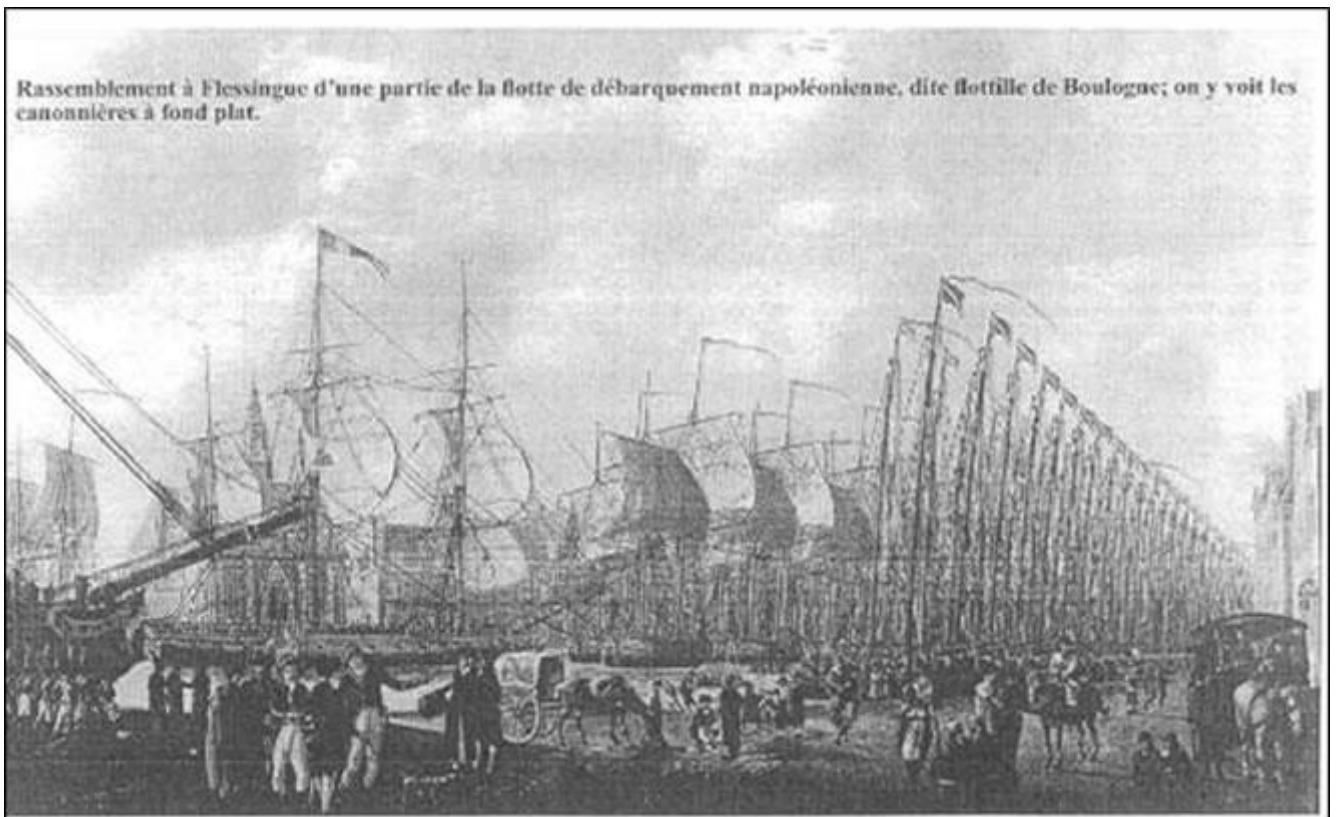
Les Hollandais saisirent alors tous les bateaux marchands qu'ils purent trouver, à savoir trois galiotes et une patache qu'ils ramenèrent en triomphe dans leurs eaux. Après coup ils furent bien obligés de les rendre à leurs armateurs ! De son côté la garnison hollandaise de la Citadelle fit un raid sur les postes tenus par les Belges. Ils s'emparèrent du fort Ste-Marie, détruisirent le fortin de Kiel et celui devant Burght, et enclouèrent les canons ; ils ravagèrent par la même occasion le village de Kallo et mirent le feu à 47 fermes dans les environs. Cela

les rendit encore plus sympathiques!! A l'écluse du Hazegras deux canonnières hollandaises, la n° 41 et la n° 42, engagèrent le feu avec un poste belge. Celui-ci riposta si bien qu'après plusieurs heures de combat la n° 41 s'échoua et son équipage dut l'abandonner après y avoir mis le feu.

Les grandes puissances prirent peur et intervinrent. On envoya le maréchal Gérard et les troupes françaises séparer les belligérants et les forcer à accepter une trêve. L'action de l'armée française, appuyée par la Grande-Bretagne, imposa une suspension d'armes, qui devait durer six semaines, pour permettre des négociations. Connaissant le roi Guillaume on s'attendait à une reprise des hostilités et on s'attela d'urgence à renforcer nos positions autour d'Anvers et de Boom; la construction de canonnières fluviales fut hâtée et, dès septembre, elles furent lancées et remorquées jusqu'à Bruxelles pour y recevoir, bien à l'abri des coups de mains ennemis, leur grément et leur armement .

La Conférence de Londres, réunissant d'urgence les représentants des Grandes Puissances —Angleterre, Prusse, Autriche, Russie et France (le Conseil de sécurité de l'ONU de l'époque)— nous imposa le Traité des XXIV articles. Traité funeste pour la Belgique : le Limbourg fut coupé en deux et Maastricht, Venlo et Roermond nous furent enlevés; le Luxembourg de langue allemande fut octroyé à titre personnel et en compensation au roi Guillaume; la Flandre Zélandaise nous échappa une fois de plus et tout l'Escaut maritime resta aux mains des Hollandais. Anvers fut à nouveau coupé de la mer comme au temps des guerres de religion, à moins de soumettre ses navires et leurs marchandises à un péage au profit des Hollandais, et aucun navire militaire ne put entrer à Anvers, qui ne pouvait à jamais redevenir un port militaire. La Belgique fut déclarée `neutre à perpétuité' et sa neutralité garantie par les cinq puissances. On a vu d'ailleurs ce qu'en fit l'Allemagne 83 ans plus tard ! Eh bien, vous savez quoi ? Le roi Guillaume refusa de signer ce traité ... et c'était reparti ! Il exigeait le retour pur et simple des provinces dissidentes de la Belgique et espérait une contre-révolution que ses espions lui présentaient comme probable. Il refusa de quitter Anvers et les forts avoisinants, et la flotte hollandaise accentua encore son étreinte. Les Puissances exigèrent son retrait et lui accordèrent jusqu'au 2 novembre

pour quitter la place. Comme, le 10 novembre, il n'avait toujours pas exécuté les résolutions de la Conférence de Londres, elles bloquèrent tous les navires hollandais qui se trouvaient dans leurs ports. Une flotte franco-anglaise, alliée pour l'occasion, vint patrouiller devant les ports hollandais, tandis que la France fut priée de faire remonter ses armées en Belgique. Le 15 novembre le maréchal Gérard marcha sur Anvers, avec une armée de 5 divisions d'infanterie, 5 de cavalerie et 1 d'artillerie, forte de 130 canons. Les Belges —armée et marine— étaient priés de s'abstenir de toute intervention dans cette action punitive. Les Français ouvrirent le feu le 4 décembre, Chassé tint bon pendant 18 jours de bombardement intense puis capitula le 23 décembre. 63.000 coups de canons furent tirés, les Français eurent 765 tués, dont 51 officiers, et 1.025 blessés ; les Hollandais, toujours économes, n'eurent que 124 tués et 400 blessés. Le kapitein-l uitenant Koopman refusa toutefois de se rendre et tenta de descendre le fleuve à la faveur de la nuit. Il fit embarquer ses équipages et chargea ses biens les plus précieux à bord de ses meilleurs navires, abandonnant 5 de ses canonnières qu'il incendia, mais le vent tourna, la marée monta, tant et si bien qu'il ne put aller plus loin que Doel où il dut se rendre. Dès le lendemain la flottille belge, qui était remontée de Bruxelles, prit la place encore occupée hier par l'ennemi et les marins se mirent à renflouer les canonnières abandonnées et sabordées par Koopman. Ce qui porta du coup l'effectif de notre Marine à 2 brigantins, 4 canonnières-goélettes et 6 canonnières fluviales ex-hollandaises, soit 12 unités navigantes servies par 600 hommes d'équipage, mariniers compris. Le roi Léopold les passa en revue depuis les berges et les remparts du fort de Kallo le 9 juin 1833.



Défilèrent devant le roi ce jour-là les 2 brigantins —I e Congrès et Les Quatre Journées— , puis les 4 canonnières-goélettes de construction belge ; venaient ensuite les 6 canonnières prises aux Hollandais et relevées ou réparées par nos marins. En tout 12 unités navigantes servies par 600 hommes d'équipage et mariniers et armées de 66 canons. Étendons nous un peu sur ces bateaux:

- Les brigantines: 25m x 6m x 2,35m — 4 canons de 24., 2 caronnades de 36., 2 canons de 8.— effectif 4 officiers de pont, un comptable et 44 hommes d'équipage, soit en tout 49 hommes par navire— chef de la flottille sur le Congrès: CPF Stockeel s.

- Les goélettes: dimensions: ?? — 4 canons de 24. — effectif: 40 hommes d'équipage — c'étaient des fonds-plats à quilles de dérive latérales.

- Les canonnières hollandaises : 17m x 6m — 1 canon de 24, 2 canons de 6. à l'arrière et 2 caronnades — effectif : 25 à 30 hommes ; le commandant était un LDV, assisté de 2 enseignes et de 2 aspirants — de ces canonnières une fut reprise intacte, 7 furent sabordées et 4 incendiées par les Hollandais en fuite.

Après la reddition d'Anvers le roi Guillaume 1er n'accepta toujours pas de ratifier le traité dit "des 24 articles" imposé par les Grandes Puissances réunies à Londres, prétendant toujours envers et contre tous que les provinces belges appartenaient à son royaume et qu'elles devaient lui revenir. S'il fit évacuer ses troupes des forteresses d'Anvers, il voulut les maintenir dans les forts de Doel et de Lillo, ce qui étranglait proprement Anvers d'où aucun navire ne pouvait entrer ou sortir. Et cela dura jusqu'en 1839, soit six ans pendant lesquels les deux pays restèrent sur pied de guerre et à se faire de sales coups lorsqu'ils le pouvaient. C'est ainsi que la Belgique refusa de se retirer de Venlo, Roermond et Maastricht —le Limbourg actuellement hollandais—, ainsi que du grand-duché du Luxembourg, offert par les quatre Grands au roi de Hollande à titre personnel.



Tout cela fait que notre flottille eut à rester sur la défensive armée pendant six ans d'affilée dans ce petit bout d'Escaut qui est à nous. Au début cela allait encore. On mettait deux bateaux embouqués devant les forts La Perle et Ste-Marie, deux au Krui sschans, et les autres au mouillage devant les quais de l'Escaut devant Burght et jusqu'au Rupel; le Congrès, chef de flottille, était devant Anvers.

A tour de rôle une canonnière était chargée du ravitaillement dont les bateaux profitaient pour

changer de station ; une autre faisait la visite médicale. Mais après un certain temps la monotonie de ces dispositions fit craindre un pourrissement des effectifs et du moral ; on acquiesce alors au désir des armateurs en mal d'équipage et on leur proposa d'armer leurs navires et de les confier à nos officiers et marins pour les mener au commerce. Aussi dès 1834 des navires marchands partirent-ils d'Ostende, montés par des militaires et s'en allèrent qui vers la Méditerranée, qui vers l'Amérique du sud, qui vers les Indes. C'est ainsi que tout au cours des quatorze premières années de son existence la Marine Royale effectua vine-quatre voyages au long cours, dont beaucoup durèrent plus d'un an. Nos armateurs et nos négociants purent renouer ainsi leurs liens commerciaux que la révolution leur avait coupés. Ces voyages formèrent des marins, et surtout des officiers, car j'ai lu quelque part qu'après la prise d'Anvers il n'y avait plus qu'un seul capitaine au long cours de disponible.

*Résumé des voyages effectués par la Marine Royale au profit de la
Marine marchande de 1834 à 1848*

Année	Navire	Destination
1834	Eclair Eclair	Alger Egypte
1835	Caroline	Rio de Janeiro
1836	Météore Congres et Les 4 Journées	Méditerranée Angleterre (écolage)
1837	Clotilde	Loué pour croisière d'écolage
1839	Hydrographe (Fr)	Loué pour croisière d'écolage vers Magellan et Chili
1840	Charles Harriet Henriette	Batavia Idem Idem
1841	Louise-Marie Idem Idem	Garde-pêche en Islande Lisbonne Santo Tomas (Guatemala)
1842	Macassar Comte de Flandre	Indes (Manille, Singapour, Canton, Batavia) Garde-peche en Islande
1843	Louise-Marie Macassar	Santo Tomas en convoyeur Indes
1845	Emmanuel Schelde Macassar Ambiorix Schelde	Indes Chine Indes Indes Chine
1845-46	Louise-Marie	Santo Tomas
1846	Duc de Brabant	Garde-pêche en Islande
1846-47	Emmanuel	Indes
1846-48	Macassar	Indes
1847	Louise-Marie	Rio Nunez (Guinée)
1847-48	Schelde	Valparaiso

Remarque: 28 voyages en 14 ans, dont 12 de plus d'un an, 5 voyages de colonisation (3 à Santo Tomas et 2 à Rio Nunez), 4 croisières d'écolage et plusieurs croisières de garde-pêche (durée 4 à 5 mois).



Macassar 1842-1848

Macassar 1842-1848

Ces voyages furent principalement à destination du Chili (Valparaiso) avec escale au Brésil et à Montevideo, ainsi qu'aux "Grandes Indes", nom générique englobant les Indes néerlandaises —avec pour escales Batavia et Sourabaya—, Bornéo. Singapour, Manille et la Chine pat Canton. Tous ces contacts commerciaux lointains n'étaient pas perdus pour tout le monde, d'autant plus que beaucoup de nos compatriotes résidaient aux Indes néerlandaises avant la révolution et y étaient restés.

On fraternisait volontiers avec ceux que les Hollandais s'imposaient d'appeler les "muyters" (les mutins, les révoltés).

Douze navires furent montés par nos hommes, certains d'entre eux pendant plusieurs années de suite, comme ce fut le cas pour le Macassar (4 fois aux Indes), le Schelde (5 fois au Chili et aux Indes) et l'Emmanuel (2 fois aux Indes).

Quant à l'instruction de nos aspirants, on les forma d'abord sur une des canonnières, la n° 5 commandée par Le Hardy de Beaulieu, puis sur un navire-école français, l'Hydrographe, qui passa le Horn, ensuite sur le Clotilde, loué pour la circonstance, lorsqu'enfin en 1837 l'École Militaire ouvrit pour les marins une section spéciale, liée à la section d'artillerie. Ce qui démontre que la Marine Royale était intégrée à l'Armée, ou plutôt, comme on le dirait aujourd'hui, il était admis que la Marine était une composante de la Défense, et cela bien que dépendant d'un autre ministère que celui de la Défense (appelé de la Guerre à l'époque).

Station d'Ostende : les croisières hollandaises sur nos côtes montrant toujours une certaine agressivité, on fit passer par les canaux deux canonnières de l'Escaut, armées de caronades à la Paixham et l'on réarma des mêmes caronades les remparts et le fort surplombant l'entrée du port, qu'on fit garder par des canonniers de la Marine.

A SUIVRE

Exmar Secures Final USD 200 Mn for Caribbean FLNG

Belgium's LNG and LPG carrier owner and operator Exmar has secured a USD 200 million financing for its floating liquefaction unit Caribbean FLNG.



The financing deal was reached with Bank of China, Sinosure and a leading European financial institution, according to Exmar.

Currently under construction at Wison Offshore and Marine shipyard, the Caribbean FLNG is scheduled to be delivered in the coming weeks, after being postponed a number of times.

The proceeds from the financing will be used to pay the last instalment to the

shipyard.

Caribbean FLNG was set to work for Canada-based oil and gas company Pacific Exploration and Production (PEP), however, the agreement between Exmar and PEP was terminated in March 2016.

"Progress has been made on the future employment of the Caribbean FLNG and future communication on this is expected in the coming months," the company said in April.

Exmar's New FLNG Loses Gig in Colombia

Belgian LNG and LPG carrier owner and operator Exmar NV said that a liquefaction and storage deal for the delivery of a floating liquefaction unit (FLNG) has been terminated by a Canada-based oil and gas company Pacific Exploration and Production (PEP).

Under the contract, which was signed in March 2012, Exmar was supposed to provide an FLNG unit for a project in Colombia during a period of 15 years.

The deal was signed for a vessel with a capacity of some 0.5 million tons per annum and a storage volume of 16,100 m³.

According to Exmar, the reason behind the termination is that the liquefaction of LNG in Colombia is no longer profitable due to a change in domestic natural gas market in the country and in international LNG market.

The oil and gas company will now pay a termination fee to Exmar in monthly installments from March 2016 until June 2017.

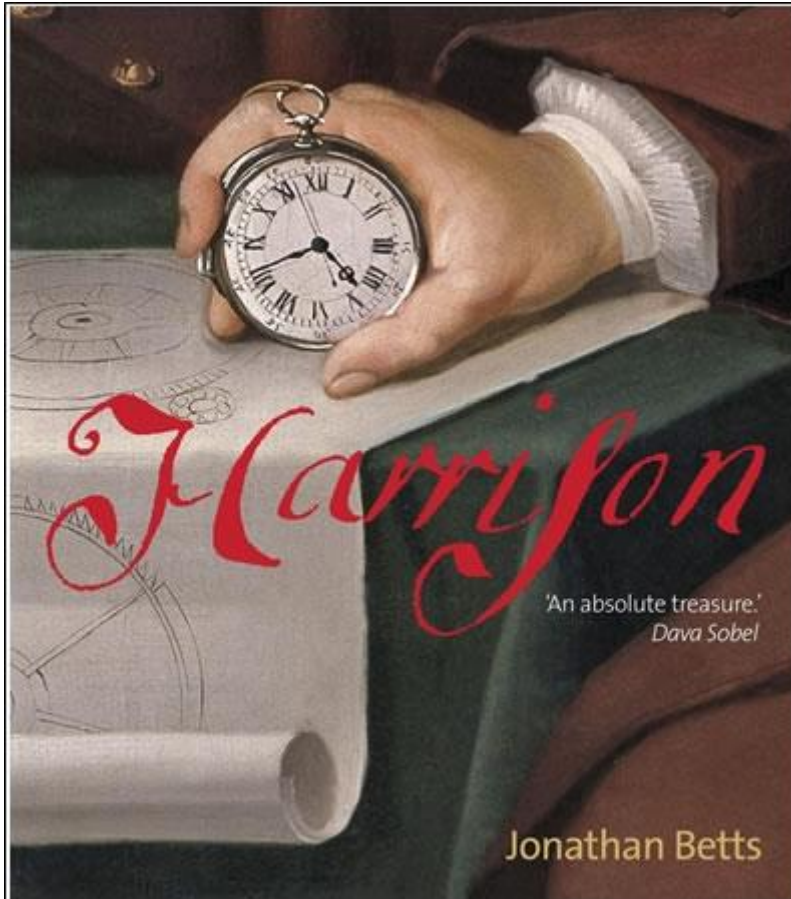
Exmar said that it is now trying to find work for its FLNG facility as the company is in talks with several counterparts.

The vessel in question is currently under construction at China's Wison shipyard in Nantong and is expected to be delivered in the second quarter of 2016.

Inséré 12/07/17 BOEKEN LIVRES BOOKS Enlevé 12/08/17

Harrison

By Jonathan Betts



Following one of the most inspiring and fascinating stories linked to the Royal Observatory, Greenwich, this book centres on the life and achievements of John Harrison – designer and builder of the first accurate marine timekeepers.

Inspired by the official prize offered in 1714 to anyone who could solve the problem of finding longitudinal position at sea, Harrison – already a clockmaker – produced his four famous 'H' timekeepers. In doing so he helped revolutionize sea travel, saving many thousands of lives.

Paperback

96 pages

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How do you calculate loss of earnings following a collision?

The Owners of the ship Astipalaia v. The Owners and/or Demise Charterers of the ship Hanjin Shenzhen [2014] EWHC 120 (Admlty)

This recent case has revisited the existing case law on assessment of damages following a collision and provided further clarification as to the appropriate test to be applied.

The background facts

On 26 March 2008, there was a collision between the fully laden VLCC tanker ASTIPALAIA and the container ship HANJIN SHENZHEN in the approaches to Singapore where ASTIPALAIA was due to discharge. As a result of the collision, ASTIPALAIA suffered damage to her hull, guard rails and mooring chock. ASTIPALAIA was able to proceed into Singapore to discharge her cargo.

At the time of the collision, ASTIPALAIA was trading in the VLCC spot market which, in early-mid 2008, was particularly buoyant and the vessel was acceptable throughout the industry to oil majors and other first class charterers. However, ASTIPALAIA was unfixed for her next employment at the time of the collision.

As a result of the incident, the vessel's oil major approvals were temporarily placed on "*technical hold*" by the majors pending the usual investigation into the collision. ASTIPALAIA was also required by class to undertake permanent repairs before any further employment.

ASTIPALAIA sailed from Singapore to Dubai in ballast and entered dry dock for permanent repairs which lasted around 10 days. On exiting dry dock, ASTIPALAIA was still unable to resume trading on the VLCC spot market as the "*technical hold*" had not then been lifted. In the absence of oil major approvals, ASTIPALAIA was fixed to NITC to be employed as floating storage off Kharg Island, Iran on a 60 day period charter, during which time the "*technical holds*" were dealt with and lifted. She completed the NITC fixture and was redelivered at Fujairah on 29 June 2008, after which she resumed her normal pattern of spot trading.

Accordingly, despite the time in dry dock only lasting some 10 days, ASTIPALAIA was effectively unavailable for her primary trading market for the entire period from 26 March 2008 to 29 June 2008. ASTIPALAIA brought a claim for loss of profits based on what the vessel would have earned had she traded on the normal VLCC spot market during that period, giving credit for the mitigation earnings obtained while on charter as floating storage to NITC. The total amount claimed by ASTIPALAIA was approx. US\$ 5,640,000 lost income during that period.

The reference to the Registrar

Following agreement on liability, the quantum of ASTIPALAIA's claim was disputed and referred for determination by the Admiralty Registrar. The Court had to consider how to calculate loss of earnings of ASTIPALAIA in circumstances where: (1) the vessel did not have a specific next fixture concluded at the time of the collision such that there was no certainty as to what the vessel would have earned next, but for the collision; and (2) the vessel's oil major approvals had been placed on "*technical hold*" and were not reinstated until the end of a less lucrative storage fixture.

ASTIPALAIA's position

ASTIPALAIA's Owners contended that damages should be assessed on the basis that the best evidence of ASTIPALAIA's potential earnings, but for the collision, were that ASTIPALAIA would either: (i) have been fixed to Indian Oil Corporation (IOC) with whom they had been negotiating for a West Africa-East Coast India fixture at the time of the collision, after which ASTIPALAIA would have resumed a "*typical*" spot trading pattern of a round voyage from the Arabian Gulf (AG) to the Far East; or (ii) had Owners not secured the IOC fixture, the vessel would have undertaken two AG-Far East round voyages. Under either alternative, these two hypothetical voyages would have been completed within roughly the same period of time as the detention period, i.e. by 29 June 2008, such that a reasonable comparison could be drawn between what the vessel could have earned during that period, with what she did in fact earn.

ASTIPALAIA's Owners relied on the "time equalisation method" set out in *The Vicky 1* [2008] 2 Lloyd's Rep 45, which they argued supported their approach of comparing what the vessel would probably have earned but for the collision with what she did in fact earn in the same period. The hypothetical voyage schedule advocated by the ASTIPALAIA's Owners and prepared by their expert sought to provide comparable fixtures she could (but not necessarily would) have performed in the detention period in order to place a value on the vessel's lost earnings. On that basis, ASTIPALAIA claimed damages of approximately US\$ 5,640,000.

HANJIN SHENZHEN's position

In the *Vicky 1*, the claimant tanker owners had lost an actual fixture. HANJIN SHENZHEN's Owners argued that the principles from *Vicky 1* only applied if the claimant shipowner had lost a secured fixture, not where there was no definite next business secured.

Their primary case was that the loss period should be split into two distinct periods: (i) the period during which the vessel was completely out of service, when repairs were being completed; and (ii) the period during which she performed the floating storage charter. On that basis, HANJIN SHENZHEN argued that whilst they were liable in damages for lost income for approximately US\$ 800,000 for period (i) during the dry docking, by the time of the floating storage charter being entered into after dry docking the spot market had in fact fallen such that no damages were recoverable for period (ii) as the rates achieved under the floating storage business successfully mitigated ASTIPALAIA'S loss.

HANJIN SHENZHEN interests also opposed the "time equalisation method" of seeking to model hypothetical voyages on the basis that it was too speculative to seek to calculate when the vessel might have been back in the AG after the first hypothetical voyage, and what the spot rate might have been at that time for the second hypothetical voyage.

During proceedings, it was accepted by both experts that VLCCs operate in a well-defined and straightforward trading pattern. The largest loading area (around 72% of all VLCC cargoes) is the AG followed by West Africa, with a limited number of cargoes loading in the Caribbean or North Sea/Mediterranean. The Registrar accepted this evidence, and further evidence that, of the 72% of cargoes lifted from the AG, around 70% of those cargoes are for Far East discharge. Accordingly, it could be established on the balance of probabilities what sort of business the vessel most likely would/could have achieved during the total detention period.

The Admiralty Court decision

The Registrar considered and analysed various leading cases, including *The Argentino* (1888) 13 PD 191 (C/A), 14 App Cas 519 (H/L), *The Soya* [1956] 1 WLR 714 (C/A) and *The Vicky 1* [2008] 2 Lloyd's Rep. 45 (C/A).

Having done so, the Registrar accepted ASTIPALAIA's approach to assessing damages. The Court upheld ASTIPALAIA's argument that the detention period should include not only the repair period but also the additional period the vessel needed to obtain reinstatement of oil major approvals before returning to her normal employment, and that this detention period should be taken as a single period finishing on 29 June 2008, not broken into two parts. The arguments on behalf of HANJIN SHENZHEN that there were principles of law curtailing or precluding such an assessment were rejected.

On the basis of the expert evidence before him, the Registrar assessed damages in the total sum of approx. US\$ 4,960,000 (a loss of earnings of US\$ 9,860,000 less US\$ 4,900,000 earned during the floating storage contract).

Comment

This judgment confirms that an owner can claim damages not just for the immediate loss of use of the vessel during the period of repairs but also for further knock-on effects to the vessel's ability to return to normal trading, provided of course that such knock-on effects are not too remote or unforeseeable and that the loss can be proven by evidence.

The judgment also confirms that there is no set rule as to the recoverability of damages for loss of use, and that such recovery is not dependent on proof of a specific lost fixture, nor (if such a fixture is established) that damages are limited to that one fixture but no more.

While there is no set methodology for calculating loss of profits, the methodologies used in earlier cases may be adapted to suit the facts of each case. The principles applied in this case were ultimately the same as those applied in *The Vicky 1* and can be said to represent a recognised and well principled approach to modelling a vessel's likely earnings over a given period which properly takes into account the relevant market position as at the time the hypothetical voyages would have been fixed.

It should be noted, however, that proving one's loss may be more difficult in other trades. The VLCC trade is sufficiently well established and "predictable", with enough data published to allow a meaningful expert analysis of what the vessel could have earned. It would be more difficult to undertake the same exercise for ships with a more varied and unpredictable trading pattern.

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Boxships with a capacity of 26,000 TEU may be viable: industry opinion

BUILDING 26,000-TEUers is possible, though ship size eventually reaches a point of diminishing returns and especially on shuttle services between two ports. opinion expressed in Maritime Executive of Fort Lauderdale indicated that such supersize ships would be too big to sail through the new, expanded Suez Canal and would be relegated to sailing a few routes such as the trans-Pacific routes between Asian and west coast American ports, as well as sailing via Cape Town. Industry discussions have focused on alliances between ship companies that could realise the economic benefit from sailing supersize ships. To be viable, supersize ships may need to sail between major transshipment ports and interline with smaller vessels at both ports.

A transpacific supersize ship may theoretically sail between a Japanese transshipment port and a west coast American transshipment port. At the Asian end of the voyage, interlining ships will carry containers from Shanghai, Busan, Hong Kong and Taiwan. At the American end of the voyage, interlining vessels will carry containers to several other west coast ports. A supersize containership could theoretically sail from an Asian transshipment port to a future transshipment port located in the Gulf of Panama. Upon arrival, it would interline with smaller vessels that sailed across the Panama Canal as well as from South American Pacific ports. After exchanging containers, the supersize vessel would return to Asia while the smaller ships sail to their respective destinations in South America and across the Panama Canal to North American east and Gulf Coast, Central American and Caribbean destinations. However, the frequency of service may be insufficient to warrant construction

of a Nicaragua Canal. For westbound sailing involving a supersize containership, smaller ships may sail from Japanese ports, Busan, Shanghai, Taiwan and Hong Kong to transshipment ports at Singapore, Malaysia or even Colombo from where the supersize ship will sail towards Cape Town. The number of containers destined for South American Atlantic ports as well as West African ports as far north as Monrovia, Liberia, may be sufficient to warrant the operation of a ship of 26,000 TEU to a transshipment terminal located near Cape Town where it will interline with ships serving West and East African ports as well as South America. The volume of containers destined for South America will determine as to whether the giant ship would sail westbound across the South Atlantic or return to major Asian transshipment terminals carrying containers from West Africa, South America and the southern region of South Africa. Sailing the giant ship to South America invites evaluation of a future transatlantic container market. Brazil's economy is currently in a downturn, but future economic recovery and growth could produce an increase in trade between Brazil and Asian nations, between east coast South America and east coast North America as well as between east coast South America and Europe. A future transshipment terminal near Santos would offer connections to Buenos Aires, Montevideo and several Brazilian Atlantic ports. Competitive transportation costs aboard the supersize ship could extend its future sailing range or those of the interline ships to include the southern and southeastern Caribbean region. A series of alliances and agreements amongst shipping operators could create market application for such large ships on the Indian, Pacific and Atlantic Oceans. Further independent market research will be required to determine the ship's future applicability.

source: Schednet

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Shipping on the right course for the Ballast Water Management Convention

The Ballast Water Management Convention (the Convention), aimed at establishing standards and procedures to prevent the spread of aquatic organisms, enters into force and takes effect on 8 September this year. While it represents a significant environmental milestone for our planet, the Convention also means that the maritime industry has to gear up for a huge operational change. Under the Convention, ships trading in international waters will need to ensure they are fitted with a ship-specific Ballast Water Management System (BWMS), according to the agreed implementation schedule. The BWMS installed must be approved by the Flag State in accordance with approval process defined by the International Maritime Organization (IMO).

Even vessels from countries which have not acceded to the Convention are required to comply with the standards when entering the ports of IMO Member States that have ratified the Convention. In addition to meeting the requirements of the Convention, ships entering U.S. waters will also need to meet the stringent standards laid down in the U.S. Ballast Water Regulations and enforced by the U.S. Coast Guard (USCG). The U.S. has not acceded to the Convention but adopted its own ballast-water regulations in 2012. This disconnect in requirements has left many shipowners wondering if their vessels will be able to operate in U.S. waters when the Convention comes into force. The uncertainty in this area has been compounded by the fact that only three equipment makers – Optimarin, Alfa Laval and Ocean Saver – have systems that are approved and considered fully compliant with both

the Convention and US Ballast Water regulations. A fourth system is currently being considered by the USCG for full approval. With the Convention entering into force in less than 7 months, the pressure is certainly on for shipowners who must find a suitably robust BWMS for their operations and in the case of existing ships have the system installed by the date of their first International Oil Pollution Prevention (IOPP) Renewal Survey after 8 September this year.

Absorbing costs

Industry watchers expect that the global maritime industry will spend upwards of USD75 billion on equipping their vessels with ballast water treatment systems. Depending on the size of the vessel, its ballast water capacity and type of treatment, estimates show that the cost of implementation of the treatment systems can range from half a million to five million USD per vessel with some 40,000 ships to be equipped. This is in addition to other maintenance and operational costs.

Given these costs, there is the consideration that it may be more economically feasible to scrap a substantial number of older ships rather than modify them to meet the Convention's standards. Moreover, individual shipowners will also need to invest in training crew members to handle new equipment, ensuring that appropriate safety protocols are well established, and costs associated with disruptions due to dry-docking and equipment installation are contained. In the current depressed market, these compliance costs, and other ancillary costs have been of significant concern to shipowners. For many countries, they have even been a barrier to ratification.

Making progress

In spite of the nervousness about the ratification, shipowners are generally confident of meeting the standards in time. Having a firm date for the Convention's implementation provides certainty for timelines and budget. Furthermore, faced with the pressure of the Convention, equipment manufacturers and engineering companies are innovating to ensure that effective equipment and systems are made commercially available to help shipowners move forward. Currently, there are over 60-type approved systems, some of which make use of UV. To spur greater trust in ballast water systems, the International Chamber of Shipping (ICS) has also been collaborating with the IMO to ensure a more rigorous type approval process exists and as a result, the IMO adopted the more robust 2016 Guidelines for the Approval of Ballast Water Management Systems (G8) in October 2016. The IMO also agreed in 2016 that the approval guidelines should be made into a mandatory code and the Convention amended accordingly following its entry into force. As a result, the availability of commercial equipment that can be considered to effectively treat ballast water in conditions normally encountered in the daily operation of ships should grow as systems gain approval in accordance with the latest revision of the approval guidelines (G8). The availability of systems approved in accordance with the 2016 Guidelines (G8) and with USCG approval will fuel confidence in the Convention.

Navigating the way forward

It has taken 13 years to take the Convention from adoption to ratification and while there have been significant concerns and challenges in its ratification, the long-term benefits should outweigh the costs. The risks to aquatic biodiversity and human health arising from the transfer of harmful aquatic organisms in ballast water will be eradicated with the implementation of treatment systems. As an aside, some in the industry are saying the Convention may address existing vessel over-supply in the market, by encouraging shipowners to consider scrapping vessels that are over 15 years old. More importantly,

compliance with the Convention offers shipowners the opportunity to feedback on the efficacy of treatment systems, to help shape the Convention, and the industry as a whole. Here, the ICS provides a key avenue for shipowners to collaborate with other industry players and the IMO to refine the Convention and help facilitate implementation. The success of the Convention is ultimately dependent on multi-level collaboration within the global maritime industry. On a macro level, inter-agency coordination amongst the flag States is necessary for effective enforcement of ballast water management strategies. On a micro level, careful planning and coordination is vital if shipowners are to meet the requirements of the Convention while minimising preparatory and compliance-related costs.

This multi-level collaborative approach will also be in action during the Sea Asia 2017 conferences. Held in April in Singapore, Sea Asia 2017 will bring together leaders from across the industry and around the globe to analyse, debate and find solutions to issues confronting the maritime industry. One of the areas we will discuss is the Convention and its expected impact on the sector. I look forward to continuing the discussion on how we can work together as an industry to navigate these challenges moving forward.

Source: Article Written By By Peter Hinchliffe, Secretary General, International Chamber of Shipping. Mr. Hinchliffe is a speaker for the 'Navigating Challenges: The Way Forward' session at Sea Asia 2017.

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'Onze Vissers'

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

Bij Uitgeverij HANNIBAL verscheen het prachtige boek 'Onze Vissers'. De ondertitel, 'Het DNA van 'Het Zilte Leven', laat vermoeden waar het boek voor staat. Ineke Steevens, Martin Heylen, Stephan Vanfleteren en anderen tekenden als samenstellers.

De visserij in Vlaanderen is in volle evolutie, waarbij veel van de typische zeevisserscultuur aan het verdwijnen is. De samenstellers willen met dit boek het erfgoed en de ziel van deze visserscultuur blijvend vastleggen, met een diep respect voor de weinige vissers die er nog zijn en voor de vele die er zijn geweest.

Dat de visserij er op achteruit gaat is een understatement. Begin jaren vijftig telde de Vlaamse vissersvloot nog zo'n 450 schepen, in 2015 waren er dat nog amper 75! Er wordt niet meer geïnvesteerd in nieuwbouw, de vigerende regelgeving wordt er niet eenvoudiger op, niemand in de sector kijkt verwonderd als nog maar eens een rederij er de brui aan geeft. Zullen wij binnen afzienbare tijd geen Vlaamse visserij meer hebben? Het blijft een open vraag.

Het boek brengt tientallen historische ongeziene foto's, objecten en een selectie van de beste beelden die ooit van Belgische vissers gemaakt werden, voorzien van verhelderende commentaar en sprankelende anektdes. Anne-Katrien Lescrauwaet en Jan Seys (VLIZ – Vlaams Instituut voor de Zee) geven een uitgebreide geschiedenis van de Belgische zeevisserij vanaf 1830. Martin Heylen stelt zichzelf op als een bewonderende observator die de zee beschouwt als een onbereikbare geliefde, en fotograaf Stephan Vanfleteren keek

oude en jonge vissers in de ogen. 'Onze Vissers' bevat daarnaast een originele cd, 'Piekenoas', met daarop zes klassieke zeemannsliederen gebracht door Smory & de visschers: Roland Van Campenhout, Luc Dufourmont, Matthias Debusschere & Ace Zec. Het de uitgave van het boek valt samen met de tentoonstelling 'Engelen van de zee' in het NAVIGO-Nationaal Visserijmuseum in Oostduinkerke aan de Vlaamse kust. Weze nog gezegd dat 'Onze Vissers' werd uitgegeven met steun van NAVIGO-Nationaal Visserijmuseum en de Provincie West-Vlaanderen. 'Onze Vissers' (ISBN 978 94 9208 165 0) werd als hardcover op handig formaat (21 x 14,50 cm) uitgebracht met tampondruk op snee en met cd. Verkoopprijs is 39,50 euro. Het boek is te krijgen in de betere boekhandel en in het NAVIGO-Nationaal Visserijmuseum te Oostduinkerke (België).

Inséré 20/07/17 HISTORIEK HISTORIQUE Enlevé 20/08/17

MARINE - Réflexions à propos de sa date de naissance (II)

Le roi qui avait été sérieusement échaudé lors de 'la campagne des 10 jours', avait mis la priorité sur la réorganisation de l'armée de terre, avec l'aide bienvenue de 104 officiers français. Cette armée se composait en effet de gradés et de soldats en provenance de l'armée hollando-belge, mais aussi de bandes armées : volontaires de Capiaumont, voltigeurs de Chasteler et d'autres, qui s'étaient attribués des grades et des galons et refusaient tout ordre autre que de leur chef de bande. Du côté de la Marine c'était plus sérieux : rien que des cadres formés à la française ou à la hollandaise et des équipages de marins et d'ouvriers maritimes sans travail, qui avaient été enrégimentés sous Napoléon et avaient bel et bien droit à leurs grades et galons. On a vu que la Marine avait été dès sa création rattachée au ministère des Affaires étrangères et qu'elle jouissait d'une grande autonomie d'action et s'organisa elle-même sans l'aide de personne. Une organisation sérieuse qui perdurera car on en retrouvera les traces plus tard dans la Marine de l'État.

Comme nous n'avons vu jusqu'ici que des officiers subalternes affectés à la flottille, nous supposons que les officiers supérieurs ont dû faire partie des trois directions du Département de la Marine. La Direction de l'Administration et des ports englobait à la fois les Commissariats maritimes (Waterschoutsambt) d'Anvers et d'Ostende, le Service du pilotage (à partir de 1840), du balisage et des phares, l'Inscription maritime, la surveillance de la quarantaine et la Police maritime; en attendant que l'Inscription maritime soit en mesure de fonctionner, les commandants furent autorisés à recruter eux-mêmes leurs équipages selon des normes bien précises et conformément aux lois et règlements de police sur le recrutement à l'armée. La Direction du Génie maritime avait dans ses attributions le grément des navires, leur armement, l'entretien et les réparations des navires, et la surveillance des constructions neuves (en sorte l'inspection maritime d'aujourd'hui). Le gouvernement belge fit appel à la France pour que des ingénieurs des constructions navales et des charpentiers de marine viennent jeter les fondements d'un établissement militaire (le Génie maritime) à Ostende, encore appelé l'Oosteroever. Enfin, la Direction opérationnelle gérait le personnel et décidait des affectations et des promotions. Les grades étaient prévus au tableau organique, d'aspirant à contre-amiral pour le personnel combattant. Celui-ci était épaulé par des agents comptables de 1ère et 2de classe et soigné par des officiers de sante, également de 1ère et 2de classe, tout comme dans la marine napoléonienne. Ces trois directions étaient chapeautées par un

Conseil de la Marine (on ne parla jamais d'Amirauté chez nous, autrefois comme aujourd'hui— les grands mots font peur aux Belges !).

Pour assurer sa mission de garde-pêche l'État acheta une goélette de 200 t. qu'il arma de 10 canons et qui reçut le nom de la première reine des Belges, Louise-Marie. Ce navire remplaça un cotre peu commode appelé l'Aviso.

Faisant suite à la mise en service d'une ligne de chemin de fer à vapeur entre Bruxelles et Malines, l'État ouvrit en 1840 un service de transbordeurs à vapeur entre Anvers et la rive gauche d'une part et Tamise d'autre part. C'est encore à la Marine Royale, qui avait déjà formé des machinistes et des chauffeurs, qu'on demanda de fournir des cadres et équipages. Et lorsqu'en 1841 l'État soutint le projet d'ouvrir une ligne régulière entre Anvers et New York —on acheta dans ce but en Angleterre le plus grand navire à vapeur jamais construit, le British Queen—, c'est encore à la Marine qu'on eut recours pour lui fournir ses officiers, marins et chauffeurs. C'était pour une fois voir trop grand ... ou pas assez, car de toute façon un seul bateau n'eût pas suffi à assurer une navette pareille. Ce fut un flop, mais bon, l'expérience servira pour plus tard.

En Sénégambie



Et puis il y eut l'affaire du Rio Nunez comme on l'appelle. Le Rio Nunez est un fleuve de ce qui est actuellement la Guinée, capitale Conakry, dont on se souvient de son premier président, Sekou Touré. En 1840 on appelait Sénégambie tous les territoires côtiers de l'Afrique occidentale, baignée par l'océan Atlantique, région disputée entre l'Angleterre, la France et le Portugal pour ses richesses en or, diamant, fer et bauxite, mais aussi pour ses huiles de palme et ses arachides dont on tirait de l'huile. Et c'est justement une histoire d'huile qui y amena les Belges de 1847 à 1849. Un industriel anversois de nationalité française, nommé Cohen — appartenant à la grande famille des Cohen se disant descendants directs d'Aaron, frère de Moïse—, était marchand d'huile et de graisse, dont l'industrie des charbonnages faisait grande consommation. En effet, les puissantes pompes qui asséchaient les galeries

souterraines et permettant de pénétrer plus loin et plus profondément, marchaient à la graisse. Tant que les colonies hollandaises nous en fournirent à bon compte, tout allait bien; mais aussitôt que la révolution se fut transformée en séparation: plus d'huile, plus de graisse, moins de charbon! Notre négociant plaida auprès du gouvernement et alla jusqu'au Roi pour qu'on monta une expédition d'exploration vers l'Afrique, afin d'y trouver à acheter ou à troquer ces précieuses arachides dont on tirait nos graisses.

Il en fit tant que l'on y dépêcha la Louise-Marie en reconnaissance. C'était en décembre 1847, une année de disette et de famine. Le navire était commandé par le lieutenant de vaisseau de 1^{ère} classe Joseph Van Haverbeke. On lui avait adjoint un médecin, le

docteur François Durant, commissionné au grade chirurgien-major de 1^{ère} classe, qui avait déjà été prospecter Santo Tomas de Guatemala, et qu'on chargea de voir si les conditions climatiques et sanitaires étaient favorables à l'installation de comptoirs commerciaux belges ; âgé de 39 ans, il avait fait ses études de médecine à Utrecht et avait été médecin militaire dans l'armée hollando-belge.



Après une escale à Tenerife la Louise-Marie arriva le 11 janvier 1848 à Dakar en baie de Gorée, puis descendit la côte, passa la Casamance et les possessions anglaises et portugaises de Guinée, et arriva enfin à l'embouchure d'un petit fleuve appelé à l'époque 'Rio Nunez' et aujourd'hui 'le Cogon'. Notre navire remonta prudemment le fleuve et s'affourcha devant un établissement commercial d'un certain Mr Bicaise, un Français installé là depuis 1835. Sa factorie était entourée d'une forte palissade garnie de quelques petits canons. Elle comprenait une maison d'habitation, une maison pour les hôtes de passage dont le rez-de-chaussée servait d'entrepôt, deux hangars à marchandise, l'un en bois et l'autre à la charpente de fer, une forge, un chantier et même

une estacade en bois où pouvaient accoster les embarcations .

Tout cela pour vous dire l'importance de cet établissement et ses moyens de défense dans un environnement qui ne devait pas toujours être pacifique. En effet, lorsque notre goëlette arriva une guerre tribale venait d'éclater. A la mort, survenue l'année précédente, du chef de la tribu des Landoumas, qui occupait les territoires où se trouvaient les concessions des Français, deux partis se confrontaient pour s'en approprier: la tribu des Bagos dont le chef de la tribu, Tongo, était soutenu par les Français et les Landoumas, dont le chef était nommé Mayoré, et qui bénéficiait lui du soutien des Anglais. Des cases avaient été incendiées, le sang avait coulé. Un troisième larron, Lamina, chef des Nalous, s'immisça dans la pagaille et prit fait et cause pour les Français. Mais ce chef rusé, voyant le peu de reconnaissance que les Français avaient eu pour son aide pacificatrice, se tourna vers ce nouveau navire qui n'était ni anglais, ni français, et s'entendit avec le commandant Van Haverbeke qui lui versa 300 gourdes d'avance —10 gourdes valant 50 francs or— pour céder en toute souveraineté à la Belgique un territoire d'un mille de large, bordant les deux rives du fleuve et s'étendant sur plus d'un kilomètre. En échange la Belgique paierait au chef des Nalous une rente annuelle de 1000 gourdes —5000 francs or— en marchandises et s'engageait à le protéger par ses troupes et ses navires contre toute agression injuste ; Lamina d'autre part s'engageait à protéger les installations commerciales belges dans ses territoires. La région devait être riche pour susciter ainsi la convoitise des Anglais et des Français et justifier les coups fourrés qu'ils s'administraient par personnes et tribus interposées. Mr Cohen savait où il mettait les pieds. Riche la région l'était sûrement. Toutes les localités de cette côte étaient des sources avantageuses offertes au commerce par les ramifications avec de vastes pays de l'intérieur, au débouché des caravanes et des plaines peuplées et fertiles en productions naturelles et agricoles, où l'on trouvait des gommés, du café, de l'ivoire, de l'or, du riz, du mil, du maïs, mais surtout les fameuses arachides, si nécessaires à nos industries.



La Louise-Marie revint au pays en mai 1848 et Cohen envoya immédiatement le trois-mâts de 400 tonnes Emma, de l'armement gantois De Coster, commercer avec Bicaise, nommé consul-général de Belgique pour la circonstance. La Louise-Marie repartit en décembre pour le Rio Nunez et y tomba en pleine pagaille : le chef Mayoré, pourvu en armes et alcools par les Anglais qui cherchaient à évincer les Français, avait brûlé un comptoir avancé des Français et s'était mis à construire des cases sur l'emplacement réservé aux Belges.

Cette fois-ci Lamina n'est pas en mesure de contrer son adversaire, à moins qu'il attende un renfort de ses nouveaux amis belges pour s'assurer une confortable supériorité par les armes des Blancs. Mais voilà, de nouveaux intrépides colons anglais ont fourni, eux aussi, des fusils à l'adversaire. Le commandant Van Haverbeke, bien décidé à ne pas se laisser faire, fit armer en guerre ses chaloupes et, avec celles du Français, il remonta le fleuve, créant par cette manifestation de force une grande frayeur parmi les gens de Mayoré. Il débarqua ses troupes et somma ce dernier de venir s'expliquer au village de Boké où il avait son kraal.

Arrivé à Boké l'expédition franco-belge débarqua et se mit en position de tir, après quoi le commandant, le Français et un interprète se rendirent à la palabre. Ils y trouvèrent Mayoré ivre-mort, soulé au rhum par les Anglais, incapable de comprendre quoi que ce soit, sauf qu'on le sommait de `repalabrer' le lendemain, faute de quoi ce serait par la force qu'on lui ferait entendre raison. L'expédition rembarqua et regagna le bord de mer vers les deux heures du matin. En réponse à cet ultimatum Mayoré fit mettre le feu aux plantations des Français et enlever femmes et enfants des planteurs. Le tam-tam répandit au loin la menace de guerre. Aussitôt les Anglais et la Gambie voisine dépêchèrent la corvette H M S Favorite pour faire des remontrances aux Belges. De Dakar, les Français de leur côté envoyèrent la corvette La Recherche afin de s'interposer s'il y avait lieu, défendre les installations françaises, et dire aux Belges qu'ils n'en avaient rien à faire là! Comme on le voit, l'affaire s'envenima. Van Haverbeke fit montre de compréhension, puis de diplomatie.

Il réussit à convaincre et les Anglais et les Français de le laisser lui , neutre dans ce conflit, régler à sa manière le problème, et de défendre les intérêts de chacun —et le sien— par la même occasion. Les Anglais, en vrais gentlemen, acquiescèrent, prêts à tirer les marrons du feu ; les colons français par contre, considérant que les Belges avaient généreusement pris leur parti, se déclarèrent solidaires des Belges et d'accord avec leur plan. Van Haverbeke avait en effet conclu un accord avec Lamina qu'avec l'aide de 800 de ses guerriers il allait mettre Mayoré une fois pour toutes à la raison et qu'ensuite il proclamerait Lamina grand chef de toute la région et de tous les clans qui y résidaient. Une semaine serait nécessaire pour rassembler des forces suffisantes pour mener à bien l'expédition. Le capitaine de frégate de la Tocraye, commandant de La Recherche, comprit que, malgré les ordres qu'il avait reçus du commandant de la station de Dakar, il y allait de l'intérêt de la France de soutenir les Belges qui prenaient fait et cause pour son concitoyen Bicaise et lui évitait d'entrer en conflit avec les Anglais. Il fit savoir à Van Haverbeke qu'il apporterait l'aide de ses chaloupes et de son peloton de débarquement dont il prendrait lui-même le commandement. Là-dessus l'Emma arrive à la rescousse, avec Cohen à bord. A Dakar il avait eu vent de l'histoire et le voilà prêt à défendre avec Van Haverbeke ses intérêts. Il mettra lui aussi ses chaloupes sur pied de guerre et se joindra à l'expédition punitive projetée. En toute honnêteté Van Haverbeke envoie une dernière fois un de ses officiers, le lieutenant D ucol ombi er, palabrer avec Mayoré. Celui-ci promet tout ce qu'on voulait mais ne tint aucune de ses promesses. Sa mauvaise foi étant prouvée, procès-verbal en fut dressé et l'expédition se mit en route.



L'expédition, forte de 130 hommes, se composait de la Louise-Marie de 20 canons, de 2 chaloupes armées, du trois-mâts Emma armé de 4 caronnades prêtées par Bicaise, de la petite goëlette La Dorade appartenant à un autre colon français et armée de 2 obusiers, de 5 chaloupes françaises de La Prudente et de La Recherche armées chacune d' 1 caronnade de 12 et de 2 obusiers de 12, des pierriers et des espingales , plus 4 chaloupes de transport de munitions. Le 22 mars la flottille —la Louise-Marie et l'Emma, remorquées par des chaloupes— remonta la rivière. A leur approche Mayoré s'enfuit en mettant le feu aux villages et plantations. A 11h la grande chaloupe, montée par des Belges, partit en avant, la Louise-Marie ne pouvant aller plus avant à cause de son tirant d'eau ; seuls l'Emma, La Dorade et les chaloupes purent s'avancer jusqu'à Boké où ils purent s'emboîser. Un silence inquiétant régnait sur les collines où l'on voyait distinctement les guerriers noirs dont certains étaient armés de fusils. Les navires ouvrirent le feu sur le village, puis les troupes débarquèrent, menées par le capitaine de frégate de la Tocnaye; l'enseigne Dufour commandait la 3ème chaloupe. Le commandant Van Haverbeke dirigeait le feu de l'artillerie. A ce moment toutes les crêtes s'embrasèrent et un tir meurtrier plongeant fit des victimes parmi les marins et leurs officiers. La compagnie de débarquement escalada la pente de la colline, sous une chaleur torride atteignant les 50°, et en chassa les défenseurs à la pointe des baïonnettes.

Le village fortifié de Boké fut pris rapidement mais la rive droite tenait toujours. Van Haverbeke y fit débarquer une équipe menée par le maître-canonier Rietvelt qui enleva, clairon sonnante, le village et l'incendia, mettant ainsi fin à toute résistance. Les Landoumas éprouvèrent de lourdes pertes qu' ils compensèrent en pillant l'établissement des Anglais et se soûlant de tout l'alcool qu' ils y trouvèrent. Les nôtres comptèrent sept victimes de balles ennemies, dont le lieutenant Dufour. Mayoré, vaincu, disparut et le commerce pouvait reprendre. Mais comme Lamina n'avait rien fait de positif et que le chef Tongo s'était montré l'allié le plus loyal, c'est à ce dernier qu'on remit le pouvoir. C'est par conséquent avec lui que le commandant Van Haverbeke signa un nouveau traité concédant aux Belges tout le territoire situé de chaque côté de la rivière à un mille à l'intérieur, avec autorisation de construire un fort à Boké, le tout pour la somme de 5.000 francs.

Le commandant Van Haverbeke fut promu chevalier de la Légion d'honneur par la France et reçut l'ordre de Léopold des mains du ministre. Les négociants français du rio Nunez envoyèrent Cohen à Bruxelles lui remettre de leur part un splendide sabre d'honneur, ce qui fut fait en présence du ministre des Affaires Etrangères et du capitaine de vaisseau Lahure, commandant supérieur de la Marine royale belge.

En Belgique

La Marine fut également mise à contribution lorsqu'en 1847 l'Etat belge reprit à son compte la ligne Ostende-Douvres, exploitée jusqu'alors par l'Angleterre. C'est la Marine qui fournit états-majors et équipages à tous ces paquebots. Le 11 avril 1862 le gouvernement renonça à avoir une marine de guerre, et, conservant toutes les attributions qu'on leur avait confiées depuis 30 ans, nos marins formèrent la Marine de l'Etat.

En guise de conclusion

Monsieur Leconte, ancien conservateur en chef du Musée de l'Armée, lorsqu'il parle de la Marine, s'étend surtout sur les cabales menées contre elle par les politiciens. Je ne puis comprendre l'animosité qu'elle suscita auprès de nos parlementaires, et cela depuis les débuts de son existence. Prononcer le nom de la Marine soulevait immédiatement des

tempêtes dans le monde politique. Et chaque présentation de budget à cette assemblée, provoquait inmanquablement des protestations virulentes, menant à des amendements, des restrictions et des réductions incompréhensibles. Il reste là un champ de fouille inexploré qui devrait faire le bonheur d'un politologue ou analyste politique. La Marine Royale, si elle n'a pas eu d'ennemi à combattre et aucun fait de guerre à son actif, ni de citation à mettre à son étendard, a pourtant bien mérité de la patrie sur le plan économique comme sur celui des relations étrangères. C'est elle qui, après la Révolution, permit la relance du commerce maritime en fournissant officiers et équipages pendant quatorze ans aux navires marchands belges ; en prospectant les territoires où une implantation économique aurait pu se développer à l'avantage de la Belgique ; en montrant son pavillon dans les parties les plus importantes du monde, y transportant ambassadeurs, consuls et attachés commerciaux. Il n'y eut qu'elle pour assurer la protection et la sauvegarde de nos pêcheurs en Islande. Il n'y eut qu'elle pour fournir les chauffeurs et machinistes aux premiers vapeurs exploités par La Ligne Ostende Douvres 1847.

Ce furent ses ingénieurs de construction navale qui dirigèrent les travaux de construction navale, dont les malles Ostende- Douvres ; ce fut l'un deux, Mr Sadoine, qui devint le premier directeur-général de Cockerill . C'est de leur génie que sortit en 1892 la malle à vapeur, à roues à aube, la plus rapide du monde —21,7 noeuds—, à savoir la Marie Henriette de 8.300 hp. Il n'y eut que notre Marine pour refaire le pilotage de nos ports, le balisage de nos eaux, et assurer le sauvetage en mer. Il n'y eut qu'elle pour assurer la défense militaire de nos ports de mer.

Malgré les avanies qu'elle eut à subir, notre Marine Royale put compter sur ses marins, sur une belle jeunesse qui en voulait malgré tout et qui s'y engagea corps et âme. Ils furent en tout 134, à savoir 87 officiers de pont, 5 ingénieurs de construction navale, 22 officiers d'administration et 20 officiers de santé. Ce sont eux les courageux, les persévérants que nous devons honorer aujourd'hui. Ce sont eux qui nous ont montré ce dont les Belges étaient capables sur mer. A eux notre respect!

Fait à Ostende en janvier 2007, à l'occasion de la célébration du 17 Sème anniversaire de la création de la Marine militaire de la Belgique.
CPV (hre) J.C. Liénart Reprise de la revue Neptunus.

Inséré 22/07/17 NIEUWS NOUVELLES NEWS Enlevé 22/08/17

The real reason Arctic drilling is faltering right now — low oil prices

To those who aren't oil industry insiders, it seems like the most sudden of turnabouts. Shell appeared all set to drill in the Arctic — but then pulled out after completing just one unsuccessful exploration well. And then along comes the Obama administration and seemingly slams the door behind the company, canceling two scheduled Arctic ocean lease sales for 2016 and 2017. These developments have made environmentalists ecstatic, but oil industry observers say that the narrative may be rather different from how it appears. They suggest that the principal difficulty for Arctic offshore drilling right now is economic — this is a pricey endeavor at a time when oil prices are so low — and that companies may

be back for another try at Arctic offshore drilling, in U.S. waters or elsewhere, if economic conditions change.

"I would say that everybody understands the false start, but they haven't given up," says Mead Treadwell, Alaska's former lieutenant governor and now president of PT Capital, a private investment firm that focuses on Arctic opportunities. Back in 2009, scientists with the U.S. Geological Survey and several other institutions estimated that in the Arctic, "about 30% of the world's undiscovered gas and 13% of the world's undiscovered oil may be found there, mostly offshore under less than 500 meters of water." For oil companies, which are constantly trying to book more and more proven reserves, this was obviously highly enticing. However, the explosion of the Deepwater Horizon in the Gulf of Mexico, followed by the worst oil spill in history, came only a year later, sensitizing Americans — and the Obama administration — to the unique risks associated with offshore drilling, and providing a reference point that would guide environmentalist objections going forward. The contention was that if such a disaster can happen in the Gulf of Mexico, a spill in the Arctic — which is even more pristine and remote — would be more difficult or even impossible to contain or clean up. Nonetheless, and despite Shell's recent false start, the resources do seem to be there. A 2015 report by the National Petroleum Council, an advisory committee to the Energy Department, recently reaffirmed the basic U.S. Geological Survey finding from half a decade earlier about that. The study found that the Arctic likely contains 426 billion undiscovered barrels of oil equivalents (including natural gas), a total that "represents about 25 [percent] of the remaining global undiscovered conventional resource potential." It noted that Russia is best off in terms of having access to these resources — and is already moving to exploit them — followed by the United States.

The study added that 75 percent of Arctic oil and gas resources are thought to be offshore rather than onshore. "The U.S. Arctic is estimated to have 48 [billion barrels of oil or oil equivalent] of offshore undiscovered conventional resource potential, with over 90% of this in less than 100 meters of water," the study added. So if companies aren't going after this, at a time when they want to book new reserves, what's the reason? Simple: cost.

"The price of energy, and the capital costs the companies are cutting, I think that's playing as much of a role in the decisions to not explore, or postpone," says Heather Conley, senior vice president for Europe, Eurasia, and the Arctic with the Center for Strategic and International Studies. "The cost of exploring [is] not commercially viable unless the price of oil is \$ 100 per barrel. I've seen maybe getting down as low as \$ 80.

"It's not just Shell — earlier this year Statoil, the large Norwegian oil major, said it had no plans to drill in 2015 in the Barents Sea. In a sense, then, all of this could be considered a key consequence of OPEC's decision, last November, not to curtail oil production, a move that led to a dramatic plunge in oil prices and ushered in a low price environment that still persists a year later. One major result, naturally, has been to make more costly forms of resource exploitation a lot tougher to sustain. "It does not mean that there will never be interest in Arctic drilling," says Pavel Molchanov, an analyst with Raymond James. "Certainly over time it's likely that it will recover. But right now, it's just a tough landscape to do it." Granted, it's definitely possible that the timing of the oil price plunge may in effect shut the window on developments in U.S. Arctic waters. After all, as the climate change issue becomes more and more prominent — with the Arctic as its top icon — and as environmental groups focus more and more on a "supply side" strategy that tries to prevent companies from exploiting hydrocarbon resources because of the potential to add more carbon to the atmosphere, the political risk, already high, may grow steadily higher going forward. However, even if that's the case, this would apply more to U.S. politics than international ones. All voices seem to agree that whatever happens in the U.S., Russia will likely move ahead — although economic sanctions could slow developments there. "Even

if the United States makes a decision not to develop our energy resources in the Arctic, at least offshore, the Russians will" develop theirs, says Conley. "And that means LNG carriers will be going through a very narrow Bering Strait, taking those resources to Asian markets. "For Conley, that means that even if we don't develop our resources, we need to be moving fast to become a much bigger Arctic player — which means investing in icebreakers and all-around preparedness. "An accident in the Russian Arctic will have a big effect on the American Arctic," says Conley. "So we still need that readiness, even if we ourselves decide not to develop those resources." So in sum, developments in Arctic energy — both in the U.S. sphere and beyond it — will continue to play out over the coming decades. "I don't think people have given up," says Treadwell. "It's a little bit longer, but Shell themselves said, whatever we found here, we probably wouldn't produce til the late 2020s anyway. So don't write off the Arctic for that."

Source : Washingtonpost

Inséré 24/07/17 DOSSIER Enlevé 24/08/17

Shipowners in "wait and see" mode ahead of 2020 sulphur cap, as uncertainty looms large

Shipowners are growing wary ahead of the 2020 sulphur cap decided by IMO and have chosen to adopt a "wait and see" approach, before they make any hasty decision. In its latest weekly report, shipbroker Gibson began its analysis by noting that "the date is sometime in 2020, the event is the annual Alternative Fuels award ceremony held in front of a packed auditorium full of stakeholders covering representation from shipowners, refiners and the oil majors. The audience is eagerly anticipating the announcement of the coveted winner. The best newcomer Oscar went once again to LNG, still not quite worthy of the big prize. While the lifetime achievement award went to fuel oil for decades of loyal service to the shipping industry. So who will win the ultimate prize 'compliant low sulphur fuels' or 'scrubbers'? On the stage there appears to be some confusion, who has the envelope containing the all-important result?" According to the London-based shipbroker, "the above paragraph may be a little skit on events at the recent Hollywood Oscar's ceremony, however it does illustrate the huge amount of uncertainty that currently surrounds the sulphur limits issue. Shipowners appear to have adopted a wait and see approach, while many refiners have the headache of whether to make considerable investment in upgrading, in what are in, many cases, old inefficient production facilities. In addition, what will become of all the surplus of high sulphur fuel (HSFO), effectively a by-product of the current cracking process?"

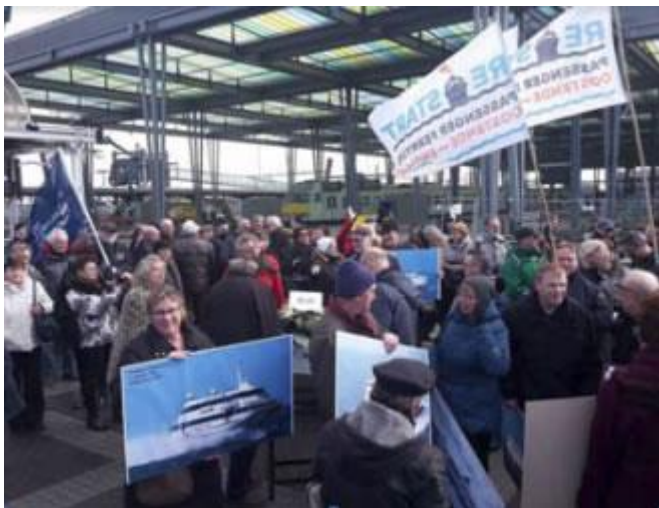
Gibson added that "lets take a look at some of the options. Increasing use of low sulphur fuels has been widespread over the past few years with the growth of the ECAs. During the recent low bunker price environment, the additional ECA low sulphur fuel costs have been absorbed by counterparties. But where will the oil price be in 2020? Another option is to continue to use HSFO and install a 'scrubber' to clean the engine emissions prior to exhaust discharge, but this solution requires upfront capital investment. Higher bunker prices would make this a much more attractive solution as the price differential between

distillates and HFO would be that much greater and consequently the scrubber repayment period would be quicker (see graph). But even here there are other considerations to be thought through not least the age of the vessel. With many owners controlling large fleets, investment here could be considerable even if technology brings down equipment costs. Given the above it is hardly surprising that owners are adopting a wait and see approach". The shipbroker said that "refiners have a different approach, who will pay the huge investment costs to change refinery plant to produce compliant fuel – namely distillates? Here the challenge is whether there will be enough compliant product to meet demand by 2020? The industry estimates that on current requirements refiners will need to replace around 250 million tonnes of HSFO with a substitute to meet the 0.5% maximum sulphur specification. Alternative fuels have been developed by several of the oil majors, but the challenge here is to find a cost-effective way to remove the sulphur from HSFO. This also raises the issue of compatibility between the new hybrids. Also, why would refiners want to develop cheaper alternatives as owners already pay a premium for distillates. Should owners favour adopting scrubbers the incentive for refiners to develop cheaper cleaner fuels disappears". "In conclusion, it will be difficult to pick a winner here. In reality each solution has its own merits in the right set of circumstances and in all probability, each will take a share of the prize. It is not surprising that shipowners have adopted a wait and see approach. The headache of current trading environment is perhaps prohibitive for owners to sanction more debt and in the end owners will leave the party without clutching any awards", the shipbroker concluded. Meanwhile, in the crude tanker market this week, in the Middle East, it was "an active week for VLCCs, but the heavy weight of availability persisted to keep the market boxed in at an average low ws 50 mark to the East and high ws 20's level to the West – basically unchanged from last week's numbers. March fixing is rapidly drawing to a close now and opportunities for Owners to kick the soft trend will be limited. Suezmaxes had a bright start and initially drove rates up to ws 95 to the East and into the low ws 50's to the West, but from midweek things slowed again and no further gain could be posted into the weekend upon a flatter feel. Aframaxes couldn't maintain their previously upward move, but did manage to tick over at around 80,000 by ws 120 to Singapore for most of this week – perhaps a little lower by the week's end and into next week", Gibson concluded.

Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

Inséré 26/07/17 NIEUWS NOUVELLES NEWS Enlevé 26/08/17

**De Belgische REGIE VOOR MARITIEM
TRANSPORT Na 20 jaar herdacht.**



De Regie voor MaritiemTransport, gegroeid uit het in 1846 opgerichte Zeewezen hield na 151 jaar lijndienst tussen Oostende en Dover/Ramsgate in 1997 op te bestaan. Dit was een beslissing van toenmalig minister Daerden, minister van Transport. De laatste overtocht geschiedde op 28 februari . Hierbij gingen 1.700 jobs verloren.

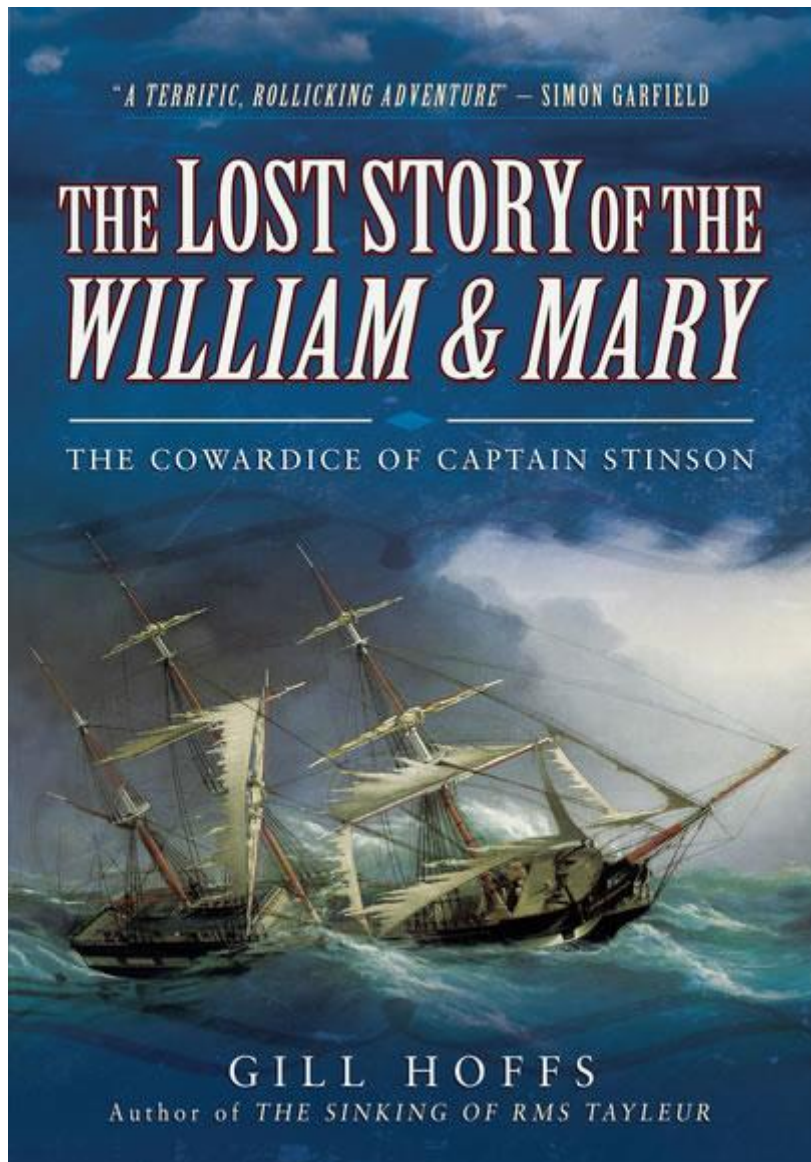
Op initiatief van de heer Luc Antoine, voormalig R.M.T.-medewerker, vond dag-op-dag, dinsdag 28 februari 2017 , na 20 jaar een herdenkingsmars plaats ter gelegenheid van deze trieste

ervaring. De organisatie ging door in samenwerking met de vereniging Restart vzw, die ijvert voor een nieuwe Roro/Ropax verbinding tussen Oostende en het V.K. Restart heeft daarvoor een breed draagvlak gesteund op achtuele traffiekcijfers en statistieken eigen aan de sector. Aan deze optocht namen niet alleen ex-personeelsleden – van matroos tot kapitein – mede maar ook Federaal Volksvertegenwoordiger en gemeenteraadslid Wouter Devriendt (Groen), Vlaams Parlementslid en gemeenteraadslid Björn Anseeuw (NVA) en tal van sympathisanten. Ter deze gelegenheid werd een optocht gehouden van het Zeestation naar het Stadhuis te Oostende waar een delegatie ontvangen werd door een bediende van de burgemeester, tevens voorzitter van het Autonoom Gemeentebedrijf Haven Oostende (die verstek liet) Johan Vande Lanotte en waarbij een verzoekschrift met 780 handtekeningen werd overhandigd tot het bekomen vaneen straatnaam op plein genoemd naar de RMT. De kantoorbediende deeldemedede dat ze de petitie aan de burgemeester zal overhandigen ter voorleggingin het Schepencollege. De burgemeester wist eerder aan de pers te verklaren dat een nieuwe ferrylijn er in Oostende niet komt... " uit schrik voor de illegalen ".



Inséré 28/07/17 BOEKEN LIVRES BOOKS Enlevé 28/08/17

The lost story of the William & Mary



"[S]he struck against a reef ... the scene which then took place was fearful in the extreme. The passengers came rushing up the hatchways, some in their night-clothes, and all in the greatest disorder, screaming and wringing their hands frantically, while the ship kept rolling from side to side with the greatest violence, sometimes appearing as if she would have gone on her beam ends altogether..." Ebenezer Miller, passenger. (Preston Chronicle, Saturday 11 June 1853.) The loss of the emigrant ship William & Mary made news around the world not once but twice in 1853. First when her American captain reported the vessel lost before his eyes in the shark-infested waters of the Bahamas and the death of over 200 left on board, then again when the truth emerged - a tale of abandonment, desperation, and the incredible heroism of a wrecker and his crew.

Discover the people involved in this mysterious shipwreck, including: Captain Timothy Stinson, the callous young mariner who attempted mass murder Susannah Dimond, the English 19-year-old hoping for a new life in St. Louis with her family, husband and unborn child Izaak Roorda, one of a group of 87 Dutch emigrants seeking to settle in Wisconsin, who found the lifeboat more perilous than the sinking ship. Over 160 years later, Gill Hoffs reveals the terrifying true events that drove one man to murder passengers with a hatchet and others to abandon their family and friends - and a wrecker to risk his life for total strange

By Gill Hoffs

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New sampling guidelines for the sulphur content of fuel oil

The IMO has published a recommended method for sampling of liquid fuel oil used on board ships to assist with effective control and enforcement of the sulphur content requirements under MARPOL Annex VI. IMO's "Guidelines for Onboard Sampling for the Verification of the Sulphur Content of the Fuel Oil used on board ships" was approved in October 2016 at the Maritime Environment Protection Committee's 70th session (MEPC70) and has been issued as MEPC.1/Circ.864. Although the guidelines are a recommendation only, they set forth an acceptable sampling method for inspectors to determine the sulphur content of fuel oils, both with respect to location of sampling points and handling of the samples. It is worth noting that the ship's representative should, in the absence of a dedicated sampling point approved by the flag state/classification society, be able to propose a location and arrangement for sampling that is safe and representative of the fuel. According to the IMO guidelines, this sampling point should comply with all the following requirements:

be easily and safely accessible;

take into account the different fuel oil grades used for the fuel oil combustion machinery item;

be downstream of the in-use fuel oil service tank;

be as close to the fuel oil combustion machinery as safely feasible taking into account the type of fuel oil, flow-rate, temperature, and pressure behind the selected sampling point;

be located in a position shielded from any heated surfaces or electrical equipment and the shielding device or construction should be sturdy enough to endure leaks, splashes or spray under design pressure of the fuel oil supply line so as to preclude impingement of fuel oil onto such surface or equipment;

and be fitted with suitable drainage to the drain tank or other safe location.

The IMO guidelines also draw attention to the importance of only taking the fuel oil sample once a steady flow is established in the fuel oil circulating system as well as thoroughly flushing through the sampling connection with the fuel oil in use prior to drawing the sample. Members and clients are advised to revisit their onboard procedures for fuel sampling and consider if the recommendations contained in the IMO guidelines should be implemented. Following an inspection involving sampling, it is also advisable that the ship's representative verifies that all sample bottles are properly sealed and labelled. For each sample drawn during the inspection, one bottle should be retained onboard the ship for a period of not less than 12 months from the date of collection. Additional guidance and recommendations are also available in our Loss Prevention Circular: Onboard verification of fuel sulphur content dated 30 September 2016. **Source: Gard**

Inséré 30/07/17 HISTORIEK HISTORIQUE Enlevé 30/08/17

Kroniek van het Schipperskwartier (I)

by janlampo on november 26, 2011

*Gade weg, gade weg, gade weg:
wij zijn hier, wij zijn hier.
Wij zijn de mannen van het Schipperskwartier.
En zie ze maar eens gaan,
en ze maar een staan,
zoude nu niet zeggen
daar kan geen een ploeg aan.*

Liedje van de straatjeugd uit het Schipperskwartier, omstreeks 1900

Kraaiwijk (1000-1300)



haar

De populaire TV-serie Lili en Marleen speelt in een café aan de Koolkaai. Dat is de naam die men in 1885 geeft aan het pleintje dat ontstaat na de overwelving van de Koolvliet. Die vormt al vòòr 1200 het laatste stuk van de watersingel om Antwerpen en fungeert tegelijk als een binnenhaven. Geen wonder dus, dat er scheepsvolk woont: rederskapiteins die de zee bevaren en hun matrozen, maar ook lieden die hun kost verdienen op de Schelde en bijrivieren.

Het Schipperskwartier vandaag – de Vingerlingstraat.

Gehard en roerig volk, welbespraakt en met een bijtend gevoel voor humor, dat zich afzijdig houdt van de handwerkers en de boeren uit de omgeving. De Scheldemonding heeft voor de schippers geen geheimen. In de 12de en de 13de eeuw steken ze al het Kanaal over, tot in Engeland.

De buurtschap waar deze mensen wonen, krijgt de naam Kraaiwijk. Wat die naam precies betekent, weten we vandaag niet meer. Maar "wijk" wijst in ieder geval op een haventje, een plek waar handel wordt gedreven. Vandaag resten ons nog de straatnamen Grote en Kleine Kraaiwijk.

Aan de overkant van de Koolvliet, van aan de Schelde tot aan de weg naar het noorden (Lange Koepoortstraat, Klapdorp, Paardenmarkt) vinden we een drassig weidegebied, de Dries. Hier laten de Antwerpenaars hun vee grazen. Dat doen ook de bewoners van het gehucht Klapdorp. Het ligt aan weerszijden van de weg waaraan het op de duur zijn naam geeft.

De cast van "Lilly en Marleen".

Tot in 1249 verandert het uitzicht van de buurtschap weinig. Maar dan krijgen de predikheren of dominicanen van kanunnik Hugo Nose (Nosestraat) een stuk van de Dries om er een klooster te bouwen. Weldra beslaat dat zowat het hele gebied tussen de huidige

Dries, Keistraat en Zwartzusterstraat. Bij de Tweede Stadsuitbreiding zal Antwerpen het klooster en een stuk van het oude weidegebied inlijven.

De Sint-Pietersvliet wordt de noordgrens van de stad. Wallen of poorten zijn er niet. Alleen grachten houden de vijand (of veedieven) buiten dit deel van de stad.

Falco en zijn plein (1350)



De Italianen zijn al vroeg bekwame geldwisselaars en bankiers. In de eerste helft van de 14de eeuw slaat Falco deLampage uit Florence munt in opdracht van hertog Jan III van Brabant. Falco is een rijk man. Van zijn werkgever koopt hij een stuk van de Dries ten noordwesten van Klapdorp. Hij maakt het droog en sticht er op zijn beurt een klooster.

De nonnetjes die er wonen, noemt men naar Falco de falcontinnen en de open plaats voor het klooster heet Falconplein. Lang duurt de falcontinnen

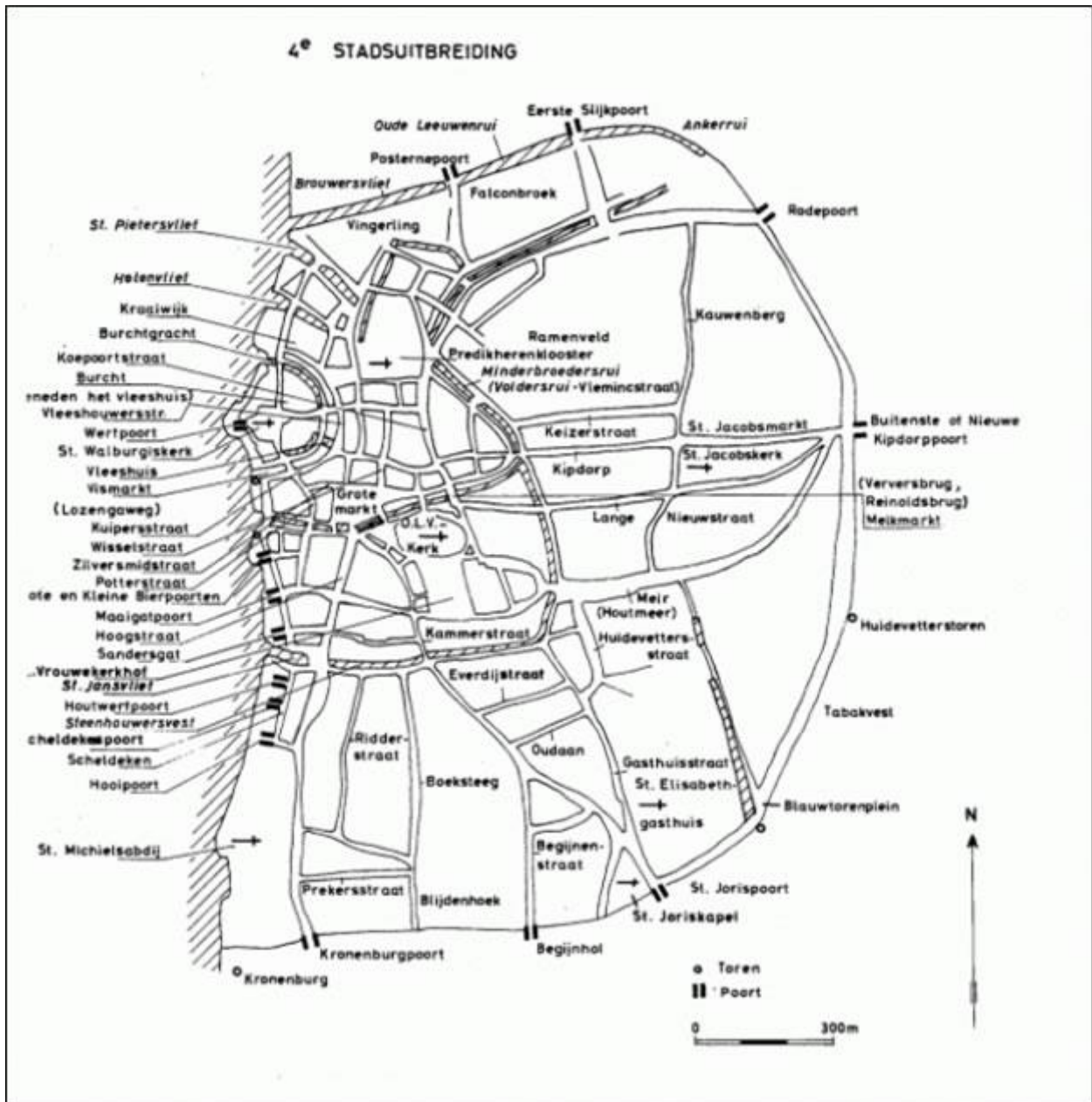
alle ruimte tussen Falconplein, Falconrui, Oudeleeuwenrui en Generaal Belliardstraat in handen hebben. Ze beschikken over een kerk en een gastenverblijf en bouwen zelfs huizen die ze verhuren aan particulieren.

Het gaat Antwerpen voor de wind. Stilaan groeit het uit tot de voornaamste handelsplaats van Brabant. Ook de schippers boeren goed. Ze zwermen uit over de nieuwe buurtschap ten noorden van Kraaiwijk. Aan de Sint-Pietersvliet vestigen zich scheepsbouwers.

Waar nu de Sint-Paulusplaats is, vindt twee keer per jaar de huidenmarkt plaats. Ze duurt twee of drie dagen en men verkoopt er huiden en leder uit de Nederlanden en van daar buiten.

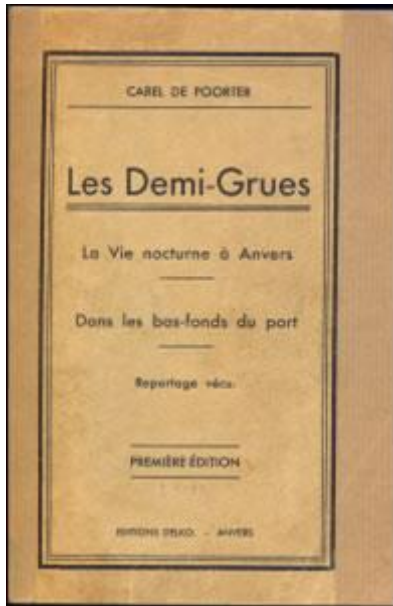
Het Vingerlinc en het ontstaan van het Schipperskwartier (1400-1548)

Bij de Vierde Stadsuitbreiding (14de- begin 15de eeuw) schuift de noordgrens van Antwerpen weer eens op – ditkeer tot aan de Brouwersvliet. Daarover komen twee bruggen die naar heuse stadspoorten leiden.



In de "hoek" tussen de Sint-Pietersvliet en de Brouwersvliet komt omstreeks 1410 een heuse versterking. Zij krijgt de naam Het Vingerlinc – vandaar de naam van de Vingerlingstraat. Bij de bouw van het Vingerlinc ontstaat de Schippersstraat. Eerst heet ze Bredestraat of Klappeistraat. Pas in 1856 krijgt ze haar huidige naam, om verwarring met de Klappeistraat bij de Sint-Willibrorduskerk te vermijden.

De hebben geleerd dat ze er voordeel bij hebben hun gemeenschappelijke belangen samen te verdedigen. Omdat hun activiteit zo belangrijk is voor het economisch leven, legt het stadsbestuur hen allerlei reglementen op. In 1421 verenigen de schippers zich dan ook officieel in een ambacht. Zo'n een organisatie houdt het midden tussen een vakbond en middenstandsvereniging.



Het schippersambacht groeit uit tot een rijke en machtige organisatie. Ze drukt mee haar stempel op de Antwerpse politiek. Bij de huidige Korte en Lange Schipperskapelstraat bouwt het ambacht ca. 1406 een godshuis voor bejaarde schippers. In 1443 krijgt dat een (nieuwe) kapel die de beide straten hun naam geeft.

In 1477 spelen de schippers een voorname rol in de opstand tegen de jonge hertogin Maria van Bourgondië. Deze kleine revolutie gaat de geschiedenis in als de Quaeye Werelt. Eén van de grootste oproerkraaiers is Peter Biggen, die in de volksmond de heer van Kraaiwijk heet.

Een paar jaar later, in 1480, breekt de stad het Vingerling af. In de buurt worden straten geopend: de Vingerlingstraat (die in het begin ook de Oudemansstraat omvat) en de Broekstraat. Die laatste gaat later de Blauwbroekstraat heten, naar een verwerij. Aan de noordkant van de Blauwbroekstraat bevinden zich

verscheidene gangen met kleine huisjes. De Oudemansstraat ontleent haar naam aan een godshuis voor oude mannen dat omstreeks 1470 is gesticht.

Zo groeit het Schipperskwartier uit tot een levendige, drukke wijk met woon- en werkhuisen, kroegen en opslagplaatsen, kloosters en kapellen. Het deelt het lief en leed van Antwerpen.

Gilbert van Schoonbeke en daarna (16de-18de eeuw)



Iets voor het midden van de 16de eeuw bouwt Antwerpen nieuwe stadsmuren, de zg. "Spaanse" wallen. Een groot gebied ten noorden van de Brouwersvliet wordt ingelijfd bij de stad. In 1548 sluit bouwpromotor Gilbert van Schoonbeke een contract met de schepenen. Hij zal de Nieuwstad, zoals het daar is gaan heten, verkavelen, er straten trekken en twee nieuwe vlieten graven.

Net zoals de Brouwersvliet staan de Middenvliet en de Timmervliet in verbinding met de Schelde. De Middenvliet kan schepen tot 200 ton ontvangen, de andere twee schepen tot 80 ton. Nabij zijn vlieten trekt Van Schoonbeke straten en bouwt hij huizen. De werken duren tot in 1552. Twaalf jaar later legt men in de Nieuwstad de eerste steen van het Hansa- of Oosters Huis. Dat fungeert

als hotel en opslagplaats voor de kooplieden uit de steden van de Duitse Hanze.

Om de waren op te slaan die met platte wagens uit andere plaatsen in Duitsland naar Antwerpen komen, begint men nog datzelfde jaar aan het Hessenhuis.

Het eigenlijke Schipperskwartier is niet langer de noordelijkste buurt van Antwerpen.

De Oostenrijkse keizer Jozef II schaft op het einde van de 18de eeuw de "nutteloze" kloosterorden af. Zo ook de falcontinnen. Zij verlaten hun klooster in 1784. De Fransen gebruiken de gebouwen nadien als militair hospitaal. Omstreeks 1810 maakt het klooster plaats voor een kazerne, die blijft staan tot vlak voor de Tweede Wereldoorlog.

Alleen de Falconpoort, die toegang verleende tot het klooster, overleeft. Er komt in de 19de eeuw een gang met twintig huisjes achter. Die verdwijnen pas wanneer men in 1955 op het terrein van de Falconkazerne het Internationaal Zeemanshuis bouwt.



Napoleons dokken en de Kapel onder de Sint-Paulusplaats



In 1803 besluit de Franse keizer Napoleon om van Antwerpen een militaire haven te maken. Hij beveelt de aanleg van getijdenvrije dokken. Daarvoor maakt men gebruik van de vlieten van Gilbert van Schoonbeke. In 1807 gaan de graafwerken aan het Petit Bassin of Bonapartedok van start. Zes jaar later volgt het Grand Bassin, later Willemdok genoemd omdat de koning der Nederlanden het overdraagt aan de stad Antwerpen.

Anno 1855 overwelft men de Sint-Pietersvliet. Dwars over de gronden van het oude dominicanenklooster trekt men de Sint-Paulusstraat. Aan weerszijden komen voorname

burgershuisen.

In één van die huizen wordt in de Franstalige dichter Max Elskamp geboren. Hij verhuist naar de Belgiëlei, maar vereeuwigt "zijn" straat in het gedicht *La Chanson de la rue Saint Paul* (Het Lied van de Sint-Paulusstraat).

Men legt ook de Sint-Paulusplaats aan. Die krijgt op termijn haar eigen politiebureau. En vlakbij verrijst verrijst het Tolhuis



Onder de Sint-Paulusplaats vinden we de zg. Kapel, een onderdeel van Antwerpens legendarische ruïnen. De kapel heeft een oppervlakte van bijna 250 vierkante meter. Ze

bestaat uit twee beuken van zo'n vijf meter breed en vier meter hoog, die door twee machtige zuilen van elkaar worden gescheiden.

De Kapel vormt de verbinding van de Minderbroedersrui met de Koolvliet en de Sint-Pietersvliet. De legende wil dat een dertigtal Engelse ingenieurs met hun echtgenote hier in 1890 op bootjes een banket hielden. Eten en champagne zouden daarbij via mangaten van op straat zijn neergelaten.

De leerjaren van een kapitein (ca. 1860)

Omstreeks deze tijd schrijft Domien Sleenckx (1818-1901) de roman *In 't Schipperskwartier* (1861). In dit populaire boek, dat tot halverwege de 20ste eeuw geregeld herdrukt wordt, vertelt Sleenckx het leven van de straatjongen Jan Savoir uit het Schipperskwartier. Dankzij zijn grote verstand en doorzettingsvermogen brengt hij het tot scheepskapitein en trouwt met Rozeke, de dochter uit een florissante kaaswinkel aan de Keistraat.



Sleenckx blijft niet blind voor de armoede en de ellende in de gangen en op de zolderkamers van de wijk, maar zijn Schipperskwartier is toch burgerlijker en vooral "braver" dan het echt moet zijn geweest.

"Waar ik geboren werd, en wie eigenlijk mijn ouders waren," vertelt Jan Savoir, "zou ik, om de waarheid te zeggen, niet met juistheid kunnen opgeven. Zooveel is zeker, dat ik een jongen ben van het zogenaamde Schipperskwartier, dat is, van de wijk, nabij de haven en de dokken gelegen, waar sinds eeuwen dat gedeelte der Antwerpsche bevolking huist, dat in de scheepvaart zijn bestaan vindt. Zoover mij heugt, heb ik nooit andere bloedverwanten gehad, dan een oud vrouwtje, dat ik moeitje noemde, en dat, op de Citernebrug, rechtover de Oude-Leeuwenrui, met een kraampje kersen en krieken, appel en peren zat, of met andere lekkernij, al naar 't seizoen het meebracht." "Wij woonden op een zoldertje, in een gang der Oudemanstraat, waar het 's zomers zeer heet

en 's winters fel koud was. Eten kreeg ik in nogal tamelijke maat, want moeitje had veel vertier, en genoot zekere befaamdheid bij de snoepzieke jeugd van het Schipperskwartier, zoowel voor haar caramellen en babbelaren, als voor haar smoutebollen, die zij, volgens het oordeel zelfs van meer bejaarde personen, zeer smakelijk wist te bakken, en zonder dat zij noodig had Spaansche zeep te gebruiken, om het beslag te doen rijzen."

Sleenckx heeft het verder over de "veldtochten" die de jeugd van het Schipperskwartier in andere wijken onderneemt: "'t Gebeurde in dien tijd meermalen, dat de jongens van het Schipperskwartier, niet tevreden met onder elkaar te vechten en te borstelen, noodig oordeelden, waarschijnlijk om zich beter in den krijg te oefenen, een grooten, algemeen veldtocht te ondernemen tegen de knapen van een andere wijk der stad, ik zal maar eens zeggen tegen die van het St. Jacobskwartier (...). Onder het zingen van "Wij zijn hier, wij zijn hier, jongens van het Schipperskwartier"

en andere krijgszuchtige liederen, togen dan een paar honderd of meer snaken van onzen

kant tegen den vijand uit, werden slaags met dezen, na de onvermijdelijke voorloopige schermutselingen, klopten of werden geklopt, zoodanig, dat er soms zwaar gewonden op het slagveld achterbleven.”

De beschrijving van het huis van Jan Savoires toekomstige schoonvader leert ons hoe het er uitzag bij de kleine burgerij, niet alleen in het Schipperskwartier, maar in heel Antwerpen: “Overall heerschte een smaak en een pracht, waaraan ik natuurlijk niet gewend was. Zij (de kamer) bevatte vooreerst een kostelijke commode van mahoniehout, waarop een porceleinen servies stond met gouden bloemen. Voor den schoorsteen hing een grooten spiegel, waarin men zich bijkans van het hoofd tot de voeten kon zien, en verder aan de muren schilderijtjes met de historie van Genoveva in print, met vergulde lijsten.”

“In het midden van de kamer bevond zich een groote ovale tafel, met een rood zwartgebloemd kleed, en de vensters waren behangen met rolgordijnen van wit percal met franjes. Op een hoekkastje prijkten een paar kinkhoren, van de schoonste die ik nog had te zien gekregen, en van de zoldering daalde boven de tafel een nette kleine driemast, voorzien van al zijn takelage en staande want, met volle zeilen. Het was verrukkelijk, zonder te rekenen dat de stoelen en verdere meubels, zorgvuldig geboend, blonken als zoovele zonnen, en dat het gansche vertrek door een zindelijkheid en een rijkdom schitterden, die mij met eerbied vervulden voor de gelukkige bezitters van al die kostbaarheden.”

Verhuizen naar het Schipperskwartier (1885)

De rechtekking van de Scheldekaaien in 1880-1885 veegt een groot deel van het oudste Antwerpen van de kaart. Duizenden mensen moeten verhuizen. Van Burchtplein en Mattenstraat, Steenstraat en Palingbrug, Visberg en Burchtgracht gaat het naar het meer noordelijk gelegen Schipperskwartier.

Het zijn niet alleen zeelui en arbeiders die verhuizen. Ook een groot deel van de Antwerpse prostituées volgt hen. Zo krijgt een aantal straten in het Schipperskwartier weldra het karakter van rosse buurt.



Tot de vele “landverhuizers” van die dagen behoort de familie van de latere stadsarchivaris Jan Denucé. Eind jaren 1920 schrijft hij zijn herinneringen neer aan het Schipperskwartier anno 1890: “Het eigenlijke Schipperskwartier, van de (...) sint-Paulusplaats tot aan de Falconplein, kende toen zijn bloeiendste dagen, denk ik. Het was een zuiverder zeeliedencentrum dan de Jordaanskaai; er waren geen groote kantoren noch magazijnen. In de hoofdstraat, Oude-Man, Vingerling- en Schippersstraten waren

bijna zonder uitzondering huizen met verlokken Engelse en Scandinafische uithangborden, veel logementen of ‘slaapsteeën’ waar het zeevolk zoo niet geplunderd dan toch van zijn meeste geld heel snel verlicht werd, vóór het tot standkomen van de officieele zeemannshuizen. Even gemengde bevolking als aan de Werf, maar de Engelschen niet meer zo domineerend; veel Zweden, Denen en Noren, meer en meer Duitschers, Russo-Finnen, Indiërs, minder graag geziene Italianen, weinig Franschen.”

“Een atmosfeer van Beiersche en Engelse bieren was niet van de straat; ‘s avonds (...) groepen twistzieke dronken matrozen, gillende meiden, gevechten waarin toch steeds de een of andere Antwerpsche vechtbaas, in allerijl geroepen, de nationale eer moest redden.

Voor de jeugd was het een erbarmelijk midden; op straat gejaagd omdat de meeste huizen tuin noch binnenplaats hadden, speelden grooten en kleine op het Boelvarke (Oude Leeuwenrui), deden aan grof atletensport met gewichten, krachtmetingen aan natiewagens, ondernamen rooftochten (...), trokken op expeditie naar St-Anneken of naar het Noordkasteel, om fakkels te plukken – en om te gaan zwemmen. (...) Zoo leefde (...) men (...) in het Schipperskwartier, van de rest van de stad afgescheiden en ontkend – behalve de Vastenavondagen, wanneer een deel van het Antwerpen het Schipperskwartier kwam ontdekken, tuk op exotisme. Toen was het in de smalle straten een gedrang, een waanzinnig gejoel van verkleede groepen, van de gemeenste voddejoën en brooiken-bijt tot de gepruikte markiezinnnetjes. De dwaze tocht begon aan de Van Schoonbeke- en Falconpleinen, trok door de Schippersstraat, waar natuurlijk de schitterendste danszaal van de stad, 'Lucifer', later 'Zwarte Kat' bezocht werd. Dan ging het gewoel door de Vingerling- en Mannekensstraten of Verwersrui, waar bij talrijke 'Norske Mamas' even in- en uitgelopen werd, tot aan de Kalkbrug."

Volgende week

Inséré 01/08/17 NIEUWS NOUVELLES NEWS Enlevé 01/09/17

Crewmember Killed in Lifeboat Drill

A crewmember on the world's largest cruise ship died and four others were injured Tuesday when a lifeboat fell from the deck into the water during a rescue drill in Marseille, the operator and officials in the southern French port city said. Julien Ruas, a deputy mayor of Marseille, told The Associated Press that the lifeboat fell about 10 meters (33 feet) from the fifth deck of the **HARMONY OF THE SEAS** into the sea with the five crewmembers aboard. He identified the dead crewmember as a 42-year-old Filipino. Circumstances of the accident are still unclear. Local naval firefighters told the AP one person died, two were seriously injured and two were more slightly injured in the „violent“ fall. All were members of the crew. „It seems the people didn't get the time to secure themselves so the fall was quite a violent one, like if you or me fell around 10 meters from a building,“ Ruas, who is in charge of firemen, told The Associated Press. He said the reason the lifeboat broke away was not immediately clear. The Miami-based Royal Caribbean cruise line „deplored“ the death and said in a statement that the incident happened during a safety exercise while the ship was docked in the port of the Mediterranean city.



The **HARMONY OF THE SEAS** holds the record for the largest cruise ship ever built, with a capacity of 8,690 people, including 6,300 passengers and 2,390 crew members. The \$1 billion ship was built in France and set sail for its inaugural cruise in May. At 362 meters (1,187 feet) long, the 16-deck ship is longer than the height of the Eiffel Tower. It's been compared to a floating city with more than 2,500 staterooms, 20 dining venues, 23 swimming pools, water slides, a park with more than 10,000 plants and 50 trees, two climbing walls, discos and bar clubs, a theater, a skating rink, a basketball court and a casino.

source: military-technologies

Inséré 03/08/17 DOSSIER Enlevé 03/09/17

The 'ghost ship' set to be the future of shipping

With self-driving motor vehicles poised to be a real prospect on our roads by 2020, it is no surprise that the shipping industry is faced with the introduction of unmanned vessels on the seas. Rolls Royce, one of the key manufacturers in the unmanned vessel space, expects the first shore-side remote controlled vessels to sail within 10 -15 years. The key benefit of automation is the elimination of human input. It is well established that many of the incidents that occur on the road or casualties that occur on the seas are caused by human error. Safety and environmental efficiency is one of the key benefits to the introduction of unmanned vessels. It is expected that these vessels will be safer and 'greener' than their current equivalent 'manned vessels'. Moreover, many casualties at sea are caused by slower reaction times, human error in making decisions under pressure, fatigue due to shift work, poor maintenance, equipment failure, or a combination of the above. In tough economic times, ship owners are under pressure to maintain their vessels. Human error increases under these conditions. These 'human error costs' are one of the biggest concerns for Protection and Indemnity insurers when insuring against losses caused by marine accidents. Allianz S.E. reported that human error accounts for more than 75% of marine losses. Norwegian based Protection and Indemnity Club, Gard AS reports that as much 70 - 80% of marine accidents are attributed to human error. The introduction of unmanned vessels may be the most immediate solution. However, the concern is whether it is the most viable solution

Other benefits to the introduction of unmanned vessels may include decrease in crew costs and in operational overheads and an increase in capacity. Having crew on board a vessel requires extra space, including accommodation, ablution facilities, and a galley, which could be used as cargo space. The decrease in operational costs is an attractive prospect to ship-owners. Rolls Royce also predict the decrease in the risk of piracy attacks in unmanned vessels, due to there being no humans to use as leverage for ransoms. However, the counter-argument to the prevention of piracy is that the human element, including the use of armed guards may prevent piracy attacks. This argument may be resolved by employing drone technology as security.

The idea of automation as a means to managing the crew complement and increasing efficiency on board a vessel is not new. For example, instead of placing reliance on paper charts, modern vessels are equipped with sophisticated Electronic Chart Display and Information system (ECDIS) and Automatic Radar Plotting Aid (ARPA) systems. In addition, many vessels are also fitted with Unmanned Machinery Space (UMS), as regulated by international convention. The UMS automatically detects high exhaust temperatures in the engine room, fires and flooding and sets off alarms on various controls panels situated in the vessel. The system assesses the basic problem, which allows the relevant crew member to take the necessary remedial action. In some instances, the engine will engage an automatic slow-down when a problem is encountered as a result of the UMS. The number of vessels equipped with UMS technology has increased rapidly over recent years and is now a crucial tool for safety and maintenance on board a vessel. The degree to which automated systems have replaced crew is well illustrated by introduction of the mega container vessels, such as the Maersk triple E class vessel, which can carry up to 18000 containers, but is manned by a meagre crew compliment of 13. Given the current levels of automation, it seems that the next logical step in technological development would be an entirely unmanned vessel, controlled remotely from land. Although the benefits are clear and technological capabilities are in place, there remain many obstacles to ship owners, operators and insurers to the introduction of autonomous ships. The legal and regulatory framework needed for the introduction of these unmanned ships is the primary obstacle. International conventions form the basis for commercial dealing, such as the arranging of fixtures and importantly insurance cover. Without an amendment to the international framework, unmanned vessels will have to fit into the international framework created by the Safety of Life at Sea convention (SOLAS) and the International Safety Management (ISM) code. SOLAS is comprehensive in regulating safety at sea, including the requirements relating to navigational safety and ship manning. Unmanned ships may fall foul of current regulations setting out a minimum crew requirement, be illegal and unseaworthy, and therefore uninsurable and not commercially operational. However, this approach does not take into account the 'shore side crew' or 'crew operation centers', which may be involved in the operation of the unmanned vessels. It is an open question whether the provisions of SOLAS can be read to include the definitions of an unmanned or whether amendments or a separate code for unmanned vessels is required. What is clear is that unmanned vessel and SOLAS are seeking to achieve the same goal – safety at sea.

Insurers calculate risk based on data. With the introduction of unmanned vessels, there is no reliable data on the potential risks other than what is produced by the manufacturers, which is not independent data. In the circumstance, insurers may have a real issue in calculating the risk and therefore the premium payable in terms of unmanned vessels. The insurability of these unmanned vessels is also dependent on the regulatory framework established to provide for the operation of unmanned ships. There are clear benefits and elimination of risks, but also new risks to consider, such as internet and cyber security. Can the systems be infiltrated by malware, for instance? What are the risks in terms of manned ships at sea interacting with unmanned ships at sea? What are the product liability

issues? Technology is driving the development of safety at sea. However, it cannot do so alone. The human element is still omnipresent in the development of the legal and regulatory framework, which drives the commercial operation. Without the necessary foundation, it appears that unmanned vessel may have to sit on the sidelines for the time being. The pressure is now on the legislatures and policy makers to provide the necessary framework. It is expected that the SOLAS 2024 regulations will provide for a 'watch-free bridge' system similar to the UMS, which already exists. What is clear is that we are moving towards an era of autonomous shipping where the next logical step will be the unmanned vessel. Industry stakeholders will now have to come together to consider the legal and commercial implications of the future of shipping.

Source: Lana Jacobs, associate, Shipping & Logistics Practice, Bowmans Cape Town

Inséré 05/08/17 BOEKEN LIVRES BOOKS Enlevé 05/09/17

"De Tegenaanval"

BOEKBESPREKING door : Frank NEYTS

Bij uitgeverij Walburg Pers verscheen recent "**De Tegenaanval. Anton Bussemaker 1900-1941, Onderzeebootcommandant**". Henk Bussemaker en Janet van Klink tekenden als auteurs. De Nederlandse onderzeeboot **Hr.Ms. O 16** behaalde in de nacht van 11 op 12 december 1941 het eerste belangrijke succes van de geallieerden na de Japanse aanval op Pearl Harbor. De onderzeeboot torpedeerde op uiterst spectaculaire wijze vier Japanse troepentransportschepen. Commandant **Anton Bussemaker (1900-1941)** kreeg de Militaire Willems-Orde. Postuum. De **O 16** liep op 15 december 1941 op een mijn. Van de bemanning overleefde één man het drama op zee. Al kort na de Tweede Wereldoorlog inspireerde de O 16 romanschrijvers. De werkelijkheid is echter totaal anders. Nabestaanden Henk Bussemaker en Janet van Klink beschrijven in '**De Tegenaanval**' 75 jaar na het begin van de oorlog in Nederlands-Indië aan de hand van officieel archiefmateriaal en persoonlijke brieven het echte levensverhaal van de commandant van de legendarische **O 16**. Een leven in aanloop naar een oorlog. De Nederlandse Onderzeedienst ontwikkelde vanaf het begin van de jaren dertig de modernste onderzeeboottactiek ter wereld. Hoe groot was Antons teleurstelling en frustratie dan ook dat die aan de vooravond van de oorlog aan de kant werd geschoven. Hij zei in november 1941: "We zijn verkocht en verraden." Deze biografie is bovenal het verhaal van een gelukkig vooroorlogs marinegezin en hoe de ondergang van de O 16 het leven van Antons weduwe en kinderen nog decennialang bepaalde.

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New Record for Youngest Container Ship Demolition



The seven-year-old **HAMMONIA GRENADA** delivered in 2010, has taken pole position as the youngest container ship ever sold for scrap. The previous record-holder, the Panamax **RICKMERS INDIA**, was delivered in 2009 and sold to shipbreakers last month. A brokerage data firm reported a sale price for the Grenada of \$315 per LDT, or about \$5.5 million. Brokers say that the demolition is a confirmation of the plummeting value of Panamax ships after the opening of the expanded Panama Canal. Vessels of up to twice the capacity of the India and Grenada can now carry containers on trans-Pacific routes to the U.S. East Coast and to Latin American hubs like Freeport, Santos and Buenos Aires. With lower slot costs, this "Neopanamax" vessel class has made the older Panamax ships less competitive in an oversupplied market, and shipowners are finding it increasingly difficult to charter or sell 4,500 TEU vessels. Panamaxes lost about two thirds of their value in 2016, and they are headed to the breakers in record numbers: BIMCO said in November that boxship demolitions reached an all-time high for the ten months ending in October and accelerated in the second half, led by Panamax scrapping. The Chinese-built Grenada (ex name CSAV Laraquete) is the second mid-size boxship scrapped by Hammonia in the past year, following the 3,100 TEU Westphalia, another relatively young vessel. While the buyer of the Portuguese-flagged Grenada was not disclosed, the Westphalia went to a Bangladeshi yard. Advocates including NGO Shipbreaking Platform have called on the European Commission to ban the sale of European-flagged vessels to yards in South Asia under new ship recycling regulations, which are expected to take effect in the next two years. If effective and enforceable, a ban could have an effect on market dynamics: the prices paid by yards in Turkey and China may be as much as one third less than South Asian scrap values. **Source: MAREX**

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Why an Emissions Trading Scheme in the EU can pose a huge problem to our industry

Some weeks ago, the European Parliament has voted to include shipping in the Emission Trading Scheme of the European Union (EU) – a decision which has not drawn a lot of attention yet, although it could change the industry more than most of us can imagine at the moment. The vote does not mean that shipping will have to trade emissions at once from now on, as for example aviation has to do in the EU already for several years. But if it does have to in a few years' time, it would mean a distortion of competition for liner shipping companies like Hapag-Lloyd to the benefit of Asian liner shipping companies, since the latter have less transport volume in the EU. Captain Wolfram Guntermann, Director Environmental Management at Ship Management in Hamburg, explains the overall situation – and why Hapag-Lloyd favors a different approach which does not only better serve the industry but will be more sustainable for the environment. On February 15th 2017, the EP voted to include shipping in the EU Emission Trading Scheme (ETS). The goal is to mitigate CO2 emissions – the so called greenhouse gas emissions. The next steps of the process have to be approvals by the EU Commission and the EU Council consisting of the EU Member States.

What is the background of the decision of the EP?

There is a widespread political opinion among EU Bodies that the International Maritime Organization (IMO) is allegedly acting too slowly. The IMO as the specialized agency of the United Nations is responsible for safe and secure shipping and preventing marine and atmospheric pollution from ships. As a result of this opinion, the EU MRV legislation (Monitoring, Reporting and Verification of greenhouse gas emissions) was already passed in 2015. This regional data collection system will commence as from next January for all vessels above 5000 GRT (e.g. all Hapag-Lloyd vessels). "It is noteworthy that EU MRV does not work on a global basis but affecting voyages within the EU or between EU Ports and the first or last port which is not located in the EU or EEZ ", explains Wolfram Guntermann. In the wake of the EU MRV legislation, a political debate ensued whether shipping should be included in the already existing EU Emission trading system (ETS). The European Parliament's Environment Committee agreed that emissions from ships should be included in the EU ETS from 2023, if the IMO does not deliver a further global measure to reduce greenhouse gas emissions for international shipping by 2021. However, these measures were agreed by IMO Member States, including EU Member States, says Captain Guntermann: "This prompted IMO Secretary-General Kitack Lim to write to senior European officials expressing his concern that including shipping in the European Union's Emission Trading Scheme (EU ETS) could undermine efforts to reduce greenhouse gas emissions from shipping on a global basis."

But is the IMO not doing anything...?

No, in contrary. The 2015 Paris Agreement UNFCCC (United Nations Framework Convention on Climate Change) makes no reference to emissions from international shipping, because it is a global business and emissions from a ship cannot be accounted to a single state. But IMO's efforts to address reduce greenhouse gas emissions from shipping have meanwhile

reached an advanced stage. "As the Secretary General stressed, IMO's work on the control of these emissions shows that strong action is being taken", says Guntermann: "IMO is continuing towards the goal of a fully global solution for international shipping, achieved through cooperation among all its Member States – again, including EU members."

What's the current status of the worldwide efforts to reduce greenhouse gas emissions in shipping?

Already in 2011, IMO became the first international body to adopt mandatory energy-efficiency measures for an entire industry sector with a suite of technical and operational requirements for new and existing vessels that entered into force in 2013. In October 2016, IMO adopted a system for collecting data on ships' fuel-oil consumption which will be mandatory and will apply globally. The global data collection will commence for all vessels above 5000 GRT as from January 2019. This will be the first in a three-step approach leading to an informed decision on whether any further measures are needed to enhance energy efficiency and address reduce greenhouse gas emissions from international shipping. It is possible that policy options could be considered at a later stage. IMO also approved a "roadmap" for developing a comprehensive strategy on reduction of greenhouse gas emissions from ships, which foresees an initial emissions strategy being adopted in 2018.

What is the position of Hapag-Lloyd on the EP decision?

Captain Guntermann: "Hapag-Lloyd is not against reducing greenhouse gas emissions, quite the contrary! But as our business is globally, we do favor decisions which apply to all competitors in our industry worldwide. Therefore, we are concurring with the opinions expressed by various ship owners' associations that the EP decision is setting the wrong course line. A regional system will not be suitable to mitigate global CO2 emissions as being pursued by the global solution of the IMO. The unilateral move by the EU is considered as counterproductive to the international efforts made."

But what is our problem, what could be the impact of the EU Emission Trading Scheme (ETS)?

An ETS could be regarded as a quite unpredictable market measure: "It should be borne in mind that it will concern a vessel's voyage between the last non EU and first EU port", explains Guntermann. "This could prompt operators to avoid calling European ports, or, at least call non-European ports after a long distances trip. Following the Brexit, this could include UK ports and non EU ports in the Mediterranean." Avoiding European ports will for sure have a negative impact on the port business. Plus: The future price for CO2 emissions is difficult to predict. "While we are talking about a current range of about five Euro per ton of CO2, there are political opinions expressed about increasing this price to 30 or even 50 Euro a ton. Burning one ton of HFO (Heavy Fuel Oil) emits 3.114 tons CO2.

How does Hapag-Lloyd express concerns and work on remedial action?

Guntermann: "We do concur with the statement by IMO Secretary General Lim that unilateral or regional action that conflicts with or undermines actions that have been carefully considered and deliberated by the global community at IMO threatens world-wide confidence in the consistent, uniform system of regulation developed by IMO. Regional or unilateral action will harm the goals of the wider international community to mitigate global greenhouse gas emissions from ships and be at odds with the overarching objectives of the Paris Agreement." "We will continue our close support of leading Shipping Associations as the World Shipping Council (WSC), the Baltic and International Maritime Council (BIMCO), the European Community Shipowners' Associations (ECSA) and the German

shipowners' association VDR (Verband Deutscher Reeder). This active involvement ranges as far as being member of the WSC Delegation at IMO and membership in various ECSA committees, the European Sustainable Shipping Forum, and with VDR."

Source: Hapag Lloyd

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Warfare at Sea 1500 - 1650 (part I)

TECHNOLOGY, TACTICS AND STRATEGY

Technical development in organisations and networks

The role of technology in the transformation of Europe's armies and navies and the impact of this transformation on the rest of the world are often discussed by historians. Theories of technical change as a social and economic activity are usually not mentioned in these discussions which are centred on changes in tactics and strategy. Technology, tactics and strategy are closely related concepts in all discussions about warfare at sea but changes and structures in warfare can also be placed in their social, economic and political contexts where theories about technical change are relevant.

The essential problem in tactics is how to behave when you are in physical contact with the enemy. A tactician is searching for the best combination of movement, protection and the ability to hit the enemy with something lethal. If the operational force is large the ability to control it in combat is also an important tactical problem. Strategy is primarily a question of distances, endurance, logistics and the choice of a favourable time and place for a battle. Both strategy and tactics might be predominantly offensive or defensive. Offensive strategy at sea often requires ships suitable for long-distance deployments and long periods at sea, while tactical offensive requires ships which are able to force an enemy to fight. Technical change is based on efforts to reduce constraints and increase options in human life. In warfare at sea technical change influences both tactics and strategy. As a warship must be built with a view to both strategic and tactical requirements, technical change often consists of better ways of combining various capabilities: firepower, staying power, speed, sailing qualities, endurance and habitability. Those who intend to use the ship or the navy must set the priorities and decide which combinations of capabilities they prefer. Is speed more important than protection, endurance more important than firepower, are restrictions on the draught of the ship essential to fulfil certain missions?

As all capabilities cannot be built into the same ship it is normally necessary to have more than one type and size of warship at the same time. In the early modern period (and in modern warfare until the Second World War) large ships were built in order to form concentrated striking forces (battle fleets) in strategically decisive areas. Smaller units were primarily built to exercise or contest control over long lines of communication (cruiser forces). Oared warships (galleys, later gunboats) had shorter endurance than sailing ships, but they could be built with a shallow draught and they were not dependent on the wind for mobility. Consequently, they were useful in coastal and amphibious warfare and in areas with calm weather. Oared warfare must be supported by an extensive network of

bases or sheltered anchorages as oared warships, with their large crews in a very limited space, are inherently short-range vessels.

Several theories have emerged about how technology develops and how inventions and innovations (new combinations) are spread in society. Traditionally, much research has been based on theories which assumed that either demand (market pull) or supply (technology push) of technical ideas are decisive. Traditional history of technology as well as much military and naval history lean heavily on supply side explanations or even on pure technological determinism. Technology is regarded as something which is developed by specialists as a part of their profession and adopted by society. On the other hand, economists have stressed the importance of demand for technical development and they regard technical change as an economic phenomenon governed by market forces. In this perspective, technology is moulded by the possibility of transforming inventions into profitable business ventures.

More recently, the interaction between technology and market forces, has been emphasised. Technology develops either within organisations (firms), which co-ordinate information about new technology and its potential application, or within networks of actors, who develop, use and produce technical products in close co-operation. Interaction explanations emphasise the value of a free and rapid exchange of information about ideas and experiences between users and producers of technically complex products. Close ties between users and producers make it easier to select between various technical alternatives. A firm organisational structure or a closely knit network may also make it easier to develop and retain essential know-how. In such a framework, visions and perceptions of new technology may overcome initially limited and inferior ability to handle the technology. The last factor is essential to historians as a possible explanation of the fact that the centres of development often shift in connection with radical change of technology. New ideas may require new combinations of skill and these combinations may emerge and develop more rapidly in areas where the established technology is less firmly entrenched in the power structure.

Warships and guns were high technology in the sixteenth and seventeenth centuries and they were of great importance for political and economic development. It is therefore important to investigate if this technology was shaped by more or less autonomous technical skills in metallurgy and shipbuilding or by power politics, economic opportunities to use new technology, and social institutions constraining or promoting the use of innovations. The gradual development of navies as complex organisations is of special interest in this perspective. One of their roles was the institutionalisation of interaction between users and producers of naval hardware. The development of permanent organisations centred on warfare was a major innovation in this period and they might have appeared because they were a superior way of handling technology and co-ordinating it with the interests of the rulers. The new navies may have been structures where visions and perceptions of how new technology should be used might have overcome initial inferiority in established maritime skills.

The introduction of guns and gun-carrying ships made technology more complex. This required closer co-ordination and a more intense flow of information about experiences and new ideas. The hull, rig, equipment and armament of ships had large potential for improvements but it was best developed as a co-ordinated system and in close contact with those who used the new technology for war and trade. In the long run, the permanent navies proved to be the most efficient co-ordinator of the new technology for warfare at sea but this superiority belongs to a later age when the technology became mature. In our period, when a radical transformation took place, networks between entrepreneurs remained important for technical development, but it was new networks rather than those centred in the established maritime centres that provided the dynamics. In the maritime

sphere this is observed in the fact that technical leadership shifted from the Mediterranean to north-western Europe.

In the early sixteenth century, the Italian maritime cities (Genoa and Venice) were still the leaders in maritime technology and the centres of extensive trading networks. England and France bought or hired Mediterranean armed merchantmen to fight wars. A century later the Dutch and the English maritime entrepreneurs (shipbuilders and shipowners) built the best merchantmen in Europe. Many of these were built to be armed with cheap but dependable cast-iron guns developed by private entrepreneurs. Such ships captured most of Europe's long-distance trade, they were hired by states (including Venice) as warships and the privately developed technology also influenced navies. Warship technology developed faster in Europe's new economic centre around the North Sea. New networks created around innovations and fresh combinations of interests were more efficient than established networks and accumulated experience and capital.

The development of technology for warfare at sea is often best analysed as an interaction process between the users (the operational forces), the producers and the political rulers of the state or the private investors in maritime armed force. These groups had to find compromises which provided the armed forces with the best possible weapon systems at the lowest possible cost. Unfortunately, early modern technology has left few written sources from which we may draw conclusions about how this dialogue developed. Technology was an art with much tacit knowledge and discussions about innovations in warship design and warship armament are seldom recorded in correspondence, minutes or memoranda. The best sources are often accounts but they require careful analysis before they yield any answers. Consequently, we can only seldom know for certain if a design feature was introduced by a technician, a private entrepreneur, an officer, an administrator or a ruler.

Furthermore, we lack much of the basic documentation about warship design before 1650. Only a few primitive drawings and a handful of (not very precise) models have been preserved. Dimensions are seldom on record before the late sixteenth century and only from that time were ships (primarily Dutch and English ships) reproduced in reliable pictures by skilled marine artists. We are better off with early modern gunnery as several hundred guns from this period are preserved. Marine archaeology has also improved our knowledge of how warships were built in our period but the ships excavated up to now give only a fragmentary picture of a complicated process with many regional variations.

The scarcity of sources on technology is itself a sign of the essentially pre-bureaucratic nature of the navies. Technology was an art and as such it was often preserved as family tradition among shipbuilders and gunfounders. The states and the navies relied on these semi-private artisans for their technical know-how. Only slowly did they begin to think in terms of technology as something which might be turned into a property of the state with detailed documentation of designs and training of technicians into bureaucrats. Consequently we are normally left with few traces of how an idea was born. Were users of technology asking for solutions to problems or was a new idea the brain-child of technicians that they were able to persuade users to finance? How intense and fruitful were the daily dialogues between those who produced naval hardware and those who used it? What role did social gulfs between rulers, aristocratic naval leaders and usually low-born technicians play in such dialogues? As for the private entrepreneurs in maritime violence, plunder and trade as well as the entrepreneurs in shipbuilding, naval stores and gun manufacturing, only scattered fragments of their activities remain. The large chartered companies for overseas trade and warfare are the major exceptions.

In spite of there having been much written about naval technology and tactics of this period, we are still seriously deficient in comparative studies which attempt to bring together the evidence from archives, pictures and archaeology from all those parts of

Europe that took part in the development. Most existing studies have a tendency to place the centre of development in the region which the author knows best. The following brief text is mainly intended to cover the development of sailing gun-armed warships in England, France, Portugal, Denmark-Norway, Sweden, Spain and the Netherlands – the seven states which had major sailing-ship forces up to 1650. The Mediterranean galley fleets are mentioned only briefly. There was relatively little technical change in this area and the galley fleets had a fairly homogeneous technology based on long experience of oared warfare.

Guns at sea

From the latter half of the fifteenth century a number of inventions and innovations (new combinations) changed both tactics and strategy in warfare at sea. The two main lines in this development were the introduction of heavy guns at sea and innovations in sailing-ship technology. The latter improved the ability of the ship to stay at sea under adverse conditions and to use the wind as a fairly safe source of energy. The combination of the heavy gun and the improved sailing ship is usually regarded as a technological revolution of decisive importance for European expansion overseas as well as for naval strategy within Europe.

Guns had been used on ships throughout the fifteenth century, but at first without much change in tactics and strategy. The early guns in use at sea were small and primarily regarded as an infantry weapon which might inflict damage on the enemy crew or confuse them with their smoke. Heavy guns were developed as weapons for siege warfare, and they had by the mid-fifteenth century achieved considerable success against high but thin medieval fortification walls. Early guns were made of wrought iron staves formed into a tube (or a 'barrel') fastened by iron hoops shrunk around it. The tube was open at both ends and the gun was consequently breech-loaded. The loading mechanism consisted of a separate chamber into which the shot and the powder charge were placed. This mechanism as well as the thin wrought iron could not withstand high pressure from the explosive effects of gunpowder, and such guns could only be fired with weak charges of powder. This type of gun was originally intended for stone shot, often of great calibre. Gradually, iron shot became more common and during the sixteenth century stone shot was largely phased out from military and naval service.

For a long time the alternative to the wrought-iron guns was a gun cast in bronze: copper mixed with tin – they were often referred to as copper guns. They became more common in the mid-fifteenth century. They could be made lighter and yet were able to fire iron shot with greater effect than stone shot of much larger calibre from wrought-iron guns. Copper was expensive and the new technology was initially difficult to master. France and the Burgundian centre of gun founding in the Southern Netherlands (from 1477 under Habsburg rule) were for a long period the most efficient producers of heavy copper guns. The Ottomans employed excellent gun founders and by the early sixteenth century Venice became a centre for high-quality production of such guns. The technology was gradually mastered by most European states although there remained considerable differences in quality.

By the end of the fifteenth century heavy artillery was a well-established part of warfare on land and recent successes in Spanish siege warfare in Granada and during French operations in Italy showed that medieval methods of fortification employing high thin walls had become obsolete. But heavy guns were expensive and represented a large investment even for major states. The number of such guns grew only slowly as a result of decades of new production and the accumulation of inventories in the arsenals. The artillery could not

be created quickly for a single campaign: it had to be organised by states as a permanent force. Even in the great nations, heavy guns were counted in scores and only gradually in hundreds, not in thousands. The number of skilled gunners who could handle the new super-weapons with efficiency was also a limiting factor. Consequently, the deployment of heavy guns in wartime was a strategic question of great importance.

The heavy guns might also be used at sea. It is not entirely clear when this idea dawned on European rulers, shipowners and shipbuilders. In itself it might have been relatively trivial. The practical problems of arming a ship or a galley with heavy guns were smaller than making such guns effectively mobile on land. The ship was in itself a natural means of transportation for heavy guns if a waterway was available. If the ship was to carry guns to a siege operation it might be practical to try to use the ship itself as a gun platform. The early use of heavy guns on ships was often connected with siege operations and bombardments of cities, rather than combats between ships at sea.⁷ The early use of heavy guns in ship-to-ship combat posed a major problem: until the late fifteenth century sailing ships lacked much of the manoeuvrability required to get a substantial number of hits against mobile targets. The very idea of fighting sailing ships in the open sea with a fresh wind blowing was only gradually becoming realistic as a result of the development of sailing technology.

It would require much experience and several innovations to make the sailing ship into a really efficient platform for many guns, but it was not particularly difficult to arm a large ship with a limited number of heavy guns. This required that openings be made in the hull to allow the guns to point out, and an efficient method for closing them when the guns were not in use. This hardly went beyond what a skilled ship carpenter could achieve without claiming much originality. Small ships, such as the Portuguese caravels, might be armed with a few rather heavy guns shooting over the rails. The galleys were even easier to arm. With only minor modifications, one heavy gun could be placed in its bow and this gun might be flanked with two or four medium and light pieces. The armament pattern which became typical for galleys up to the final demise of this type of warship around 1800 was there from the beginning.

Heavy guns were, however, deployed at sea only gradually and in small numbers. For a long time older wrought-iron guns were probably dominant and ships might have had to surrender their guns if they were needed for siege operations. The artillery of most states remained a specialised technical branch of the armed forces, rather than being integrated parts of their armies and navies. There is, however, little evidence for the belief that chivalric contempt for gunpowder weapons or the inertia of established organisations had much importance in delaying the deployment of guns at sea. Outside the Mediterranean there was little established naval organisation or chivalric tradition in warfare at sea, and in the Mediterranean the galley fleets were early users of heavy guns. Portuguese knights commanding fleets in the Indian Ocean from 1498 on, avoided boarding and used their superior gunpower to defeat enemies at sea and to bombard cities. Dutch sea officers were very seldom of noble origin, but they frequently used boarding tactics even in the mid-seventeenth century. In actual combats there were instances when men exposed to superior gunfire scornfully invited the enemy to board and fight as men but it is very doubtful if this should be taken as a confrontation between different attitudes to war. Both on land and at sea, aristocratic commanders used guns if that was to their advantage.

The third technical breakthrough in gun manufacturing was the introduction of the cast-iron gun. Owing to the higher temperature and more advanced metallurgy required, reliable cast-iron guns were more difficult to produce than guns made of copper. The great advantage was that iron was cheaper, although this effect was nullified if the production process was unreliable and a large number of guns failed on tests with high powder charges. Some types of iron ore were more suitable than others for use in gunfounding

and this may have been one reason why English cast-iron guns were the earliest which were produced with success. The breakthrough was achieved in the 1540s and up to the late sixteenth century England had a monopoly on reliable cast-iron guns. They were important as armaments on Elizabethan and Dutch armed merchantmen trading in areas where the risk of being attacked was high. In combination with advantages in speed and sailing qualities, the cast-iron guns gave the northern sailing merchantmen an advantage in protection which could be turned into profits through trade. The first area where this was noticeable was in the Mediterranean where these northerners established themselves as important cargo carriers and occasional pirates in the late sixteenth century. From around 1600 the cheap cast-iron guns also became important for well-armed northern merchantmen trading and fighting in the East and West Indies.

By 1600 the Dutch had acquired the ability to produce cast-iron guns. This ability was transferred to Sweden where Dutch capital and entrepreneurship could join abundant resources of iron ore, forests and water power. A large-scale production of cast-iron guns developed in Sweden, to a large extent for export. In the early 1620s Spain started production of cast-iron guns. However, before 1650 cast-iron guns were not much used by state navies: they preferred copper guns. The English and Swedish navies which might have relied on domestic cast-iron guns nevertheless preferred copper guns, and the Swedes could also rely on large domestic resources of copper. Cast-iron guns were liable to burst and kill their crews if overheated in action, a problem that took a long time to solve. Copper guns were therefore preferred by navies which had to fight prolonged battles with sustained gunfire. Armed merchantmen had not enough men to reload and fire their guns rapidly and the risk of overheating was small. They were primarily armed with guns in order to fire a few broadsides against lightly armed attackers and for that purpose the cheap cast-iron guns of small and medium calibres (3- to 12-pounders) proved useful as a substitute for large crews. Merchantmen armed with cast-iron guns did however also fight fleet actions in the East and West Indies and up to the 1670s they were often hired by states for fleet service. After 1650 cast-iron guns rapidly became dominant as naval guns, probably because the increased demand for cheap guns stimulated technical progress.

Guns were made in various sizes and types. The two most common types of copper gun were short and large calibre guns (cannons or kartaun/kartog) and long, medium and small calibre guns (culverins or schlangen). Contemporary gunners believed that long guns had greater range but modern research has shown that little extra range was achieved with blackpowder gunnery if the guns were made longer than a certain medium-size length. Longrange gunnery at sea was in any case of limited use as the smooth-bore guns seldom hit a ship beyond a distance of a few hundred metres. Long guns had their advantages however. Guns were usually cast with their muzzles up and the density and strength at the bottom of a casting increased with the mass above. This made long guns stronger at the breech where the greatest strains would occur at firing and such guns could be fired with more powerful powder charges. The variations in quality and experience among various gunfounders were considerable and explain some of the differences in fighting potential between different navies. The quality of gunpowder and gun-shot (which may be brittle if cast in an inefficient way), the design of gun carriages, and the routines for loading and handling guns may also have developed at an uneven pace.

Standardisation of calibres was highly desirable and was gradually achieved in new production of guns during the sixteenth century. The total standardisation of guns to a limited number of types remained a dream in most navies, however. Guns had much longer lives than ships, old guns remained in service and captured guns or guns bought from various manufacturers were prevalent in the ordnance inventories. During wars, when everything that could be used had to be sent to sea, ships had to be armed with what was available, rather than an optimum armament specially designed for the ship. This must

have lowered the efficiency of gunnery in combat, a fact which has to be taken into account when battles from this period are compared to those of later periods. The distribution of guns on ships may have been different than in later periods when broadside tactics were predominant. In the sixteenth and early seventeenth century heavy guns, and, especially, long guns were probably often mounted in the extreme ends of the ships as bow- and stern-chasers. These guns may have been regarded as the main offensive armament in early gun-armed ships.

To be followed

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Une chère prolongation de dette soulage temporairement Exmar

Les détenteurs d'obligations du transporteur maritime de gaz naturel liquéfié ont donné leur accord mardi au cours d'une assemblée à la prolongation de deux ans d'un emprunt d'un milliard de couronnes norvégiennes.

L'action Exmar a bien réagi après le vote des détenteurs d'obligations de la société en faveur du prolongement de deux ans de l'emprunt émis en couronnes norvégiennes (NOK) pour un montant d'un milliard de NOK, soit 105 millions d'euros.

Cependant, cette prolongation pourrait coûter cher au transporteur maritime de gaz liquéfié, car le rendement de cette obligation passe de 5,4% à 9%. «Exmar prévoit de rembourser les 105% du capital de cette obligation, explique Youri Huygen, analyste chez L'investisseur. Mais 9% de rendement, c'est énorme pour prolonger un emprunt. Dans les obligations à haut rendement, ce rendement se limite à 5%.»

Mais selon l'analyste, ce prolongement pourrait s'avérer positif pour le titre car «Exmar obtient une option pour rembourser son obligation anticipativement». En effet, la société peut exercer un «call» sur son obligation avant l'échéance de celle-ci.

Mais elle doit remplir certaines conditions. L'obligation peut être remboursée anticipativement à 112,5% si Exmar augmente son capital de 50 millions de dollars, ou si le groupe parvient à louer le Caribbean FLNG, actuellement en inactivité. «Exmar pourrait exercer son call d'ici quatre mois au lieu de payer pendant deux ans 9%», souligne Youri Huygen. Le titre Exmar, qui avait progressé après l'annonce, a terminé sur un repli de 0,17% à 4,13 euros.

Défis à court terme

Le transporteur maritime n'est pas complètement sorti d'affaire avec le prolongement de l'échéance de son obligation en couronnes norvégienne. Chez KBC Securities, l'analyste David Vagman relève dans une note datant du 14 juin que le groupe doit «trouver un financement et une utilisation pour le Caribbean FLNG, de l'ordre de 200 millions de dollars, et pour leFRSU, de l'ordre de 84 millions de dollars, ce qui reste un challenge majeur à court terme».

Chez l'investisseur, Youri Huygen temporise. «La direction d'Exmar a laissé entendre qu'elle se trouve en négociation avec pas mal de parties. Elle a beaucoup promis ces derniers mois. Dans le cas du Caribbean FLNG, une vente pourrait d'ici quelques semaines alors pour le FRUS, la fin de l'année paraît une échéance probable.» L'endettement d'Exmar reste aussi un défi majeur pour la société. Fin 2016, la dette de la compagnie maritime atteignait 559 millions d'euros, soit cinq fois l'Ebitda (résultat d'exploitation brut) de 1116,5 millions.

Certains analystes estiment que cette dette pourrait doubler à court terme en raison des 300 millions de dollars d'investissement prévus et de l'argent que la compagnie doit encore mettre sur la table pour la livraison du projet Caribbean.

Chez KBC Securities, David Vagman indique s'attendre à une dette nette supérieure à 50 millions de dollars pour cette année, pour un Ebitda de 77 millions d'euros.

Une faillite évitée

Les détenteurs d'obligations Exmar, en disant oui à la prolongation de l'échéance de la dette en couronnes norvégiennes, ont évité à la société de faire faillite. Car le groupe devait rembourser celle-ci en juillet. Mais il ne dispose actuellement pas de cet argent en caisse. Via ses activités, Exmar ne dégage pas de cash non plus : le cash-flow d'exploitation était négatif à hauteur de 5 millions d'euros ces deux dernières années.

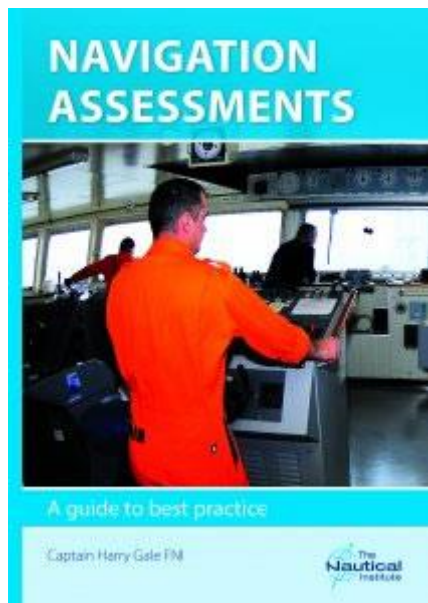
Le groupe a bien essayé de boucler un nouvel emprunt, mais, malgré un intérêt de plus de 10% et un road show avec quatre banques scandinaves, les investisseurs n'ont pas répondu présent.

Les actuels détenteurs d'obligations n'avaient que très peu de marge de manœuvre en comparaison avec les nouveaux venus. Si les anciens ne s'étaient pas jetés à l'eau, Exmar menaçait de procéder à une restructuration de sa dette

Les détenteurs d'obligations y auraient alors perdu une grande partie de leurs dépôts.

Inséré 13/08/17 BOEKEN LIVRES BOOKS Enlevé 13/09/17

Navigation Assessment



Many maritime incidents could have been prevented by the use of a navigation assessment. The way that an assessment should be conducted to the best advantage of ship operator and crew alike is the subject of a new book published by The Nautical Institute.

Navigation Assessments explains how an assessment conducted in a positive and constructive way can provide tangible benefits for maritime safety while contributing to the professional development of bridge team members.

The book was launched at a seminar at the Royal Institution of Naval Architects (RINA) in London, where author Captain Harry Gale, together with Paul Whyte of LOC, Captain Yves Vandeborn, Director Loss Prevention at The Standard Club, and Stuart Edmonston of UK P&I Club, discussed navigation accidents and the value of carrying out assessments. They looked at why

assessments are necessary and what should be done with the assessors' findings.

Mr Vandeborn said: "In recent years, The Standard Club has seen a worrying increase in incidents relating to navigation, which could have been avoided. Carrying out navigation assessments while sailing is essential in order to maintain navigational standards on board and prevent incidents."

He continued: "This book gives detailed guidance on the importance of navigation assessments, how to carry them out properly and what to do with the information obtained. It is a valuable resource for anyone at sea and we are delighted to have worked with The Nautical Institute on it."

The use of the term 'assessment' rather than 'audit' is intended to emphasise the positive and to encourage crews to be truthful with assessors. An assessment should be conducted over several days at sea so that the assessor can gain an understanding of the culture on board and identify the navigation team members' strengths and weaknesses. Coaching, consultation and feedback between assessor and bridge team can break down barriers and build stronger safety cultures.

The handbook acts as a practical step-by-step guide that will enable the assessor to carry out a fair and objective assessment which properly takes into account human element issues. *Navigation Assessments* is also intended to help mariners understand the assessment process. Thirty case studies of recent maritime accidents and incidents provide valuable learning points. It provides insights into cyber security, training and mentoring, communication and cultural understanding and the end-of-voyage briefing.

In his foreword to the book, Steve Clinch, Chief Inspector at the UK Marine Accidents Investigation Branch (MAIB), states: "In my view, every ship's manager, Master, deck officer and navigational assessor should have a copy of this guide to hand, no matter what their experience."

Inséré 13/09/17 NIEUWS NOUVELLES NEWS Enlevé 13/09/17

Reducing Vessel Detentions

"The key to overseeing safety, security, and environmental compliance on ships is ensuring

that the crew on board understands that looking after those safety aspects of a ship is just as important as moving cargo from port to port," Brian Poskaitis, Senior Vice President, Fleet Operations, International Registries, Inc. (IRI) explains. "Time pressured crew all too often focus on actions needed to keep the ship moving and cargoes loaded/discharged, putting the safety of the ship in second place. Issues such as maintaining firefighting equipment and lifeboats can sometimes come lower down the priority list. "Brian Poskaitis, based in IRI's Baltimore office, is a former United States (US) Coast Guard (USCG) officer with 26 years of active duty service. IRI provides administrative and technical support to the RMI Registry and today he manages the RMI Registry's worldwide Maritime Safety program. The RMI's Maritime Safety program takes a hands-on approach to active oversight of the safety of the fleet. Brian leads a team of highly skilled and professional Fleet Operations Managers that in turn manage a global inspection regime for the RMI Maritime Administrator (the "Administrator"). Fleet Operations personnel are actively engaged with port State control (PSC) regimes around the world. An important part of the RMI Registry's value to its owners and operators is the demonstrated commitment shown when handling compliance issues with major PSC regimes like the Australian Maritime Safety Authority (AMSA) and the USCG. Brian Poskaitis, Senior Vice President, Fleet Operations says, "We are continuously tracking and monitoring the RMI fleet and where deemed necessary we do a real-time vetting and communicate port and flag State expectations directly with RMI flagged ships prior to arrival in a port. This ensures that RMI crews remain vigilant and are both prepared and confident when going through a PSC inspection. In fact, vessels entering the US are required to complete an extensive Critical Items Checklist prior to arrival in port. This ensures that awareness and preparedness are forefront before the ship arrives in US waters. The RMI also works closely with the operator and crew to help them prepare for inspections, undertaking quality control boardings, talking with the Captain, and further testing critical equipment. It is a fact that good ships, manned by well qualified crews can be and are detained for easily preventable deficiencies." Ships that experience continued problems with compliance are put on the watch-list and the Administrator creates a plan of action to rectify the problems and closely monitor the ships. The RMI's philosophy is to improve the safety record of the fleet while providing value to the owner and operator in terms of regulatory compliance and performance. This cannot be achieved by simply removing a ship from the Registry and the vessel moving to a lower quality flag. "We cannot do the work for the superintendents or the crews but we can pass on our extensive knowledge of operations and compliance, providing a valuable assessment of an owner's fleet performance," said Brian Poskaitis. "This in turn can be translated into monetary savings of less operational delays and a better understanding of operational spending to target the biggest risks," he continued. The RMI is the only major flag to remain on the USCG's Qualship 21 list. This is not only a direct result of the Administrator's proactive approach to maritime safety, security, and environmental protection, but also the result of the attention that crews on RMI flagged vessels are giving to the maintenance of the ship. The Administrator is aware that things do happen while at sea and remains available to assist in mitigating these issues prior to arrival at port. In order for the Administrator to assist, the Critical Items Checklist must be accurately completed and submitted in a timely fashion. Brian Poskaitis was himself once a senior USCG inspector and says that first impressions count. A confident and well-prepared crew can mean the difference between a successful or unsuccessful PSC inspection. The ability of the crew to communicate effectively with the PSC team and to demonstrate their skills and knowledge on the use of critical shipboard equipment is paramount. In addition, their understanding and the actual demonstrated implementation of the Safety Management System (SMS) on board the ship is a key factor in a successful PSC inspection. All too often the crew is aware of the SMS and has done a fair job in

maintaining the records, but when it comes to performance of shipboard drills or active maintenance of equipment on board, it is evident the implementation of the SMS is lacking. "The complexity of ships today and the myriad amount of rules and regulations they are subject to are astounding." Giving due regard to the ship's fire safety and lifesaving systems, along with an active SMS, can make a real difference in bottom line of ship operations. "

Source: International Registries Inc. (Marshall Islands Shipping Registry)

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Taking control by forward planning

Keeping costs under control, better vessel performance, improved fuel efficiency, compliance with the increasing number of rules and regulations, environmental considerations – the items on most ship owners' wish lists remain predictable. For those looking to deliver results, it's all in the planning, and in finding innovative new solutions.

"Ship owners and operators are scrutinizing the cost of vessel ownership more rigorously than ever before," said Carl Schou, President of Wilhelmsen Ship Management (WSM).

He says owners are putting more emphasis on a ship manager's vessel lifecycle management as one of their main selection criteria – especially when it comes to drydock management, as dry-docking costs are the largest element in the ship maintenance budget.

"WSM is constantly on the lookout to improve our vessel performance our focus areas for improvements are particularly in enhancing vessel lifecycle management of our fleet," said Mr Schou.

"A well-maintained vessel will generally have a lower cost of vessel ownership. For starters, it should possess good repair and maintenance management, and well managed drydocking."

WSM has established a division dedicated to overseeing and controlling the drydock management and maintenance control of its global fleet. "This team of experienced superintendents are subject matter experts who will proactively introduce improvements where applicable to improve the overall vessel lifecycle management of our fleet," he said. "Owners have the best opportunity to influence a vessel's total cost of ownership through dry-docking, every five years. Our focus on vessel dry-docking through our dedicated team has shown very favourable results."

A well-managed drydocking should ensure that all of the owner's docking objectives are met, improve vessel reliability and maximize returns from the owner's investment in the process, said Mr Schou. As such, WSM recommends docking preparation should start 12 months before the actual event. "Our technical management operations work cohesively with the dedicated division to meet the timeline and objectives."

WSM says a key issue that is keeping the team on its toes is the management of new sophisticated and challenging assets. "Being a ship manager in the high-end vessel segments, customers have entrusted us to manage their specialized and complex vessels," said Mr Schou.

"This requires us to constantly equip our team with specialised training to manage these vessels."

It's a similar message from Fleet Management (FML), whose Managing Director, Kishore Rajvanshy, said: "The demands from the industry have not changed. Ship owners continue to ask for reliable and trouble-free operations.

The only change is that an increasing number of owners are placing emphasis on optimising what they spend on. With owners facing a long-drawn-out low freight cycle, most technical management teams are busy courting cost issues providing quality without wastage."

FML is currently supervising the construction of 60 ships across China, Korea and Japan. Mr Rajvanshy says the company stands out from its peers as being the only manager linked to a commodity trading and commercial management entity, the Caravel Group.

Exmar Shipmanagement is implementing a bespoke 'Mobile Inventory Management' (MIM) system, described as a continuous improvement project to simplify the inventory management process onboard, leading to a more accurate view of the value of the actual inventory onboard and delivering a more reliable maintenance planning and/or breakdown management system.

"A little bit of the right information at the moment of truth is worth far more than all the information in the world two weeks after the fact," said CEO Marc Nuytemans.

Inventory, he said, can be a demanding and time-consuming activity, especially if it is on a ship and you have thousands of items to consider. He said the MIM system, built from scratch, is allowing the company to 'make a true digital shift' by easily scanning all parts and uploading them to a central data centre.

Capt Nuytemans said the inventory system being replaced was quite complex and carried some problems. "Too many steps had to be taken in order to fully take an item into inventory. Also, we were not able to enter the items because it was extremely time-consuming and we simply couldn't reduce the backlog."

Exmar worked with an IT solutions company to build an application that would be easy to learn and use, to make the entire process much leaner and remove the complexity.

A key priority was that the application should be something the crew would like to work with – not raising the feeling of 'yet another system implemented by the office'.

"The implementation of this system has revolutionised the inventory management onboard," he said. Once the goods arrive onboard, the crew member puts a bar code on all of the products. These are scanned and automatically uploaded in the system. From that point, the crew member can scan an item for full product specs and the current stock. If it has reached a minimal level, additional orders can be made.

Robustness was also key – the system uses rugged tablets which are resistant against water and oil, and can withstand 1.8 metre drops.

Across its operations, Exmar is making more and more use of analytics and Big Data. That includes in the area of procurement and reducing costs, which also ties in with MIM. Whereas in the past ship owners and/or managers perhaps paid less attention to this area, today there is a clear goal and need for a more strategic supply chain management perspective and not 'just purchasing', said Capt Nuytemans.

"For example: a valve breaks down. You take it out, replace it, and order another one. Six months later, or two years, when the valve breaks down again, you do the same thing. But has anybody wondered if there is a periodical occurrence here or why is that thing breaking, rather than just mindlessly replacing?"

By crunching the data, it may be possible to define the real chances of that valve breaking down more than once in a certain period and hence get rid of routine but unnecessary purchases, he said. "A lot of ships carry a lot of unnecessary spares, which means wasted capital.

Procurement, logistics and supply chain management have really become the thing in shipping.”

In parallel with MIM, Exmar Shipmanagement is finalising the development of Alex, which will integrate all of its business processes into a single, intelligent system for handling its shipmanagement business onboard and on shore. “This is something we have been working on for more than a year,” said Capt Nuytemans. “It is an ERP system, which doesn’t really exist in the maritime industry at present – and it is something we will put on the market.” “Specifically for maintenance, Alex will provide us with the tools to optimize our inventory on board, the delivery of spare parts and the maintenance on our systems. The program will allow us to plan in detail maintenance jobs and to group jobs where we only have limited windows to perform maintenance.”

A change of demand in monitoring energy efficiency is resulting in a transparent way of sharing this information with the industry – including chartering/operational departments, port facilities, flag states, port state control, screening companies, oil majors and so on, said Karin Karin Orsel, CEO of the MF Shipping Group. “Keeping the relevant databases up to date could be very beneficial for shipowners, due to reduced port fees, etc.,” she said. Overall, she said, ship owners are asking for cost control and fuel efficiency and this is being addressed by tendering procedures, procurement and agreements with suppliers and repair yards and firms.

Ms Orsel said key challenges for technical management teams are complying with increasing regulations, anticipating industry demands and keeping everyone ‘on message’. “Shipmanagement is a people business. It’s a challenge to involve seafarers to ensure cost control and efficiency in every aspect, ranging from rest hour compliance to compliance with rules and regulations and transparent communication. The awareness of seafarers, office staff and shipowners on industry standards and demands relating to health, safety and environment is an issue.”

MF Shipping is focusing strongly on learning and proactivity, anti-corruption, developments relating to vessel design index, new environmental initiatives and monitoring of NOX and SOX.

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EU Parliament Arctic resolution vote calls for Heavy Fuel Oil ban

Responding to yesterday’s (Thursday’s) European Parliament 483/100 plenary vote to pass its Resolution on the Arctic, including a call “on the Commission and the Member States to actively facilitate the ban on the use of heavy fuel oil (HFO) and carriage as ship fuel in vessels navigating the Arctic seas through MARPOL of IMO”, Dr Sian Prior, lead advisor to the Clean Arctic Alliance, said: “Today, the elected representatives of European citizens have delivered a clear message to the International Maritime Organization – it’s time to ban the use of heavy fuel oil from Arctic shipping. By putting a ban in place by 2020, the IMO has an opportunity to reduce both the impact of oil spills and the levels of pollutants which drive the melting of Arctic snow and ice”.

Faig Abbasov, Shipping Policy Officer at Transport & Environment, said: “We welcome the European Parliament’s clear call for a ban on the use of the refinery residues by ships in the Arctic. The next meeting of the IMO’s environment committee is an important occasion to start formal discussions on addressing the risks related to using heavy fuel oil in the

Arctic. Today's vote should be a clear signal for EU member states to put heavy fuel oil on the IMO's agenda in its next meeting."

The International Maritime Organization's Marine Environment Protection Committee (MEPC) will meet this July 3th-7th in London, where it is expected there will be a submission on the risks of using heavy fuel oil in Arctic shipping. The Clean Arctic Alliance is calling on IMO Member States to support efforts to address such risks, including measures leading to a ban.

The Arctic resolution represents the European Parliament's position regarding the Joint Arctic communication published by the EC and EEAS in April 2016. The resolution is a non-legislative document, which together with similar conclusions by the EU Council will guide future EU policy addressing environmental risks in the Arctic.

Despite its positive language towards environmental protection, the joint Communication by the EC/EEAS fell short of calling for a ban on HFO use by ships in the Arctic, prompting disappointment in April last year from the environmental organisations that would later form the Clean Arctic Alliance.

In contrast, the resolution adopted by the European Parliament "calls on the Commission and the Member States to take all necessary measures to actively facilitate the ban on the use of heavy fuel oil (HFO) and carriage as ship fuel in vessels navigating the Arctic seas through the MARPOL Convention, and/or through port state control as regulated in the waters surrounding Antarctica; invites the Commission to include the environmental and climate risks of the use of HFO in its study on the risks that the increase in navigation of the Northern Sea Route would bring; calls on the Commission, in the absence of adequate international measures, to put forward proposals on rules for vessels calling at EU ports subsequent to, or prior to, journeys through Arctic waters, with a view to prohibiting the use and carriage of HFO."

On January 25th 2017, expedition cruise ship operator Hurtigruten and the Clean Arctic Alliance signed the Arctic Commitment, which challenges businesses and organisations to step forward and call on the International Maritime Organization to implement a phase-out of polluting heavy fuel oil (HFO) from Arctic shipping by 2020.

A number of other organisations, including Finnish icebreaker company Arctia and the Association of Arctic Expedition Cruise Operators, have also now signed the Arctic Commitment.

Inséré 19/08/17 HISTORIEK HISTORIQUE Enlevé 19/09/17

Warfare at Sea 1500 - 1650 (part II)

Gun-carrying warships

The design and construction of gun-carrying sailing warships was one of the most demanding tasks undertaken in pre-industrial Europe. Such ships had to be able to fight with their guns, carry heavy loads high in their hulls, survive heavy weather and extended periods at sea, move in the desired direction at the best possible speed with the help of the wind and provide shelter for their crew. All this had to be achieved within the limits set by economy and technology. In warship design the strategic and tactical doctrines were expressed in hardware. The squeeze was tight and many designs turned out to be unsatisfactory because too much had been attempted in a ship with too small a displacement. But the period 1500 to 1650 saw decisive improvements in ship design which made battles with guns carried in sailing ships the dominant form of warfare at sea.

Up to the late fifteenth century fighting at sea with galleys or sailing ships meant combats with infantry weapons – longbows, crossbows, light guns, pikes, javelins and swords, and soldiers and armed seamen were the fighting element of the crew. The galleys had a spur in their bow which might damage oars and penetrate into the light planking of the upper part of a galley in order to facilitate boarding – they had, however, no ram as in classical times. Battles at sea meant close combat, either with missile weapons or boarding, although the latter was often difficult in fresh winds. Both types of combat aimed at defeating the enemy crew and capturing the ship. Fighting power was approximately the same as men skilled in the use of infantry weapons, although seamanship was important in bringing a ship within boarding range, or close to an opponent.

An infantry warship had high fighting platforms fore and aft for men firing missile weapons. Their height was intended to give the ship an advantage in close combat. Such platforms could quickly be added to any sailing merchantman and a state or a city with a fleet of large merchantmen could easily organise a temporary navy. The most important offensive and defensive quality of a sailing ship was probably size. Even without soldiers, great size and high sides made a ship difficult to board. In offensive warfare the ability of a ship to carry soldiers and provide them with towering platforms from which they could fire missiles was proportional to its size. During the fourteenth and fifteenth centuries the ability to build very large ships improved. In the Mediterranean Genoa and Venice, the two leading maritime powers, had much of their carrying capacity concentrated in huge cargo carriers (often called carracks) whose size made them easy to defend against pirates. In the fifteenth-century Atlantic hemisphere, the development of large ships was combined with the development of the full-rigged ship with three or four masts.

When certain states began to build specialised warships in the late fifteenth century the technology to build large cargo carriers was useful as a starting point. Several of the earliest warships did at least superficially look like large cargo carriers transformed into floating fortresses, with high castles fore and aft and some heavy guns low in the hull. It is probable that this development process also included stronger hulls and better sailing qualities, but little is known about these. In the first half of the sixteenth century specialised warships were few, but much of the limited resources were invested in a few very large ships, some of more than 2,000 tonnes displacement. Such ships were built by Venice, the Ottomans, Portugal, Scotland, England, Denmark-Norway, France, the Order of St John and Sweden, and probably by mercantile interests in Genoa and Lübeck too.

A few of these giants are well-known in the literature but most of what has been written about them tends to assume that they were unique or very unusual. Actually they represented a common European trend in the first stage of the deployment of heavy guns at sea. Some were failures but several proved useful in action. The giants were built as combined artillery and infantry warships, with high superstructures and a limited number of heavy guns. Such guns could be mounted on much smaller vessels too. In the late fifteenth century the Portuguese were able to mount guns with 'ship-killing' capability even on larger types of caravel of only a few hundred tonnes displacement. As the efficiency of the gun was much dependent on the ability of the ship to point it in the appropriate direction, agile ships, easy to handle, might be at an advantage in combats with guns.

From the late fifteenth century on there were also smaller types of warship which attempted to combine some of the characteristics of the galley with those of the sailing ship. Several of these were called galleons or galeasses, two type designations which originally were regarded as more or less interchangeable. Some of these vessels were oar-powered hybrids between galleys and full-rigged ships (this type gradually became known as galeasses), while others were low-hulled sailing ships (later often known as galleons).¹² One common feature of these types seems to have been that they carried as many heavy guns as possible to fire forward and aft, probably in order to combine offensive tactical

movements with effective gunfire. But also, the less agile great ships based on the large cargo carrier type seem to have concentrated as many guns as possible in forward and aft firing positions too.

When guns became more numerous and important, the size of the largest warships in most navies declined. Ships were no longer built to carry a large number of soldiers and with multi-tiered castles as platforms for infantry. In the latter half of the sixteenth and first half of the seventeenth century there were few warships above 1,500 tonnes displacement. Ships of a more moderate size, often about 800–1,200 tonnes, could carry several of the heavier types of guns and their size made them more agile, more weatherly and more flexible in various types of naval operation. Very large ships had a value as prestige ships and as fleet flagships, but only a few were required (and could be afforded) for such purposes.

Up to 1650 it looked as if guns had imposed an optimum on the size of warships and there was no sign of the race in battleship size which went on from the 1650s to the 1940s.

During the latter half of the seventeenth century that race was fed by the increased availability of cheap cast-iron guns and rapidly growing fleets. Many actions were between concentrated battle fleets formed in close-hauled battle lines where increased size of ship meant better staying power as well as more concentrated firepower from heavy guns with great penetrating power. Before 1650 the ability to deploy a limited amount of firepower at the right spot at the right time (for trade warfare and convoy protection, support of army forces and duels between individual ships during battles) was more important. That favoured medium-sized warships which were easy to manoeuvre, cheaper to build in greater number and could be risked in areas and seasons with much heavy weather.

The development of the gun-carrying sailing warship was a long and complicated process and even by 1650 there was great potential for future innovation. The Mediterranean galleys represented a more mature technology which inherently was easy to adapt to guns. Older naval history, influenced by the Atlantic tradition, used to argue that guns mounted on the broadsides of sailing warships brought the end of galley supremacy. In fact, up to the mid-sixteenth century it was the galley which benefited most from the new gun technology. Before the sixteenth century there had been few permanent galley forces in the Mediterranean, and outside that area oared warships had practically gone out of use. From around 1500 the number of galleys in the Mediterranean increased dramatically; France and England began to use galleys and galleasses in the Channel, while Sweden (1540) and Denmark-Norway (1565) introduced galleys in the Baltic. From the 1520s until about 1580 the galleys were, in terms of total displacement, the most important type of specialised warship in Europe.

In the Mediterranean heavy guns rendered most existing fortifications obsolete. Gun-carrying galleys were efficient in attacking thin-walled fortresses close to the sea, but they could also act as mobile gun-carrying defence forces in the absence of modern fortifications. 16 Guns also made it easier for galleys both to attack and protect commercial shipping. With these tasks to fulfil, galleys were regarded as the most efficient weapon carrier in the Mediterranean during the sixteenth century. The sea powers in this area were well acquainted with modern sailing-ship technology and around 1500 they used gun-armed sailing warships. But after that they concentrated on galleys and from around 1540 large sailing warships practically disappeared from the Mediterranean, while their role in the Channel and the Baltic was supplemented by oared warships. As galley technology had not changed and sailing-ship technology was rapidly improving, the explanation for the increased role of the galley in this period must be the heavy gun.

The gun gave the low galley a weapon with which it could inflict serious damage on the high-sided hull of the large sailing ship, which up to then had had every advantage when

attacked by galleys with infantry weapons. The galley was of course also vulnerable to gunfire, but with its low hull it was more difficult to hit than a high-charged sailing ship. As long as heavy guns were scarce, the fact that only one such gun could be mounted in each galley was not an important disadvantage. On a hull that could be manoeuvred by oars it could be fired with a certain precision. Unlike sixteenth-century sailing fleets, galleys could also manoeuvre in large formations where fleet and squadron commanders might exercise control and command. At Lepanto, the greatest naval battle of the age, more than 200 galleys fought on each side. Both as gun-carriers and as units of large fleets they were eminently suitable to current disciplined warfare with formalised tactics.

The disappearance of the sailing warship from the Mediterranean during a period of intense warfare and rapidly expanding navies indicates that early sixteenth-century sailing ships had serious shortcomings as gun-carriers. But their total abandonment of sailing warships also meant that the Mediterranean powers missed the opportunity of improving and developing this instrument of warfare. That development took place along the Atlantic seaboard and in the Baltic, areas where the galley was of limited use. The sailing ship of around 1500 may have been deficient, but it was a technical system in rapid development. There were continuous improvements in speed, seaworthiness, weatherliness (the ability to make progress against contrary winds) and endurance. The ability to carry guns and to resist gunfire were but two of several requirements that blended into the dynamic transformation of shipbuilding which produced the early modern gun-armed warship, the early modern cargo carriers and ships which attempted to combine fighting power with carrying capacity.

The fifteenth century had seen the development of the full-rigged ship, three-masters which combined the Atlantic and northern square sail with the triangular lateen sail of the Mediterranean. This combination meant increased speed, increased ability to sail close to the wind and increased manoeuvrability. With three masts the ship could be easily balanced on its course on any point of sailing and by unbalancing the rig the ship could quickly be made to turn on to another course. These qualities were essential in a warship in order to enable it to sail close to lee coasts in bad weather, to gain the wind from the enemy (i.e. to get to windward, for greater freedom of manoeuvre), and to manoeuvre rapidly during engagement, for example by tacking. In the early fifteenth century the typical rig in the Atlantic/Baltic hemisphere was one mast with a large square sail, while Mediterranean ships had one to three masts with one lateen sail on each. During the fifteenth century a three-mast rig with one square sail on the main- and foremasts and a lateen sail on the after (mizzen) mast became common in both areas. Towards the end of the century, small topsails became common on the main- and foremasts and large ships often had two small masts with one lateen sail each aft. The further development of the full-rigger consisted of additional sail area, its division into several sails, and improved methods of controlling the sails and the sail area. By the early seventeenth century major European ships had a practically standardised rig of three masts and the ten sails: three square sails each on the mainmast and the foremast, a lateen sail and a square topsail on the mizzen mast and two small square sails on the bowsprit. This rig remained unchanged until around 1700.

The fully-fledged gun-armed warship required a strong hull, but the gradual development of that technology is only superficially known. The Mediterranean carvel building technique with planks placed edge to edge was spreading to the Atlantic and Baltic areas. From the 1460s to the mid-sixteenth century it replaced the traditional northern clinker building technique with overlapping planks in the construction of major ships. It is probable that there was also a diffusion of framework technique from southern to northern Europe, as the clinker building technique had been closely connected with the idea that the hull should be formed with planking and a framework added later. The spread of framework

technique is little known, however, and we must avoid assuming that carvel hulls automatically meant that a fully-fledged framework building technique was also adopted. With carvel building and thick planking, a strong framework, well-supported decks and strong internal fastenings made of wood and high-quality iron, ships could both carry a large number of guns and survive intense enemy gunfire (staying power). Gun-armed warships carried the heaviest load on their decks and not in their holds, a fact which made warship construction demanding and increasingly separated it from the less complicated cargo carriers. A gun carrier required deck supports (beams and knees), transversal frames and longitudinal strengthenings dimensioned for heavy loads at places which were suboptimal for hull design and stability. In the Baltic, the word *kravell* (carvel-built ship) became (from the late fifteenth to at least the third quarter of the sixteenth century) synonymous with a specialised warship, an etymology which shows the importance of hull construction. The improved methods of hull construction might be analysed by measuring the ratio between the weight of the guns and the displacement of the ship, a subject which is little studied for this period.

Much was done in ship design in order to increase speed, improve weatherliness and manoeuvrability and make the ship a steady and sufficiently stiff platform for gunfire. The height of the main gundeck above the waterline became important in gun-carrying warships and stability had to be estimated (by experience, as mathematical methods were only developed later) with great care in order to mount as much gunpower as possible on the decks. The height between decks had to be sufficient for the gun crews to work unhindered, a fact which increasingly separated warships from pure cargo carriers. The ratios between various dimensions (length, beam, depth, the rakes of stem and stern, the width of the 'floor', etc.) and the proportions of the rig had to be adjusted to the conflicting demands of speed, seaworthiness, weatherliness, manoeuvrability and stiffness. Optimum rather than maximum was desirable in many cases: stiffness was necessary if the guns on the leeward side were to be usable when the hull heeled over under the pressure of the wind, but too much stiffness made a ship roll violently, thus making it an unsteady gun platform.

The underwater lines of the hull were important for speed but also for the distribution of floating power to support the increasingly heavy armament. The lines of the hull at the stern determined the efficiency of the rudder. One common problem was that shipbuilders tried to achieve high speed with narrow hulls, rather than with sharp hull lines. Narrow hulls reduced stiffness and made warships into mediocre gun platforms. Only gradually did shipbuilders learn to give warships a generous beam and sharp underwater lines in order to ensure both speed and stiffness. The difficult process of finding the best compromise is reflected in many changes in dimension rules and design practices during the sixteenth and seventeenth centuries.

The decreasing importance of infantry weapons at sea made it possible to reduce the upperworks, but the extent to which this should be done remained a vexed question until the latter half of the seventeenth century. The general line of development went from higher freeboard to lower freeboard ships but it was far from straight and uniform. Radically lowered superstructures, such as those adopted by the English navy in the 1570s (the ships which were frequently called galleons), was soon rejected, but the concept returned in the 1630s and 1640s in small and medium-sized ships: the frigates built for the Spanish Armada of Flanders, the Dutch navy and the English navy. High and thick bulwarks were desirable to protect the crew from small-arms fire and guns were usually mounted under the protection of decks. In a gun-armed ship most of the crew would be below decks handling guns during battle. If an enemy was able to board with a determined force he might overpower the small deck crew, trap most of the crew below decks and take control of the ship. Most navies therefore preferred to have ships with both a forecastle and a

substantial superstructure aft in order to have protected places where the crew could gather for an organised counter-attack into the waist if the ship was boarded.

These changes in rig, hull construction and ship design gradually transformed regional types of late medieval cargo carriers into a relatively homogeneous type of seventeenth century sailing gun-armed warship. There remained regional differences and various compromises between cargo-carrying and fighting capabilities, but they were variations on a common theme. The main armament was carried on a deck where the gunports were about 1.0 to 1.5 metres above the waterline when the ship was fully loaded. On medium-sized ships (with displacements of around 400/500 to 800/900 tonnes) this deck was usually covered with another deck, but there the guns were usually mounted only under the quarterdeck and in the forecastle. Larger ships usually had two complete battery decks with additional guns in the superstructures. A few very large ships (of around 2,000 tonnes or more) had three complete battery decks. When guns became cheaper, gunports were placed closer to each other. In the mid-seventeenth century unprotected upper deck areas, which earlier had not been used for guns, became armed and many ships built in the 1620s and 1630s gradually acquired an increased number of guns.

The development of the gun-armed ship also gave new opportunities for combinations of cargo-carrying and fighting power. Earlier, an armed merchantman had been a normal cargo carrier with weapons and armed men added for protection. A more specialised type was the famous Italian mercantile great galley which since the fourteenth century had served on regular routes within the Mediterranean and between Italy, Flanders and England. They required a large crew in proportion to their cargo and they disappeared from their traditional routes during the first half of the sixteenth century. In Venice and later in the Ottoman empire the type reappeared as an hybrid warship, the galeass, with auxiliary oars and heavy armament fore and aft.

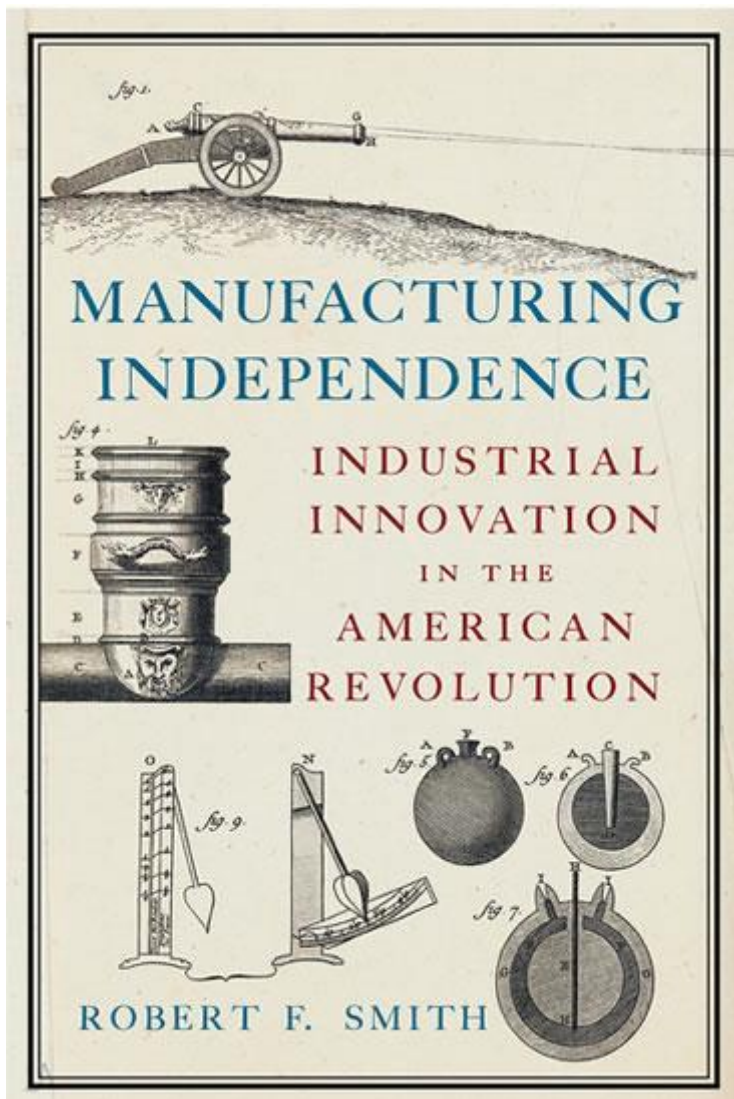
In sailing defensible merchantmen, guns made it possible to substitute manpower with capital, a proposition which became especially attractive if the guns were cheap cast-iron ordnance. In the last decades of the sixteenth century a new type of economical armed merchantman suitable for trade in dangerous waters was developed in England and the Netherlands. It was a medium-sized ship with a substantial battery and with a crew numerous enough to fire at least a few broadsides against attackers which tried to board the vessel or fire continuously with chase guns in the bow and stern. Little is known about the early ships of this type but later they were shaped like warships with superstructures fore and aft, high bulwarks and with sufficient height between the decks to allow the gun crews to work unhindered. Their hulls were however not as strong as warships of the same size, they might be less steady and stiff as gun platforms and their dimensions might be compromises between warships and cargo carriers.

The new type of gun-armed merchantman first appeared in substantial numbers in the trade between the Mediterranean and north-western Europe. In the late sixteenth century they were used by the Dutch and English when they entered the trade to the East and West Indies in armed struggle with the Iberian powers. Spain and Portugal began to use armed merchantmen in their America trade in order to protect it from the English and Dutch predators. The large Spanish merchantmen were built according to royal ordinances regulating their dimensions in order to make them suitable as warships.²⁰ In Europe armed merchantmen were used as auxiliary warships in the service of the states although as such they were often given additional guns and men. From the 1610s to the 1660s the Dutch and to some extent the English developed a new type of business when fleets of armed merchantmen with guns and crews were hired out to Venice, France, Portugal, Denmark-Norway and Sweden. In Denmark-Norway and Sweden the states began to give customs preferences to ships built as armed merchantmen in order to create reserve fleets which might augment the regular navy in time of war. Much fighting from the late sixteenth

century to the third quarter of the seventeenth century was done by armed merchantmen. Almost as much as the fully specialised warship they were the embodiment of sea power in a period when business interest was behind much of both the violence and protection which was the routine of warfare at sea.

To be followed

Inséré 21/08/17 BOEKEN LIVRES BOOKS Enlevé 21/09/17



Benjamin Franklin was serious when he suggested the colonists arm themselves with the longbow. The American colonies were not logistically prepared for the revolution and this became painfully obvious in war's first years. Trade networks were destroyed, inflation undermined the economy, and American artisans could not produce or repair enough weapons to keep the Continental Army in the field. The Continental Congress responded to this crisis by mobilizing the nation's manufacturing sector for war. With information obtained from Europe through both commercial exchange and French military networks, Congress became familiar with the latest manufacturing techniques and processes of the nascent European industrial revolution. They therefore initiated an innovative program of munitions manufacturing under the Department of the Commissary General of Military Stores. The department gathered craftsmen

and workers into three national arsenals where they were trained for the large-scale production of weapons. The department also engaged private manufacturers, providing them with materials and worker training, and instituting a program of inspecting their finished products.

As historian Robert F. Smith relates in *Manufacturing Independence: Industrial Innovation in the American Revolution*, the colonies were able to provide their military with the arms it needed to fight, survive, and outlast the enemy—supplying weapons for the victory at Saratoga, rearming their armies in the South on three different occasions, and providing munitions to sustain the siege at Yorktown. But this manufacturing system not only successfully supported the Continental Army, it also demonstrated new production ideas

to the nation. Through this system, the government went on to promote domestic manufacturing after the war, becoming a model for how the nation could produce goods for its own needs. The War for Independence was not just a political revolution, it was an integral part of the Industrial Revolution in America.

By Robert F. Smith
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Global container shipping outlook for 2017: rearranging the deck chairs—with only a few seats in the sun

Events like Brexit and the new US administration's policies threaten to add insult to injury as they inject even more uncertainty into the future of global trade. Spreading protectionist stances could reverse the past several decades' steadily easing trade barriers that have supported the growth of containerization since the 1950s. Yet hope remains for the shipping industry. Rate levels on major East-West trades improved—dramatically in some cases—in the fourth quarter of 2016. At the tail end of peak season, Hanjin Shipping Co. filed for bankruptcy, sending shock waves through spot rate markets and exposing the flaws of the alliance system in the process.

1 The bankruptcy helped create a rare seller's market that lasted through the close of 2016. Carriers managed to sustain those higher rate levels because of an unusually early Chinese New Year, which should buoy financial results for the fourth quarter. Although carriers will struggle to improve their financial performance this year, they can take clear steps to shore up balance sheets in this difficult environment. They should remain laser-focused on eliminating costs from their core shipping business. For those involved in the wave of consolidation sweeping the industry—which is just about everyone at this point—it is imperative to consider taking advantage of every opportunity to save costs through effective postmerger integration and seize this unique opportunity to rationalize the global fleet.

Searching for solutions to its financial woes, the shipping industry continues to seek out ways to drive down costs. Carriers have slimmed down operating expenses (OPEX) and reduced their capital expenditures (CAPEX), especially by delaying mega-vessel orders. The industry has slashed CAPEX by more than half in the past five years, bringing it down from \$25.2 billion in 2011 to \$12.4 billion in 2016.

But those efforts may not go far enough. Nearly every key financial indicator worsened from the previous year. Operational cash flow as a percentage of revenue slowed to an anemic 6% through the last-12-month period ended September 30, 2016. CAPEX still outstripped those cash flows despite the strides the industry has made.

3 Meanwhile, the industry's total debt levels, driven by borrowing from mergers-and-acquisitions (M&A) activity, have edged back up. What's more, earnings before interest, taxes, and depreciation (EBIT) margins turned negative in Q3 2016 for the first time in our sample period .

Those losses are not concentrated in just a few carriers. In fact, about half of our study base reported negative margin the last-12-month period.

The fact that Q3 2016 results were especially discouraging does not bode well for the 2017 calendar year, because the industry usually sees peak volumes during that period. Those results, however, largely predate the anticipated impact of the Hanjin bankruptcy. Financial indicators had foretold a bankruptcy on the horizon. Now it's finally happened, and it's a big one—in fact, the biggest one since the United States Lines bankruptcy in 1986. After struggling with mounting debt for some time, Hanjin filed for bankruptcy in South Korea in August and shortly thereafter filed Chapter 15 bankruptcy protection in New Jersey federal court. The South Korea-based shipping company commanded a market share of 2.9% of total container capacity before the filing.

4 Its unraveling will likely have profound impacts on the market this year. In fact, spot rates for the eastbound transpacific trade lane, a focus of Hanjin's network, have nearly doubled since the carrier declared bankruptcy . This is welcome news for an ailing industry whose operators have been regularly undercutting each other on price for years. The impact on the Asia-Europe trade lane has been less noticeable, but carriers have been able to keep rate levels moving slightly higher nonetheless. As a whole, the industry's average Altman Z-score has fallen back to a feeble 0.9, the lowest level to date . The Z-score—a formula for predicting the likelihood of bankruptcy based on a number of metrics from a company's public statements—of less than 1.81 suggests financial distress. For further context, we have not seen a score higher than 2.99, which is considered in the safe zone, since 2007.

Note:

Spot rates on the Eastbound Transpacific trade lane have nearly doubled since Hanjin filed Source: Shanghai Container Freight Index future. But the industry can avoid another unraveling if carriers improve their financial results by maintaining higher rate levels and reducing costs throughout 2017.

The global container shipping market will likely see overcapacity as a persistent problem for the foreseeable future. Industry consolidation is only a piece of the solution, but it is a critical piece that had largely been ignored for the last decade. Even when Hanjin—which had a negative Z-score in the last-12-month period—is removed from the sample set, the industry average edges up to only 1.0. That may signal that another bankruptcy is likely in the near future.

Fortunately, the pace of M&A activity accelerated through the end of 2016. In late October, the three largest Japanese lines—Nippon Yusen Kabushiki Kaisha (NYK), Mitsui O.S.K. Lines (MOL), and Kawasaki Kisen Kaisha ("K" Line)—announced their plans to merge in 2017.⁵ A few weeks later, the European Commission approved the Hapag-Lloyd-UASC merger,⁶ followed by Maersk's announcement in early December that it was buying German shipping line Hamburg Süd.⁷ Carriers that have not been involved in a merger or acquisition are persistently rumored to be the next to do a deal. Consolidation will likely continue as the smaller carriers that lack scale to compete with the larger players struggle on their paths forward. The recent uptick in M&A has further complicated operational alliance partnerships, which were already dynamic and recently suffering from a crisis of confidence caused by the wake of the Hanjin bankruptcy. Last year there were four major alliances, and spring 2017 there will be three. 2M, Ocean Alliance, and THE Alliance will comprise 11

shipping operators and manage more than 70% of the container capacity on the Asia-to-Europe and transpacific routes in 2017.⁹ These shifting alliances, coupled with the wave of M&A activity, have infused more complexity and more confusion into an already turbulent market. The outlook may grow increasingly foggy for shippers and ports if any carrier in those alliances decides to merge with a partner outside its current alliance. Increasing consolidation in the market may limit shippers' choices, but it could also widen their reach as more carriers become truly global in scale. As the reshuffling continues, shippers should carefully reexamine their procurement strategies to ensure supplier diversity. They should make sure they're using multiple alliances and studying carriers' financials as a way to protect themselves from the disruption that a potential bankruptcy could cause. Executive management teams should be aware of the dynamic state of the market, because they may want to begin positioning their budgets to prepare for an era of increasing rate levels. Carriers that have weathered the storm have a difficult task in front of them, but the playbook remains clearly defined: focus on customer and route profitability, reduce operating costs, and rationalize the fleet. All of these actions could help support higher rate levels in 2017 and beyond. This may sound familiar to many as the story has not changed for several years but carriers continue to lag behind the curve; specifically in terms of digitization.

Carriers should make smart and disciplined commercial decisions around customer and lane profitability. Historically, reliable year-over-year growth resulted in a market-share-driven commercial mind-set. But growth became harder to achieve in the wake of the 2008 financial crisis, and carriers were slow to adapt. They often made poor decisions around customer segment targeting and pricing. In today's uncertain environment, carriers have to fully understand every building block of their business. That means knowing the profitability from every customer, trade lane, and shipment. Carriers should determine the right customer profile based on volume, network, industry segment, and other important characteristics. They also have to have an understanding of the profitability of certain customers on certain trade lanes. Tying together a clear picture of costs and revenue will be a difficult but not impossible task. In fact, diving into the fundamentals and breaking down sprawling operations into smaller and more manageable blocks may make the task less daunting.

Digitization offers a possible solution. Many carriers struggle to understand real costs because they operate on fragmented, often antiquated information technology systems that are difficult to integrate.

Those outdated systems cannot accurately track real route costs, which can vary tremendously depending on market-specific operating costs. Yet the past several years have seen major advances in the tools and techniques required to capture, store, and manipulate large data sets. Building a sophisticated and centralized digital system that can pull data together and then track profitability in real time can help the executive management team make intelligent and informed decisions. Fortunately, this is not as expensive or time-consuming as it used to be. With industry consolidation in full swing, it's critical that carriers take full advantage of postmerger integration opportunities. Carriers must avoid the pitfalls that have plagued past integrations and make sure that value doesn't get eroded in the process. They should retain all of the possible cost benefits of consolidation—and they should do it swiftly. Carriers must quickly rightsize their organizations and root out inefficiencies. Merger partners with global footprints will likely have significant overlap. They might discover overlap in their back-office functions, operations centers, agency networks, terminals, inland networks, and other noncore assets around the world. Carriers should take a hard look at those duplicative assets and decide which to shed and which to keep. Plus, it's also critical that the newly combined portfolio drive out cost and enhance service levels for customers. For example, the merger between

NYK, MOL, and "K" Line will leave the new company with ownership stakes in three southern California terminals and vessel calls at seven others. If the company leaders want to reduce costs and improve customer service at this critical gateway, they should correct the fragmentation as soon as possible.

As the number of carriers drops, future entities will bring together legacy carriers with potentially clashing identities, local business rivalries, and conflicting practices. The executive management team has to make sure everyone across the new company shares the same values and goals, because the new company cannot afford productivity losses stemming from internal culture clashes. The team should perform a formal diagnosis on what the differences are, and where in the new organization they might be most pronounced. The good news is such a diagnosis can be performed relatively quickly. Arming executives with insights on similarities and differences can be invaluable to heading off culture problems during the integration process.

Rationalize the global fleet The global industry fleet size continues to grow, but at a more muted pace. Vessel ordering programs have been slowed or stopped altogether in some cases. Global capacity—measured in twenty-foot equivalent units (TEU)—grew from 20.0 million TEUs in 2015 to 20.7 TEUs in the last-12-month period. Carriers should continue their efforts to trim future vessel orders to be more in line with demand forecasts. Carriers with stronger balance sheets may be able to take advantage of a growing alternative to ordering brand-new vessels. They could pick up vessels that become available from distressed competitors and financial owners. Buying distressed assets can help carriers lower the average capital costs of their fleets and help them operate at lower costs, thereby making carriers more competitive—as long as they can fill their vessels. Being opportunistic here can pay off.

Meanwhile, vessel scrapping appears to be on the rise. According to the latest report from ship broker Braemar ACM, 35 container vessels, equating to 119,500 TEUs, were scrapped in January 2017. There were just nine, accounting for 27,000 TEUs, by the same time in 2016. Yet those figures are not as aggressive as they look. Carriers appear to be scrapping primarily smaller vessel classes and older ships with little utility—or, put a different way, ships they have little reason not to scrap. Panamax ships, for example, account for a majority of vessels to be scrapped, totaling 16 units of 4,000 to 5,000 TEUs.¹⁰ Carriers have been reluctant to scrap larger and, typically, newer vessels that drive overcapacity—and lower rate levels—on major East-West lanes. Carriers have to make some hard decisions in 2017. They've already taken steps to relieve their financial woes, including slashing CAPEX and OPEX and stepping up scrapping. They should continue to drive down costs through effective post-merger integration and fleet rationalization activities that can bring supply and demand back into balance. Fortunately, spot rates have improved in the wake of the Hanjin bankruptcy, which carriers must maintain at the very least. The carrier community's ability to drive rate levels higher into the transpacific contract negotiations will likely decide whether 2017 will be the turning point the industry desperately needs—or just another bad year in a growing string of losses.

Source: AlixPartners

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IMO blasts regional emission trading system

IMO Secretary-General Kitack Lim has expressed his concern about including shipping in the European Union's Emission Trading System (EU-ETS).

He claimed in a letter written to senior European officials that this move could undermine efforts to reduce greenhouse gas (GHG) emissions from shipping on a global basis.

In the letter addressed to Martin Schulz (European Parliament President), Jean-Claude Juncker (President of the European Commission) and Donald Tusk (European Council President), Lim acknowledged that the EU had an ambitious policy for addressing emissions and recognised that member states might wish to enhance the progress made to date.

However, he cautioned against extending the EU-ETS to include ships.

Lim said, "I am concerned that a final decision to extend the EU-ETS to shipping emissions would not only be premature but would seriously impact on the work of IMO to address GHG emissions from international shipping. Inclusion of emissions from ships in the EU-ETS significantly risks undermining efforts on a global level."

The letter followed an agreement on 16th December, 2016 by the European Parliament's Environment Committee that emissions from ships should be included in the (EU-ETS) from 2023, if IMO does not deliver a further global measure to reduce GHG emissions for international shipping by 2021.

IMO's efforts to address GHG emissions from shipping have reached an advanced stage, the organisation claimed. For example, in 2011, IMO became the first international body to adopt mandatory energy-efficiency measures for an entire industry sector with a suite of technical and operational requirements for new and existing vessels that entered into force in 2013.

In October, 2016, IMO adopted a system for collecting data on ships' fuel-oil consumption which will be mandatory and will apply globally. This will be the first in a three-step approach leading to a decision on whether any further measures are needed to enhance energy efficiency and address GHG emissions from international shipping. If so, policy options would then be considered.

IMO also approved a 'roadmap' for developing a comprehensive strategy on reduction of GHG emissions from ships, which foresaw an initial GHG strategy being adopted in 2018.

These measures were agreed, by the IMO's member states, including EU members. In his letter, Lim said this not only demonstrates IMO's leadership and role as the global body for developing and implementing requirements for international shipping, but also reaffirms that IMO is the only appropriate body to take this work forward and achieve the necessary political co-operation of all governments represented at IMO, including EU member states. He added, "Such political co-operation is important to ensure that all countries act together to ensure that no one is left behind."

Lim said that, in his view, unilateral or regional action that conflicts with or undermines actions that have been carefully considered and deliberated by the global community at IMO threatens worldwide confidence in the consistent, uniform system of regulation developed by IMO.

Regional or unilateral action, he said, would harm the goals of the wider international community to mitigate global GHG emissions from ships and be at odds with the overarching objectives of the Paris Agreement.

The 2015 Paris Agreement makes no reference to emissions from international shipping, due to the global nature of the sector and the difficulty in allocating emissions from a ship to a single state. However, as Lim stressed, IMO's work on the control of GHG emissions shows that strong action is being taken.

A decision by the IMO Council, at the beginning of December, 2016, to authorise two additional meetings of a special MEPC Working Group on reduction of GHG emissions during 2017 (the first to be held 26th-30th June) will enable further progress, and illustrates the importance and urgency IMO attaches to this issue.

In parallel, IMO will continue its efforts to provide related assistance to developing countries through major capacity-building projects on energy efficiency in ship operations, the organisation said.

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Owners' liens on cargo for unpaid freight in China

A shipowner client comes to us with a problem. The charterer has defaulted on freight payments and/or will not pay freight due and payable under the charterparty. The charterer has also gone incommunicado. The following diagram sets out the basic framework:

OWNER

BILL OF LADING

VOYAGE CHARTERPARTY

SUPPLIER *FOB SALE* **CHARTERER/SELLER** *CIF/CFR SALE* **BUYER/CARGO RECEIVER**

The vessel is en route to discharge its cargo in China. The bill of lading is held by the buyer/cargo receiver to whom the charterer has sold the cargo. The shipowner wants to know whether he can exercise a lien on the cargo against the lawful holder of the bill of lading until he has been paid the freight due to him from the charterer. This article sets out some basic guidance and tips for the shipowner who finds himself in a similar scenario.

The charterparty must contain a lien clause

The first question the shipowner should ask himself is whether the charterparty contains a lien clause. Many charters give the shipowner an express contractual lien on cargo in respect of unpaid freight. A typical lien clause wording might look something like this:

"Owners shall have a lien on the cargo for freight incurred at the port of loading to the extent of amount due to Owners."

The shipowner should be careful to consider the scope of the lien clause. If a lien clause refers only to a lien for unpaid demurrage, for example, it would not entitle the shipowner to exercise a lien in respect of unpaid freight.

The lien clause must be validly incorporated into the bill of lading

The receiver will come into a contractual relationship with the shipowner via the bill of lading. For the lien to be effective against the receiver, the shipowner will additionally have to prove that the bill of lading contract is also subject to the lien clause, and gives the shipowner the same rights as he has under the lien clause in the charterparty.

This requirement is satisfied if the bill of lading expressly incorporates the terms and conditions of the charterparty. Under English law, the shipowner must prove that the

wording of the incorporation provision in the bill of lading is sufficiently clear to incorporate the charter lien clause into the bill of lading. Although general words may suffice, to best protect himself the shipowner should try to ensure that the bill of lading makes express reference to the lien clause in the charterparty. Typical wording might look something like this:

"This shipment is carried under and pursuant to the terms of the Charterparty dated XXX, and all the terms whatsoever of the said charter, including the lien under clause XX on freight, are hereby incorporated and shall apply to and govern the rights of the parties concerned in this shipment."

There are additional requirements in China, where the bill of lading must state "*freight payable as per charterparty*" and must identify the charterparty in question expressly by having the date of the charterparty annotated on the bill of lading.

The requirements may also depend on the particular local maritime court. Some maritime courts in China even require that the relevant lien clause in the charterparty must also be expressly identified.

The lien must be recognised by the local courts in China

To protect himself, a shipowner should make sure that the bill of lading states the date of the relevant charterparty whose clauses are sought to be incorporated into the bill of lading.

Note, however, that even if the charterparty and the bill of lading provide the shipowner with a specific contractual lien over the cargo which would be enforceable under English law, and even though the charterparty may be subject to English law and arbitration, the lien may not be exercisable in China.

The shipowner must look to the law of the jurisdiction in which the lien is sought to be exercised (for present purposes, China) to see whether Chinese law also recognises a right to a lien, and whether the shipowner can fulfil the requirements in order to exercise the lien under Chinese law.

Article 87 of the Chinese Maritime Code provides that the shipowner is entitled to a lien over the cargo of the debtor for freight and other amounts outstanding, but this right is subject to a number of limitations. We briefly highlight below what we understand to be the prevailing Chinese maritime courts' practice.

First, the shipowner must ask the charterer to provide security before exercising the lien. The shipowner can only exercise a lien if no security has been voluntarily provided by the charterer.

Secondly, the shipowner can only lawfully exercise a lien over the freight if the cargo is owned by the party who is liable to pay the overdue freight, i.e. the charterer. In other words, at the time the shipowner seeks to exercise the lien, the charterer (defaulting party) must also be the owner of the cargo upon which the lien is to be exercised.

This will give rise to a difficulty for the shipowner where the charterer is no longer the owner of the relevant cargo and is no longer the holder of the bill of lading. In that case, the shipowner is not able to lawfully exercise a lien over the freight under Chinese law.

In such event, upon the application of the holder of the bill of lading, the local court would issue an order to release the cargo. In our experience, these court orders can be obtained and enforced quite quickly.

What can the shipowner do?

Even if the shipowner believes he is in a position to lawfully exercise a lien on the cargo, he cannot rule out the possibility that the cargo receiver (or any other party who claims to

be the owner of the cargo) will apply to the court for an order to release the cargo. The shipowner finds himself stuck between a rock and a hard place. He is unable to obtain payment for the freight from the charterer. Neither is he able to avail of the protection he would like to rely on, since he cannot validly exercise the lien in China.

Some shipowners choose to try to force the charterer's hand by refusing to proceed to the discharge port or by doing so but refusing to discharge the cargo, in the hope that this will force the charterer to pay freight.

By doing so, the shipowner may be in breach of his obligation to proceed to the discharge port with due despatch and be exposed to liability to the holder of the bill of lading for interference with the bill of lading holder's right to the cargo.

Further, this is a commercially unrealistic solution (how long will a shipowner be prepared to wait?), and in circumstances where the charterer is in genuine financial difficulty, it is unlikely to have the desired impact.

Shipowners would do well to bear in mind the wise old saying that "*prevention is better than cure*". A shipowner's best hope is to avoid this unfortunate situation by paying careful consideration to choosing commercial partners. Shipowners must be careful to conduct the appropriate financial due diligence on counterparties, especially when embarking on new commercial relationships with charterers who do not have an established reputation in the market.

This article is not intended to be legal advice on Chinese law. The authors are not qualified to advise on Chinese law. The views expressed are simply their understanding of Chinese law based on their experience.

Inséré 27/08/17 NIEUWS NOUVELLES NEWS Enlevé 27/09/17

Euronav Slips into Loss



Antwerp-based tanker owner and operator Euronav NV ended the second quarter of 2017 with a net loss of USD 24.2 million, compared to a net profit of USD 34.3 million seen in the first quarter of the year.

The company's revenue in the period decreased to USD 126.4 million from USD 164.1 million reported in the previous quarter.

For the first half of 2017 Euronav had a net profit of USD 10.1 million, significantly lower than the net profit of USD 153.7 million reported in the first half of 2016. The company's revenue in the first six months of the year dropped to USD 290.5 million from USD 404.4 million seen in the corresponding period a year earlier.

"Euronav made considerable progress during Q2. The confirmation of the extension of our five-year FSO contracts combined with an additional two seven-year time charters provide us with a robust and visible fixed income profile," Paddy Rodgers, CEO, said.

Rodgers added that the tanker cycle is "positioned at an interesting intersection." Demand for oil saw upgrades during the second quarter for both 2017 and 2018 (IEA), supply of oil remains abundant despite OPEC production cuts and modern asset prices appear to have stabilized.

"The key challenge for the tanker market is the concentration of deliveries of newbuildings in both the VLCC and Suezmax sectors over the next 18 months which is putting pressure on the freight rate market."

"If the illness is low freight rates then the cure is low freight rates as that should drive scrapping activity. Until this inflection point is reached, Euronav retains substantial balance sheet capacity and fixed income visibility to navigate through such a period of lower freight rates and/or to take advantage of expansion opportunities," Rodgers said.

According to Euronav, the tanker freight market may be more challenging in the near future than in the last ten quarters and as a result the company "may not generate semi-annual positive results."

As a consequence, the company may not distribute significant interim or final dividends, or any dividends at all, Euronav informed.

Euronav's profit tumbles

Aug 11 2017

For the first half of 2017, Belgian tanker company Euronav recorded a greatly reduced net profit of \$10.1 mill, compared with \$153.7 mill in the 1H16. For the second quarter of this year, the company posted a loss of \$24.2 mill.

The 1H17 result includes a deferred tax benefit of \$0.6 mill and also reflects a deferred tax benefit of \$2.5 mill through equity accounted investees.

Proportionate EBITDA (a non-IFRS measure) for the same period was \$151.8 mill, compared to \$298.6 mill for 1H16 and \$45.7 mill for 2Q17.

Revenue for 1H17 was \$291 mill, compared with \$404.5 mill in 1H16 and revenue for 1Q17 was \$126.4 mill.

CEO Paddy Rodgers, said: "Euronav made considerable progress during Q2. The confirmation of the extension of our five-year FSO contracts combined with an additional two seven-year time charters provide us with a robust and visible fixed income profile. Our balance sheet was further enhanced with a \$150 mill unsecured bond offering during May. The board of directors and management believe these strengths should be reflected in our return to shareholders policy, which has now been upgraded to a minimum fixed annual dividend of \$0.12 per share.

"The tanker cycle is positioned at an interesting intersection. Demand for oil saw upgrades during Q2 for both 2017 and 2018 (IEA), supply of oil remains abundant despite OPEC production cuts and modern asset prices appear to have stabilised. Tonne/miles were further boosted by US exports since the start of the year and sources of finance, primarily banks, continue to reduce.

"However, the key challenge for the tanker market is the concentration of deliveries of newbuildings in both the VLCC and Suezmax sectors over the next 18 months, which is putting pressure on the freight rate market.

"If the illness is low freight rates then the cure is low freight rates as that should drive scrapping activity. Until this inflection point is reached, Euronav retains substantial balance sheet capacity and fixed income visibility to navigate through such a period of lower freight rates and/or to take advantage of expansion opportunities. The duration of the challenging freight rate environment will be entirely dependent on the number of additional orders to build new ships that are not needed by the market," he concluded.

Euronav's VLCCs operating in the TI pool spot market earned an average of \$34,843 per day in 1H17, compared with \$54,156 per day in 1H16. Timechartered VLCCs averaged \$41,300 per day, compared with \$42,461 per day over the same periods.

As for the company's Suezmaxes, vessels operating on the spot market earned \$20,508 per day, compared to \$35,729 per day in 1H16, while on the timecharter market, average rates earned were \$22,830 per day as against \$29,307 per day in 1H16.

Inséré 29/08/17 BOEKEN LIVRES BOOKS Enlevé 29/09/17

"Sleep en duwboten 2017"

BOEKBESPREKING door : Frank NEYTS

Ook dit jaar pakt Uitgeverij De Alk uit met een nieuwe editie van het standaardwerk "Sleep en duwboten 2017". Het boek werd samengesteld door W. Van Heck en A.M. Van Zanten. In 336 pagina's brengt de publicatie een diepgaand overzicht van alles wat reilt en zeilt in de sleep- en duwvaart van de lage landen. Rederijen, scheepswerven, sleepbootrederijen, overheidsdiensten, noem maar op, alles wat er op het vlak van sleep- en duwvaart in het werkgebied te bespreken valt komt aan bod. De laatste technische evoluties, de meest recente verschuivingen binnen maritieme groepen, de nieuwbouw binnen de sector, het is moeilijk iets aan te duiden dat niet in het buitengewoon interessante en volledige boek aan bod komt. Een dikke aanrader dus voor iedereen die het vakgebied actief is of voor wie van schepen houdt. Bovendien is het werk geïllustreerd met tientallen prachtige (meestal nooit eerder geziene) kleurenfoto's. "Sleep en duwboten 2017" (ISBN (978-90-5961-183-2) telt 336 pagina's werd als softback uitgegeven en kost 25,00 euro. Aankopen kan via de boekhandel. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. +32(0)53.78.87.00, Fax +32(0)53.78.26.91, www.boekenbank.be, E-mail: admin@agorabooks.com.

Inséré 29/08/17 HISTORIEK HISTORIQUE Enlevé 29/09/17

Kroniek van het Schipperskwartier (II)

Vechtersbazen van de Dries (ca. 1900)

Een ander talentrijk kind van het Schipperskwartier is de dichter Armand Willem Grauls (1889-1968). Hij groeit op aan de Dries en zet daarover dertig jaar later zijn herinneringen op papier.

"Inderdaad," schrijft Grauls, "de mannen van den Dries (...) kónden vechten. In de week waren het gewoonlijk de kolendragers, die den slag aangingen. Er waren in de straat twee naties, de Koolnatie en de Rijnnatie. Van 's morgens zes uren kwamen de arbeidslustigen naar werk uitzien. In afwachting dat de sjouwersbaas hen kwam uitpikken, stelden zij zich langs de muren der huizen, zaten zij in groepjes gehurkt tegen de deuren, riepen een galant compliment naar de voorbijkomende zakkennaaiers, sakkerden en vloekten al de engelen uit de hemel (...), trokken uit verveling een kaartspel of liepen in en uit 'Den gevonden Heiligen' herberg-afspanning, waar de genever geschonken werd in groote kappers met weinig water en bijna geen peper tegen zeer matigen prijs."



"Het gebeurde zeer dikwijls dat reeds tegen acht uren het kantje in rep en roer stond om twee boksende kolenlossers te zien beslechten wie het meeste recht had om het eerst aangeworven te worden bij de kolenvoorziening van de aankomende Congoboot. In de venster verschenen ongewasschen vrouwen, trossen kinderen met slechts hun hemdeken aan, werklooze of werkschuwe venten, die met kennis van zaken den strijd volgden en tegelijkertijd toeschouwer en scheidsrechter waren."

Het is met minder nostalgie dat Grauls terugdenkt "aan de maffe gangetjes en de volgepropte woonhuizen, waar gezinnen met twaalf kinderen geen uitzondering waren, waar de huisvrouwen drie, vier dagen rink-aan-een aan de waschtob stonden, en als hoogste en eenigste weelde met Carnaval en Halfvasten er evenveel dagen en nachten op

loszwierden."

De auteur beschrijft "typen als Den Scheele, een metserdiender, die elken Zaterdag op de lappen ging en eerst 's Maandags nachts terugkeerde om zijn kamerdeur in te stampen en zijn wijf af te troeven; en Rik de Rat, die zich uitgaf als buildrager, maar nooit werkte, den heelen dag in de kroeg zat en u van alles en nog wat kon aan de hand doen tegen een civiel prijsken". Voorts herinnert Mie de Rets, een klein moedig huismoederken, met negen kinderen, dat zich letterlijk doodwroette om haar kroost uit de armoede te houden en toch vooral deftig groot te krijgen. Haar oudste jongen geraakte in 't prison en een van haar dochters belandde als ontuchtvrouw in een bordeel der Spuistraat..."



En Grauls besluit: "De ruwe, armoedige doch zoo levensblijde bevolking van havenwerkers en straatjesvolk, de zonnekloppers, de rabauwen, de nachtridders, het rumoerig bedrijf der naties (...), de winkelier- en herbergierkens met hun zeden en gewoonten van Deezekens tijd zijn niet meer te vinden in de thans gemoderniseerde, kleinburgerlijke straat."

De smaak van opium (1933)



In 1931 publiceert de journalist Carel De Poorter in het Franstalige, liberale dagblad Le Matin een reeks reportages over de onderwereld in het Schipperskwartier. Hij beschrijft expedities die hij zelf in de buurt heeft ondernomen. Twee jaar later verschijnt een ongecensureerde versie van de artikelenreeks in een boek over de prostitutie in de Scheldestad.

Met Ouala, een zwarte ex-bokser en gigolo, bezoekt de reporter een kelder waar Afrikanen hennep komen roken. De Egyptische drugshandelaar Ghysa neemt De Poorter mee naar een Chinees restaurant aan de Verversrui (waar er toen vele waren) en clandestiene goktent boven, waar Chinezen spelen voor grof geld.

Via een deurtje binnen naast een café komen de twee in een donkere gang. Aan het eind gaan ze een trap op en bereiken een tweede deur. Die geeft toegang tot een elegant gemeubeld appartement. Een Chinees brengt de gasten

door een deur achter een gordijn naar een zolder, ingericht in "oosterse stijl".

Er brandt een kachelkje. Op een tafel staat een elektrische lamp met een rode lampenkap, versierd met paradijsvogels. Twee Chinezen en een blanke matroos liggen op sofa's, onderhevig aan een opiumroes.

"Ghysa strekte zich uit op een smalle sofa en schikte de kussens onder zijn hoofd. Ik deed hetzelfde. De Chinees zette een tafeltje bij ons (...). Hij haalde twee pijpen tevoorschijn. Ze hadden een lange steel en een kop, maar half zo groot als een vingerhoed. Met een lange naald viste hij uit een pot op een driepoot twee bruine bolletjes. Hij hield ze bij de vlam van een alcoholamp naast de pot. Vervolgens stopte hij de knisperende bolletjes in de pijpenkopjes en gaf ons elk ons rookinstrument. Ghysa sloot zijn ogen en bracht de steel naar de mond. Ik volgde zijn voorbeeld."

De rook bezorgt De Poorter een geweldige hoestbui en hij is allesbehalve opgetogen over de vieze smaak van de opium die geen enkel onmiddellijk effect sorteert. De misselijke reporter en zijn Egyptische vriend verlaten de opiumkit.

Een groot café in een straat bij het Falconplein fungeert meer als plaats waar louche deals worden gesloten, dan als drankgelegenheid. De Poorter en Ghysa ontmoeten er de Duitse cocaïnedealer Fred. Die laatste betreft zijn waar in Brussel en brengt ze van daar naar Antwerpen, verstopt in de koplampen van zijn auto. Maar een cocaïne waagt De Poorter zich niet.



Naar de hoeren

In een volgend hoofdstuk bezoekt de journalist één van de logementhuizen aan de Schippersstraat. Daar worden zeelui systematisch uitschud en dronken gevoerd, zodat ze minstens één nacht moeten blijven. Terwijl ze hun roes uitslapen, doorzoekt men hun zakken om de naam van hun schip te vinden. Iemand van het logement gaat dan naar de kapitein om bij wijze van voorschot op het loon van de matroos (!) het geld te innen dat hij verschuldigd is voor zijn logies en verbruik...

Geen wonder dat het logement waar De Poorter neerstrijkt, ook als bordeel fungeert. De uitbaatster heeft een nichtje van zeventien, dat voor driehonderd frank naar boven gaat met ietwat kapitaalkrachtiger klanten. De journalist gaat naar bed met het meisje. Overnachten doet hij in een andere kamer. Hij wordt er opgeschrikt door een Engelsman die zijn bed moet delen en die onbeschaamd op de vloer watert.

In een volgend hoofdstuk vermeldt de journalist terloops de oude, tandenloze (!) hoeren die in de buurt van Steen en Vleeshuis hun klanten oraal bevredigen.

Hij heeft het uiteraard ook over de raamprostitutie. "In de havenbuurt vindt men zowat overal vrouwen die achter een raam op klanten zitten te wachten," noteert hij. "Ze bewonen een kamer op het gelijkvloers. 's Avonds steken ze het licht aan, schuiven het gordijn open en stallen zichzelf uit achter hem venster. Bij mooi weer doen ze dat zelfs open, opdat niemand hen over het hoofd zou zien."

"Vooral aan de Burchtgracht tiert deze soort prostitutie welig. Achter alle ramen aan deze straat zitten vrouwen; de woningen zien er overal min of meer hetzelfde uit. Achterin staat een tweepersoonsbed waarvan de witte gestikte deken uitnodigend is teruggeslagen. In het midden staat een kacheltje met daarop een pot warm water. Voorts ziet men een tafel, twee of drie stoelen en een min of meer aantrekkelijk meisje, wachtend op een logé voor één uur. Ik ken zo'n meisje, dat in haar eentje de economische crisis heeft opgelost: ze is



erin gelukt al haar leveranciers, tot zelfs haar huisbaas, in natura te betalen." Het volk van het schipperskwartier interesseert Carel De Poorter slechts matig. Toch biedt hij ons even een kijk op het amusement van de buurtbewoners. Dat doet hij in een passage over de "N...-Palace", een danszaal aan

de Schippersstraat, "onbegrijpelijkerwijze getooid met de pompeuze naam van 'paleis'."

"Een man met een pet en een wijde trui ontvangt er u aan de deur. Zo beleefd mogelijk, dat wil zeggen zonder u te beledigen, brengt hij u naar een soort kassa, waar u twee frank entree betaalt. De danszaal bereikt men langs een dubbele. Het is een grote, vierhoekige zaal, badend in schel licht en een doordringende stank van mensen. Aan weerszijden loopt een strook van drie meter breed over de hele lengte van de zaal. Hier staan tafels en stoelen; langs de wand zijn banken gemonteerd. Naast de ingang, in een grote nis, staat een verbazend grote tapkast. Vijf of zes mensen zijn erachter in de weer. Dat moet ook, want de clientèle van het paleis houdt evenveel van drinken als van dans, misschien zelfs meer."



“Tegenover de ingang neemt een enorm wit orchestrion de hele muur in beslag. Het is formidabel groot, gedecoreerd met vergulde cupido’s en met Venussen die zich schijnen af te vragen hoe ze daar terecht zijn gekomen. Er zijn ook nog engelen, wier trompetten een Laatste Oordeel aankondigen waarvan de aanwezigen volstrekt niet wakker liggen.

“Links achteraan is een podium.

Daar zit een jazzkwartet: piano, sax, banjo en drums. De muzikanten, zelfs de dikke banjospelster, dragen een pet en een trui. Live ensemble en orchestrion wisselen elkaar af. (...)”.

“De clientèle van het havenpaleis is niet afkerig van plezier. Ze bestaat uit aangeschoten matrozen en arbeiders uit de buurt met hun vrouw of vriendin. Jongelui met slechte bedoelingen zitten zonder ophouden achter de meisjes aan. Hun gebaren maken overduidelijk wat ze denken. Het vrouwelijk schoon maakt zich daar overigens niet druk over – integendeel zelfs.”

Een dichter in het Schipperskwartier (ca. 1960)

Van het Schipperskwartier tussen 1957 en 1960 krijgen we een idee dankzij de roman Een hondsdolle tijd (1978) van de vooral als dichter bekende Paul Snoek (Edmond Schietekat, 1933-1981). Hij beschrijft hoe hij van de bushalte bij de kerk voor Noorse zeelui aan de Imalsotunnel door de buurt:

“Om kwart voor acht stopte de bus aan de Norske Sjomanskirke en mijn (...) dasje in een mooie knoop strikkend liep ik de Grote Tunnelplaats over richting Falconplein en wandelde naar Blacky’s bar (...), want alles moest nog beginnen.”

“Het was een prachtige septemberavond. Voor hun huizen op het trottoir zaten dokwerkers en schippers in gestreepte onderhemden van pluizig flanel, tot halverwege de borst trokken brede zware bretellen hun broeken op, zodat hun dikke bierbuiken uitpuilden tussen de gespreide benen. Tot aan de ellebogen waren hun armen gebruind, maar de bovenarmen waren wit en dikwijls versierd met een door onderhuids vet vervormde tattooage uit betere dagen.”

“De dokwerkers droegen kaki petjes van katoenen stof afkomstig uit een Amerikaanse legerstock, de schippers donkerblauwe zeemanskepiss. Tussen hun lippen stak een uitgedoofde peuk van een zelfgerolde sigaret en als ze hun mond opendeden om iets te zeggen of om te geeuwen, bleef de peuk aan hun onderlip hangen. Vrouwen leunden tegen de lijst in het deurgat en droegen strak spannende, zwarte satijnen jurken, waaronder men de baleinen van zware korsetten zag uitpuilen. Hun hoofden zaten vol krulspelden, de armen hielden ze boven de zware borsten gekruist en een netwerk van gezwollen donkerblauwe spataders stak fel af tegen de witte, misvormde kuiten. Hier en daar stond een jonge kerel zijn nieuwe scooter op te poetsen onder het bekijks van kinderen in pyjama.”

“De geur van opdrogend zeepsop kon de stank uit de riolen niet verdrijven en de muziek die uit de deuren klonk was bijna in elk huis dezelfde en niemand scheen ze te horen.”

“De cafés liepen vol met jonge kerels en hun haar blonk van de brillantine, meisjes, die nog maar pas voor goed de schoolbanken hadden verlaten, stonden in groepjes van drie

onvast op hun veel te hoge hakken in hun pettycoats te draaien op het trottoir voor de ingang van de dancings. De zeelui waren nog niet bedronken en drentelden door de smalle straten voorbij de vitrines waarachter oude hoeren zich zaten te schminken of vlug nog een stukje aan het breien waren in het laatste avondlicht dat hun smalle hokje binnensijpelde.”

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Inséré 31/08/17 DOSSIER Enlevé 31/09/17

Seafarers name their price for shipboard entertainment

New research on crew connectivity has highlighted seafarer opinions on the availability of onboard entertainment, and how such services influence their choice of employer, writes Drew Brandy, Inmarsat

A new crew survey covering the types of digital content consumed by ship crews in the era of high speed broadband connectivity has suggested that merchant seafarers have begun to consider the availability of crew entertainment as important when choosing an employer. The Crew Entertainment Study, commissioned by Inmarsat and conducted by Futureonautics, arrives at a time when ship operating costs remain under intense pressure, but quality seafarers are no less critical to optimising efficiency. The study seeks to examine the attitudes seafarers themselves have towards shipboard entertainment, considering diverse and sometimes outdated outlooks swirling around the industry on how and why connectivity contributes to crew retention.

Crew needs are also central to the November 2016 (5th) edition of the Euroconsult report 'Prospects for Maritime Satellite Communications', which cites cloud computing, big data, BYOD (bring you own device) and content as main drivers for future growth in ship/ shore connectivity.

However, while some owners place entertainment in the same basket of 'basic need' as a connection home, others can believe 'trust is good, but control is better' when it comes to the entertainment end of internet access.

Some may believe they cover both sides of the impulse to connect by offering their crews pre-payment for online access as a 'perk', but then charging for time in ways that would be inconceivable ashore – such as in three-minute slices.

Clearly, seafarers value connectivity in principle – its availability was cited by 73 per cent of seafarers polled in an earlier Futureonautics 2015 Crew Connectivity Survey as relevant to their choice of employer – and a fresh attempt to socialise the online experience at sea is being made by companies like Wallem Ship Management, which is trialling 'internet cafes' on five vessels to enhance crew connectivity while promoting a communal experience (areas are sectioned off for personal contacts).

From the installation point of view, lobby-style Wi-Fi would appear to be more convenient for existing ships, although no specific airtime cost saving accrues to the communal approach.

Survey results

The Crew Entertainment Study explores the way seafarers themselves think about entertainment onboard. Based on a group of 604 serving seafarers, the study seeks to test industry perceptions on what seafarers want from entertainment services enabled by high-speed broadband.

It explores in detail seafaring appetites for entertainment onboard ship, by type, cost, and delivery method, includes officers and ratings, and offers quantitative analysis across four age bands (18-24, 25- 34, 35-44, and 45+), by nationality and by ship type.

At a time when separate research by Futureonautics suggests that 70 per cent of ship operators spend less than \$250 per ship on entertainment per month, its key takeaway for some might simply be that the clear majority of seafarers canvassed are willing to pay for entertainment content onboard ship.

Among the headline findings for copyright lawyers and cyber-security specialists are likely to be the fact that 92 per cent of respondents share their content with other crew members. Fewer than five per cent of all respondents said that they did not bring any content onboard.

Content brought onboard also tends to differ by cultural background: 65 per cent of Filipinos said they shared the latest movie releases brought from shore, while Eastern Europeans will be the most likely group to share music files.

Common to a range of cultures is the fact that crew entertainment and internet accessibility are understandably considered of lesser importance than accurate and timely payment of salary, training, or employment benefits like healthcare and family services.

Nevertheless, in all four age categories and whatever their origin, more than two thirds of respondents said that the provision of crew entertainment services represented either a strong or very strong influence in the choice of company that seafarers work for. This attitude was most marked in the 18-24 age range, where 77 per cent of respondents cited the entertainment service as a strong or very strong influencer on choice of employer.

Earlier research from Futureonautics has suggested that seafarers spend an average of 7.4 months at sea a year. The new Crew Entertainment Study resoundingly demonstrates the strong desire for news from home that such absences generate.

Across all four age categories, 95 per cent of seafarers or more considered news from home as either important or very important. Among those aged 18-44, between 67-70 per cent of respondents considered such news 'very important'. In two thirds of all cases,

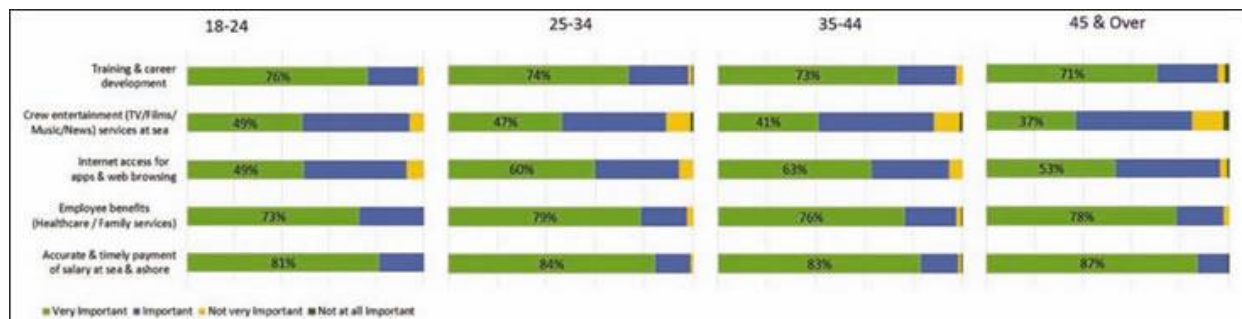
respondents also considered 'sports from my home country' as an important or very important crew entertainment service.

In the case of the Crew Entertainment Study, 60 per cent of respondents were Filipino, and their attachment to events at home was even more pronounced: 98 per cent considered home country news as important or very important.

However, the hunger for information is not limited to news from home; the next priority in terms of entertainment for seafarers is international news, with 64 per cent of those of 45 and over considering this important or very important, rising to 72 per cent in the case of seafarers aged 18-24.

The appetite for international news is also particularly marked among Filipino seafarers, where 77 per cent of respondents described international newspapers as important or very important content requirements.

According to the Crew Entertainment Study, the majority of even the youngest seafarers are willing to pay for crew entertainment in some form: 65 per cent of those aged 18-24 said that they would consider paying for their crew entertainment service.



The proportion rose sharply to 84 per cent for respondents between 25 and 34, before falling back slightly to 79 per cent in the 35-44 age group and to 72 per cent for those aged 45 and over.

Around two thirds of those describing themselves as unwilling to pay for crew entertainment aged 18-44 cited the likelihood that such services would be too expensive as their key impediment. However, another main reason given for resistance was that 'I bring my own content onboard with me', cited most frequently by the youngest and oldest respondents.

When asked about this point in more detail, at least 66 per cent of respondents across the four age bands said that they would be prepared to pay for daily news for less than \$2 on a per view basis; among Filipinos that willingness was higher at 71 per cent. This willingness to pay for news outshone every other content type.

Even so, live sporting events are considered important or very important entertainment by more than half of the seafarers responding, with their significance appearing to rise slightly with advancing years. Half or more of all respondents across the age bands said they would pay up to \$2 per view for daily sports coverage, and this tendency was particularly marked among Filipinos, where the figure rose to 61 per cent.

TV, music and movies

Drilling down into the pre-packaged content considered important, one of the survey's more interesting findings was the apparent preference seafarers of all nationalities have for Hollywood movies over films from other countries.

Having access to the latest Hollywood movie releases was considered important or very important by over half of all respondents, and by two thirds of respondents in the 25-34

age group category. Half or more of all respondents except those aged 45 or over said they would pay up to \$2 for the latest movie releases (per movie).

Age plays a marked role in changing preferences for music services, with 56-57 per cent of those in the 18-24 age bracket seeing on-demand major label music or music playlists as 'important' or very important'. After 25, that importance falls away, with 40 per cent or fewer of all other respondents considering this service of importance.

To date, TV's boxset renaissance appears to have missed the spot among seafarers. Respondents were least willing to pay for TV shows: while 39-46 per cent of those aged 18-44 said they would pay up to \$2 per hour to watch, 40-52 per cent in the same age bands said they had no interest in paying at all.

The trenchant resistance rose to 59 per cent in the case of those aged 45 or over, while over 80 per cent of East Europeans said they had no interest in paying for TV content.

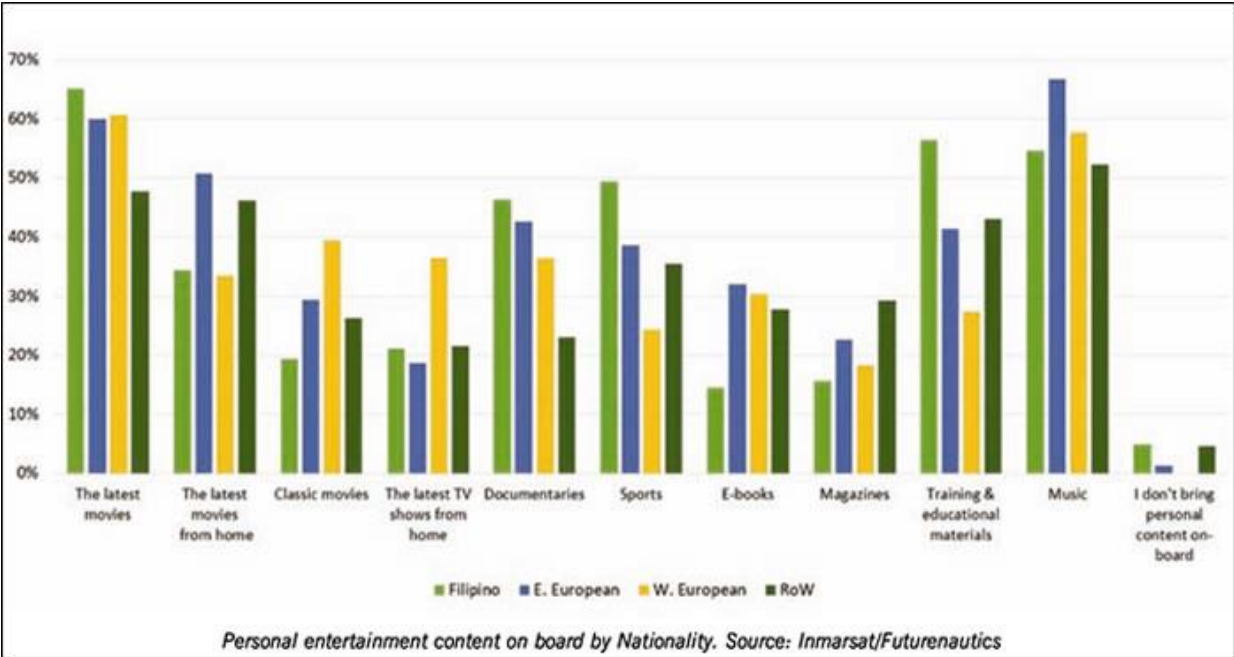
The new survey also offers some nuanced insights into the way seafarers access their entertainment. For example, overall, 18-24 year olds access their on-demand music or films via laptops or smartphones more than half of the time, with the smartphone being particularly dominant in music downloading.

In this age range, crew will nonetheless also get 42 per cent of their DVDs/videos, 38 per cent of their on-demand TV shows and 38 per cent of their on-demand films via the vessel's crew entertainment system.

Those over 25 appear more likely to engage with the vessel's own crew entertainment system. Some 53 per cent of 25-34 year olds consume DVDs this way, with 47 per cent finding the on-demand TV and movies they want. For respondents aged 45 and over, the crew entertainment system provides 61 per cent of DVD entertainment, and more than half of the on-demand films and music consumed.

Demographics

However, this apparent clarity by age group may be influenced by the survey's skewing towards Filipino seafarers. Today, around 1.5 million seafarers work on merchant ships worldwide, with 40 per cent of them emanating from the Philippines in 2016, according to that nation's Department of Transport.

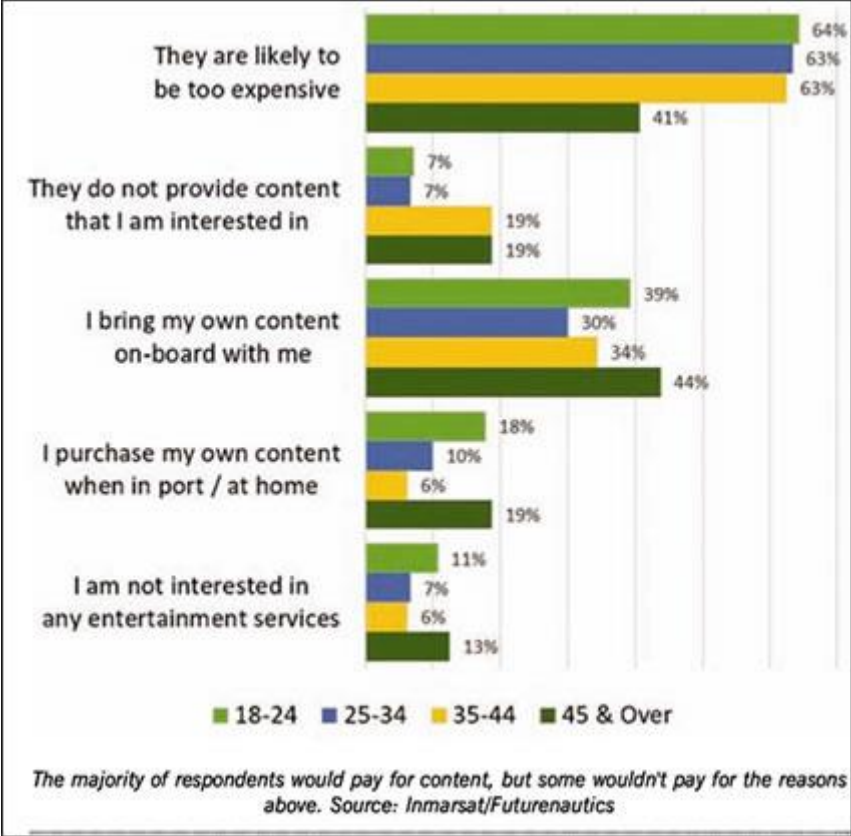


As noted earlier, 60 per cent of respondents in the current survey hail from the Philippines: 64 per cent of Filipino respondents access their DVDs or videos via the vessel’s crew entertainment system; 55 per cent of on-demand films delivered to this group come via this route and 54 per cent of on-demand TV shows. In terms of ship type, a full third of respondents came from the containership segment, and it was here that respondents also reported crew entertainment services as most likely to have an influence on the company a seafarer chooses to work for.

Some 79 per cent of containership respondents said entertainment would be a strong or very strong influence on their choice, compared to 65 per cent in the bulker sector, 63 per cent in the tanker sector, and 50 per cent in offshore.

Containership crews, who also appear to be the most likely to access their entertainment services at sea from the vessel’s crew entertainment system across the board, are also the most likely to purchase their own content when in port (21 per cent), and the most likely to share the latest movies (65 per cent).

The offshore segment is probably worthy of separate mention, given that the 2015 Futureonautics Crew Connectivity Survey established that the sectors with highest crew internet penetration were Passenger (at more than 80 per cent), and Offshore (at over 50 per cent).



In the latest survey, Passenger ships are excluded, but the Offshore findings are discernibly different to those established in the deep-sea trades. This may be to do with the maturity of the market, but is also likely to have more to do with the nationality of the seafarers concerned, given that only 12 per cent of them are Filipino.

While significantly more offshore seafarers consider internet access to be very important (72 per cent, compared to 53-62 per cent in the shipping trades), a significantly

lower proportion (27 per cent) consider crew entertainment to be very important. With shorter periods at sea, and a higher proportion of Westerners, it is also not surprising that 89 per cent of offshore seafarers consider the latest movies from anywhere other than Hollywood either not very, or not at all important. Instead, 52 per cent are happy enough to watch satellite TV on a communal set – an experience that 90 per cent are not interested in paying for at all.

For vessels trading over longer distances, however, the 'Prospects for Maritime Satellite Communications' report from Euroconsult acknowledges that satellite communication represents a small fraction of a shipping company's cost structure.

In the case of a typical small liquefied propane gas (LPG) carrier, satcom represents only 1 per cent (US\$20,000 annually) of the total operational costs, compared to 23 per cent for crew cost, the report says. However, Euroconsult also notes that in an unfavourable macroeconomic environment, cost savings via satcom become an attractive prospect for shipping companies tightening their budgets, as most other operational costs (such as fuel and crew) are almost impossible to save on.

Shipowners and ship managers should be deciding not whether to invest in entertainment services but how best to manage demand, the Euroconsult report argues, seeing new crew connectivity as an opportunity to share the cost with seafarers, rather than a cost burden. In the court of public opinion, some will perceive greater internet connectivity at sea as a welfare benefit, while others will forever highlight the isolation and loneliness of the long-distance blogger.

For the moment, however, what the Crew Entertainment Study shows most forcefully is that seafarers themselves perceive entertainment services as an improvement to their quality of life; and it is an improvement for which they are ready to name their price.

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Inséré 02/09/17 NIEUWS NOUVELLES NEWS Enlevé 02/10/17 EXMAR TAKES DELIVERY OF CARIBBEAN FLNG

EXMAR is pleased to announce that it has taken delivery of the CARIBBEAN FLNG (CFLNG) on the 27th July 2017 from Wison Offshore & Marine in the People's Republic of China. The CFLNG consists of a 500,000 tons per year floating liquefaction plant with 16,000 m³ of LNG storage and will remain moored in Wison Shipyard. Communication on the employment of the CFLNG will be made once the final agreement with the customer is signed. EXMAR has achieved this important milestone with the support of Wison Offshore & Marine, Bank of China, Deutsche Bank and Sinasure and EXMAR extends its gratitude and congratulations to all parties involved in this milestone project for their commitment and collaboration. EXMAR LPG BVBA, a joint venture between EXMAR and Teekay LNG Partners L.P., has taken delivery on the 24th July 2017 of the Midsized gas carrier KRUIBEKE built at Hanjin Heavy Industries. The vessel will start operating in the fleet of Midsized LPG vessels controlled by EXMAR LPG. The KRUIBEKE is expected to positively contribute to the EBITDA as from its delivery. EXMAR LPG has still 3 Midsized gas carriers under construction.

Inséré 04/09/17 DOSSIER Enlevé 04/10/17

Is simulator training worth it?

Simulator training has been used in the maritime industry for decades, and is generally seen as a useful component in a seafarer's education. But how valuable is this type of training in purely economic terms?

Murray Goldberg, MLS, runs the numbers for Return on Investment from simulator training

For decades, simulation has been a part of maritime bridge and engine room training. But as with many safety initiatives, its effect can be somewhat difficult to quantify.

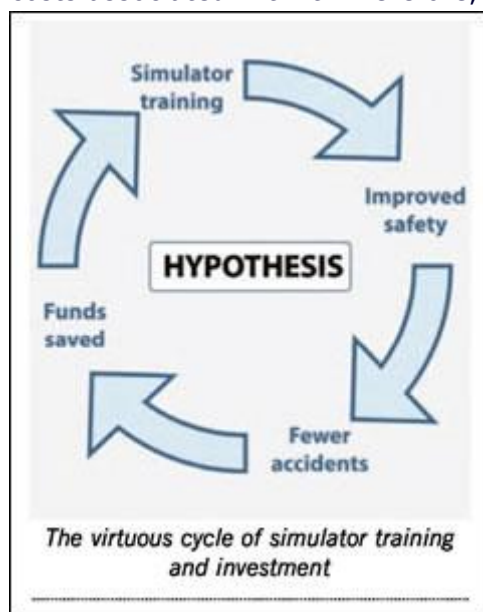
We all know, both intuitively and empirically, that simulator training has value. It extends a trainee's experience base in both typical and atypical scenarios, providing an avenue for total task simulation in a safe environment. But while we all agree that simulator training is valuable, we also know that it comes at a very high cost. After all, simulation training is both expensive to create and maintain. Is the cost worth the value derived from simulator training?

Most will agree that simulator training is worth the cost, but this article will examine some recent research that attempts to derive a return-on-investment (ROI) for simulation. The maritime industry is operating on tighter margins, and having statistics to back up our intuition can help when investing in maritime IT and training.

Cost vs. Benefit

One compelling argument applied to safety training in general is that the value of one life saved is greater than any cost - as long as it is affordable.

If we believe that simulator training has the potential to save one life, then it is worth any costs associated with it. Therefore, no further analysis is necessary.



However, there are real problems with that line of reasoning. First, it does not provide us with any basis on which we can compare other safety initiatives. It may be that simulator training does provide value and is worthwhile, but that there is some other safety initiative that can save more lives at a far lower cost. Unless we assess the costs and value of each we are unable to make informed decisions.

A second issue is that without a cost benefit analysis, implementation decisions can become more emotional than logical. If it can be shown that simulator training actually saves money through a reduction in accident-related costs or performance issues, then perhaps its use would be even more widespread than it already is.

This is exactly the question addressed by a very interesting maritime education and training paper

given by Capt. Stephen Cross of the Maritime Institute Willem Barentsz in West Terschelling, the Netherlands. I've had the good fortune to meet Capt. Cross and his paper, 'Aspects of Simulation in MET - Improving Shipping Safety and Economy', presents a concrete view of the economic effects of simulator training. The results are compelling.

Capt. Cross expressed the motivation of his study as follows:

"If simulator training can improve safety of operations, this would result in fewer accidents, which in turn will save funds, which could be used to afford the additional training efforts."

"Additionally, if the amount of the increased costs of training is compared to the funds spent presently on damages from accidents, a simple cost benefit analysis could show if such training efforts are worthwhile."

In order to conduct the deceptively simple cost-benefit analysis, Capt. Cross needed to look at a wide array of information related to the desired objectives, the current conditions of MET and maritime operations. He then had to study (and sometimes project) the consequences of change.

To give you some idea as to the complexity of the study, Capt. Cross proceeded along the following path.

First he determined what percentage of maritime accidents were attributable to human error. Next, he determined what percentage of these accidents could be attributed to training shortcomings.

After that he determined what percentages of competencies could be improved by simulator training. Finally, he had to determine by how much the above competencies could be improved through simulator training.

Multiplying the various percentages together gave an estimate of the reduction in accidents through the use of simulator training. With that information, he could then look at the cost of simulator training in order to compare it to the cost savings through a reduced number of accidents. His analysis will be summarised below.

Finding the Percentages

Please note that in the interest of space, only a portion of Capt. Cross' analysis can be presented here. I encourage you to read the paper for full details and further insight, but the following should help to present an overview of his findings.

Human Error: Many studies have shown that human error was and continues to be the underlying cause of the majority of maritime incidents. To determine a specific percentage, Capt. Cross looked at the Norwegian DAMA database of accidents for the Safeco project (EU 4th FP, Safeco, 1996).

It was shown that from 1981 to 1996, of the 5400 accidents that were included and the 1100 that were fully analysed, 80 per cent could be attributed to human factors while 20 per cent of the accidents were caused by technical factors.

Finding: Human error was the underlying cause of 80 per cent of maritime accidents.



The numbers suggest that the reduction in accidents from simulator training far outweighs the costs

Lack of Sufficient Training: Looking at how training influences accidents, Capt. Cross looked at a number of studies which evaluated the causes of accidents. Among them he cites three in particular.

The first study, 'Accidents at sea: Multiple causes and impossible consequences', from Wagenaar and Groeneweg found that 35 per cent of accidents were caused by improper training. Another 46 per cent of accidents were due to bad habits, which could be influenced by procedural training. Combining the two gives a total of 81 per cent of accidents that were influenced by training.

A second study from Kinzo Inoue found that 55 per cent of maritime accidents were collisions and another 15 per cent were groundings. Although technical failure could account for a portion of these types of accidents, this also implies that up to 70 per cent of reviewed accidents could have been avoided with better trained personnel.

The last study referred back to the Safeco project. Capt. Cross found that of the human error related accidents, 41 per cent of them indicated a lack of knowledge, skills and attitude, all of which could be improved by training. A further 37 per cent of human error related accidents were due to a lack of operational procedures.

Together, this means that 63 per cent of the investigated accidents could have been influenced and possibly partly avoided with better training.

	Percentage	Absolute
Total number of accidents occurring	100%	1.00 x
Percentage (of 1.00x) of accidents which can be related to human error (see 4.1)	80%	0.80 x
Percentage (of 0.80x) of training related accidents within human error category (see 4.4)	65%	0.52 x
Percentage (of 0.52x) of competences in training related to simulators (see 4.5)	58%	0.30 x
Percentage (of 0.30x) of competence improvement through simulator training (see 6.3)	45%	0.14 x
Resulting percentage of accident reduction	14%	

Percentage reduction of accidents as calculated by Capt. Stephen Cross

Capt. Cross concludes that "it seems conservatively acceptable to say that from 65 per cent upward of the investigated casualties has relevance to (lack of) sufficient training" Finding: A lack of sufficient training could be attributed to 65 per cent of maritime accidents.

Simulator Training Applicability: Although simulation training is a very thorough training tool, not all competencies needed for safe operations can be taught and practiced with simulation training. Thus the next step was to determine what percentage of competencies were, in fact, 'teachable' via simulator training.

Capt. Cross looked at the STCW Code Part A and made a count of the number of competencies or skills, per function and level, where simulators were indicated.

This number was then compared to the total number of competencies per function and level to give an approximate percentage of simulator applications. Capt. Cross' results showed that an average of 58 per cent of competencies and skills indicated simulator training.

Finding: 58 per cent of mariner competencies could be taught and practiced with simulator training.

Competency Improvement Through Simulator Training: Finally, Capt. Cross needed to determine the level of improvement in performance that could be achieved through simulator training.

To do so, the study provided simulator training to groups of mariners, both experienced and inexperienced. It then looked comprehensively at the outcomes of exercises for these groups over the time that they were involved in the training.

In the end, both groups (experienced and inexperienced) benefitted significantly from simulator training. Based on Capt. Cross' observations, there was an average performance improvement of 45 per cent that could be assumed due to simulator training.

Finding: An average of 45 per cent performance improvement is due to simulator training.
Putting the Numbers Together

Capt. Cross took the findings above to arrive at a conservative estimate of the accident reduction possible via simulator training. The ultimate result, 14 per cent, is shown in his table above.

Capt. Cross' analysis has estimated that through the appropriate application of simulator training, 14 per cent of maritime accidents could be avoided. What does this mean for the economics of simulator training versus the cost of accidents?

Capt. Cross indicates in his paper that there are many potential cost savings available through improved operations from simulator training, even when ignoring the potential for accidents. But to look at accident costs in particular, he cited the claims history of the International Oil Pollution Compensation Fund over the period of its existence.

Even though the IOPC Funds claims represent a fraction of the cost of maritime accidents worldwide, they are well documented and thus provide a reliable source of information on accident costs. The results are impressive. According to Capt. Cross:

"Over the 28-year period of [IOPCF] observations used, at least US\$856 million have been claimed for accidents which in some way have a relationship to bridge, engine room or cargo handling procedures. ... [A reduction of] 14 per cent related to the simulator training course cost would allow for at least 376,946 'average' student simulator courses to be afforded."

"As this figure is almost similar to the global officer population it means every officer could be afforded a simulator training course from the avoided accident claim costs of the IOPC Fund relevant accidents."

So - if the 14 per cent accident reduction estimate is accurate, and it is applied to the relevant IOPC funded accidents, the cost saved could provide every officer in the world with a simulator training course. And since there are far more accidents (and their related costs) than are funded by the IOPC, the conclusion is that simulator training has the effect of both reducing costs and improving safety - a win-win.

Capt. Cross' analysis is a compelling argument for simulation training as both a cost-saving measure and a safety improvement measure. Even if you find an argument with one or another of the numbers presented in his analysis, one could argue that the 'margin of safety' in the analysis is very large. That is, it seems unlikely that his assessment could be so far off as to make simulation training a net cost, as opposed to a net saving.

And even if it were a net cost, as unlikely as that might be, we can go back to the original visceral argument: if one life is saved, then any affordable cost is one well spent.

Euronav inks suezmax newbuild contracts for Valero Energy charters



Euronav have has ordered two ice-class suezmax newbuildings from Hyundai Heavy Industries (HHI) for time charters to Valero Energy.

The Ice Class 1C vessels are expected to be delivered in the second half of 2018. The suezmax pair have been ordered to fulfill seven-year long time charter contracts to Valero Energy from late 2018. The contracts add to

two existing seven-year suezmax time charter contracts with Valero Energy.

Euronav said the orders underscored its belief that asset prices were reaching a low point. "By extending our strong partnership with a key customer, Euronav is also providing high quality and long duration earnings visibility for our stakeholders. Such fixed income capability provides Euronav with enhanced financial optionality as we move forward," said Paddy Rodgers, ceo of Euronav.

Financial details of the newbuild orders and the charters were not revealed.

Euronav Orders Suezmax Duo at HHI



Belgian tanker owner and operator Euronav has placed an order for two high specification Ice Class Suezmax vessels with Hyundai Heavy Industries (HHI) shipyard in South Korea.

The company said that the order has been prompted by the signing of an additional two long-term time charter contracts of seven years each with Valero Energy Inc. for two Suezmax vessels with specialised Ice Class 1C

capability starting in late 2018.

The latest deal is the fourth Euronav's long-term (seven years) Suezmax time charter contract, the company added.

Delivery of these vessels is expected in the second half of 2018 when each of the time charter contracts will begin.

"Euronav believes it has secured an excellent price for two high specification vessels in line with its policy of not adding speculative new capacity to the global tanker fleet. Euronav anticipates the new vessels on order will replace its older Suezmax vessels hence this order will not add net tonnage to the global Suezmax tanker fleet," Euronav said.

The fleet renewal is in line with Euronav's expectations that asset values are approaching a low point supported by reduced immediate newbuilding berths at the yards and fewer speculative buyers.

Furthermore, the company pointed out that the addition of the further two seven-year contracts greatly increases its fixed income contribution to EBITDA in 2018 and onwards.

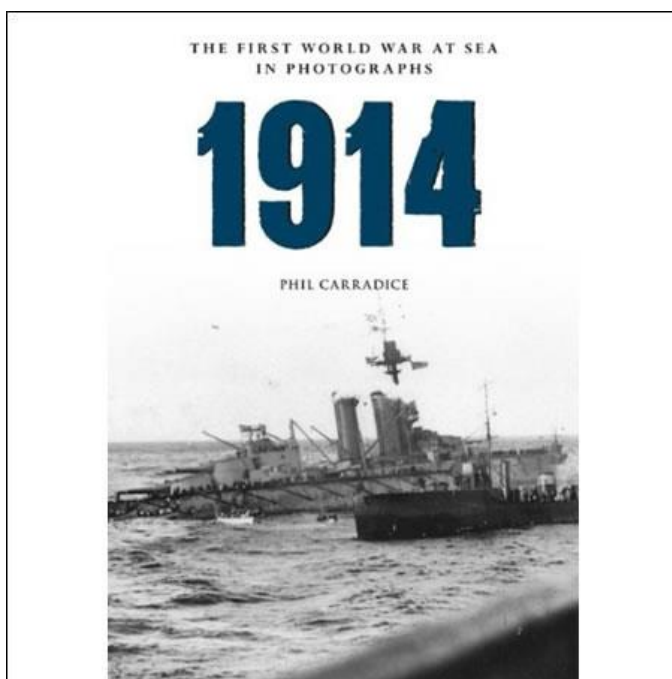
"By extending our strong partnership with a key customer, Euronav is also providing high quality and long duration earnings visibility for our stakeholders. Such fixed income capability provides Euronav with enhanced financial optionality as we move forward,"

Euronav's CEO, Paddy Rodgers noted.

In terms of its newbuilding fleet, the company recently acquired two VLCCs under construction which were acquired as resales of existing newbuilding contracts and four Suezmaxes under construction. The latest order brings Euronav's owned and operated fleet to 57 ships, including also 1 V-Plus vessel, 31 VLCCs, 19 Suezmaxes and two FSO vessels (both owned in 50%-50% joint venture).

Inséré 06/09/17 BOEKEN LIVRES BOOKS Enlevé 06/10/17

1914 The First World War at Sea in Photographs



The arms race that led to the First World War started in 1897 at the Spithead Naval Review, when Kaiser Wilhelm saw the might of Britain's Navy. He wanted to equal or better the fleet of Britain, and set about a huge building programme of warships. By 1914, tensions in Europe were at a breaking point and, in August, erupted into what would become the first truly global conflict. From almost the first day of the war, as merchant ships scuttled to safe havens, the war at sea saw ship against ship and submarine against ship. Hastily converted merchantmen

became auxiliary cruisers, fitted with guns and ready for action.

August saw the loss of the Kaiser Wilhelm der Grosse, one of Germany's crack ocean liners, off the coast of Africa; October, the loss of Britain's dreadnought battleship HMS Audacious to a mine; and December saw the Battle of the Falklands and a German attack on the coastal towns of Scarborough, Whitby and Hartlepool. Submarines quickly became a menace in the Mediterranean, English Channel and North Sea, slowly beginning to starve Britain into submission. In August, it was thought the war would be over by Christmas; by December everyone knew they were in for a long, hard slog.

The naval war would be one of attrition and one that would ultimately lead to the surrender of Germany's navy in 1918.

Price: £14.99

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