

Inséré 01/08/19 NIEUWS NOUVELLES Enlevé 01/09/19

De bouw van twee rorozeilschepen

De scheepvaartstart-up Neoline heeft een intentieovereenkomst afgesloten met het Franse Neopolia S.A.S. voor de bouw van twee rorozeilschepen. In 2021 moeten de milieuvriendelijke schepen tussen de Franse en Amerikaanse kust varen.

Neoline werd in 2015 opgericht met de ambitie om nieuwe, klimaatvriendelijke aandrijvingsmethodes voor cargoschepen te ontwikkelen. De oprichters zijn ervan overtuigd dat het windzeil het enige volledig 'sobere', meteen beschikbare middel is om schepen voort te stuwen. In 2018 lanceerde het bedrijf een internationale call bij scheepsbouwers voor de constructie van twee rorozeilschepen. Uit 15 scheepsbouwers is nu Neopolia S.A.S. geselecteerd. Het Franse bedrijf zal twee schepen van 136 meter lang bouwen, die plaats bieden voor zo'n 500 wagens en met 4.200 m² zeiloppervlakte aan een snelheid van ongeveer 11 knopen zullen varen.

90% minder brandstof

Volgens Michel Pery, president van Neoline, was Neopolia al vanaf de oprichting een belangrijke partner van het project. "Maar de beslissing werd gemaakt na een internationale call. We hebben objectief elk aanbod onderzocht en besloten dat dat van Neopolia op economisch en technisch vlak het beste was." De zeilschepen zullen 80 tot 90% minder brandstof verbruiken dan reguliere roroschepen, wat ook zijn effect heeft op de uitstoot.

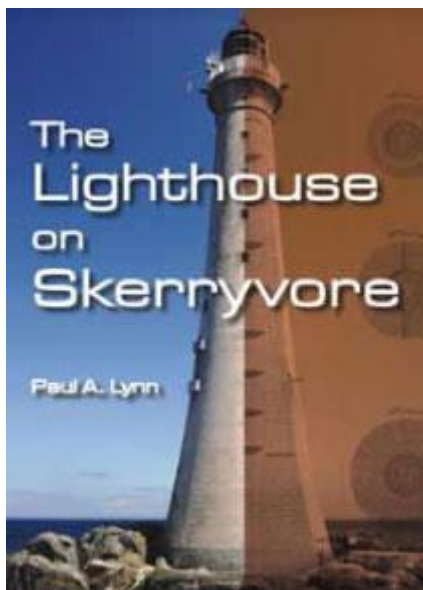
De constructiewerken voor het eerste schip starten eind 2019 in Saint-Nazaire. Tegen het einde van 2021 zullen de schepen van het pilootproject op de Atlantische oceaan varen: van Saint-Nazaire aan de Franse kust naar Bilbao, vervolgens naar Charleston en Baltimore aan de Amerikaanse oostkust en dan via de Franse overzeese gemeenschap Saint-Pierre en Miquelon weer naar Saint-Nazaire. Met de twee schepen voert Neoline twee rotaties per maand uit.

Eind 2018 kwam Renault aan boord als eerste klant voor het Neolineproject. Later zegden ook het Franse Manitou, dat onder meer heftrucks bouwt, en scheepsbouwbedrijf Beneteau hun steun toe.
Jonas van Boxel / FLOWS

Inséré 03/08/19 BOEKEN LIVRES BOOKS Enlevé 03/09/19

The Lighthouse of Skerryvore

BOEKBESPREKING By: Frank NEYTS



Recently Whittles Publishing released '**The Lighthouse of Skerryvore**', by **Paul A. Lynn**. Perched on an isolated rock in the Scottish Hebrides, this is a fascinating account of Skerryvore, 'the most graceful lighthouse in the world', and the great Victorian engineer who designed and built it. At a height of 48m (156 feet), it is the tallest lighthouse in Scotland. The story of the Skerryvore lighthouse and its creator, Alan Stevenson, is remarkable by any standards. Here was a man of exceptional intelligence and wide-ranging ability who overcame Herculean challenges over a six-year period to place a lighthouse on an isolated rock in the wild North Atlantic, 12 miles off the Hebridean island of Tiree. He was a brilliant and complex character, much loved by his family and those who knew him, but beset with self-doubt. His is a moving and truly amazing story waiting to be told. Reading Alan Stevenson's 1848 Account of the Skerryvore Lighthouse, the author

immersed himself in Skerryvore through the mind of its creator, using his background as a professional engineer to assess the state of knowledge at the time, and to learn all he could about its background, technical design, and the many trials and tribulations surrounding the lighthouse's construction. This highly readable book, illustrated in full colour with beautiful old maps, engravings and photographs, also contains introductory material about Eddystone and Bell Rock Lighthouses that greatly influenced Alan Stevenson in his design and construction of Skerryvore. Snippets of personal reminiscences and fascinating historical perspectives on the West Highlands give readers a wider view, encouraging them to visit Tiree. '**The Lighthouse of Skerryvore**' will be a must not only for all lighthouse and maritime enthusiasts, but also for anyone who enjoys real-life engineering achievements full of challenge and adventure. An enthralling read!"**The Lighthouse of Skerryvore**" (ISBN 978-1-84995-140-1) is issued as a paperback. The book counts 130 pages and costs £16.99 or \$24.95. The book can be ordered via every good book shop, or directly with the publisher, Whittles Publishing, Dunbeath Mill, Dunbeath, Cairness IKW6 6EG, Scotland (UK), e-mail: info@whittlespublishing.com, www.whittlespublishing.com.

Inséré 03/08/19 DOSSIER Enlevé 03/09/19

Self-defense or piracy? Debate after migrants hijack tanker

A Maltese special operations team boarded a tanker and took back control of it Thursday after the ship was hijacked by migrants it had rescued at sea. Italy's hard-line interior minister slammed the migrants as pirates but aid groups said they acted in self-defense, blaming instead the European Union's policy of sending migrants back to lawless Libya. Armed military personnel stood guard on the ship's deck, and a dozen or so migrants were also visible, as the Turkish oil tanker EL HIBLU 1 docked safely Thursday at the Maltese port of Senglea. Five suspected ringleaders were led off in handcuffs.

In all, the Turkish tanker had rescued 77 men, 19 women and 12 minors, including toddlers, at sea, Malta officials said. One pregnant woman and one child were being treated

at a hospital as a precaution. Authorities in Italy and Malta on Wednesday said the group had hijacked the vessel after it rescued them in the Mediterranean Sea off Libya, and forced the crew to put the Libya-bound vessel on a course north toward Europe. Maltese armed forces said the captain told them, when the ship was still 30 nautical miles offshore, that he was not in control of the vessel "and that he and his crew were being forced and threatened by a number of migrants to proceed to Malta."

No details were given of what force or threats were used, and there was no immediate word on the condition of El Hiblu 1's crew. But a military official not authorized to speak to the media said the migrants did not have weapons but that the captain and crew were outnumbered and forced to surrender. Italian Interior Minister Matteo Salvini described the takeover as "the first act of piracy on the high seas with migrants" as the alleged hijackers. Salvini, who insisted the ship would not be allowed to dock in Italy, on Thursday praised the Malta's interception "Immigration is managed by criminals and should be blocked by any legal means necessary," Salvini was quoted as saying by the Italian news agency ANSA. Humanitarian organizations rejected Salvini's characterization of piracy, saying that migrants have been repeatedly mistreated, raped and tortured in Libya. They have long protested EU protocols to return migrants rescued offshore to the lawless northern African nation. The aid group Sea Watch said the migrants' actions "were in self-defense against the deadly consequences forced upon them by Europe's inhumane border policy." Last year, 2,299 migrants died at sea while trying to reach Europe, according to the International Organization for Migration. So far this year, 289 have died. The ship had been heading toward Italy's southernmost island of Lampedusa and the island nation of Malta when Maltese forces intercepted it. The special team that restored control to the captain was backed by a patrol vessel, two fast interceptor craft and a helicopter. Maltese Prime Minister Joseph Muscat said on Twitter that the nation's armed forces had conducted a "sensitive operation on high seas." "We do not shirk responsibility despite our size," he said, pledging to follow international rules. Still, both Italy and Malta have refused to open their ports to humanitarian ships that rescue migrants at sea, which has created numerous standoffs as European governments haggle over who will take them in. A private group that operates a rescue ship and monitors how governments treat migrants, Mediterranean, urged compassion for the group on the hijacked vessel in Malta. It said it hoped European countries would act "in the name of fundamental rights, remembering that we are dealing with human beings fleeing hell." Mass migration to Europe has dropped sharply since 2015, when the continent received 1 million refugees and migrants from countries in the Middle East, Asia and Africa. The surge created a humanitarian and political crisis in which desperate migrants frequently drowned at sea when overloaded smuggling boats capsized. Key arrival spots such as Italy and Greece have then struggled to house large numbers of asylum-seekers. Along with the dangerous sea journey itself, those who attempt to cross the Mediterranean risk being stopped by Libya's coast guard and held in Libyan detention centers where human rights groups say beatings, rapes, abuse and torture are routine. EU members "alert the Libyan coast guard when refugees and migrants are spotted at sea so they can be taken back to Libya, despite knowing that people there are arbitrarily detained and exposed to widespread torture, rape, killings and exploitation," said Matteo de Bellis, an expert on migrants for Amnesty International. European Union countries, facing some domestic opposition to welcoming immigrants, have decided to significantly downscale an EU rescue operation in the Mediterranean and have decided in principle to withdraw their ships, which would mean continuing the mission with air surveillance only. A formal decision has to be made by Sunday, when the mission's mandate expires. "This shameful decision has nothing to do with the needs of people who risk their lives at sea, but everything to do with the inability of European governments to agree on a way to share responsibility for them," de Bellis said.

Commercial ships have been increasingly caught between European governments hostile to taking in new migrants and the international maritime law's obligation to save people needing help at sea.

Last November, dozens of migrants seized control of a container ship that had picked them up in the Mediterranean, barricading themselves inside and refusing to disembark in the Libyan port of Misrata. After 10 days, Libyan authorities forcibly removed them from the ship and brought them to a detention center.

During the standoff, several migrants on the vessel told The Associated Press that six commercial ships had seen their rickety boat foundering but passed them by before they were picked up by the seventh.

Source : concordmonitor

Inséré 04/08/19 NIEUWS NOUVELLES Enlevé 04/09/19

Big shipping concerns as sulphur fuel cap deadline approaches



We're in the final stretch of the long-awaited International Maritime Organization shipping regulation, which will see the global shipping fleet having to move to a fuel with a maximum sulphur content of 0.5% from 2020 from the current limit of 3.5%. With less than six months to implementation, the shipping industry would have largely decided on the best way to tackle this new sulphur cap. As we have mentioned in previous notes, the options are: burn a compliant fuel, install scrubbers which will allow vessels to continue using high sulphur fuel oil (HSFO), retrofit with LNG engines or not comply with the new regulation.

Suppliers have spent some time coming up with compliant 0.5% sulphur fuel oil or very low sulphur fuel oil (VLSFO), and we do think that a general industry move towards a compliant fuel remains the most likely outcome. However, this comes with its own challenges. Firstly moving to a compliant fuel is going to be costly, and the extent of this depends on whether shipowners go the route of a VLSFO or a marine gasoil (MGO), with the latter being more expensive. The key concern with VLSFO is the issue of commingling-

while two fuels may be compliant and stable, they may be incompatible, leading to the potential for sediment formation. Secondly is the issue of fuel availability, with compliant fuel potentially not available at smaller bunkering ports.

A general industry move towards a compliant fuel remains the most likely outcome

Fuel availability may not be too much of an issue as we move into 2020, as stocks of compliant fuel would have been built up, ensuring enough supply at least initially. The concern may be further down the road, once stocks are reduced and the shipping industry is reliant on refinery output. But again this shouldn't be a long-running issue, as refineries around the world make the necessary investments. Look at Russia, where years of upgrades have seen refineries there yielding larger volumes of top and middle of the barrel products, whilst residual fuel oil yields have declined. Russian fuel oil exports over the last couple of years confirm this; fuel oil exports over the first five months of this year averaged 2.5mt a month, down from an average of 3.58mt in the same time period of 2017.

The scrubber route

If shippers are concerned about a more expensive fuel, the other option for them is to install a scrubber, which removes the sulphur, so allowing them to use HSFO. There are issues though going this route, and regulatory risks are also growing. The spread between gasoil-HSFO clearly does give the price incentive for shipowners to go the scrubber route; the spot spread is trading at around \$226/t, and when you look at the forward curve, the March 2020 spread is as wide as \$300/t.

There's clearly still an attractive incentive for ships to install scrubbers

Admittedly over the last year, these spreads have been even wider, but there's clearly still an attractive incentive for ships to install scrubbers. Taking into consideration the cost of a scrubber and a spread of \$300/t, the payback period for the scrubber is around one year. If the spread were to fall to around \$100/t, this would see the payback period increase to around three years. There are a number of issues with scrubbers though. Firstly with the regulation less than six months away, it is unlikely that a significant portion of the global vessel fleet will have scrubbers installed, there's just not enough time. The general consensus is that by 1 January 2020, we could see in the region of 3,000-4,000 ships with scrubbers, so only scratching the surface of the global fleet. Secondly, there is the issue of increased yard time to install a scrubber, which means lost revenues for a shipowner, along with the fact that a scrubber will also reduce the load that a ship can carry.

Finally, and probably most importantly, is the growing concern that scrubbers create their own environmental issues, with wastewater from the scrubber pumped back into the oceans. A number of ports have already banned the open-loop scrubber system, and more will likely follow. Singapore, Fujairah and China are some which have already introduced a ban on the open-loop system, which will be a concern for those who have made this particular investment. However, there are other scrubber options: ships could use the closed-loop system or a hybrid system, but admittedly this would be more expensive, and so increasing the payback period.

LNG switch limited

The other option is to turn to Liquefied Natural Gas. However, for now, we do not believe it is a viable option; the additional expense of retrofitting a vessel with an LNG engine is too burdensome, while the lack of LNG bunkering infrastructure is another obstacle. Longer term, the case for LNG had been largely bullish. However, with the focus shifting to carbon

emissions after the low sulphur cap, the industry will probably have to look at even lower carbon alternatives.

Strong compliance expected

The final choice for the shipping industry is not to comply with the regulation. This non-compliance may be intentional, while there may be a segment which has tried to unsuccessfully procure a compliant fuel, in which case they receive a waiver. We do think that compliance will be strong, with ship owners not wanting to risk fines from flag states. Furthermore, breaching the regulation would class the vessel as unseaworthy and therefore, uninsurable.

When will the impact of IMO be felt?

We already see signs that the fast-approaching IMO regulation is having an effect. If we look at bunker sales in Singapore (the largest bunkering port in the world), while total bunker sales over the first six months of the year are down 6.5% YoY, sales of low sulphur marine gasoil have increased by almost 84% YoY over the same time period. Although these sales are still a fraction of the higher sulphur fuel sales, it still suggests that the industry has started to prepare to ensure compliant fuel. We believe that vessels will start to transition towards a compliant fuel over the course of the 4Q19. From a cost point of view, shipowners would want to burn HSFO through until the 31st December. However, from a practical point of view, this is very unlikely.

Strangely the regulatory change is not reflected in current forward curves as strongly as it was over the last year. We saw the spot gasoil-HSFO price spread in north-western Europe trade out to over \$293/t in 2018, however it is currently trading at around \$226/t. Furthermore, if we look at middle distillate cracks, they have come off from the highs of 2018, when the NW Europe spot gasoil crack broke above \$20/bbl. If one expects there is going to be a significant shift from HSFO to gasoil as a result of IMO, one would expect these cracks to only strengthen further from the \$14/bbl they are currently trading at. We expect these cracks will pick up over Q4, as demand picks up, sending a signal to refiners that they should maximise middle distillate yields. While HSFO cracks should start to weaken as demand falls away, for now spot HSFO cracks are well supported. In terms of freight, we are already starting to see rates picking up; the Baltic Dry Index has rallied by a staggering 237% since February- the highest levels seen since early 2014. While a large part of this strength is attributed to a pickup in iron ore shipping activity, the other element is reportedly lower vessel availability due to ongoing scrubber installations.

Source: ING

Inséré 05/08/19 NIEUWS NOUVELLES Enlevé 05/09/19

EU study finds only speed or Operational Efficiency can achieve IMO's 2030 target

The international shipping sector needs to quickly adopt short-term policy measures to cut operational greenhouse gas (GHG) emissions of the existing fleet, according to a new study. The study concludes that only a subset of potential policy options, namely those that mandate changes in how the existing fleet is operated can achieve the significant effect required to meet the sector's emission reduction objectives. Examples of these

policies are speed limits or mandatory limits on operational efficiency or shaft power – The study out yesterday (link) led by CE Delft and UMAS, funded by the European Commission, analyses potential short-term measures listed in the International Maritime Organization's (IMO) initial strategy on the reduction of GHG emissions from ships.

The strategy, adopted in April 2018, includes commitments to peak emissions as soon as possible, to improve the carbon intensity of international shipping by at least 40% by 2030 (compared to 2008), and to reduce the total annual emissions by at least 50% by 2050 (compared to 2008).

The specific policy measures that can turn those commitments into practice are being considered by the IMO and will be discussed as part of the IMO negotiations starting next week. The measures considered in the study are those that could enter into force imminently and help to control GHG emissions over the period between now and 2030.

As requested by the IMO Marine Environment Protection Committee in October last year (MEPC 73), several countries have submitted concrete proposals for reduction measures. These include proposals for speed limits, for the improvement of ship's operational efficiency as well as a proposal for a shaft power limit. According to the study such proposals can be compatible with the IMO's objectives, if they are set at a sufficiently strict level. The study also considered options for non-mandatory limits that use existing policy (Ship Energy Efficiency Management Plan, SEEMP) to incentivise greater efficiency. Such non-mandatory limits were deemed ineffective, as they would reduce GHG emissions by not more than 2% from the expected business-as-usual levels. The IMO meeting in May will also discuss options to further strengthen the current internationally agreed energy efficiency rules under the Energy Efficiency Design Index (EEDI) regulation. The study analysed the emissions reduction impacts of further increasing the stringency of this regulation. The study found that these changes would not bring about any significant GHG reductions by 2030. However, they would achieve more impact further into the future.

Source: European Commission

Inséré 07/08/19 DOSSIER Enlevé 07/09/19

Is the Lloyd's Open Form salvage contract dying?

There is an industry debate discussing emergency casualty response and the decline in LOF contracts. Gard, as a marine, energy and P&I insurer, is well aware of the pressures which arise from high profile casualties. We thank our guest author, Nick Burgess of BDM Law for his contribution to the ongoing discussion with the aim of finding an acceptable revision to the current LOF formula.

The Lloyd's Open Form salvage contract (LOF) has been around for well over a century. It is the best known international salvage agreement. In recent years, we have seen the number of reported LOFs decline. In 2016, there were 42 contracts awarded according to Lloyd's and that was only due to a run of losses in November and December. The previous low was 37 contracts in 2014. This compares with an average of over 60 contracts each year during the period from 2000 – 2010. This decline has led some commentators to argue that LOF is a dying concept. Restoring faith and confidence in the form was high on the agenda at the recent ISU annual meeting in London, and there is support for LOF from

the Lloyd's Salvage Group, the International Group of P&I Clubs and the Admiralty Solicitors Group.

There are pros and cons associated with the LOF agreement. The perceived wisdom is that signing an LOF is the safest way to protect the crew, property and environment. The contract is designed to be signed immediately without negotiation of terms which, in the context of a maritime casualty, avoids any loss of time and maximises opportunity for salvage. This can be uppermost in the mind of many Masters who think that nobody will criticise them for signing an LOF in circumstances where their vessel is at sea in a situation of potential peril and they have impaired control. At its best, it is a recognised 'no cure no pay' contract with remuneration based on an arbitration process in London administered by the Lloyd's Salvage Arbitration Branch. Elements for environmental protection are incorporated. The underlying principles for assessing the salvors' remuneration are set out in the International Salvage Convention.

In this article, we examine the circumstances behind the decline of the LOF and we consider what, if anything, can or should be done to improve the situation.

Why are LOF contracts are in decline?

The LOF contract has its roots in a time when the Master of the ship was often faced with difficult circumstances and unable to consult others. There was no AIS, email, instant messenger, Skype, nor even the ability to make a call to the shipowner/managers' office. In those days, the P&I club and property underwriters were often among the last to know that there had been a casualty. Now they usually should receive notification within an hour or so of the casualty occurring. Emergency response plans provide for a team of experienced professionals to assemble to provide immediate support and guidance to the Master. As a result, there is scope for assessment of the situation, analysis of risks and discussion of options prior to taking any decisions. A consequence of this is that greater attention is directed to the form of the salvage contract and its terms whereas, in the past, an LOF contract might have been signed without any consultation at all.

Improvements in technology and speed of communication also apply to salvors. They are now able to obtain information more quickly via their agents and sources, and direct their resources in a more intelligent manner. This has resulted in increased competition for the business available, which leads to greater flexibility on the terms that salvors are prepared to offer. Salvors often feel that they are able to offer alternatives, whereas in the past the LOF contract might have been the only option available. In terms of alternatives, we have seen an increased appetite for either a fixed price contract or hybrid contract with a pre-defined uplift in cases where success is achieved.

Aside from these technological advances and competition between salvors over the terms of the contract, there is also a perception that the LOF contract is open to abuse in circumstances where the owners/Master are in a position to bind property interests. In the past there have been unfortunate cases where an LOF has been agreed notwithstanding the fact that the casualty itself is minor and capable of being dealt with via a commercial tow or other fixed price arrangement. The 'hook up and tow' is the classic case where an LOF is often felt to be inappropriate.

The problems were highlighted in "The VOUTAKOS" which was an immobilisation/hook up and tow case where it was argued that there were difficulties involved as a result of the weather conditions. The initial award was made on what is known as the 'disparity principle', i.e. that in simple rescue towage cases, the sum awarded should not be wholly out of line with commercial towage rates. This award was increased substantially by the appeal arbitrator. The case eventually made its way to the Admiralty Court. The Admiralty judge disagreed with the appeal arbitrator's decision that commercial tow rates were a

wholly irrelevant consideration when it came to assessing the level of the Article 13 award, but the court said that each case would turn on its particular facts. The 'disparity principle' was said to be flawed because it was impossible to identify what would count as a simple rescue tow and all cases involving immobilisation would involve varying degrees of danger dependent on the circumstances. There was a move post-VOUTAKOS to discuss a separate regime for 'hook up and tow' within the scope of the original LOF, but this may have been replaced by the move towards hybrid LOF and/or bespoke agreements upon BIMCO standard terms where there is a base and bonus element for immobilisation cases. In effect, the parties have addressed some of the problems of 'hook up and tow' cases by dealing with them outside the LOF regime.

There is concern about the risk of abuse of the LOF system and that LOF contracts are sometimes used in inappropriate cases. Clause L of the LOF contract is designed to prevent inducements being made to facilitate an LOF but it is debatable as to whether this clause goes far enough in terms of providing a remedy for those who are concerned that inducement has taken place. In line with recent tightening of the regulatory regime in the banking and financial services sectors, it seems that it would be appropriate to reduce the standard of proof required to prove an inducement has taken place in the context of an LOF contract. However, even if this can be achieved, proving an inducement has taken place or been promised will remain a difficult obstacle to overcome.

In our opinion, the problems with LOF primarily relate to the perception that LOF is expensive by comparison with other alternatives, and is thus suitable only in certain exceptional circumstances. There exists an element of public policy recognition supporting professional salvors, which results in higher salvage awards, than in fixed price tenders. Significant delay and expense also results from the fact that, absent agreement, the parties have to resort to arbitration, which involves time and legal costs on both sides. An arbitration will involve a subjective assessment of the principles laid down in the International Salvage Convention and the value of the salvaged property. Whilst experienced salvage practitioners can often give a recommendation as to what might constitute a fair figure, there are often a wide range of opinions so that there is a substantial degree of doubt, delay and uncertainty. Paradoxically, fewer published LOF awards increases the unknown compensatory element, both for salvors and the marine insurers. This all leads to the common perception that LOF is more expensive than a fixed price or a hybrid contract, where subjective factors are removed from the equation and the scope for dispute is reduced dramatically.

Finally, there is concern that by signing an LOF, the rights of the parties are potentially restricted. In its current form, the LOF can only be terminated in the absence of agreement when there is no longer any reasonable prospect of a useful result leading to a salvage reward. That is a highly subjective assessment based on the prospects of success and likely value of the salvaged property – matters which are often in dispute at the time. Agreeing to an LOF may obstruct the shipowners and their insurers' rights to move towards an alternative form of contract in the absence of the salvors' agreement. Furthermore, if the LOF incorporates SCOPIC and SCOPIC is invoked with P&I security provided, then termination of SCOPIC may not be possible later in circumstances where the local authority prevents the salvor from demobilizing. This may lock the P&I insurer into a situation where they are on the hook for SCOPIC in circumstances where it may be felt that moving to a caretaking agreement or wreck removal contract may be a better option.

What can be done to make LOF more attractive?

More can be done to address the perception that LOF contracts are more expensive than the alternatives. According to the LOF report 2015 (the 2016 report is yet to be released)

the average value of an award over the period from 1 January 2003 to 31 December 2013 was 23% of the value of the salvaged property and the overall trend is down, not least as asset values are down. Put another way, salvage represents a saving of 77% compared to the alternative total loss to property insurers, which would appear to be good value. The latest version of LOF under review, LOF 2011, has sought to address the perceived uncertainty of the arbitration process and to make awards more predictable. There is now a system for publication of awards. The aim is to build up a precedent bank that parties can refer to when it comes to assessing the likely level of any salvage reward. However, this is of limited benefit where most salvage awards are settled and settlements are confidential. The time involved in the process of arbitration has reduced, but there is still room for improvement. In 2013, it took an average of 231 days from the appointment of the arbitrator to publication of an award, which is still too long. In practice, it usually takes over a year from the termination of salvage services to reach agreement on the level of the salvage award. Many salvors and insurers regard this as being too long and so there is an ongoing move to try to make the process more streamlined and efficient.

Other parts of the LOF 2011 regime tried to address certain specific issues and weaknesses and make LOF more attractive. This included a new streamlined regime to tackle the problems of handling salvages involving large numbers of laden containers and a large number of cargo interests, some of whom might be uninsured. At the same time, Lloyd's took the opportunity to refresh the panel of LOF arbitrators.

The fixed cost arbitration procedure (FCAP) was brought into effect to try to make LOF attractive in cases where the salvaged fund is small or where no point of law arises and the facts are uncomplicated. However, this process has not really been popular and there is ongoing debate as to how to re-vamp the service to make it more attractive. Having said this, around 80% of LOF cases are settled prior to arbitration, which is in large part down to the fact that there is a developed body of experienced professionals within the industry who are able to deal with and negotiate settlements on behalf of their respective clients.

The hybrid options are another way to make LOF more relevant in circumstances where parties seek a degree of certainty. Trade to the US and other jurisdictions already require pre-agreed vessel response plans to be in place with SCOPIC tariff rates and alternative contract forms, including LOF. However, care needs to be taken that any hybrid does not leave the shipowner uninsured, or the salvor in double jeopardy. The formula for invoking SCOPIC still needs to be notified to P&I to avoid prejudicing P&I cover. This can be prevented by ensuring engagement of all relevant insurers at the time when the hybrid contract is agreed.

Finally, the termination provisions of clause 9(iii) remain an ongoing topic of interest to the ISU and those in the P&I world. The SCOPIC termination provisions are currently under review. Various options have been suggested including a fairer allocation of the financial consequences of a local authority decision to prevent demobilisation and/or better co-operation in terms of transition from LOF to commercial/ wreck removal contracts. It remains to be seen however how these proposals will be received by salvors and property insurers.

Conclusion

There is still a great deal of support for the LOF contract but, as times have changed, we have seen alternative options being developed. It seems inevitable that those financially interested in any casualty will always seek to get the best possible deal without compromising the safety of the crew, property and environment. The entire maritime community needs to take care however that by seeking to obtain the best deal in the circumstances, the original aims of LOF are not damaged. LOF was designed to encourage

investment in salvage, so as to make it attractive for salvage companies to operate specialist services capable of responding to a maritime crisis. If we lose the emergency response capability, then the entire maritime community may end up paying the price as salvage companies find it increasingly difficult to continue to operate.

Source: Gard Nick Burgess, BDM Law

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

Feu la Marine Royale Belge(1)

En arrêtant le titre de cette causerie, je m'étais proposé de raconter une histoire : histoire de petits navires et de grands marins .

L'histoire en est brève : trente ans à peine.

Les navires n'étaient pas grands et ne furent pas nombreux : d'abord, une douzaine de chaloupes canonnières et de canonnières grées en goélettes de 3 et de 7 pièces d'artillerie et qui avaient à bord 15 fusils, 8 sabres, 15 pistolets, 7 piques, 7 haches d'abordage, — ainsi que nous le révèle le budget de 1831 ; ensuite, deux brigantins de 8 canons, dénommés Le Congrès et Les Quatre Journées, de 25 mètres de long entre perpendiculaires et 6 mètres de large ; enfin, une goélette marchande, la Louise-Marie, de 200 tonneaux, transformée, en 1840, en unité navale en l'armant de 12 canons et un brick, le Duc de Brabant, construit en 1843, 33 mètres de long, 500 tonneaux, armé de 20 canons.

Ne souriez pas en entendant les dimensions de ces navires. A cette époque, la mer était sillonnée de « coquilles de noix ». S'il est vrai que les canonnières de la Marine royale avaient modeste aspect, ainsi qu'en témoignent les dessins de De Braeckeleer, les deux dernières unités avaient belle allure ; le peintre de la mer de cette époque, Clays, nous a laissé, sur quelques toiles jalousement conservées au Musée de l'Armée et en mon bureau, des silhouettes élégantes et fières de la Louise-Marie et du Duc de Brabant croisant en grande rade d'Ostende.

M. Leconte, le très actif et érudit conservateur du Musée de l'Armée, garde précieusement les modèles de ces bateaux, maquettes solides au grément robuste, avec de petits marins de bois à la manœuvre des voiles, maquettes toutes spéciales, étranges, simples et fortes, qui ont une signification particulière : c'étaient les jouets de Celui qui devint dans l'histoire le Roi Léopold II.

Grâce à l'intelligence et à l'activité de M. Beuckeleers, créateur et ancien conservateur du Musée maritime d'Anvers, nous posséderons bientôt aussi, indépendamment du modèle se trouvant au Musée maritime, une magnifique réduction du brick Duc de Brabant qui figurera au centre de la collectivité maritime que nous réaliserons à l'Exposition de Bruxelles.

Ces navires étaient montés par des états-majors et des équipages splendides. Bornons-nous à rappeler le nom de quelques officiers.

Pierre Petit, lieutenant de vaisseau en 1831, commande une canonnière à vingt-huit ans, ayant fait jusqu'alors carrière à bord de navires marchands ; reçoit le commandement de la Louise-Marie et se rend à notre colonie de Santo-Thomas, en Afrique, à La Plata, au Brésil.

Le Gantois François Schockeel entre à dix-huit ans au service de la Marine des Pays-Bas. En 1831, passe dans notre marine, commande la flottille d'Anvers ; il fut le premier commandant du brick Duc de Brabant.

F. Claeys, né en 1786 à Ostende, s'embarque à dix ans à bord d'un corsaire français; à vingt-six ans, passe au service des frégates dans la marine hollandaise ; se trouve en 1803 en service sur l'Escaut ; embarque sur la corvette française Le Chien marin.

En l'an XIII, reprend du service sur un corsaire en 1807 ; de 1812 à 1831 navigue, à bord de bricks et de frégates marchandes, sur toutes les mers du monde ; prend en 1832 le commandement de la Compagnie de Marins créée à Anvers ; commande ensuite une canonnière sur l'Escaut; embarque en 1842 sur la British Queen: prend le commandement du premier paquebot belge de la ligne d'Ostende-Douvres, et finit sa longue carrière à bord d'une autre malle, la Ville de Bruges.

Un Anversois, Joseph Van Haverbeke, né en 1812, quitte la marine marchande hollandaise pour s'engager à la marine militaire belge en 1832 ; sert dans la flottille de l'Escaut, embarque sur des navires marchands militarisés, commande la Louise-Marie et le Duc de Brabant ; chef du service Ostende-Douvres ; puis de la station d'Anvers; termine sa carrière comme inspecteur général de la Marine et meurt à Anvers, en 1908. Splendide type de marin, tête d'oiseau de proie, pommettes saillantes, orbites profondes, menton carré — homme d'une seule pièce, qui abattra sa poigne au Rio Nunez et couvre notre pavillon de gloire.

Et tant, et tant d'autres ! Le Hardy de Beaulieu, La Barre d'Erquelines, Eycholdt, Jacquet-Anciaux, Hoed, Roose, Seghers, Picard, Godtschalck, Swarts, van Zuylen van Nievelt, de Boninge. Michel, van Schoubroeck, Tack, Masui, Mestrieau, Dufour, d'autres encore ; noms bien belges, n'est-il pas vrai, noms familiers, nom, de chez nous. Toutes nos villes ont donné de leurs fils à cette marine ; les âmes les plus généreuses y ont vibré à l'unisson, dans un beau rêve de grandeur pour le pays.

Je citerai encore le nom d'un seul d'entre eux : Joseph Sinkel, écrivain, philosophe ; né à Doische en 1823, entre dans la marine en 1841, embarque sur la Louise-Marie, sur des trois-mâts militarisés, sur le Duc de Brabant, commande les paquebots d'Ostende-Douvres et nous laisse ses mémoires sous le titre de La Vie d'un Marin, dont les deux volumes, édités en 1872 et 1874, nous documentent sur notre développement maritime à l'époque la plus intéressante de la Marine royale. A travers ses descriptions des pays lointains, ses narrations des incidents du bord, ses explications des manœuvres du navire, ses impressions d'escales, ses succès mondains, ses déboires d'officier, ses considérations philosophiques, ses appréciations politiques, bat un cœur enthousiaste et loyal; il a l'orgueil de son métier, la fierté de son navire et de son pavillon ; son histoire est celle de tant de ses frères, lamentable et splendide et par lui, nous comprendrons les aspirations, les rêves et les désillusions d'une époque.

Cette vie, toutes ces vies ont animé, pour moi, les paperasses officielles, la matricule des officiers et du personnel subalterne de la Marine royale, conservées dans mes bureaux, et ont fait surgir du passé la phalange des grands marins des temps héroïques. C'est du reste dans ces vieux papiers, dans les vénérables archives de mon administration, que sont enfouis les éléments de l'histoire de cette Marine royale. Sur des notes ministérielles se retrouvent parfois des annotations de Léopold Ier ; une lettre de mer -- en peau d'âne de la Louise Marie, dont le temps a fait tomber les cachets de cire, est classée parmi des propositions de gens de mer, des projets d'expansion maritime d'hommes d'affaires; des notes administratives de hauts fonctionnaires, admirablement calligraphiées, se mêlent à des minutes de lettres de ministres, noms hier encore illustres ; signatures aux encres passées ; papiers jaunis des dossiers dormants ; poussières...

En fouillant ces documents, en lisant Sinkel, d'autres que moi ont donné des aperçus historiques du plus haut intérêt ; je rends hommage à leur travail inlassable et éminemment utile dans un pays qui ignore les plus belles pages de son Histoire, qui ne se rend pas compte des efforts déployés par ses ancêtres pour créer une nation forte et indépendante. Les noms des Leconte, des Maroy, des Hennebicq, des Petitjean, doivent être cités ici; en les nommant, je songe aussi à ces autres dévoués propagandistes de l'idée maritime qui ont écrit au sujet de nos marins et de nos navires à travers les âges : Terlinden, Prims, Denucé, Huisman, Crokaert, de Burbure, Rotsaert. Je suis venu après eux à l'étude de notre histoire maritime et comme eux, je me suis plongé dans un passé glorieux pour y découvrir des raisons d'espoir et pour fortifier ma foi dans l'avenir.

Mon premier contact avec feu la Marine royale belge fut cependant autre que livresque et quelque peu original. C'était il y a de nombreuses années. Enfant d'Anvers, j'apprenais à connaître la capitale et j'avais « découvert » le Musée de la Porte de Hal, où mon imagination avait libre jeu parmi les armures de tous temps, les drapeaux et les tambours. Je m'étais arrêté devant une vitrine renfermant des souvenirs : un sabre, un ceinturon, des épauettes, des décorations et, sur un écriteau je lus : Michel, inspecteur général de la Marine. Une deuxième vitrine attira mes regards : un chapeau claque, un habit brodé d'or où des feuilles d'acanthé entourent des ancres, un sabre d'honneur, exécuté par le bijoutier du Roi, dont la lame damasquinée reproduit ces mots : « Les négociants du Rio Nunez au commandant Joseph van Haverbeke ». Et un étonnement me saisit : une marine de guerre belge ? Quand donc vécurent ces marins de guerre, qu'ont fait ces vaisseaux du Roi ? Je l'ai appris depuis. Ces quelques uniformes, ces armes, ces tableaux, ces modèles, ces archives, quelques traditions parmi nos officiers de la Marine de l'État, des noms, un peu de gloire, c'est ce qui reste d'une petite marine qui fit de beaux voyages, qui eut de nobles ambitions.

Souvenirs, oui, mais aussi grande leçon.

En étudiant ces vies, en vivant cette histoire, je me suis aperçu de ce que j'abordais une route très longue, que certes nous ne pouvions ensemble parcourir en une heure ce soir ; qu'il fallait mettre cette page dans un livre, pour montrer que cette marine ne fut pas une fantaisie, une improvisation, mais une chose logique et nécessaire ; qu'il fallait remonter dans le passé, faire revivre les grandes époques de notre entité nationale, aller même jusqu'aux origines et considérer nos premiers ancêtres.

Mais, sous cet aspect, notre Histoire n'a pas été écrite. L'Académie de marine, que nous avons créée récemment, contribuera peut-être à y arriver un jour.

Il y a une continuité dans la vie des peuples. A travers les âges, leurs besoins d'expansion se répètent ; les mêmes nécessités du commerce se font jour. Les relations importantes s'établissent par mer; les pénétrations pacifiques ou brutales, les marines de commerce et de guerre se sont longtemps confondues et mêlées sont plus aisées par l'eau que par les terres, les mouvements de peuples plus larges et plus complets. Histoire éternelle de la conquête des marchés, des civilisations différentes qui font le troc de leurs produits et de leurs biens.

Nos populations, autant que d'autres, ont participé de tout temps à cette immense « foire des eaux ». Il suffit pour s'en convaincre de rechercher l'histoire de la Marine sur les côtes des Flandres et le long des rives de nos fleuves. Elle est retracée notamment par Henri Malo dans : Les Corsaires Dunkerquois et Jean Bart, et par van Bruyssel, dans L'Histoire du commerce et de la marine en Belgique. Cette histoire s'explique par la configuration de nos côtes et la succession ininterrompue de bancs, qui constituent une protection efficace pour ceux qui les connaissent. « Les légers flibots se feront un jeu de voler par-dessus les bancs, narguant les gros navires lancés à leur poursuite, qui devront virer de bord, ou s'échouer. Devant les ports, les vaisseaux de

blocus ne pourront garder que les passes, sous peine de toucher le fond ; entre leurs lignes, les frégates légères glisseront comme de souples anguilles. » Malgré l'empiétement ou le recul des eaux et l'effondrement de villages et de villes, ou l'assèchement de rivières, cette situation ne changera pas.

Derrière cette ligne de hauts-fonds, Dunkerque, Nieuport, Ostende ; plus loin, les îles de l'Escaut.

C'est là, à ce carrefour des grandes routes transocéaniques, qu'une marine peut naître et vivre. Nous la voyons prospérer aux heures les plus glorieuses de notre Passé.

La Ligue Hanséatique provoque l'échange des richesses du monde; Bruges se déploie magnifiquement, mais son règne est éphémère ; ses navires doivent s'arrêter à Damme, puis à l'Écluse.. Et la splendeur d'Anvers surgit du fond de l'Escaut.

Une population dense, industrielle, active, va trouver, au large des côtes, une pêche abondante ; pêcheurs et écumeurs vont se fixer le long du littoral.

Rendez-vous de pirates, nids de corsaires.

Toujours des navires de toutes formes y abonderont : pêche, commerce ou guerre, c'est tout un.

Le Seigneur n'a pas besoin de marine de guerre; il affrète les navires marchands ou s'en saisit. Ainsi font les comtes de Flandre lorsqu'ils interviennent en Angleterre. Les flottes se concentrent au Zwin.

En 1060, Tostig, frère de Harald et gendre de Baudouin de Flandre V rassemble soixante navires montés notamment par des aventuriers flamands, et ravage les côtes anglaises; et c'est de là qu'un peu plus tard les nefs flamandes emportent les croisés qui prendront Laodicée en 1097. Godefroid de Bouillon trouvera des corsaires flamands et brabançons sur les côtes de Syrie devant les murs d' Antiochette .

Au fait, les Croisades exerceront une grande influence sur le développement du commerce et de la navigation des Flandres et l'on peut affirmer que le mouvement chrétien fut soutenu par l'intérêt économique et la recherche des affaires avec l'Orient.

La navigation entre la Flandre et l'Angleterre se développe et ce commerce nouveau est convoité par les Normands. Le comte de Flandre, Philippe d'Alsace, en est une victime : les navires qui, du Portugal, lui amènent sa fiancée, sont pillés, mais le comte de Flandre arme une flottille et extermine les pirates en 1186.

Au XIII^e siècle, les Flandres sont le point névralgique de la lutte pour l'hégémonie mondiale. Des flottes innombrables fréquentent la côte flamande. L'abbaye des Dunes à Coxyde, elle-même, est armateur. Tous les navires sont armés, qu'ils soient de pêche ou de commerce, ou professionnels pirates. Ils s'attaquent mutuellement, malgré les trêves que les princes essayent de conclure et de faire respecter. D'une manière générale cependant, Français et Flamands luttent contre Anglais et Gascons.

" Chaque fois que les Flamands naviguent en compagnie de l'armée navale de France, ils marchent avec l'amiral et les gens de Seine à l'avant-garde, à cette place d'honneur que les Espagnols n'oublieront jamais de leur réserver exclusivement plus tard."

Suit le XIV^e siècle, et la grande lutte des Flamands contre Philippe le Bel. Les marins de Flandre combattent les Anglais et les Français ; bien souvent, ils s'attaquent encore entre eux, d'un port à l'autre ; nos « Frères de la côte » sont toujours là où il y a à piller : ils écument la mer, capturent les marchands.

Bref, un désordre empreint de grandeur, malgré les pilleries et les massacres, d'où surgissent des figures d'hommes de mer flamands : van Biervliet, van Gavere, Crabbe.

Et puis s'engage la guerre de Cent-Ans ; elle débute en mer. L'amiral français concentre une flotte au Zwin ; ses troupes s'empressent, dès leur arrivée, de saccager la côte ; la

riposte est vive : 8,000 Flamands prennent à revers les 60 navires de la troisième ligne française et déterminent la débâcle.

Dès le haut moyen âge donc, activité maritime considérable sur les côtes de Flandre. Le trafic s'étend à toutes les parties du monde et se fait par mer. L'influence du port de Bruges, vaste entrepôt, s'étend à tout le nord de l'Europe.

La Flandre est rattachée à la Maison de Bourgogne en 1384. Elle continuera à être une base d'opérations contre l'Angleterre. Ainsi, le 20 mai 1385, Jean de Vienne sort du Zwin avec 183 voiles et, un an plus tard, une autre flotte française se concentre à L'Écluse .

Les pirates se multiplient ; les Normands attaquent les Anglais, et les Zélandais les Flamands ; les Anglais s'en prennent aux navires battant pavillon de France ou pavillon de Bourgogne ; Dunkerque, Nieuport, Ostende arment en course.

L'amiral de Flandre, Jean van Blanckaert, avec ses lieutenants van Aertrike et De Graeve, est chargé par Jean sans Peur d'escorter les navires marchands et de protéger le commerce ; sa flotte attaque aussi bien les ennemis anglais et les navires d'Anvers, que les marchands mêmes qu'il doit protéger.

Malgré les condamnations à l'exil infligées à leurs capitaines par Bruges, Ypres et Gand, assaillies de réclamations, malgré les trêves des princes, la mer demeure le théâtre d'un brigandage en règle.

A côté de ces pirateries, des opérations navales plus régulières : au printemps de 1436, le duc de Bourgogne complète le siège de Calais en y envoyant sa flotte sous le commandement de l'amiral flamand, Jean de Hornes. Les ports de Flandre souffrent de la confusion qui règne dans le commerce. Cependant, en 1446, le navigateur brugeois Jean vanden Berghe, découvre les îles Flamandes (Açores). La navigation vers les Indes s'organise ; par la route du cap de Bonne-Espérance, les navires d'une première Compagnie des Indes orientales effectuent les longues randonnées. Les ducs s'attachent à protéger leur commerce.

Les Flamands se battent entre eux : Ostende et Bruges se révoltent contre Maximilien ; Dunkerque et Nieuport prennent le parti de l'Archiduc. Ils s'enlèvent réciproquement leurs navires en une série de coups de main. La colonie espagnole déserte Bruges que la mer abandonne ; à partir de 1488, Maximilien promet aux marchands castillans la jouissance, à Anvers, des privilèges dont ils bénéficiaient à Bruges. La prospérité d'Anvers s'établit sur les grandes entreprises coloniales des Espagnols et des Portugais.

Mais le lion rouge de Hollande et le lion noir de Flandre seront remplacés par le pavillon de Bourgogne. Lentement, l'influence des États de Flandre et son indépendance vont diminuer. Le mariage de la fille du Téméraire donnera les Pays-Bas à des princes autrichiens et espagnols ; et nos provinces leur apparaîtront finalement comme des possessions lointaines.

De cette situation troublée : guerre entre puissances voisines, révolte en Flandre, dissensions en Hollande, Gueldre et Frise, une grande nation, indépendante et libre, eût pu se dégager.

Nos destinées étaient autres : les marins et les marines des États belgiques vont être absorbés lentement par des nations étrangères.

Nous voici au XVI^e siècle et à la domination espagnole. Les Flamands luttent contre les Danois, les Gueldrois, les Hanséates; ils soutiennent les Anglais contre les Français. De nombreux navires flamands participent au transport, d'Angleterre à Calais, des troupes d'Henri VIII, en juin 1511; ils se joignent aussi à Henri VIII pour escorter Charles-Quint en Espagne.

Avec leurs vaisseaux, les capitaines flamands André de la Capelle, Jean de Croesere, protègent le commerce de leur pays ; ils attaquent les Écossais et les Français. Ces derniers les assaillent avec plus de 80 navires. Le 21 mars 1552, le baron de la Garde, avec 25 vaisseaux, s'empare d'une flottille d'Anvers. L'année suivante, pour éviter leur prise, les 23 navires de la flotte d'Anvers sont convoyés jusqu'en Espagne par l'escadre de l'amiral Adolphe de Bourgogne et des deux vice-amiraux van Meckeren et Deleu.

Les bateaux de convoi ne sont pas suffisants ; aussi, tout bâtiment marchand reçoit l'ordre d'assurer sa propre défense. Quant à la flotte, elle est placée sous les ordres d'un lieutenant de l'amiral et divisée en trois escadres : de Flandre, de Hollande et de Zélande. Un siège de l'amirauté est créé à Gand, en août 1560. Le comte de Hornes, amiral de la mer, est autorisé à se faire assister par deux conseillers du Conseil de Flandre. Parmi les amiraux de cette époque, nous relevons encore le comte d'Arenberg ; parmi les conseillers, Charles de Malines, bourgmestre d'Anvers.

Gérard van Meckeren, qui commanda l'escadre de Flandre pendant vingt-cinq ans, avait inauguré la série des grands corsaires. Ah ! le beau tableau que nous laisse Malo de son navire préféré, Le Faucon, acheté à un marchand d'Anvers : « Sa poupe peinte en rouge flamboie sur les flots. Le vivant coloris de pavesades chatoie au soleil ; au vent claquent pavillons, pennons et flammes, ceux de l'empereur, de l'amiral, de van Meckeren, de Bourgogne > .

Race étonnante de corsaires qui, pendant trois siècles, illustrera encore la côte flamande. Je ne puis vous narrer leur histoire ; elle vous apparaîtrait comme une légende, tant il y avait de ténacité, de foi, de force, d'énergie, d'héroïsme au cœur de ces hommes qui ne voulaient pas que le pavillon de leur pays disparût de la mer.

Une grande période de notre passé maritime va finir. En 1566 la révolte des gueux éclate sur mer ; tous les aventuriers vont les rejoindre.

La pêche et la marine de Flandre s'écroulent sous leurs coups. Le duc d'Albe ordonne à Anvers et à Gand d'armer contre eux des navires ; il concentre, en 1570, dans l'Escaut une flotte considérable dont l'unité la plus importante, parmi 26 vaisseaux de guerre, est le Martin Janssen, merveille d'architecture navale, de 1,500 tonneaux, construit à Anvers. Les gueux assaillent la côte belge, débarquent en 1571 à Oostduinkerke, à Kerke-Panne, à Adinkerke, à Coxyde et veulent piller l'abbaye des Dunes.

Les États de Flandre tentent de réagir. L'Espagne mène une lutte impitoyable ; ses escadres, battues par les gueux et la tempête, vont s'évanouir. En 1576, Philippe II n'a plus, dans les Pays-Bas, ni ports, ni marine. Farnèse essayera de réorganiser celle-ci ; les expéditions se succèdent. Cependant, le duc de Parme veut porter un coup décisif aux nations protestantes qui s'allient pour dominer le monde : une immense escadre est rassemblée pour détruire la flotte britannique ; à Anvers seul, 40 navires de guerre sont armés. Malgré les efforts de Farnèse, l'invincible Armada périra toute entière, en 1588.

Après cela, la guerre de course va prendre un essor extraordinaire ; les Flamands de nos côtes vont mener la vie dure aux Confédérés, tandis que la flotte stationnée sur l'Escaut pourrit lentement.

La fin de notre grande marine approche : l'Archiduc Albert demande à l'Espagnol Frédéric Spinola d'amener dans les eaux flamandes, huit galères.

Philippe II prépare encore contre l'Angleterre une nouvelle expédition en février 1597, où figurent 25 hourques flamandes ; mais le grand amiral de Wacken, à cause de sa qualité de Flamand, tombe en disgrâce ; il en mourra de chagrin.

Derniers soubresauts : son successeur, le vice-amiral de Flandre Adrien Diriecksen, donne une ultime impulsion à la marine ; il participe aux opérations relatives au siège d'Ostende. Il est recherché par l'ennemi ; 14 vaisseaux s'acharnent contre lui seul ; pendant un jour et demi, il résiste, jusqu'au moment où, dans la nuit du 17 au 18 novembre 1605, le vice-

amiral de Flandre tombe, transpercé d'un coup de lance au ventre, au cours d'une bataille engagée contre les vice-amiraux de Hollande et de Zélande.

Oh ! La mer vit à cette époque d'extraordinaires romans d'aventures ! Contre l'emprise des Hollandais et des Anglais, les corsaires de Flanche tenteront de se dégager, de rompre les blocus, de faire au commerce ennemi le plus de tort possible ; la guerre de détail se complétera par l'organisation de la guerre de course en escadre. Jacques Colaert, chevalier de Saint-Jacques, amiral de Flandre, fera des prodiges avec ses vaisseaux ; les corsaires prendront, en 1629, 152 bâtiments. Mais Maarten Tromp conduit les Hollandais ; il bat aux Dunes l'Espagnol Oquendo ; l'hégémonie de la mer est perdue pour les nôtres et sur les flots va se dresser la puissance de nos frères du nord, assurant le développement formidable de leur nation.

En 1653, l'escadre belge cesse de combattre sous le vieux pavillon à la Croix de Bourgogne et est incorporée à la flotte espagnole.

La guerre et l'anéantissement du commerce ont ruiné les provinces « obéissantes ». Le peu de trafic qui subsiste en Flandre et Brabant ne peut s'écouler que par les frontières terrestres.

Pour comble, le roi d'Espagne lui-même retire à ses sujets de par-deçà, la liberté de la mer. L'acte de cession de la souveraineté des Pays-Bas aux archiducs Albert et Isabelle, stipule en son article 8, qu'il nous est défendu, sous peine de confiscation ou de mort, d'envoyer des navires aux Indes orientales ou occidentales. C'était barrer la route, recherchée dès avant les Croisades, enfin ouverte vers le fabuleux Orient, terre des trafics et des richesses.

Pendant ce XVIIe siècle, l'immense empire de Charles-Quint va s'effondrer par les maladresses de Philippe II et les faiblesses de ses successeurs, En 1648, nous faisons les frais du traité de Munster ; la Hollande obtient la fermeture de l'Escaut. En 1662, Dunkerque, la grande ville des Flandres, passe définitivement à la France.

La Belgique sera l'éternelle sacrifiée des guerres; mieux soutenue, plus indépendante, mieux organisée, avec un sens national plus aigu, elle eût pu, sans doute, renverser ses destinées.

Temps d'abaissement et d'épreuve.

Mais notre pays ne meurt pas. Nieuport et Ostende continuent la guerre de course et la pléiade des héros de la nier grandit.

Et puis s'ouvre le XVIIIe siècle. Lamentable période. Un dernier soubresaut au début : fondation à Anvers de la Compagnie des Indes qui, par le port d'Ostende, pourra faire, pendant quelques années à peine, un commerce fructueux. Mais sous la pression des grands rivaux, Charles VI dissout la Compagnie et nos derniers marins iront prendre du service à l'étranger.

Le pays se replie sur lui-même ; il ne participe plus à la vie internationale. L'Escaut reste fermé, Anvers est sans navires et Bruges, l'abandonne, s'endort dans ses vieux murs.

Et ce siècle de petitesse et de servitude passera ainsi pour nous, malgré la guerre de la Marmite et les intentions bienveillantes de Joseph II.

Puis une aube d'espoir se lève avec les idées de liberté de la Révolution française. Napoléon s'intéresse à Anvers ; le port est réoutillé, Ostende est réarmé. L'Empire tombe. C'est l'union avec la Hollande.

Telle est la fresque, largement brossée, des grands épisodes de notre histoire maritime. Je

ne l'ai point émaillée d'anecdotes; elles eussent été poignantes. Il fallait uniquement rappeler nos premières luttes sur la mer, pour mieux situer l'effort maritime du début de notre indépendance.

Nous avons voulu faire ressortir les aspirations de notre peuple, ses besoins économiques, sa nécessité d'expansion à travers les siècles, et montrer comment, lorsqu'il est conscient de sa force, que sa vie se déploie large et entière, qu'il suit sa vraie destinée dans toute son indépendance, sous la direction de princes éclairés et forts, comment il base sa force d'expansion et de rayonnement extérieur sur sa marine et sur la mer.

C'est ce que nos Princes ont compris et voulu, quand ils étaient vraiment chefs de ce pays, qu'ils suivaient ses besoins et qu'ils voulaient sa Grandeur.

L'Histoire se déroule logiquement. A travers les âges, la vie des hommes, sur les mers comme dans les campagnes ou au cœur des cités, est faite d'histoires, petites ou grandes, qui peuvent être attrayantes par elles-mêmes, qui se suivent, se tiennent, et dont l'ensemble forme des périodes d'humanité. L'Histoire tout court surgit de ces vies multipliées, comme les châtons s'épanouissent sur une même tige dressée vers la lumière. Il s'en dégage, avec un recul suffisant, des enseignements, des idées-force qu'on peut retrouver à travers les générations, qui forment les traditions d'un peuple et qui justifient une nation.

Notre Marine royale devrait, en réalité, être rattachée à nos marines d'antan. Nos marins de 1830 à 1860 n'ont été que les successeurs de ceux de naguère. Nos princes ont eu les armes des chefs de tous les temps ; ils ont suivi les politiques que les conducteurs d'hommes ont adoptées, toujours et partout, lorsqu'ils ont voulu la grandeur du pays.

Une marine est une arme de Roi, d'autorité suprême qui suit, à travers les hommes qui passent, une politique de défense et d'expansion.

Marine royale. Arme de Roi.

Sous la Maison d'Angleterre, depuis Élisabeth jusqu'à Georges V, elle a fondé l'Empire de la Grande-Bretagne.

Aux grandes époques de la France, elle a appuyé l'œuvre des rois.

Avec les princes d'Orange, elle a fait naître les Pays-Bas. Elle devait réaliser les buts économiques de nos comtes de Flandre et des ducs de Bourgogne.

C'est elle que notre premier Roi ambitionnera de créer et d'utiliser pour ouvrir à notre petit pays, replié sur lui-même, des horizons plus larges, en même temps que des marchés extérieurs.

Léopold I^{er}, par son premier mariage avec la princesse Charlotte, fille du Régent de Grande-Bretagne, a reçu pendant son séjour dans ce pays, première nation coloniale et maritime du monde, une éducation royale. La Belgique va bénéficier de cette formation exceptionnelle. Au cours de son Règne, nous assisterons à des essais multiples d'expansion; alors que le pays cherchait encore sa voie, il a compris que, surpeuplée, la nation ne peut vivre uniquement sur son territoire, qu'elle doit exporter pour vivre, qu'il lui faut par conséquent des comptoirs à l'étranger et qu'elle ne peut les posséder sans colonisation, sans expatriation, sans marine de commerce et même, à cette époque, sans marine de guerre.

L'action royale s'exerce pour susciter les projets ou pour les appuyer auprès du Gouvernement. Dès 1835, nous voyons De Lescluse partir pour l'Algérie; en 1837, la création d'une colonie sur les côtes de Guinée est envisagée avec l'assentiment de l'Angleterre; les circonstances politiques firent renoncer à ce projet.

De 1839 à 1843, des négociations sont entamées par le consul Blondeel en vue de la cession de la province d'Agami en Abyssinie.

Vient ensuite l'essai de colonisation de Santo Thomas.

En 1847, l'idée se fait jour d'établir une colonie agricole dans une région à découvrir par notre marine royale ; le Parlement s'y oppose.

Puis vient la tentative plus poussée du Rio Nunez.

Des capitalistes songent aux îles Philippines. D'autres jettent les yeux sur la Crète et Chypre, vers l'Océanie, vers l'Amérique centrale, vers l'Amérique du Sud.

La Marine collaborera à ces tentatives d'expansion économique. Pourtant, le pays n'est pas mûr. Les circonstances ne sont guère favorables. Les gouvernants eux-mêmes ne comprennent pas toujours et le règne passe. Les colonies dépérissent; la Marine meurt.

Mais un Fils succède au Père, et bienfaits de la dynastie héréditaire Léopold II, à dix-huit ans, fort de cette lourde et profonde expérience paternelle, prendra attitude au Parlement. Au cours de son grand règne, il réalisera tout seul, contre tous, le Congo. Cette réalisation, unique dans l'Histoire, est et restera une exception qui ne fut possible que grâce au génie d'un homme. Ce même homme comprendra la nécessité d'une marine et mettra tout en œuvre pour qu'elle naisse un jour, ne fut-ce que sous le pavillon marchand des compagnies maritimes.

Marine royale ! Elle naquit bien modestement.

Nous voici en 1830. Nos pères, vêtus de blouses, armés de piques, conquièrent la liberté. Mais après le lourd passé de tutelle étrangère, ils trouvent un pays sans infrastructure, sans cadres, sans rouages administratifs. Tout est à faire : créer les institutions et trouver les hommes.

Nos frères du Nord gardent la flotte comme ils conserveront les colonies et espèrent s'assurer les points névralgiques de notre pays. Ils tiennent Anvers avec Chasse. L'importance de la Flandre Zélandaise pour la souveraineté de l'Escaut, tout comme celle de l'enclave de Maestricht pour la souveraineté de la Meuse, ne leur échappe pas.

Autour de l'Escaut s'engage la lutte suprême ; les Hollandais y concentrent une frégate, trois corvettes, quatre canonnières et deux anciennes frégates marchandes. Le danger est grand : l'ennemi peut opérer des incursions le long des rives du fleuve et de la côte, mettre obstacle à tout trafic transatlantique. Pour combattre le danger que constituait cette flotte hollandaise sur l'Escaut, certains conçurent le projet de la détruire par des brûlots et l'ancien officier de marine Gras, à cette époque ingénieur du chantier Fleury-Durav à Boom, adressa au général Mellinet un projet dans ce sens : quelques vieux bateaux devaient être remplis de matières inflammables, attachés les uns aux autres par des chaînes et abandonnés au courant...

Le 15 décembre, un armistice intervient ; le pays songe à s'organiser ; nous retrouvons une note du même M. Gras sur la nécessité de constituer une force navale et de créer un Ministère de la Marine pour protéger le commerce. Tout un programme d'action s'y trouve : établissement d'une force navale pour nettoyer l'Escaut, avec force détails : le brick La Caroline, appartenant à l'armateur M. Coghen, de Bruxelles, pourrait être armé immédiatement de seize canons de six ou de huit et stationner à Saint-Bernard en attendant qu'il pût agir d'une manière plus efficace du côté d'Anvers. Des bâtiments se trouvant en construction.

Boom et à Anvers pourraient être achevés de manière à servir de corvettes de 18 à 20 et 24 canons.

Le projet de M. Gras ne reçut aucune suite.

Cependant, le Congrès national reconnut l'utilité d'une marine militaire. Le représentant Osy intervint pour faire acheter quelques canonnières et pour joindre provisoirement le département de la Marine à celui de la Guerre. Si la première idée était bonne, la seconde l'était beaucoup moins ; elle ne fut heureusement pas suivie. Car chez nous, comme dans d'autres pays, l'expérience a, par la suite, été concluante : armée et marine sont deux entités radicalement différentes en elles-mêmes, qui vivent dans des milieux tout autre, nécessitent une organisation spéciale et une direction autonome.

Le 21 février 1831, le Gouvernement décida la construction de deux brigantins armés de huit canons, pour la défense des côtes et des rivières. Ils furent construits sur les chantiers Fleury-Duray et furent dénommés Le Congrès et Les Quatre Journées. Les quilles des navires furent posées à Boom, le 5 mars, et Sylvain van de Weyer, ministre des Affaires étrangères et de la Marine, alla solennellement y enfoncer le premier clou.

Le 7 juin, le Régent décréta la construction de quatre canonnières grées en goélettes et armées de 4 canons ; un lieutenant de vaisseau, Schockeel, fut nommé et prit le commandement des 320 marins.

Cependant, la construction des brigantins subit des retards: les plans étaient défectueux. Entretemps, Chasse dénonce l'armistice le 1^{er} août 1831. Le 5, le capitaine Koopman qui commande la division navale hollandaise en rade d'Anvers, remonte l'Escaut avec deux bateaux à vapeur pour s'emparer à Boom des brigantins. Ceux-ci sont évacués d'urgence par le canal de Willebroeck à Bruxelles, et Schockeel organise la défense des environs de Boom pour préserver les chantiers de construction navale ; pour prévenir une incursion par eau, il fait tendre une forte chaîne de barrage à l'embouchure du Rupel... Le 20 août, une suspension d'armes est conclue et les brigantins prolongent leur séjour dans le bassin de Bruxelles. Ils y furent rejoints, à leur achèvement, par les quatre canonnières-goélettes, les marins étant utilisés à la construction d'un barrage dans l'Escaut.

Le budget de 1832 ne maintint un crédit que pour l'armement des seuls brigantins Le Congrès et Les Quatre Journées destinés à empêcher la fraude douanière ; il ne fut prévu de traitement que pour le personnel strictement nécessaire à ces deux bateaux. Le rapport ajoutait : « Il faudrait aussi un officier de santé, mais comme on sera toujours près de la côte, on fera mettre les malades à terre »...

Il fallut des interventions à la Chambre pour que le Gouvernement décidât d'armer la flottille stationnée à Bruxelles, à l'aide de pièces de la Fonderie royale de Liège et de trois canons pris à l'ennemi au cours de la campagne de dix jours.

Le 5 août 1831, deux canonnières hollandaises avaient engagé une action contre le poste de l'écluse du Hazegras pour appuyer une attaque sortant de la ville de Sluys ; celle-ci est repoussée ; les Hollandais sont obligés de se retirer. Une des canonnières ne parvient pas à se dégager et est abandonnée par son équipage après avoir été incendiée. Nos soldats en retirent trois pièces d'artillerie.

Le 30 avril 1832, les brigantins sont armés en service et quittent l'Allée Verte sous le commandement de Schockeel, pour se rendre à Rupelmonde. Mais les six petits bâtiments que nous possédions, élément naval trop faible et incomplet, ne purent prendre part à la guerre de l'Indépendance. Ils restèrent en observation devant le fort de Burght, occupé par l'ennemi. Le général Buzen, commandant la place d'Anvers, demanda vainement un brigantin pour gêner les communications avec la Citadelle à laquelle nos bons paysans apportaient des légumes et... des renseignements précieux.

Un de nos officiers de marine, l'enseigne de vaisseau Van den Broeck, fut détaché avec quelques marins auprès du général français Sebastiani occupant la rive gauche de l'Escaut et prit part à toutes les rencontres avec l'ennemi, dans cette région. Dans la nuit du 23 décembre, au moment de la capitulation de Chassé, Koopman détruisit une partie de ses

canonnières et essaya de passer avec six embarcations ; n'ayant pas réussi, il brûla ses derniers vaisseaux et se rendit avec tous ses hommes. Une canonnière hollandaise s'étant échouée, Van den Broeck, en service au Fort Sainte-Marie, en captura l'équipage. Peu après, nos officiers de marine relevèrent les canonnières coulées par Koopman et augmentèrent ainsi notre flottille de guerre. Les anciennes chaloupes hollandaises, armées de cinq canons, furent employées à barrer la route aux bateaux hollandais qui forçaient, en 1831 et 1832, le passage des Polders inondés.

Au début de 1834, la flottille se composait de 14 bâtiments, tous stationnés dans l'Escaut : un brigantin Les Quatre Journées et deux canonnières aux avant-postes du Port. La Croix, un brigantin et 10 canonnières en stationnement en rade d'Anvers.

En 1838, les deux brigantins furent envoyés à Ostende. Ils durent, après une première sortie, rejoindre le port, leurs commandants ayant reconnu l'impossibilité de les aventurer au large. Les canonnières restèrent à Anvers pour servir de garde aux avant-postes, visiter les bâtiments à leur remontée de l'Escaut, assurer le service de la quarantaine et faire fonction de patache pour la douane.

Ainsi se termine une première phase de l'histoire de notre Marine royale.

-A suivre

Inséré 11/08/19 BOEKEN LIVRES BOOKS Enlevé 11/09/19

“In de Schaduw van de Javazee”

BOEKBESPREKING door : Frank Neyts

Bij uitgeverij Walburg Pers verscheen net **“In de Schaduw van de Javazee. Brieven van viceadmiraal Pieter Koenraad naar bevrijd Nederland.”**. Als auteur tekende Theo W.R. Doorman, de jongste zoon van Karel Doorman. Anderhalf jaar voor zijn pensionering wordt kapitein ter zee Pieter Koenraad (1890-1968) in 1938 uitgezonden naar Nederlands Oost-Indië. Het zouden uiteindelijk acht enerverende jaren worden. Als commandant der marine in Soerabaja maakt hij de strijd tegen de invallende Japanners in 1942 van zeer nabij mee. Hij lunct met schout-bij-nacht Karel Doorman, vlak voordat deze met het geallieerde eskader uitvaart en de volgende dag, op 27 februari, met zijn vlaggenschip Hr.Ms. De Ruyter in de Javazee ten onder gaat. Op 2 maart gelast Koenraad de vernieling van het Marine Etablissement in Soerabaja, waar circa 18.000 mensen werken. Met de laatst beschikbare onderzeeboot Hr.Ms. K 12 evacueert hij naar Australië, vanwaar hij doorreist naar Engeland. In 1943 wordt hij benoemd tot marinecommandant Australië en onderbevelhebber der strijdkrachten in het oosten. Na de capitulatie van Japan is hij nog een aantal maanden waarnemend commandant der zeemacht in Nederlands-Indië en wordt hij geconfronteerd met de gewelddadigheden van de Bersiap-periode. Vanaf de bevrijding van Nederland in mei 1945 tot en met zijn thuiskomst schrijft Koenraad vanuit de Oost luchtpostbrieven over zijn belevenissen tijdens de oorlog aan zijn familieleden in Nederland. De brieven bieden het persoonlijke verhaal van een hooggeplaatste marineofficier, die tijdens de Tweede Wereldoorlog één van de brandpunten van de strijd tegen Japan meemaakt. “In de Schaduw van de Javazee” verschaft de lezer op een unieke manier inzicht in de problemen waarmee Nederland in Nederlands-Indië, tijdens de oorlog en na de capitulatie van Japan, wordt geconfronteerd. Pieter Koenraad is openhartig over persoonlijke aangelegenheden en kritisch over de rol van diverse bekende politici en

militairen in de top van Nederlands' vaderlandse krijgsmacht. "In de Schaduw van de Javazee" (ISBN 9 789462 492806) telt 176 pagina's, werd als softback uitgegeven. Het boek kost 22.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 0032(0)53.78.87.00, Fax 0032(0)53.78.26.91, www.boekenbank.be, E-mail: admin@agorabooks.com.

Inséré 11/08/19 NIEUWS NOUVELLES Enlevé 11/09/19

Bunker contamination: the importance of timely intervention

The shipping industry has previously faced problems with bunker contamination due to the presence of catalytic fines and is again experiencing similar issues. The culprit this time has been identified as phenols and fatty acids. One theory is that these contaminants originate from refineries in the US Gulf. Irrespective of the origin, the contaminants have now been found in bunkers supplied as far as Singapore. The issues are compounded by the unavailability of competent testing facilities, the high cost of bunker analysis and long waiting times. Generally, the contractual framework for the supply of bunkers addresses liabilities and obligations between various parties involved in the voyage. These contracts, however, do not address all the practical issues that shipowners, charterers and bunker suppliers may face when contaminants are discovered and the legal environment in which these parties operate will come into play.

Time is of essence

It is worth highlighting that timely identification of any issues with the bunkers is of prime importance, not only because of very short time bar provisions in the bunker supply contracts, but also to preserve evidence. Shipowners may find themselves facing issues, such as disposal of the contaminated bunkers, as well as cleaning of bunker tanks and pipelines. If contaminated bunkers have been consumed, owners will need to identify any damage caused to the machinery and whether it relates to the bunkers. If there is any doubt as to the quality of bunkers supplied, shipowners should contact charterers and bunker suppliers as soon as possible and retain the samples collected during bunkering for further analysis. Our members and assureds should also notify Skuld immediately if any issues with the bunkers arise to ensure that the dedicated claims teams can intervene in a timely fashion. When collecting samples, the parties should ensure that a sufficient quantity is collected from the delivery line during bunkering. A complete log of events (including but not limited to bunkering procedures, tanks, in which bunkers were received, pipeline layout etc.) and machinery records must be preserved.

Contractual framework

It is often the time charterer who arranges for bunkers to be supplied to the vessel and enters into a supply contract with the bunker supplier. The charterer's relationship with the shipowner is governed by the terms of the charterparty, which may include specific provisions concerning bunker quality. Usually reference is made to ISO 8217 standards (2005, 2010, 2012 or 2017 edition). The physical supplier presents a Bunker Delivery Note to the vessel, which, amongst other things, confirms the quantity and quality of the

bunkers supplied. This document usually incorporates the physical supplier's terms, which are likely to be in their favour.

Charterers' dilemma

Although the charterer is the contracting party ordering and usually also paying for bunkers, they have little control on the actual supply process. It is highly unlikely that they will be able to collect and retain representative samples, as this is done by the supplying barge and/or the receiving vessel. Additionally, by the time a problem with the bunkers is identified, the contractual time bar in the supply contract may have already passed. Charterers may face claims related to costs of deviation and disposal of contaminated bunkers from the shipowners. If contaminated bunkers have been consumed, claims for damage to the machinery may follow. All this means loss of time for the charterer and potentially loss of reputation. In extreme cases, and depending on the circumstances, the charterer may be faced with a termination of the charterparty or withdrawal of the vessel. Whether the charterer can make deductions from hire for the downtime or indeed seek other remedies will depend on the terms of the charterparty. If the charterer is the Carrier under the bills of lading, they may face considerable cargo claims arising from the delay, especially if the cargo is of a perishable nature. They may also be exposed to commercial pressure from other contractual parties to complete the voyage as early as possible and face claims for breach of contract should they fail to do so. Further, if the vessel suffers machinery failure and the owner decides to declare General Average, the charterer may be required to provide security for their portion of the adjustment. As can be seen from the above, there are numerous risks charterers may be exposed to, should the bunkers supplied to the vessel turn out to be contaminated. Moreover, the issues are not limited to treating or removal of contaminated bunkers and are exacerbated by the practical difficulties of positively identifying the presence of phenols and fatty acids.

Owners' concerns

Although the owner will have more control over the supply, sampling and testing of the bunkers, they may find it difficult to enforce rights under their charterparty due to competing jurisdictional issues. It is therefore important that owners involve experts and preserve as much evidence as possible. This will ensure that contamination issues are identified quickly and accurately. It is crucial that correct and representative samples are clearly identified and analysed. The owner's obligations under the bills of lading will continue whilst the parties look for a solution to handle the contaminated bunkers. At the same time, owners may face claims for unseaworthiness, as the vessel may not have sufficient bunkers to execute the intended voyage. An expert's advice will be invaluable and Skuld can assist in this regard. It is in the common interest of the parties involved that a solution to the contaminated bunkers is executed as soon as possible – whether it be onboard treatment with additives, offloading or any other solution agreed between the owner, charterer and supplier. Co-operation between all parties is crucial to mitigate damages and avoid disputes about title to the bunkers and associated costs.

How Skuld can assist

In bunker contamination cases, it is critical to establish whether the bunkers are in fact off specification (on ISO 8217 or other parameters) and deal with time constraints and a raft of costs and claims that may arise. Skuld offers a wide range of insurance products including owners' and charterers' P&I and FD&D cover, which allows us to assist charterers and owners in dealing with the fallout of contaminated bunkers being supplied to the vessel. Our underwriting team will provide tailor-made solutions, and Skuld's claims

handlers and technical managers are well placed to respond to such incidents. We encourage our members to contact us as soon as they experience problems with contaminated bunkers. Timely intervention can save valuable time and costs. Should you have any comments or questions, then please do not hesitate to contact us at any time. On behalf of your Skuld team of underwriters and claims handlers who serve our charterers and traders 24/7/365.

Source: Skuld

Inséré 13/08/19 DOSSIER Enlevé 13/09/19

Will Maritime Save the Day for GPS?

By Dana Goward

Sailors, few in number compared to the population as a whole, have changed the world immeasurably with their skills, boats and ships. For thousands of years, maritime was the primary way far-flung peoples exchanged goods, culture and DNA. Every place it touched became more diverse and cosmopolitan. In the twentieth century, maritime forces saved the world by whisking away 300,000 British troops from Dunkirk and kept Britain alive for four years before delivering a larger force to Normandy. And could anything have been done to regain the vast Pacific without naval power and vast merchant fleets?

For the last 50 years, maritime has been a primary, though invisible to most, backbone of the efficiencies in materials, manufacturing and trade that have fueled global prosperity. In much the same way since the 1990's, GPS has become a primary, though almost invisible, backbone of technology. It's free, highly accurate timing signal has become an indispensable part of every network. It has become, in the words of officials at the U.S. Department of Homeland Security, "...a single point of failure for critical infrastructure." And with its very low power, unencoded civil signal, it is a weak single point of failure.

Maritime operations are vulnerable to disruption of GPS signals. Ships steer less efficient courses, digital radios are impacted, port cranes can get lost... even ship's gyro compasses can show faults.

But maritime may be less vulnerable than other modes of transportation and other critical infrastructure. Imagine the reduction in efficiency of United Parcel Service drivers having to go back to paper maps versus a cargo vessel having to take visual bearings or pick up a pilot an hour or two sooner. It is interesting, then, that it may be concerns about maritime that push forward U.S. plans to address GPS vulnerability to the benefit of everyone. As with many things in public life, the reasons for this have to do more with tradition and coincidence than analyses and deliberate planning.

Radio beacons were first pioneered and deployed for maritime use in the early 1900s. At the outbreak of World War I, beacons were deployed along the east coast of the U.S. as a way to help counter the U-boat threat. As aids to navigation, they were the responsibility of the U.S. Lighthouse Service and were often collocated with lighthouses or placed aboard lightships. This gave the Lighthouse Service's successor agency, the U.S. Coast Guard, experience and expertise with radio navigation. The Coast Guard was thus very involved in development of the secret Loran navigation system before and during World War II.

Eventually, all responsibility for U.S. Loran operations world-wide fell to the Coast Guard. Even in the 1980s and 90s when additional Loran-C capability in the U.S. was added specifically for aviation interests, while funding flowed through the Federal Aviation Administration (FAA), responsibility for the entire system remained with the Coast Guard. Not only did the Coast Guard continue developing significant radio navigation expertise, it dealt with a substantial and diverse user group. This included mariners of all kinds, commercial and private aircraft pilots, and Defense Department range commanders who used the system to track the flights of their missile tests. It also included some interested just in timing. Telecommunications giant Sprint-Nextel and a national banking system were among that number.

This combination of expertise and working with diverse users caused Congress to look to the Coast Guard as its “go to agency” for general navigation expertise. And so, after 10 years of administrations resolving to address GPS vulnerability with a backup system, it was the House Coast Guard and Marine Transportation subcommittee that held the first hearing on the topic in 2014. The legislative focus on maritime for a solution has continued with the House recently passing and sending to the Senate a bill that would require the Department of Transportation to work with the Coast Guard to build an eLoran system to complement and backup GPS. Such a system would, of course, benefit of all Americans, not just those with a connection to the sea.

By coincidence, while the House was still considering this bill, the Petya computer virus temporarily crippled maritime giant Maersk, and an apparent large scale GPS spoofing attack against 20 or more vessels in the Black Sea became public. The spoofing attack has been of particular concern in media reports with some speculating that, like the Petya virus, it is a Russian cyber weapon. While other sectors may be more vulnerable, the media and public love concrete examples, and the Black Sea incident captured imaginations. When coupled with the North Korean jamming last year that forced South Korean fishing vessels to return to port, a long-term trend of maritime problems has been established in the minds of many. But this is not necessarily a bad thing. It has been our experience that the primary reason a GPS backup has not been deployed, despite all promises to the contrary, is a lack of focus within the executive branch of government. There are too many stakeholders, too many possible responsible officials to force one to stand up, be accountable, and act. Recent congressional action and media attention have solved that problem by focusing on the maritime problem and driving a solution powered by the Department of Transportation and executed through the Coast Guard. The maritime community will benefit greatly from having the eLoran system the government has promised. The IMO’s eNavigation goals are not achievable without the kind of resilient electronic navigation it will provide. So, what will it matter if the rest of the nation also benefits? A stronger nation makes us all safer, more secure, and more prosperous. A rising tide... With maritime concerns driving an eLoran complement and backup for GPS, once again, community concerns and solutions will punch well above their weight and disproportionately benefit the world at large.

Captain Dana A. Goward, USCG (ret), is the President of the Resilient Navigation and Timing Foundation.

Source: MAREX

Inséré 14/08/19 NIEUWS NOUVELLES Enlevé 14/09/19

De Monegaskische drogebultkoperator Marfin Management heeft een van zijn schepen uitgerust met zonnepanelen.

De integratie van de zonne-energie met de elektriciteitsvoorziening door dieselgeneratoren zorgt voor een drastische brandstofbesparing.

Volgens Marfin gaat het om het eerste hybride drogebultschip met zonne-energie. De reder werkt voor het project samen met twee Italiaanse bedrijven, zonnepanelenspecialist Solbian en de ontwikkelaar van zonneparken TGE. De zonnepanelen werden zo op het bulkschip 'Paolo Topic' gemonteerd dat ze geen vaste hindernis vormen voor de laad- en losoperaties. Ze werden gemonteerd op een verwijderbare structuur.



Bedoeling is de zonne-energie te integreren in een hybride systeem met de drie dieselgeneratoren aan boord. Die waren tot nu toe de enige bron voor elektriciteitsvoorziening op het schip.

Energiemanagementsysteem

De volledige integratie van motoren, batterijen, zonnepanelen en stroomdistributie wordt gecontroleerd door een 'energiemanagementsysteem'. De installatie moet het schip een concurrentieel voordeel bieden omdat de brandstof- en onderhoudskosten drastisch verlagen en de milieuprestaties veel beter zijn.
Koen Heinen

Inséré 15/08/19 NIEUWS NOUVELLES Enlevé 15/09/19

World's first 'floating tunnel' proposed in Norway

The submerged roadway would help speed travel along the nation's rugged west coast.

By Denise Chow

Steep, icy mountains and deep fjords make western Norway famously scenic, but they also make life difficult for motorists. With seven ferries along the way, the almost 700-mile trip between the cities of Kristiansand in the south and Trondheim in the north typically runs about 21 hours — at an average speed of about 30 miles an hour. But that could soon change. A \$40-billion infrastructure project being planned by the Norwegian government aims to replace the ferries with bridges, conventional tunnels and what could be the world's first "floating tunnel." The submerged roadway — essentially a pair of concrete tubes submerged about 100 feet below the water's surface — would help cut the Kristiansand-Trondheim travel time almost in half while minimizing the environmental impact on the area. The tunnel would be made up of a pair of concrete tubes submerged about 100 feet under the water's surface. Experts say the floating tunnel concept is especially suited for deep fjords surrounded by steep mountains — features that make it difficult to build bridges or drill tunnels. "With bridges that span long distances, you need arches and suspensions at certain points, but for a submerged floating tunnel, if you do it absolutely correct and balance the weight of the structure with the buoyancy of the structure, it can go on forever," said Nils Erik Anders Rønnquist, a professor of structural engineering at the Norwegian University of Science and Technology, who is consulting on the project for the government.

The Terrafugia Transition could end the long wait for flying cars



Though the floating tunnel is

buoyant, it isn't actually floating. The tubes would be stabilized by cables tethered to the seabed or by pontoons floating on the surface at roughly 800-foot intervals. With most of the hardware far below the surface, the tunnel wouldn't interfere with the movement of ships and boats and even submarines, said Arianna Minoretti, chief engineer for the Norwegian Public Roads Administration. The tunnel would be stabilized by cables tethered to the seabed or by pontoons floating on the surface. Like conventional tunnels, the floating tunnel would have escape routes that motorists could take to return to the surface in case of an emergency. And Minoretti said preliminary research regarding the proposed tunnel's safety has been reassuring. "We have done simulations for big explosions in the tunnel, we've checked for impacts of submarines, we covered scenarios where a trawler might

hook onto the tunnel, and we even considered if a ship might be sinking at the surface and hit the tunnel on the way down," Rønquist said. "I would say things are under control. It's a very robust structure." But Michael Mooney, a civil and environmental engineer at the Colorado School of Mines, said the trickiest part of designing and building a first-of-its-kind large structure would be anticipating all the possible hiccups. "You want to make sure you think of all the potential load scenarios or things like wave motion," said Mooney, who isn't involved with the Norwegian project. "The big challenge is recognizing where all the issues are and not being surprised by something." Kevin Chang, a civil and environmental engineer at the University of Idaho, offered a similar assessment of the challenges involved in building such a tunnel. "At the end of the day, the engineering community tends to be on the conservative side," he said. "But with novel ideas, somebody has to sort of stick their neck out to say: We think this is the best solution even though it's unproven elsewhere." Plans call for the floating tunnel to open to traffic in 2050. And while it might be the first structure of its kind, it might not be the last. Rønquist said engineers in Italy and China are pursuing similar concepts.

Source : Mach

Inséré 17/08/19 DOSSIER Enlevé 17/09/19

Distraction

By

Captain

George

Livingston

Fatigue has the official attention of the international maritime community. From the likes of the International Maritime Organization (IMO), the USA's National Transportation Safety Board (NTSB), the UK's Marine Accident Investigation Branch (MAIB), the Australian Transport Safety Bureau (ATSB), etc., safety agencies worldwide have decided it's a primary factor in seaborne accidents.

NTSB

In the United States, the NTSB has been focused on reducing fatigue in all modes of transportation for several decades. From a marine standpoint, fatigue has been identified as a factor as far back as the 1989 Exxon Valdez grounding. The 2010 Eagle Otome collision in Port Arthur, Texas drove the NTSB to take a closer look at state pilot fatigue. The IMO has formally addressed fatigue through regulation via rest/work rules in the 2010 Manila Amendments.

Recent Attention

The NTSB's 2017, Safer Seas Digest concludes, "Despite wide-ranging research and well-published information about the dangers of excessive sleep loss, fatigue continues to be a leading cause of accidents in all modes of transportation."

Safety4sea's June 2018 issue, "The human element- effects of fatigue on ship safety" (Andrew Russ from Standard P&I Club), stated "Investigations into human element incidents identified fatigue to be the major contributing factor in 82% of the 66 recorded ground and collisions occurring between 0000 and 0600" (2004 MAIB Report data from 1989-1999).

Fatigue Elimination?

Safety agencies do mention other factors in accidents, but fatigue has been getting top billing for a long time. I would note, however, anyone working 24/7 on rotating schedules will have fatigue issues. One could have a week of rest, a month or four months of rest and be fatigued by the end of the very first twelve-hour shift. All the time off prior to working won't matter if the twelve hours are tough; you will be fatigued. No combination of work/rest rules will change that fact. Reducing fatigue has been on everyone's mind for a long time but what's the next step? Eliminating fatigue? Improbable. Fatigue, like risk, is an inherent part of any 24 hours a day, seven days a week, operation, eliminating it is as elusive as eliminating risk.

What is the point of sophisticated Fatigue Risk Management plans when simple increased manning would solve the majority of issues regarding fatigue? After decades of focus and effort, have we come to a logical conclusion? Are there other critical issues affecting safety today that have been sidelined by a singular focus on fatigue? There is only so much that can be done on any single issue, fatigue is no exception.

Vicissitude

Anyone old enough to have witnessed both the 20th and now the 21st century would take note of a single word, change. The 21st Century has brought the kind of fundamental change last witnessed during the Industrial Revolution of the 18th century. One of the primary changes today has been how information is disseminated and distributed; lightning-fast, all encompassing and immediately accessible. In many cases, technology developed to fit into the palm of one's hand. Information-based technology that is so critical that it is indispensable, professionals must have it in order to perform their jobs. And so accessible that it very near demands one's attention, to the point of distraction. And therein lies the crux of the matter of distraction.

21st Century Juggle T

here have always been serious distractions on the bridge of a ship that must be coped with, radios, alarms, traffic, weather, etc. One hears the term "multitasking" while on watch frequently, remaining focused is very demanding. Today, however, one must add the almost constant flow of information coming from our cell phones. As modern piloting goes, the cell phone has become a requirement of the job. There is little to debate here, it is not just a phone, it is a handheld mobile platform essential to the task at hand. The remarkable technology contained within is, at once, its greatest strength and its greatest weakness. We have to have it in order to perform the tasks required of the job, but having it is one of the greatest distractions mariners face. It's a catch 22, can't live without it, hard to live with it, what to do?

Whirlwind

First, how about acknowledging the distraction of these indispensable devices is real and acute. So acute that when combined with issues like traffic, weather, radios, etc. distraction may now be the single greatest issue facing marine transportation, not fatigue. Fatigue has been eclipsed by a whirlwind. Whether at home or on ships, this small handheld device takes more and more attention to the point of distraction, even with the best intentions. Credit is due to the United States Coast Guard leadership as they have recognized and acknowledged distraction as a serious issue.

Tsunamis

The million-dollar question? What to do about it? In private, mariners would likely concede the point, distraction is an issue, but that concession sits upon a slippery slope in these

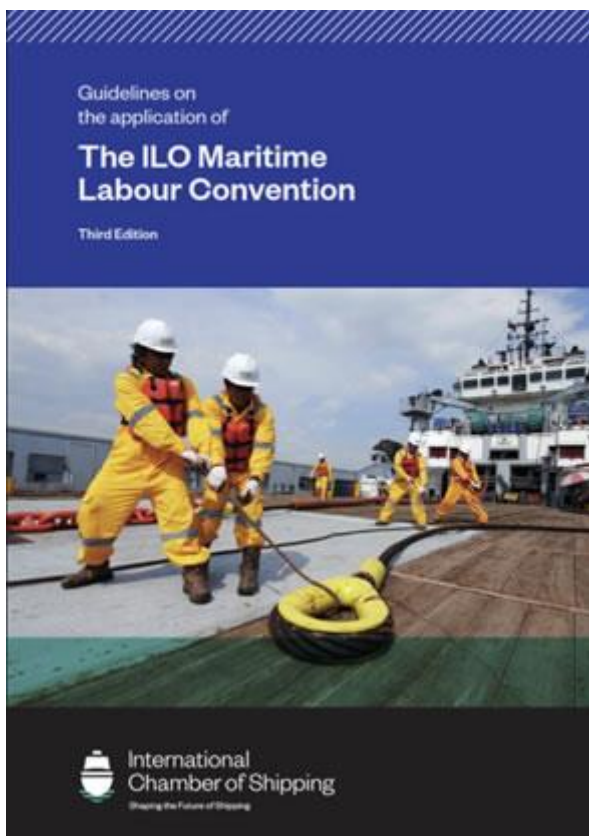
times of increasing, worldwide criminalization of mariners. Can those in authority not move away from “dark ages” punitive, reactionary responses? If it is negligent to be distracted, is it criminal?

Answers and solutions should not be at the expense of the mariners sacrificing normal lives to do a much underappreciated job. International safety and regulatory agencies including governmental bodies need to come together along with professional mariners to find reasonable solutions. We are talking about a tsunami of change that is just being identified, never mind quantified. As little as 10 years ago this was simply not an issue. Wisdom must be demonstrated when considering solutions to what is a very pressing issue for us all, perhaps more pressing than fatigue. Let’s hope those solutions don’t come at the expense of the mariner, we are capable of better than that. Captain George Livingstone is a San Francisco Bar Pilot, co-author of ‘Tug Use Offshore’, contributing author of ‘IMPA On Pilotage’ and a regular contributor to gCaptain.

Source: gCaptain

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ICS Launches Definitive Guidelines on MLC Convention



Responding to changing regulations the International Chamber of Shipping (ICS) has launched the third edition of its essential Guidelines on the Application of the ILO Maritime Labour Convention, the only fully up to date guide to the Maritime Labour Convention (MLC) for all involved with the employment of seafarers.

Focused on today’s MLC, the publication covers all amendments made to the Convention since it entered into force in 2013. It also contains practical advice, information and key learnings from industry bodies at the heart of the shipping community.

Natalie Shaw, Director of Employment Affairs at ICS says: “These new Guidelines provide a framework to help all involved in the industry understand how the MLC works. Companies can use them to assist in developing their own policies and procedures and incorporate them in their working practices.

“Every Master should have a copy of the updated Guidelines on board and companies should also have copies in their shore-based offices. Indeed many shipowners seem to agree, as we have already presold the first print run of the Guidelines, prior to official launch.”

- Mandatory arrangements for the provision of financial security to address cases of seafarer abandonment.
- Changes to employment agreements to address piracy.
- Measures to prevent harassment and bullying.
- New ICS/ International Transport Workers' Federation (ITF) welfare guidelines.
- Implementation of health and safety provisions.

The new Guidelines contain helpful information on common issues arising from the inspection processes and procedures used by various port State control (PSC) authorities in addition to support materials developed by various parties, including the International Labour Organization (ILO) and ITF. The section on welfare provision has been fully updated in line with increasing digitalisation and the changes in technology that affect the seafarer's workplace. A copy of the full MLC guidelines and a number of other useful documents are included, helping shipowners meet the requirement to carry a copy of the Convention on board.

A complementary digital version is also included, containing a portfolio of additional information to assist shipowners to effectively apply the MLC on board their vessels.

Guidelines on the Application of the ILO Maritime Labour Convention is available from maritime booksellers, or visit the ICS website.

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

Feu la Marine Royale Belge(2)

Pendant cette période du début de nos essais de marine militaire, le recrutement des états-majors fut assez épineux, la flotte hollandaise ayant absorbé tous les éléments belges ; nos officiers provenaient surtout de la marine marchande.

Le gouvernement s'occupa de leur formation. Dès le II août 1835, l'Etat affrétait le *Météore*, de De Lescluse, et l'utilisa comme premier navire-école.

De 1835 à 1838, l'instruction des aspirants se fit à bord d'un cutter de 30 tonneaux, qui croisait aux îles Feroë et Shetland pour protéger la pêche et en rapporter les produits, ainsi qu'à bord des huit canonnières maintenues en activité. De 1838 à 1840, les aspirants purent suivre les cours dans les écoles navales d'Ostende et d'Anvers ; de 1836 à 1862, une section de marine fonctionna à l'Ecole militaire.

Un des premiers à entrer dans cette École fut Sinkel.

« J'entrai, dit-il, dans la marine, à l'Ecole militaire, le 4 février 1841, à l'âge de dix-sept ans. Étant seul élève pour cette carrière, on ne prit pas la peine de me donner des cours particuliers... Sorti deux ans après, je fus embarqué immédiatement comme aspirant de première classe à bord de la goélette de l'Etat Louise-Marie, en partance, à Ostende, pour le Guatemala... Mon ignorance des choses de la mer, du métier, était complète. Je n'avais jamais vu la mer; à peine savais-je distinguer l'avant de l'arrière du navire; de plus, je ne comprenais pas le flamand, la langue du matelot. »

En 1837, le trois-mâts-barque *La Clotilde*, de 350 Tx, armé de canons de 24 et de 30, appartenant à l'armateur Spilliaert d'Anvers, fut affrété par l'État en vue de l'instruction maritime des officiers. Retenons enfin l'embarquement de quelques jeunes officiers à bord de l'Hydrographe, école flottante organisée par un Français et battant pavillon français.

La tentative belge de création d'une flotte inquiéta les Hollandais et nos voisins essayèrent d'en faire crouler l'idée sous le ridicule. A ce moment, un grand nombre de nos compatriotes qui résidaient aux Indes s'y remuaient; si nous avions pu alors, par quelques

navires, appuyer un mouvement national, une partie des colonies nous eût peut-être été acquise.

Nous allons ainsi, à travers l'histoire de notre indépendance, ressentir bien des fois un manque de traditions et d'organisation élémentaires. Nous assisterons au Parlement à des luttes continuelles entre les Belges qui veulent que leur pays prennent sa place dans la communauté des peuples et ceux qui croient que le salut de la nation est dans le repliement sur soi et la vie à l'ombre des petits clochers. Nous verrons une bataille incessante entre les partisans et les adversaires d'une marine. La lecture des discussions parlementaires, de 1833 à 1862 est, à cet égard, particulièrement intéressante, sinon reconfortante.

Dès la première année, la section centrale propose une diminution de 27,000 francs sur le budget de la Marine : un pilote est supprimé sur les canonnières et les aspirants de deuxième classe ne sont plus rémunérés. En 1830, trois membres du Parlement réclament des économies; la goélette Louise-Marie a servi à transporter notre ministre à Lisbonne ! M. Lebeau, ministre des Affaires étrangères explique que l'on procure ainsi une économie au Trésor et il ajoute : « Notre Marine rend d'ailleurs des services. Elle sert à la douane, à la surveillance sanitaire et à la protection de nos pêcheurs »! En 1842, M. Osy fait adopter des réductions.. de 10 % sur le personnel. L'année suivante, attaques nouvelles. D'anciens défenseurs deviennent adversaires. En 1847, plusieurs députés insistent « pour que l'on marche d'un pas ferme dans la voie des économies » et que l'on en opère spécialement sur la marine militaire. Les années suivantes, mêmes attaques. Tiède défense des ministres au pouvoir.

En 1852, la Marine trouve un défenseur énergique en M. Forgeur. Deux ans plus tard, grand débat sur l'utilité de la marine militaire. Le gouvernement nomme une commission. La question est liée à celle de la défense d'Anvers. 1858 voit un député interpeller le gouvernement sur l'état pitoyable de la Marine. Les attaques des adversaires ont cessé. Elles sont devenues inutiles. La Marine se meurt.

Au cours de la session parlementaire de 1860-1861, dans la séance du 21 mars au Sénat, le duc de Brabant conviera le gouvernement à établir des services à vapeur entre les ports belges et les contrées transatlantiques et termine en disant : « En 1859, nous avons pourvu à la défense nationale ; en 1860, les octrois ont été abolis ; bientôt, j'espère, notre jeune nationalité revendiquera sa part de la mer et fera son premier pas dans la voie de l'expansion ».

Comme ce Parlement reflète bien la mentalité belge ! Et comme à son heure, sonne clairement la parole d'un Roi !

Dans un pays aux ressources réduites, aux horizons limités, dominé pendant des générations, où tout est à faire, à travers des crises économiques, avec des budgets limités, quelle immense difficulté de faire comprendre ses besoins réels et la signification de son indépendance dans le monde !

Il faut tenir compte de tout cela pour ne pas trop critiquer nos premiers gouvernants et les générations qui nous ont précédés, s'ils n'ont pas toujours compris le sens d'une expansion économique et les nécessités d'une marine et de colonies.

Au sein du Parlement comme dans le pays, des voix se sont élevées dès le début, voix âpres qui ont critiqué et démolé, mais aussi, voix vibrantes qui ont défendu notre grandeur. Les circonstances amèneront fatalement la nation à prendre des mesures pour trouver des marchés à l'extérieur ; pour cette expansion, il faut une marine — de guerre, peut-être, — marchande, en tous cas. Des armateurs, des commerçants tenteront de créer des débouchés. Le gouvernement finira par les aider et le Roi poursuivra sa politique d'émancipation et de rayonnement au dehors.

Les premières années qui suivirent la Révolution de 1830 furent difficiles. Du jour au lendemain le pays n'avait plus de marine, plus de colonies ; il fallait lui assurer une part dans le commerce international.

Nos marins et notre flotte militaires participèrent aux essais de relèvement des affaires : nos officiers et équipages, en servant sur des navires marchands et sur des unités de nouvelles lignes créées par l'Etat, notre flotte en collaborant aux essais de colonisation.

Tout d'abord, des équipages de la flotte militaire, nourris et payés par l'Etat, furent accordés à des navires marchands. Un premier arrêté royal, du 13 juillet 1834, fit bénéficier de cette mesure la firme Wattel d'Anvers. Jusqu'en septembre 1848, c'est-à-dire pendant quatorze ans, vingt et un voyages furent ainsi accomplis.

Après le sloop L'Eclair, le trois-mâts Le Robuste, de 350 tonneaux, appartenant à de Lescluse de Bruges, le brick La Caroline de l'armateur Coghén de Bruxelles, fit route avec un équipage militaire ; le voyage de six mois vers Rio de Janeiro se termina en janvier 1836 et le navire rapporta notamment, disent les rapports, deux autruches, mâle et femelle, destinées au Roi.

Le brick Charles, de la Compagnie Wattel, le trois-mâts Ariette, la goélette Louise et le digre Henriette, reçurent aussi des équipages militaires.

En vue de la reprise des relations d'Anvers avec les Indes, la même mesure fut prise pour quelques bâtiments construits à Anvers et qui se trouvaient en Hollande. Le Macassar, trois-mâts de 800 tonneaux, armé de dix canons, appartenant à la firme J.-B. Donnet d'Anvers, fut de ce nombre ; de même, le brick Comte de Flandre de 290 tonneaux, et le brick Charles qui fut abandonné dans le détroit de Macassar à des pirates auxquels nos matelots n'échappèrent qu'avec peine.

Le trois-mâts-barque L'Emmanuel, de 851 tonneaux, appartenant aux frères De Cock, de Gand, fit quatre voyages d'Anvers vers les Grandes Indes ; au cours du premier voyage, en 1844, le lieutenant de vaisseau Van Haverbeke commandait le navire. Un incident se plaça au cours du voyage : Van Haverbeke se vit interdire l'accès de Canton, l'existence de la Belgique étant inconnue des mandarins. Van Haverbeke leur envoya l'aspirant de première classe Tack, porteur d'un vieil atlas où la Belgique figurait agrandie d'une partie de la Hollande, du Luxembourg et de la Flandre française. La carte, bien arrangée, montrait une Belgique importante, digne de traiter avec les Chinois. Tack dut cependant faire pression sur la douane et avoir recours à des arguments plus décisifs : il finit par lancer un service à thé à la tête de ses auditeurs en leur montrant les gueules des canons pointés sur la ville.

Le Macassar fit aussi quatre voyages d'Anvers à destination des Grandes Indes. Au cours de son troisième voyage, il toucha les rochers et dut se réfugier à Soerabahya où il fut accueilli avec enthousiasme par des Belges qui voyaient nos couleurs pour la première fois. La plupart d'entre eux se trouvaient à Java en 1830 et n'avaient pas eu l'occasion d'être rapatriés. Le navire revint à Anvers le 3 août 1837 ramenant, dit la chronique, une jeune panthère offerte au Jardin zoologique d'Anvers par un négociant belge de Java.

Le trois-mâts barque L'Ambiorix, de l'armateur J.-B. Donnet, appareilla de même pour les Grandes Iles, en septembre 1845. Le Schelde, trois-mâts-barque, construit aux chantiers Marguerie, appartenant à la firme Catteau-Wattel, fit trois voyages aux Grandes Indes. Le voilier rentra le 10 septembre 1848 avec une cargaison de riz et de thé, et aussi une trentaine de singes pour le Jardin zoologique.

Par ces voyages, nos officiers et marins de la marine militaire rendirent un service considérable aux armateurs et aux négociants. Le commerce maritime ne semble pas les avoir appréciés à leur juste valeur, car il émit, à diverses reprises, un avis défavorable à toute extension du corps naval.

Les marins de la flotte eurent l'occasion de rendre d'autres services dans le même ordre d'idées. Pendant que les uns aidèrent les armateurs à reprendre une certaine place dans les grands trafics, d'autres furent chargés de nouveaux services : lignes sur New-York, ligne Ostende-Douvres, lignes d'Anvers.

Après que le traité de 1839 eut consacré la situation difficile dans laquelle se trouvait le pays, l'idée naquit de créer une ligne maritime pour le transport de nos produits vers les marchés du nouveau continent. Ce premier essai ne fut guère brillant. Après avoir tenté de mettre la ligne en adjudication à la suite de la loi du 29 juin 1840, Charles Rogier acheta directement, à la Société Anglo-Américaine de Navigation, les S/S Le Président et la British Queen.

Avant d'être mis sous pavillon belge, le Président se perdit en mer au cours d'une tempête. La convention fut maintenue pour la British Queen. Le Parlement ratifia cet acte, non sans discussions orageuses et manifestations publiques.

La Marine royale fut chargée du service de ce navire. La British Queen, de 1,053 tonneaux, à trois ponts et trois mâts, de 234 pieds de long sur 37.6 de large, armée de canons et ayant à bord des armes et munitions de guerre, avait accompli un certain nombre de voyages satisfaisants de Londres à New-York. Une réclame enthousiaste fut faite pour la ligne. La lecture du Précurseur de l'époque, nous révèle qu'il y avait à bord un luxe inouï : deux salles à manger, deux salons, des appartements de dames garnis de fauteuils, de glaces et d'un piano. Le Moniteur belge lui-même, dans son numéro du 15 septembre 1841, signale qu'il est muni d'un gazomètre et d'une salle de bains.

Le premier voyage fut terrible : les tempêtes se succédèrent ; le navire faillit heurter une banquise. Le voyage suivant ne fut pas plus heureux. Un coup de mer arracha un des tambours des roues à aubes et le navire faillit se perdre. Dès lors, la ligne n'eut plus la confiance du public. Après six voyages onéreux, le service fut suspendu et le 1er octobre 1844 le navire fut vendu comme vieux fer.

Dix ans plus tard, un nouvel essai de ligne sur les Etats-Unis fut tenté par la Société Anonyme belge de Bateaux à vapeur transatlantiques, constituée à Bruxelles le 21 octobre 1855. L'Etat accordait un subside par traversée et exemptait l'armement de certains droits de navigation. Les deux premiers navires de la ligne, construits en Hollande, furent commandés par des officiers de la Marine royale, licenciés de la marine fédérale allemande. Ils n'effectuèrent que trois voyages à New-York.

La Société mit alors en service trois trois-mâts-barques à trois ponts, construits par Cockerill. Après une dizaine de mois d'exploitation, la compagnie dut suspendre son service. La société liquida en 1859.

Mais en 1860, le duc de Brabant insista à nouveau au Sénat sur la nécessité de ces communications transatlantiques. D'autres initiatives suivirent.

Entretemps, les marins de la Marine royale étaient utilisés à d'autres fins. C'était peut-être au détriment de leur prestige, mais ils firent contre mauvaise fortune, bon cœur.

A partir du 18 mars 1842, un vapeur assura un service de bateaux entre Anvers et la Tête de Flandre et, dès le 7 avril, un second petit vapeur desservit une ligne Anvers-Tamise. La Marine royale assura l'exploitation de ces deux services.

Vers la même époque, le Gouvernement décida de renforcer nos communications avec la Grande-Bretagne en participant au service postal établi entre l'Angleterre et le Continent par Ostende-Douvres. La Marine royale assura ce service. Une première malle-poste fut construite en Angleterre, en vertu d'une loi du 9 juillet 1845 ; ce paquebot en fer, de 600 CV., filant 12 nœuds, baptisé le Chemin de fer belge, fut inauguré le 3 mars 1846. Sinkel

signale que parmi l'équipage, le maître d'équipage Glabbeke, réalisant le type de John Bull, ancien corsaire, plaisait particulièrement aux passagers et que le mécanicien Hoyaux rendit des services signalés dans les machines. Deux autres vapeurs, semblables au premier, la Ville d'Ostende et la Ville de Bruges, construits aux chantiers Cockerill, furent lancés l'année suivante. Les horaires des voyages furent publiés dans le Moniteur à partir du 23 février 1846. Les bateaux furent ensuite rebaptisés Diamant, Rubis et Topaze.

La ligne n'a cessé de se développer depuis. La mise en service, l'année dernière, du Prince Baudouin a permis au pays d'apprécier son essor.

La Marine militaire s'attacha à d'autres missions :

Ainsi, en 1856 et 1857, un ensablement important s'étant produit dans l'Escaut entre Doel et Bath, à hauteur du Banc de Saeftingen, le Gouvernement, pour calmer les inquiétudes du commerce d'Anvers, envoya la Louise-Marie sur les lieux, avec mission de vérifier le fait. Telle fut l'origine des sondages par lesquels fut dressée plus tard la carte de l'Escaut du lieutenant de vaisseau Stessels.

Après avoir rappelé l'activité des états-majors et des équipages de la marine, revenons à la flotte de guerre elle-même. Nous avons vu qu'une première phase s'est terminée par l'envoi à Ostende, en 1838, des deux brigantins trop haut matés. Dès cette année, on se rendit compte qu'il fallait un autre matériel pour remplir un rôle de représentation et de colonisation; on alla jusqu'à proposer à la section centrale de la Chambre de faire construire deux bricks de 18 à 25 canons et une corvette de 24 pièces et d'établir un chantier militaire à Ostende. On se borna à acheter une goélette marchande de 200 tonneaux, primitivement destinée au commerce de légumes, construite à Bruges par Van Gheluwe. Elle fut armée de 10 canons enlevés à deux canonnières désaffectées et fut baptisée Louise-Marie, en l'honneur de notre première Reine.

La Louise-Marie quitta Ostende le 5 juillet 1840 pour une campagne de pêche aux Feroë; un second voyage à Lisbonne pour y conduire notre représentant diplomatique, ainsi que je l'ai rappelé plus haut, fut le prétexte pour réclamer de notables économies sur le budget de la Marine ; à la fin de l'année, six des quinze unités existantes n'étaient plus en activité.

La Louise-Marie participa surtout aux essais de colonisation. Nous avons fait allusion aux débuts difficiles de notre indépendance et aux nombreuses tentatives de création de comptoirs et d'établissements coloniaux. Les premières entreprises avaient avorté par suite de difficultés financières ou politiques. C'est alors qu'à l'initiative du Roi, des particuliers fondèrent Santo Thomas de Guatémala. Une compagnie belge de colonisation fut créée dont les promoteurs furent les comtes de Merode, de Hompesch, van der Burch, le prince de Looz-Corswarem et d'autres. Elle racheta à une société anglaise ses droits sur la province de la Vera-Paz. Le 9 novembre 1841, la Louise-Marie quitta Ostende pour un voyage d'exploration sur les lieux, sous le commandement du lieutenant de vaisseau Petit. Les rapports furent peu enthousiastes. On passa outre.

Le 14 mars 1843, le voilier belge Théodore quittait Anvers avec un premier contingent de colons, et la goélette Louise-Marie partit le 16 d'Ostende pour naviguer de conserve avec le Théodore. Le directeur de la Colonie, M. Simons, ingénieur du premier chemin de fer en Belgique, mourut en cours de route. Dès l'arrivée, l'enthousiasme tomba. Le matériel réuni pour l'établissement du poste était insuffisant. Des difficultés surgirent entre l'élément civil et le noyau de force publique qui avait été formé ; les statuts de la colonie étaient inspirés du plus pur communisme. Les colons furent minés par les fièvres et la boisson. Le

Gouvernement envoya la goélette à la colonie pour soutenir le moral des colons. Au cours des derniers voyages, la Louise-Marie était un véritable hôpital.

Des critiques véhémentes s'élevèrent. Le Gouvernement dut retirer son appui ; les navires de l'État ne visitèrent plus la colonie et ce fut la fin. Après trois années d'existence, la colonie avait un passif de un million et demi. Le comte de Hompesch y perdit sa fortune et le Musée de la Porte de Hal racheta une partie de ses antiquités.

Sinkel, qui participa aux voyages qu'effectua la Louise-Marie vers Santo Thomas, donne ainsi son appréciation :

« Notre essai de colonisation a été mal conduit. Il a été mal -conduit parce que la Belgique n'a pas de marine, ne possède pas ce moyen d'action indispensable non seulement pour la réussite de pareilles entreprises, mais de toutes les entreprises lointaines. Il faut une marine militaire dans un Etat où le goût de l'émigration n'est pas inné, afin de se procurer les éléments par lesquels se créent les relations commerciales avec les pays d'outre-mer, les débouchés directs, se fondent des lignes de navigation nationales, de réaliser soi-même les bénéfices d'une situation privilégiée. »

Rappelons en passant qu'en 1844 une autre colonie belge fut fondée à Sainte-Catherine, au Brésil, sans le secours de l'État. Le brick Jean Van Eyck, partit de Bruges le 26 août avec 111 émigrants pour la Société de commerce brugeoise. En janvier 1846, ce navire y transporta encore 18 personnes. Ces colons furent presque complètement abandonnés par la mère-patrie.

La Louise-Marie ne fut pas le seul navire de guerre qui montra notre pavillon sur les mers. En 1842, le brigantin Les Quatre-Journées et deux chaloupes furent vendus et le produit de la vente servit l'année suivante à faire construire le brick Prince-Royal, sans l'intervention des Chambres. Mais M. Osy obtint des économies ; le brigantin Le Congrès ainsi que deux canonnières furent désarmés.

Le Prince-Royal fut construit sur les chantiers des frères Van Gheluwe de Bruges, d'après les plans du Cygne, qui servait de type dans la Marine française. Ce ne fut que le 25 novembre 1845 que le navire prit sa place dans l'escadrille, et, à cette occasion, il reçut, à la demande du Roi, le nom de Duc de Brabant. Il avait à bord 130 hommes, officiers compris ; il fut commandé successivement par Schockeel, Petit et Van Haverbeke. Sinkel dit justement à son propos :
« Pas n'est besoin de grands vaisseaux, de gros canons pour imposer, montrer avec honneur le pavillon, donner une idée avantageuse des hommes et des choses de sa nation. Un petit brick de la marine anglaise L'Arlequin, vint un jour mouiller en rade de Singapore au milieu de grands navires de guerre. Tous les yeux étaient fixés sur lui. Joli, coquet, ardent, son grément et sa voilure bien administrés, proportionnés, orientés, manié savamment, habilement, trépidement, ayant son monde dans l'attitude et le nombre voulus, il cargua ses voiles et vint au mouillage avec une sûreté, une audace et en même temps une prudence qui excitèrent l'admiration de la population entière, européenne et indigène. Quelques instants après, lorsque le commandant vint à terre dans une embarcation image du navire qui, lui-même est celle de la nation, il fut accueilli avec autant de considération, de respect, qu'un amiral commandant une escadre. En général, pour les habitants des pays lointains, le bâtiment de guerre est un objet d'art qui rayonne plus ou moins suivant la discipline, la valeur des hommes qui l'arment. C'est le représentant de la civilisation. »

L'appréciation de Sinkel était exacte. Au cours de ses voyages, le brick de guerre, unité modèle, avec un équipage admirablement dressé, bien tenu, représentait dignement notre pavillon à l'étranger; il était fêté et considéré à Rio de Janeiro, Buenos-Ayres, Valparaiso et dans d'autres contrées maritimes. Notre goélette, elle aussi, sut inspirer une flatteuse considération pour notre pavillon.

Mais en Belgique, chaque effort heureux est, hélas, trop souvent suivi d'une réaction mauvaise. La révolution de 1848 développa chez nous la politique des petites économies et la Marine fut sacrifiée la première. On n'accorda plus d'équipages pour la navigation vers les Indes. Le Duc de Brabant fut désarmé et les objets de son inventaire déposés dans les magasins. Deux canonnières goélettes et une chaloupe canonnière furent désarmées, les équipages licenciés, les officiers placés en disponibilité. Les dernières chaloupes furent désaffectées en 1850.

Certains officiers, écœurés, sollicitèrent l'autorisation d'entrer dans la Marine fédérale allemande, en voie de formation. Ils y obtinrent tous de l'avancement et reçurent le commandement d'un bâtiment. Pougin devint même chef d'état-major de l'amiral. Un autre reçut la direction des pupilles ; le sous-officier Rombouts remplit les fonctions de capitaine d'armes et devint le maître d'équipage de la frégate d'Adalbert de Prusse. Lorsqu'en 1852 la Marine fédérale allemande fut licenciée, ces officiers furent tous pensionnés.

La Louise-Marie restait seule armée ; elle croisait en été dans la mer du Nord pour la surveillance de la pêche et, en hiver, allait visiter les rives malsaines du Rio Nunez.

Rio Nunez! Souvenir épique de notre Marine royale !

L'armateur anversois Cohen avait obtenu l'appui du Roi pour un établissement colonial sur les rives du Rio Nunez, côte occidentale de l'Afrique. Le lieutenant de vaisseau Van Haverbeke fut chargé de procéder à une enquête sur place. La Louise-Marie mit à la voile le 20 décembre 1847 et rentra à Anvers en mai 1848. Van Haverbeke put donner de bons renseignements et conclure favorablement. Il avait du reste passé un traité avec Lamina, roi des Nalous, en guerre avec un roitelet voisin. Lamina cédait au roi des Belges, en toute souveraineté, les deux rives du Rio Nunez sur une largeur d'un mille sur chaque rive et jusqu'à 60 kilomètres à l'intérieur, moyennant une redevance de 5,000 francs payable .en marchandises.

La Louise-Marie repartit en décembre 1848 vers la nouvelle colonie où elle arriva le 17 février 1849. C'est alors que se passa l'incident remarquable qui fut, avec l'échauffourée de Risquons-Tout, le seul fait d'armes, jusqu'en 1914, où la Belgique intervint pendant ses septante-quatre années d'indépendance. Le roi Mayoré, l'ennemi du chef Lamina, avait battu notre allié, le tenait prisonnier et faisait subir des mauvais traitements aux résidents français et belges. Ceux-ci réclamèrent justice et protection au commandant de la goélette Louise-Marie.

Le commandant Van Haverbeke remonta la rivière pour obtenir satisfaction. Cette première intervention n'eut aucun résultat. Le roitelet, mal conseillé et stimulé d'autre part par des Anglais qui désiraient accaparer pour eux seuls toute la traite et le commerce de l'intérieur, refusa de donner satisfaction. D'accord avec le commandant de la corvette française La Recherche, Van Haverbeke entreprit une nouvelle expédition vers la résidence du roitelet. La montagne de Bocca fut prise d'assaut, le village incendié et l'ennemi perdit un grand nombre d'hommes.

Cette affaire eut un grand retentissement. Nos officiers et l'équipage belge avaient fait preuve de grande bravoure. Le commandant Van Haverbeke, ainsi que l'enseigne Dufour (blessé) et trois autres officiers reçurent la Croix de la Légion d'honneur.

Les négociants du Rio Nunez envoyèrent une délégation à Bruxelles pour remettre à Van Haverbeke le splendide sabre d'honneur qu'on peut voir au Musée de la Porte de Hal.

La Louise-Marie retourna au Rio Nunez le 31 décembre 1850 ; la leçon infligée aux Landoumas n'avait que momentanément calmé leur humeur belliqueuse. Les Nalous et les Landoumas étaient aux prises ; ces derniers purent être refoulés à temps pour sauver

l'établissement de M. Bicaise, correspondant des maisons belges. La goélette ne prolongea pas son séjour, les colons refusant de se transporter dans la zone d'action efficace des canons ; le commerce de la région s'en trouva paralysé et le marché de Bocca fut abandonné.

Le roi Lamina, voulant voir son fils et son neveu en sûreté, — âgés respectivement de six et quatorze ans, — les confia à Van Haverbeke qui les amena en Belgique où la Louise-Marie revint le 15 juin 1852. La goélette retourna le 23 janvier 1853, pour remercier officiellement le commandant de la station française de Gorrée qui avait envoyé un vapeur dans le Rio Rongo où les intérêts belges avaient été compromis. Il apprit au cours de son voyage que la paix régnait au Rio Nunez et que les roitelets, apaisés, dirigeaient leur activité vers la diplomatie pour obtenir de la poudre et du genièvre. Le 7 juin, la Louise-Marie rentra aux bassins d'Anvers.

Plus tard (en 1858) la convention conclue avec Lamina fut dénoncée ; le gouvernement belge fut exonéré de toutes charges ; il avait payé 2,500 francs pendant trois ans et 500 francs pour rapatrier les deux négriers. Nous pouvons, sur ce geste, finir cette belle page de notre marine royale.

Et voici la dernière : En mars 1853, la Chambre vota un crédit pour réarmer le Duc de Brabant ; le brick était resté amarré dans les bassins de Bruges pendant cinq ans; le 8 octobre, il rentra à Ostende et le lieutenant Sinkel fut chargé de mettre les gréements en place.

Le Duc de Brabant fit un voyage à Santo Thomas, et un autre au Rio Nunez et la côte orientale de l'Amérique du Sud, pour s'enquérir où se trouvaient nos compatriotes émigrés à Sainte-Catherine. Le séjour à l'embouchure du Rio Nunez fut court, nos intérêts étant devenus presque nuls et les roitelets y vivant en paix. Quant à la colonie de Sainte-Catherine, endroit délicieux et bien situé, elle eût pu être prospère, mais l'organisation en fut mauvaise et la malencontreuse affaire de Santo Thomas avait paralysé les énergies.

La remise en service du brick ne constitua pas un effort sérieux. Le mécontentement se fit jour parmi les officiers ; ils comprirent que si le Roi et son entourage désiraient une marine, le gouvernement n'osait pas en vouloir. Brialmont, alors capitaine, s'intéressa à leur sort. Il fit paraître, à la fin de 1854, une brochure intitulée : L'utilité de la marine de guerre belge, qui déclencha des discussions orageuses.

Une commission fut instituée le 1er juillet 1855 pour examiner les différentes questions se rattachant à la marine militaire. En suite de ce rapport, déposé vers le milieu de l'année 1856, le ministre des Affaires étrangères, Vilain XIIII, rédigea un projet de loi destiné à créer une flottille de guerre du coût de 7 millions, à laquelle on attribuerait un budget annuel de 3 millions. Mais d'autres commissions déclarèrent qu'il fallait consacrer plusieurs millions supplémentaires à la défense d'Anvers et des rives de l'Escaut et le ministre, en présentant le budget en 1857, demanda le statu quo. En 1858, une nouvelle commission fut instituée. Elle examina des projets de défense de l'Escaut. Le Cabinet des ministres résolut de ne pas prendre de décision. La Marine royale devait mourir lentement et on laissa les navires pourrir dans l'Escaut. Au commencement de 1859, la Louise-Marie fut désarmée et son équipage transféré à bord du Duc de Brabant.

Dernière réaction : le 10 mars 1860, un projet de loi fut déposé pour remplacer les voiliers hors de service par deux bâtiments à vapeur. Mais devant l'hostilité parlementaire, le 4 avril 1862, Charles Rogier retira le projet, déclarant que le gouvernement renonçait à la marine militaire bien qu'il en fût partisan. Le Duc de Brabant fut désarmé et le 1er avril 1862 les termes « Marine royale » furent remplacés par la dénomination « Marine de l'Etat ».

Le brick eut une belle mort; il servit d'expérience pour les mines sous-marines et le 18 août 1864 il sauta dans l'Escaut, près de Sainte-Marie.

La goélette, seul bâtiment de la Marine royale qui portât des blessures glorieuses, fut affectée d'abord à l'hydrographie, placée ensuite dans le bassin Mexico à Anvers et mise en vente lorsqu'on constata que des maraudeurs, après en avoir enlevé les cuivres, en commençaient la démolition. Elle devait débiter comme transport de légumes, elle finit en magasin de charbon.

J'ai évoqué cette marine, peut-être avec le regret qu'elle ait disparu. J'ai pu laisser l'impression d'être attaché à de vieilles choses, aux souvenirs d'un passé glorieux. En réalité, j'ai tracé les grandes lignes de nos mouvements expansionnistes pour y trouver, après avoir rappelé ailleurs les arguments économiques et politiques, l'argument historique en faveur de notre développement maritime. La conclusion qui se dégage de cet exposé n'est pas qu'il faille une marine de guerre, c'est-à-dire un ensemble de grandes unités navales sillonnant la haute mer. Notre pays pourrait difficilement se permettre le luxe d'un tel prestige. Il a des conceptions plus utilitaires. Il se concevrait cependant que les éléments existants des services maritimes, de police, de sécurité, d'enseignement, soient, au moment opportun, adaptés à une mission de défense côtière et fluviale, et dès le temps de paix une pareille organisation peut être envisagée dans le cadre maritime.

La grande constatation est que le pays, aux différentes époques de son plein épanouissement, s'est tourné vers la mer et que ses efforts d'expansion, indispensables à la vie d'un peuple comprimé dans un territoire exigu, se sont basés et doivent s'appuyer sur une flotte battant pavillon national. Cette vérité a surgi des temps passés où navires marchands et navires armés en guerre se confondaient et poursuivaient les mêmes buts économiques. Elle reste plus éclatante que jamais, maintenant que la spécialisation en tous domaines a nettement séparé le marchand du guerrier ; la flotte de commerce reste la grande arme de pénétration économique.

Nos gouvernants n'ont pas toujours pu se rendre compte de la primauté des intérêts que nous avons sur les eaux. Notre peuple, rétif à l'esprit d'aventure, ne s'est pas souvent passionné pour l'aventure maritime. Mais nos grands Princes, lorsqu'ils étaient de chez nous, ont compris la nécessité de cette expansion maritime.

Et il s'est toujours trouvé des hommes — et grâce à eux le pays n'a jamais perdu sa voie — qui ont défendu nos pavillons sur les mers, qu'ils fussent marins ou hommes d'affaires ou simplement chemineaux d'idéal, combattant pour l'Idée, menant la grande campagne pour l'éveil, chez nous, du sens de la mer.

Le marin se retrouve à travers les générations ; il garde les mêmes qualités de force et de calme, de savoir et d'endurance, d'énergie et d'héroïsme. Il est le premier artisan de notre épanouissement économique et la première force qui protège nos intérêts à l'étranger. Ils ont été, et restent tels, tous, les van Meckeren, les Diriecksen, les marins de la Grande Guerre, les Van Haverbeke de la Louise-Marie, les Gonthier du Jean Jadot.

La grande voix de la mer les appellera toujours, et toujours ils y répondront. Et c'est notre espoir pour l'avenir !

A côté d'eux, se trouveront sans cesse ceux qui veulent que leur pays soit grand, qu'il atteigne ses vraies destinées en assurant les besoins de son peuple par une participation suffisante aux échanges internationaux, ceux qui désirent que la nation comprennent l'activité profonde qui surgit de la mer, et que passe ainsi le souffle immense du large à travers la Patrie.

Ni l'horizon borné du village, ni le silence de l'ignorant, ni l'indifférence de l'égoïste, ni la critique de l'envieux, ne pré vaudront contre la foi ancrée au coeur des hommes.

Du fond du passé, des voix sans nombre crient leur désir de grandeur pour la terre de chez nous. Rien n'étouffera ces voix.

La flamme ne bat plus aux grands mâts de nos vaisseaux de guerre. Mais l'enthousiasme juvénile pour les grandes causes s'élève encore au fond de nous.

Et cette flamme-là ne mourra jamais !

Henri de Vos
Directeur générale de la marine
1933

Inséré 21/08/19 NIEUWS NOUVELLES Enlevé 21/09/19

Euronav Takes USD 100 Mn Loan to Prepare for IMO 2020

Belgium's tanker shipping company Euronav has arranged a further financial boost amid preparations for the International Maritime Organization's 2020 sulphur cap.



During the company's second quarter conference call, Euronav Chief Executive Officer, Hugo De Stoop, said that the company took out an additional USD 100 million credit facility.

He explained that the loan was taken in order to help the company prepare for the switch, in particular for the changes in its fleet fueling strategy.

De Stoop did not unveil any further details related to the facility, but said that a separate webinar on the company's IMO

2020 preparations would be held in early September.

"Euronav leverage remains amongst the lowest in sector and we have no outstanding CapEx links to newbuildings," he noted.

The company ended the second quarter of this year with a net loss of USD 38.5 million, compared to a profit of USD 19.5 million reported in the first quarter of the year, mainly due to a longer than expected freight rate weakness.

Revenues amounted to USD 169.3 million in the second quarter of this year, against USD 232.6 million recorded a quarter earlier.

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Good anchoring practice Anchoring loss prevention

Anchoring is a critical operation on vessels. Shipping companies, port authorities and P&I Clubs value the safety of anchoring, which can be affected by the wrong anchoring operations and the increased traffic of ships as well as undesirable weather conditions. Club statistics shows that the direct claims relating to anchor account for up to 8% of navigation related claims. An improper anchoring could cause damage and loss to the vessel, other vessels, property and the environment. The consequential losses of grounding and collision due to anchor dragging or loss can be significant.

Claims relating to improper anchoring are as follows:

- Anchor lost or twist
- Grounding or collision due to anchor dragging
- Damage to underwater cables or pipelines
- Damage to floating objects or port facilities
- Damage to navigation aids or facilities
- Damage to the marine environment (e.g. coral reef)
- Fines etc.

Good bridge management in anchoring operations is the key to achieving safe anchoring and avoiding accidents. It includes anchoring planning, risk assessment, best anchoring practices, anchoring watch keeping, etc. Ship companies should set up procedures for these critical tasks and incorporate them into the safety management system.

Surroundings of anchoring

Along with evaluating the nature of the seabed when anchoring, these are the elements to be considered: direction and strength of wind and current, sea condition, shallow water, prohibited areas, navigational aids and facilities, underwater cables and pipelines, swinging room, other anchoring vessels in the vicinity.

To avoid accidents like anchor dragging, vessels should keep a safe distance from other vessels, navigational hazards, underwater cables and pipelines. The distance to the nearest grounding line should be no less than one nautical mile. A safe distance between vessels depends on vessel's maneuverability that could be restored from anchor dragging. There are no definite criteria to measure it.

The ICPC (International Cable Protection Committee) bulletin point out that anchor dragging whilst at anchor or under way can cause underwater cable damage, and the cause of such damage around the world has been closely monitored since the formation of ICPC. Some newly laid oil pipelines or gas pipelines might not be marked/updated on the navigation chart and Notices To Mariners.

Emergency anchor dropping might also be necessary in case of steering failure, probable collision, maneuvering in shallow waters, etc.

Risk assessment and plan to anchor

Anchoring operation is part of a passage plan, which must be carefully planned, executed and monitored. An effective anchoring plan can prevent anchor accidents and avoid any operational failure. A detailed risk assessment of the anchoring operation should be carried out to formulate an effective plan and to make prudent decisions when facing emergencies. If you expect wind force to increase, the possibilities of anchor dragging must be part of

the risk assessment. An alternative anchorage should also be prepared if the initial selected anchoring position is unavailable.

The anchor plan should be prepared by the master considering the following elements:

- The limitation of the anchoring equipment: It is only designed to hold the vessel in good holding ground, and not to hold the vessel off fully exposed coasts in rough weather.
- The available depth and type of holding ground at this anchorage. Maximum depth of anchoring must be applied. Do not anchor in depths beyond windlass hauling capacity with allowance of efficiency reduction for old windlass.
- The minimal Under Keel Clearance: in a calm weather and smooth seas condition, the UKC should be at least 20% of maximum vessel's draft in loaded condition.
- Location of the anchorage designed for the vessel.
- Tide, direction and strength of the current in the anchorage area.
- The immediate and predicted weather, wind direction and strength, visibility, sea condition of wave, swell, etc.
- The availability of adequate sea floor.
- The safety swinging circle of the vessel: A circle with a minimum radius including length of anchor chain and the vessel's Length Over All.
- The proximity of navigational hazards. An adequate safety distance to the nearest vessels and navigational facilities.
- An alternative anchorage if the initial selected anchoring position is unavailable.
- The anchor to be used with the condition of anchor, anchor chains, windlass, brake band, chain stopper, lashing devices, etc.

The master should also determine the operation mode of the engine according to the type of anchorage, weather conditions and the distance from other vessels, shoals and navigational hazards.

Anchoring operation

Anchoring operation is based on experience in handling complex anchorage and various conditions of vessels. The following points should be considered for safe anchoring: Determining which anchor to use depends largely on the vessel and condition of the anchors. The basic principle is that the anchor must be in good holding and heaving condition.

Sternway

speed:

the speed over the ground need to be minimized when the vessel dropping the anchor and the chain paying out. In general, it should be limited to about 0.5 - 1.0 knots; for VLCCs, it should be from 0.25 to 0.5 knots only. Laying the chain across the ground in an orderly manner can avoid excessive strain on the chain. Observed GPS speed might not be reliable if the speed is less than 0.5 knot. It is very difficult to be accurate at such low speed over the ground.

Anchor

chain

paid

out:

Wrong practice in dropping the anchor may cause chain entangling accidents or loss of the anchor. Most accidents are caused by uncontrolled running-out speed of the anchor chain and poor condition of the brake when dropping the anchor.

The running-out speed should be limited to 5-6 metres/sec. and the brake force must be used to control the speed.

In shallow waters, up to the depth of 25 metres, the customary practice is to let go the anchor from the hawse pipe or one meter above water by releasing the brake.

If the water depth of the anchorage is between 25 to 50 metres, release the anchor about 5 metres above the sea bottom with the windlass, and then let go the anchor by releasing the brake.

If the water depth of the anchorage exceeds 50 metres, release the anchor and the chain with the windlass until the chain walking out to the required length. However, if the water depth is above 80 metres, do not drop anchor as the maximum anchor depth for most vessels are designed to the rule of 82 metres (three shackles). The master should check the class limitation of the vessel to ensure the windlass heaving capacity limits do not exceeded for the anchoring depth.

Length of cable:

The cable length that should be released depends on factors such as water depth, draft, windage area, strength of wind and current, and anchorage congestion.

The previous information of the cable length (3.5 to 4 times the water depth) is no longer enough to prevent vessel from dragging if anchoring is affected by wind and current.

A general guide:

The cable length of should be 3 times of the water depth plus 90 metres in normal condition. It should be 6 shackles under normal circumstance for a depth of 25 metres. In rough weather condition, the cable length should be 4 times the water depth plus 150 metres. Congested anchorage is one of the exceptions. For example, in Singapore Roads, there should be 3 shackles in the water for handy size vessel, and only 4 shackles in the water are acceptable for "Panamax".

Anchor in stand-by:

If there are underwater cables and pipelines on the planned route of intended anchoring point, the anchor should not be lowered into the water and the clutch of the anchor should remain engaged. This prevents the anchor accidental releasing and damaging the underwater cables and pipelines. Anchors when ship alongside berth should be properly secured with stoppers or lashings to prevent any accidental running out.

Anchor dragging

Dragging the anchor often happens in rough weather conditions, especially in tropical areas (typhoon, hurricane, etc.). Avoid anchoring when facing current turbulence in heavy weather and the vessel should then be sailed to open sea.

It has been found that anchor dragging is experienced in 40% of instances of anchoring under typhoon conditions. In such circumstances, it requires extra time and emergency procedure to handle anchor dragging and anchor weighing. Anchor dragging would not cause serious accidents if there is enough space in the sea for maneuvering and enough time to regain control of the vessel. But in most cases there is not sufficient space or enough time as the speed of anchor dragging under wind pressure force is approximately 3 – 4 knots.

Anchor dragging rarely happens on vessels with a deep draft when compared to vessels with a light draft. It is recommended to increase the draft of the vessel to prevent dragging. The master and officers should familiarize themselves with the condition of the vessel in advance and take necessary precautions. Checking the anchor position frequently to detect anchor dragging at early stage is of great importance. A vigilant bridge watch is essential as it can take some time to recognise anchor dragging, especially in a crowded anchorage where there is insufficient space between vessels to deal timely with emergencies. The master and office must keep in mind that during the period beginning of detecting dragging to regaining full control of the vessel, the vessel may run into a dangerous situation, close to other ships and facilities, or underwater cables and pipelines, or shallow water.

Timely steps should be taken once anchor dragging occurs as it can affect the safety of the vessel. Anchor dragging can be reduced to a minimum if another anchor is dropped immediately. In the event of suspected anchor dragging, anchor dragging of vessels nearby, or when the vessel is straying out of the safety swinging circle, the officers on watch should: – Report to the master immediately – Inform engine room to start the main engine emergently – Have officers standing by at the anchor station

Anchoring in heavy weather

When the wind increases to BF 7, the main engine should be prepared on standby, the bridge and engine room must be at a navigation level, and officers should stay alert. If necessary, the vessel should leave the anchorage and proceed to open sea to avoid anchor dragging. If the master decides to take such actions for safety reasons, he or she does not need to wait for instruction from VTS or port authorities.

To prevent anchor dragging in heavy weather, below are the recommended measures:

- Reduce wind area of the vessel as much as possible
- Use ballast to increase the draft of the vessel
- Reduce trim by stern as much as possible
- Trim by head and increase it if possible. This is to move the wind center backward and the hydrodynamic center forward to reduce deviation of the vessel and improve the vessel's stability.

Source: SKULD

Inséré 24/08/19 NIEUWS NOUVELLES Enlevé 24/09/19

Euronav CEO: The Whole World of Bunkering Is Changing

With less than a year to go before the 2020 sulphur cap enters into force, the shipping industry is facing one of the biggest challenges in recent history with regard to selecting the path toward compliance.



The key options on the table to becoming compliant are scrubbers and compliant fuels, including low-sulphur fuel and alternative marine fuels such as LNG, LPG or even methanol.

However, the key dilemma seems to be choosing between exhaust gas cleaning technology and compliant fuels, as owners eye savings on Opex and Capex, while at the same time looking to reap

potential windfalls from investments.

As a result the bunker supply industry is expected to be impacted considerably.

"I think that as far as bunker supply goes, people have to understand the whole world of bunkering is changing," Paddy Rodgers, CEO of Belgian-based tanker shipping major Euronav, said in a conference call on Thursday.

"If people are going to be buying a product now, which is desulphurized product, they're going to need a quality assurance and they're going to need provenance of origin."

There is a great deal of uncertainties regarding availability and safety of compliant fuels in 2020 when the 0.5 pct sulphur cap enters into force, especially on the back of bunker contamination cases from 2018.

"The bunkering market was a residual fuel oil market, abandoned by the oil majors and refiners and handed over to bunker suppliers. And so there's going to be hanky-panky around the quality of volumes and pricing of bunker fuel, which we saw last year with a number of contamination cases."

Furthermore, Rodgers expects huge price spreads would be present globally, depending on location and timing of purchasing bunker fuels. Hence, the focus should be on providing fuel that is a reliable, and meets the need to keep the fleet reliable and of good quality.

Scrubber Story Will Be Over by 2023

Euronav's CEO has not been on the scrubber team with regard to gaining compliance with the upcoming regulations. The key argumentation behind the decision were concerns regarding the returns on investments as well as potential environmental impacts, especially of open-loop scrubbers.

From an environmental perspective the pendulum is swinging, he said, and *"what looked like an open field a year ago is beginning rapidly to close down."*

In particular, bunkering port hubs like Singapore, and more recently, Fujairah, are banning the discharge of wash water from open-loop scrubbers in their respective waters,

"Now that's really important to the investment case, because it's reducing the number of days that you can take advantage of the fuel oil spread in order to pay back the cash flow that you've invested- the capital that you've invested to get back to the cash flow benefits of cheaper fuel- so it's already having an impact," Rodgers added.

"When you look at the fuel spread itself nobody is quite sure how hard and far HFO will fall, but nearly everybody say it will bounce back," he said.

"And then on the general mood music around it, when we talked to all majors, they always said to us that scrubbers is a story that will affect the market 2020, 2021, 2022- by 2023 it will be all over."

Disruptions to Trade Lanes

Industry analysts predict that the new environmental regulations are likely to create a major disruption in the shipping industry, especially for product tankers.

Hence, the preparation of refiners as well as shippers for the 2020 sulphur cap is expected to affect trade lanes. The likely impact is expected to be felt in the third quarter of this year, according to Rodgers, as refiners would need some time to reorganize business operation.

"If you're going to have to re-segregate the whole industry to cope with the sulphur as a critical element in the characteristics of your crude oil and its products, all its products then obviously you're going to have to change the way that you operate and segregate and the way you buy and the way that you sell. So this is coming. It's not a question of whether it will come and then question is, which quarter will impact in. "
World Maritime News Staff

Inséré 25/08/19 NIEUWS NOUVELLES Enlevé 25/09/19

Cargo that kills

To the melancholy list of lives and ships lost and damaged by burning and exploding containers we can now add the 56,642 gross tonnes of Grimaldi's Grande America, now settling into the mud of the deepest part of the Bay of Biscay.

With no little skill, the crew of 27 managed to get their boat launched from its lofty perch on top of the ro-ro garage of the wildly rolling and burning vessel. The work of the crew of HMS Argyll in shepherding the lifeboat and getting its occupants safe aboard the warship in the heavy sea was doubly commendable.



It is worth checking out the video of the rescue to get some idea of the magnitude of the fire and the difficulties of lifesaving in such a situation. It is clear that the Master's decision to get off the burning ship was absolutely correct, and there can be no argument that a lot of seamanship and courage saved 27 lives that night. It is understood that the fire originated in a container on the foredeck of the con-ro ship, but also that its spread was rapid and deadly, fanned by the fierce wind. By the time that the warship was on the scene, virtually the whole foredeck was afire. It is also clear, from the rapid deterioration of the situation during the following day, that the fire had transmitted itself from the deck load to the spaces below and that the ship was doomed, despite the attention of the French emergency towing vessel left on the scene. It was a big ship to be sunk so fast, in such a fashion, but emphasises certain vulnerabilities that nobody seems able to address. What on earth can be done about fires that originate in containers, or, in ro-ro ships carrying vehicles with fuel in their tanks or flammable cargo in trailers? Insurers complain there is a serious container fire pretty well once a month. The remains of the giant Maersk Honam, in which five crew members lost their lives, seen being towed off to repair was a recent reminder that the size of a ship merely magnifies the dangers people face, rather than making it safer. There has been justifiable anger about cargo misdeclarations – people simply lying about their contents, or failing to comply with dangerous goods regulations.

There seems no doubt that there exists a sizeable number of people who couldn't care less about the safety of those who will carry the boxes they have packed. And that won't be changed until these blighters are identified and prosecuted – all the helpful advice in the world won't make any difference to these people. There seems no alternative to more checking, more intelligence shared between carriers and more of the book thrown at the wilfully negligent. And if, despite all these precautions, there is a cargo fire in a ship at sea, there is still no magic bullet that will save the ship and prevent lives being hazarded. A few fire monitors and hoses on deck aren't really effective if there are blazing boxes fanned by the wind, in a storm that is throwing the ship around. You can drill until the cows come home, but if you cannot take away one leg of the fire triangle, the fire will continue to burn. And if fires in containers are not bad enough, those on ro-ro decks are deadly, with exceedingly limited time to contain a fire that has set a vehicle alight. Could we drastically redesign these essential ships to contain fire spread, provide far more effective extinguishing systems and stop people having to risk their lives? Or do we just comfort ourselves with the percentage game, suggesting that most ships and their cargoes get to their destinations unscathed, collect the insurance and get on with maritime life? It's a sort of moral argument, but one that will never go away.



Source : Seatrade Maritime news

Inséré 27/08/19 BOEKEN LIVRES BOOKS Enlevé 27/09/19

Marins belges dans la guerre de 1939-45

Par Henri Anrys

Vient de paraître

Henri Anrys réunit dans cet ouvrage un aperçu global sur la participation des marins belges à la guerre 39-45. Après la défaite de 1940, la moitié des Belges continuant le combat dans les Forces de Grande Bretagne ont été des marins.

Ce sont les derniers militaires du Corps de marine sur leurs tas de ferraille flottants, et les pêcheurs à Dunkerque, ceux de la Marine marchande et les volontaires dans la Royal Navy et parfois aussi dans d'autres armées alliées. Même dans la Royal Navy Section belge (RNSB), ils étaient tous exemptés du rappel à l'Armée décrété par la mobilisation, parce que leur rôle était essentiel sur mer pour la survie de l'Angleterre. Aucun n'a été de ce fait militaire belge, mais tous étaient des cibles prioritaires de l'ennemi, et couraient les mille dangers surgissant de la mer, torpilles, mines, ouragans et navires occultés dans la nuit agitée.

Depuis Dunkerque sous les bombes jusqu'à Anvers sous les V1 et V2, ils ont apporté leur courage et leur détermination à la liberté de leur pays.

Ils ont été dans les convois les plus durs de la bataille de l'Atlantique, dans les endroits les plus menacés comme Mourmansk et Malte, dans bien des débarquements. Jour après jour, ils ont déminé l'accès de ports dont dépendait le ravitaillement de l'Angleterre. Ils ont écrit des pages d'aventures, de sacrifices et de gloire pour leur pays et le Monde libre.

C'est l'histoire des actions, des doutes, de la vie et parfois de la mort de ces hommes et celle de leurs bateaux au feu sous les trois couleurs, qui est racontée ici, éclairée par les récits d'époque par des acteurs ou témoins donnant la perception du moment. Le récit est complété par l'évocation des hommes et des femmes belges qui ont servi avec les forces française, américaine ou canadienne.

Il rappelle aussi les dix années passées dans la Royal navy par le jeune Charles de Belgique, ses années qu'il a qualifiées les plus heureuses de sa vie, et qui le prédestinaient, lorsqu'il sera Régent, à transformer en 1946 la RNSB en Force navale belge, son rêve de jeunesse non réalisé.

L'ouvrage est préfacé par Ludo de Vleeschauwer, qui fut le plus jeune des volontaires de la RN en Angleterre et l'amiral Robberecht apporte une postface, conclusion sur la composante Marine d'aujourd'hui, l'héritage des temps héroïques.

L'Auteur. Henri Anrys a été journaliste, avocat et spécialiste de droit médical. Capitaine de frégate (S) (Res-hre), et membre du Comité d'Histoire de la Marine Militaire, il s'est attaché dès son premier article et son premier livre, Congé pour mourir, sur la Royal Navy Section Belge et son fondateur le lieutenant Billet, à faire connaître la lutte des marins belges en guerre .

EDITION BELGOBELGE , (éditions jourdan), Waterloo, 2018.; Prix: 19,90 euros

Inséré 27/08/19 DOSSIER Enlevé 27/09/19

Report on the investigation of the groundings of Ocean Prefect - Umm Al Qaywayn, United Arab Emirates (II)

SECTION 2 - ANALYSIS

2.1 AIM

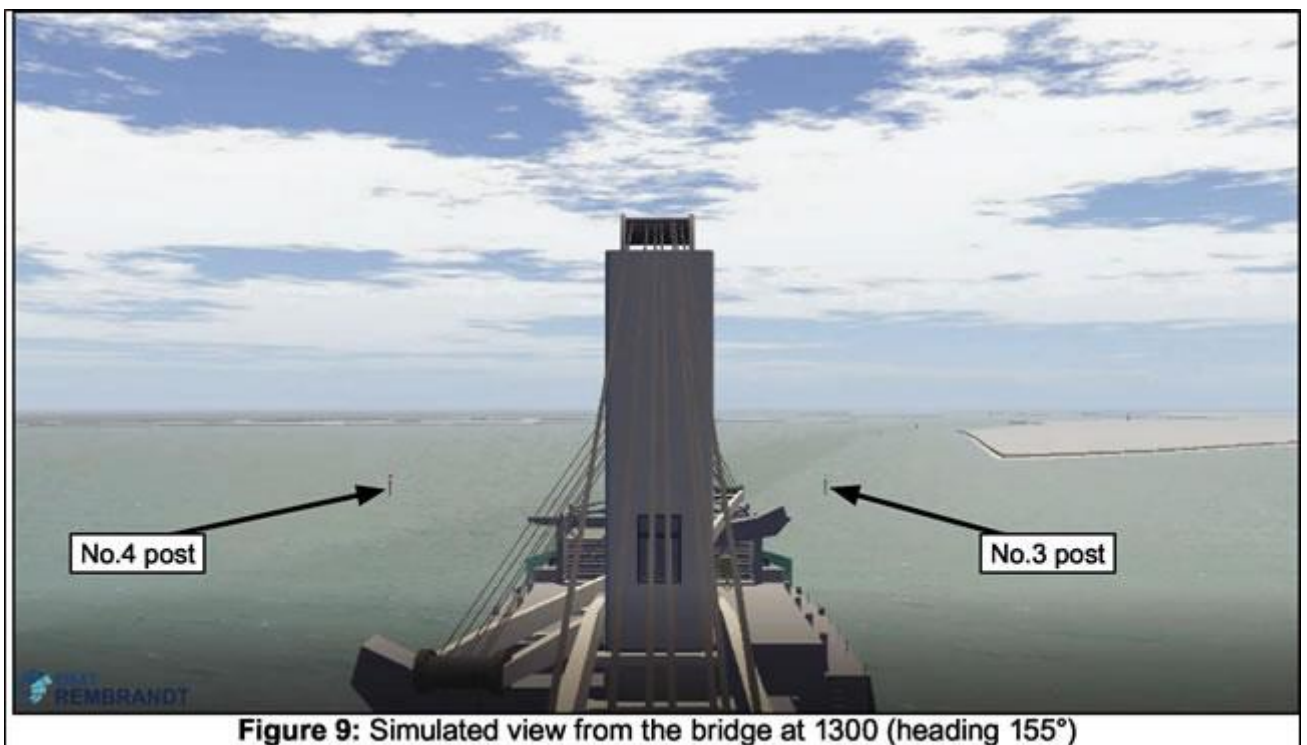
The purpose of the analysis is to determine the contributory causes and circumstances of the accident as a basis for making recommendations to prevent similar accidents occurring in the future.

2.2 GROUNDING 10 JUNE

Ocean Prefect was set to the west of the dredged channel at the entrance to Umm Al Qaywayn by the tidal stream. On passing between No.1 and No.2 buoys at 1254, the pilot steadied the vessel on a heading of 167°, the channel's axis, but it was immediately set to the west. At 1258, AIS data shows that although the vessel was heading 164°, it was making good a course of 175° and was about 50m to the west of the dredged channel

(Figure 4). To have such an effect, the tidal stream must have been setting to the west at a rate of up to 1kt.

That the pilot initially steadied Ocean Prefect on the channel axis of 167° indicates that he had not anticipated a tidal set. His later heading adjustments to 165° at 1256:10 and to 163° at 1257:26, which were only very minor alterations, and his enquiry regarding a gyro error, also indicate that he had not fully appreciated the cause or the extent of the set experienced. The pilot's perspective was influenced by an expectation that the tidal stream would be slack, as the entry was within 30 minutes of the predicted time of high water and he had detected only a slight set during the outbound passage on board San Nicolas. Consequently, his focus was on being able to stop the vessel in readiness for berthing, which is shown by the reduction from 'slow ahead' to 'dead slow ahead' at 1256. It was not until 1258, following discussion with Ocean Prefect's master about the set and being informed by the second officer that the course over the ground was 174° , that the pilot took more positive action. However, although he adjusted the vessel's heading to 155° followed by an increase in engine speed to 'slow ahead', Ocean Prefect remained between 50m and 75m to the west of the dredged channel. This does not appear to have been registered by the pilot, who was navigating solely by eye, or by the master, possibly because Ocean Prefect's bow was now heading between No.3 and No.4 lateral posts (Figure 9).



2.3 GROUNDING 11 JUNE

Figure 5 shows that Ocean Prefect's track after passing the lateral buoys until No.3 and No.4 buoys was largely as intended. The differences between the vessel's heading and its course over the ground indicate that a westerly tidal set at a rate of up to 1kt was again experienced. However, the tidal stream had been anticipated and the headings steered countered the tidal set and Ocean Prefect remained within the channel.

However, the tidal set diminished soon after Ocean Prefect passed No.4 post at 1339. This was not anticipated or noticed by the master, or the pilots, and the bulk carrier's heading

remained at least 1° to the east of the channel's axis of 167° until the vessel encroached onto the eastern limit of the dredged channel and grounded at about 1342. In view of the vessel's position, it is almost certain that it struck into the side of the dredged channel, but this cannot be confirmed without reference to up to date survey data of the area.

2.4 THE MASTER'S PERSPECTIVE

2.4.1 Passage plan

Neither the master nor the second officer had previously visited Umm Al Qaywayn and had to rely solely on the onboard charts and publications to plan the passage into the port. At first glance, the entry via the dredged channel was straightforward as the channel was marked and required only one significant course alteration.

However, the channel was only 100m wide and 10m deep, and for larger vessels such as Ocean Prefect, with a beam of over 32m and a draught over 9m, there was little margin for error. Consequently, the master's arrangement of having a pilot to assist with the entry, although a usual practice, was a necessary precaution on this occasion. Given the navigational constraints, the need for tug assistance to berth and the limited information available, it would have been potentially unsafe to attempt entry without one.

2.4.2 10 June

After the pilots boarded Ocean Prefect on 10 June, the master and pilot exchange appears to have been clear and comprehensive and completed well before the vessel entered the dredged channel. That the pilots came across to the master as both confident and competent during the exchange, could only have increased his level of trust in them. Such trust might have been less forthcoming had the master known that the pilots had completed their first pilotage act on board San Nicolas and Ocean Prefect's entry was their second.

Nonetheless, it is evident from the master's interventions regarding the vessel's set to the west soon after it had passed between No.1 and No.2 buoys, and the second officer's provision of radar information, that Ocean Prefect's bridge team did not allow the pilots to act in isolation. The master monitored the vessel's movement closely and continued to challenge the pilot about the set until the vessel's heading was altered to 155°. In this respect, the master's action accorded with the IMO and ICS guidance (paragraph 1.8). That he did not intervene and take the conn before the vessel grounded, which would have been an appropriate action in accordance with the vessel's SMS (paragraph 1.4.2), was because the pilot's actions to steer the vessel back into the dredged channel appeared to have been sufficient (Figure 9).

2.4.3 11 June

Ocean Prefect's master's trust and confidence in the pilots would have been shaken following the grounding on 10 June and a more cautious approach to the second attempt at entry was warranted. Therefore, from the master's perspective, keeping the vessel on the eastern limit of the channel on 11 June would have seemed an appropriate action to take. The conditions were identical, and it was logical to assume that a similar tidal set would again be an influence.

2.5 LOCAL KNOWLEDGE

A fundamental contribution that pilots are expected to make to vessel safety is their detailed knowledge of a port's environment and operations. In this case, the embarked pilots, although experienced elsewhere, were not fully familiar with Umm Al Qaywayn and its approaches. They had not been given access to recent survey data, their survey of the

dredged channel and the tidal streams was very limited and their only previous acts of pilotage in Umm Al Qaywayn had been on board San Nicolas, immediately before embarking on board Ocean Prefect. In addition to their lack of familiarity with the variability of the tidal stream, that more positive action was not taken on 10 June to steer the vessel into the dredged channel, indicates that the pilots also did not appreciate the extent of the shoal waters to the north of No.3 and No.4 lateral posts or have any mechanisms, such as a clearing range to ensure the vessel kept clear of them.

2.6 TIDAL STREAM DATA

Other than the predicted times of high and low water, tidal information for Umm Al Qaywayn was limited to the tidal stream arrow shown on Admiralty chart 3405 and the reference to a westerly flood stream in the Sailing Directions. Although the information regarding the direction and rate of the maximum flood might have been correct, the absence of comprehensive tidal stream data in the area increases the difficulty in planning and executing a passage into and from Umm Al Qaywayn.

With an axis of $167^{\circ}/347^{\circ}$ between the lateral buoys and No.3 and No.4 posts, the dredged channel runs almost perpendicular to the prevailing tidal stream. Therefore, the tidal stream's effect on transiting vessels is potentially significant. Although this is mitigated to some degree by only allowing the movement of larger vessels around high water, when the tidal stream can usually be expected to be slack, the circumstances of both of Ocean Prefect's groundings indicate that this is not always the case. The grounding on 11 June also indicates that the rates and directions of the tidal stream vary at different points along the channel.

The importance of accurate tidal stream data in the approaches to Umm Al Qaywayn is increased by the narrowness and depth of the dredged channel, the length and breadth of larger vessels and their speed restrictions due to squat. As the channel is only 100m wide, the extent to which a vessel can safely deviate from the base axis of $167^{\circ}/347^{\circ}$ is determined by its length and its position relative to the channel's centre. During Ocean Prefect's entry on 10 June, at a speed of 4kts, the vessel would have had to steer approximately 152° to counter the 1kt tidal stream and make good a course of 167° . As a result, the vessel's extremities would have been perilously close the channel's limits (Figure 10). Consequently, for large, deep draught vessels, slack or near slack water is a prerequisite of safe passage.

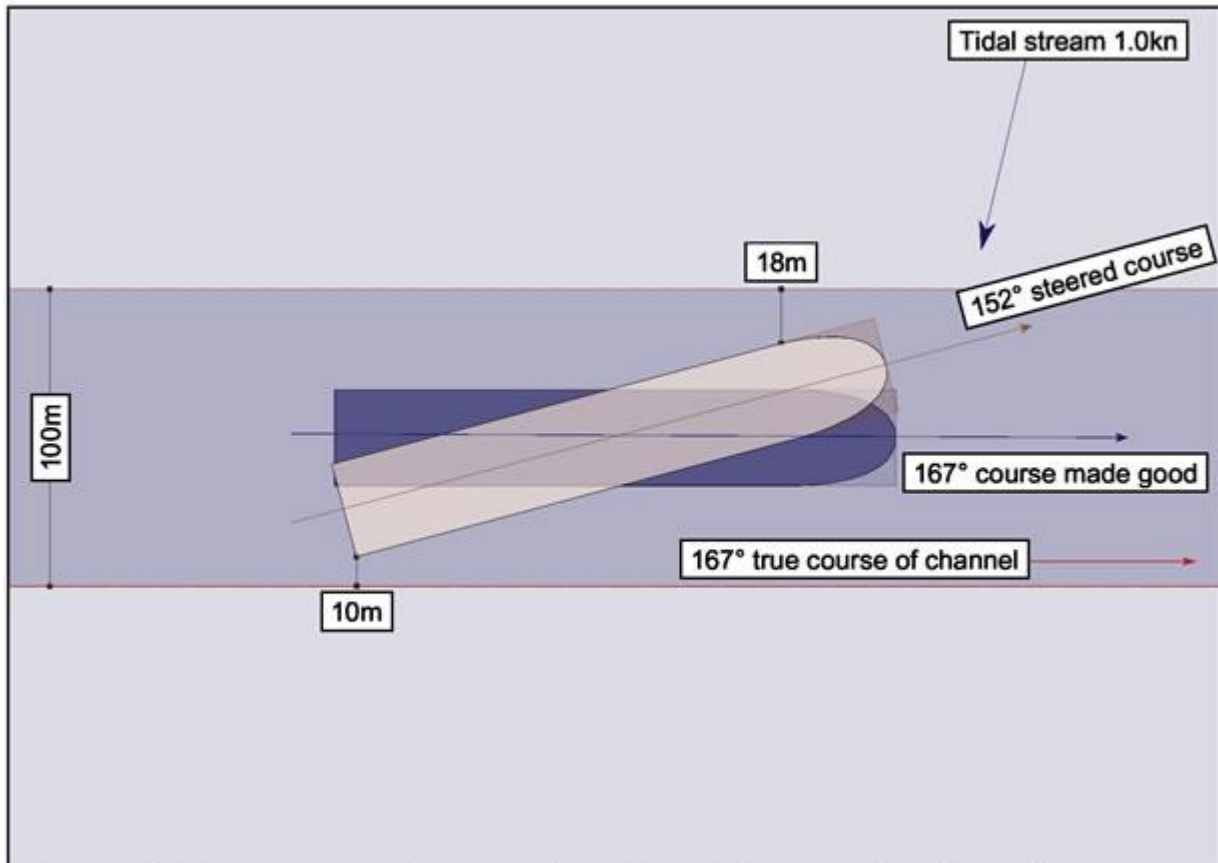


Figure 10: Bow and stern clearances of a 189m x 32.3m vessel in a 100m wide channel

2.7 NAVIGATION MARKS

The use of lateral posts to mark much of Umm Al Qaywayn's approach channel is usual in areas not suited to buoyage. In this case, the distances between the lateral marks (1290m from the gate buoys and No.3 and No.4 posts, and 955m from No.3 post to No.5 posts) were sufficiently short for the marks to provide a visual indication of a vessel's position throughout a transit. However, that the posts were sited up to 50m outside the channel, which is not clear from Admiralty chart 3405 due to its scale, was potentially misleading. On 11 June 2017, it is highly likely that when Ocean Prefect passed No.4 post, the master was under the impression that the vessel was not yet on the eastern limit of the safe water.

2.8 PORT RESPONSIBILITIES

Ahmed Bin Rashid Port is a small port, and its lack of resource and the absence of marine expertise had resulted in the port's management taking little interest in the safe passage of visiting vessels. This was particularly evidenced by its approach to pilotage, for which it did not accept any responsibility. Consequently, the Amasco pilots, who had very limited local knowledge, were permitted to operate in the port to appease local agents by facilitating competition and bringing down pilotage costs for shipowners. The port also did not even provide the Amasco pilots with up to date survey data.

In many parts of the world, port authorities are expected to provide visiting vessels with the information necessary to ensure their safe passage within their ports. In this case, a lack of comprehensive tidal stream and up to date survey data restricted the ability of Ocean Prefect's master and second officer to plan the vessel's passage along the dredged channel. The tidal stream set the vessel across the dredged channel in a manner that could

not be anticipated from the available information and the positions of the lateral posts in relation to the channel's limits were potentially misleading.

In view of these factors, and that the use of a local pilot is essential for the safe passage of larger vessels such as Ocean Prefect, a more structured approach to pilot authorisation and the provision of tidal stream data and accurate visual references in the dredged channel, such as port entry marks, warrants consideration.

SECTION 3 - CONCLUSIONS

3.1 SAFETY ISSUES DIRECTLY CONTRIBUTING TO THE ACCIDENT THAT HAVE BEEN ADDRESSED OR RESULTED IN RECOMMENDATIONS

1. The tidal stream in the approaches to Umm Al Qaywayn immediately before high water set to the west at a rate of up to 1kt. It was not slack as anticipated by Ocean Prefect's master and pilots. [2.2, 2.3 and 2.6]
2. On 10 June, neither the pilots nor the master recognised that the action taken to counter the tidal stream and steer the vessel into the dredged channel before it encountered shoal water was insufficient. [2.2]
3. On 11 June, in view of the tidal set experienced the previous day, it was logical to keep Ocean Prefect towards the eastern side of the dredged channel. [2.3 and 2.4.3]
4. The tidal stream experienced along the dredged entrance channel into Umm Al Qaywayn was variable. [2.3 and 2.6]
5. Pilotage was not compulsory in Umm Al Qaywayn but information on the port and its approaches was limited. [2.4.1]
6. The embarked pilots, although experienced elsewhere, were not fully familiar with Umm Al Qaywayn and its approaches, and had completed only two previous pilotage acts in the port. [2.5]
7. The tidal data available for Umm Al Qaywayn was limited to the predicted times and heights of high and low water and the direction and maximum rate of the flood stream close offshore. [2.6]
8. The narrowness of the dredged channel and the potential for squat limited the action that could be taken on board larger vessels to counter the effects of a tidal set and to remain within the dredged channel. [2.6]
9. The lateral posts marking the dredged channel were sited up to 50m outside the channel, which was not clear from Admiralty chart 3405 due to its scale, and was potentially misleading. [2.7]
10. Ahmed Bin Rashid Port lacked resource and marine expertise and took no responsibility for pilotage. Ocean Prefect's pilots were permitted to operate in the port to provide competition and reduce pilotage costs for shipowners. [2.8]

SECTION 4 - ACTION TAKEN

4.1 MAIB ACTIONS

4.1.1

MAIB

The MAIB has:

On 7 December 2017, presented the safety issues identified in Ocean Prefect's groundings to the Director of Maritime Transport Affairs of the UAE Federal Transport Authority (FTA).

4.1.2 Actions taken by other organisations

The Government of Umm Al Qaywayn has: In November 2017, awarded a concession to the Hong Kong based port operators, Hutchison Ports, to operate the container and bulk terminal facility at Ahmed Bin Rashid Port in Umm Al Qaywayn (UAQ).

The Port Authority has:

Agreed with the UAE Transport Authority that:

- Pilotage for vessels calling at the container and bulk terminal facility will be arranged only through the port authority.
- The port authority will provide navigational information to visiting vessels.
- Leading lights will be established in the approach channel.
- Vessel movements will be controlled and a port control facility will be established.
- A hydrographic survey of the port and its approaches will be conducted.
- Navigational aids will be upgraded.

V. Ships (Asia) Private Limited has:

Issued a safety bulletin detailing the circumstances of Ocean Prefect's groundings in Umm Al Qaywayn, which included the following lessons:

- The master / Bridge Team must be aware that the Pilot orders are for consideration and where appropriate, they should challenge the Pilot as required to ensure the safety of the vessel. The bridge team must remain alert to the vessel's passage during pilotage and not be lulled into a false sense of security that the pilot's actions are failsafe.
- Chart data for harbour approaches and for critical areas of navigation have to be taken as accurate. However, consideration should be given to local port conditions where silting or other natural phenomenon's are known to exist which affects the accuracy of the chart data. Extra caution is to be exercised when transiting such areas and this is where the advice of the pilot must be sought.
- When calling at the port of Umm Al Qaywayn, Master pilot exchange should discuss this issue. [sic]

Inséré 29/08/19 HISTORIEK HISTORIQUE Enlevé 29/09/19

Een Antwerps zeeman: marine-officier en zeereeder Joseph Muskeyn 1763-1842 (I)

door L . BAUDEZ

Bij de viering enkele jaren geleden van het 125-jarig bestaan van het Koninklijk Belgisch Zeemanscollege werd de naam vermeld van een te weinig gekend Antwerps zeeman, Joseph Muskeyn, stichter en voorzitter van een eerste Zeemans Collegie, dat van 1819 tot 1837 heeft bestaan en dat als de voorloper van de huidige vereniging mag worden beschouwd.

De man die dat eerste Zeemans Collegie oprichtte was toen een gekende personaliteit in Antwerpen, maar had reeds een welgevulde carrière achter de rug, in dienst eerst van de Zweedse en daarna van de Franse krijgsmarine.

Het bewogen leven en veelzijdige loopbaan van Joseph Muskeyn verdienen wel dat we hem in een korte levensschets zouden herdenken, zoals deze uit de beschikbare bronnen kon worden samengestelde.

Joseph Augustijn Franciscus Muskeyn² werd geboren te Antwerpen en gedoopt op 21 juni 1763. Zijn familie behoorde tot de gegoede klasse³; zijn vader, Augustijn Muskeyn, was „koopman in kanten“; kanten waren toen een van de voornaamste uitvoerartikelen van onze streken⁴. Een broer, Jan Baptist Muskeyn, was makelaar in verzekeringen⁵. Een zuster, Maria Christina Muskeyn, huwde met Louis Joseph Vermoelen, die uit een voorname Antwerpse familie stamde en waarvan een neef, Philippe Joseph Vermoelen, later burgemeester van Antwerpen zou worden (1814-1817); Louis Joseph Vermoelen werd in 1819 de eerste penningmeester van het door zijn schoonbroeder gestichte Zeemans Collegie.

De jonge Muskeyn moet een verzorgde opvoeding genoten hebben. Buiten de kennis van zijn moedertaal, hanteert hij meer dan behoorlijk de Franse taal; zijn latere brieven en rapporten zijn in een niet enkel correct maar sierlijk Frans gesteld. Hij zal zich ook later zonder moeite in de hoogste kringen bewegen, zowel aan het koninklijk hof in Zweden als in zijn contacten met de republikeinse ministers in Frankrijk.

Joseph Muskeyn begon zijn maritieme carrière in dienst van de Aziatische Compagnie of Compagnie van Triëste⁷, eerst twee jaar aan de Antwerpse zetel van zijn compagnie gehecht, daarna aan boord van het koopvaardijship *Aigle Impérial*.

| Annotasjon vid ankomsten om bordet | Nummer | Caroliert och Namn af Öfver-och Under-Officerer äro Extra be-förade, jemte Regiment och Compagnie af samma. |
|------------------------------------|--------|---|
| | | Cadetter |
| | | Jonas Nilin |
| | | Jöns Jönsson |
| | | Anders Ruud |
| | | O. M. Staf |
| | | Eric Gust. Wigell |
| | | Carl Gust. Bark |
| | | Joh. Adolph. Bark |
| | | Jöns Muschein |
| | | Lars Hagberg |

Vemdeling van „Joseph Muschein“ op scheepsrol van de „Koning Gustav III“, 1790. Krigsarkivet, Stockholm

De lotgevallen van dit schip zijn ons bekend. Het vertrok uit Triëste in maart 1783 met bestemming China, maar moest, zwaar gehavend door een storm op de Dalmatische kust, naar de uitgangshaven terugkeren en miste aldus de reis naar China voor dat jaar. In 1784 vaarde het naar Marseille, waar het een tijdlang door de Hollanders werd geblokkeerd, en kon eindelijk in januari 1785 te Cadix aankomen om van daaruit naar Canton in China uit te varen. Maar ondertussen was de Aziatische Compagnie financieel ineengestort en waren het de schuldeisers die nu het schip ophielden. Het werd uiteindelijk toch naar Oostende overgebracht en kon er later verkocht worden⁹. Voor de jonge zeeman zal de reis, indien hij ze van begin tot einde heeft meegemaakt, zeker geen prettige ondervinding geweest zijn, maar veeleer een

opeenvolging van tegenvallers: hevige stormen, de lange blokkadewachttijd, de gemiste Chinatocht, en eindelijk de ondergang van de onderneming waaraan hij verbonden was.

Na deze eerste maritieme ervaringen in dienst van de koopvaardij van zijn eigen land, vinden we Muskeyn terug in een gans andere omgeving en bediening, nl. in Zweden in dienst van de koninklijke krijgsmarine aldaar.

Hoe, waarom en wanneer Muskeyn naar Zweden trok, wordt nergens vermeld. Het is echter een feit dat er tussen de Nederlanden en Zweden bestendige handels-maritieme en

financiële bindingen bestonden, vooral dan in de eerste helft van de 18e eeuw: het is mogelijk dat daarin de verre aanleiding lag voor Muskeyn om zijn diensten aan Zweden aan te bieden.

In de jaren 1788-1790 was Zweden in een oorlog met Rusland gewikkeld, die vooral in Finland en in de Finse Wateren werd uitgevochten. In die oorlog heeft Muskeyn zich bijzonder onderscheiden.

In een document van de Zweedse marine wordt hij in 1790, onder de naam Joseph Muschein, als kadet vermeld op de scheepsrol van het schip Koning Gustaf III, het vlaggeschip van de grootadmiraal hertog Karel, broeder van de koning. In hetzelfde document vernemen we dat hij op 3 juni 1790 tot vaandrig werd bevorderd en het bevel nam van een op de Russen buit genomen brander, d.i. een klein vaartuig dat gevuld met licht ontvlambare stoffen tegen vijandelijke schepen werd gedreven om ze in brand te steken.

Verschillende bijzonder moedige wapenfeiten worden hem in deze oorlog toegeschreven. Bij het uitvaren van de Zweedse vloot uit Viborg in juli 1790 kon hij door het inzetten van zijn brander de aftocht van de galei waarin de koning zich bevond met succes verzekeren. Men vermeldt ook dat hij bij een enteringspoging op het admiraalschip zich zo dapper had gedragen dat de grootadmiraal zelf hem terplaatse tot de graad van luitenant-ter-zee bevorderde.

In dezelfde campagne werd aan luitenant Muskeyn door de grootadmiraal een zeer gevaarlijke opdracht toevertrouwd, nl. een marine-eenheid dwars door de schepen van de Russische vloot heen van Sveaborg naar de Svenksund te brengen tot versterking van de koninklijke vloot die zich aldaar ophield. Hij lukte erin zonder onheil zijn doel te bereiken en kon aldus aan de grote zeeslag die daar geleverd werd op eervolle wijze deelnemen. Dank zij de verpletterende Zweedse overwinning werd het de koning mogelijk in augustus 1790 met Rusland onder gunstige voorwaarden vrede te sluiten.

Terloops vermelden we dat Muskeyn in deze oorlog een strijdmakker had die later beroemd zou worden, de Engelse kapitein, nadien admiraal, sir Sydney Smith, en die hij later zou moeten bekampen in de Frans-Engelse oorlog in het Kanaal en die hij nog later, zo vertelt men, in meer vreedzame tijden, in 1829, zou mogen ontvangen en rondleiden in Antwerpen.

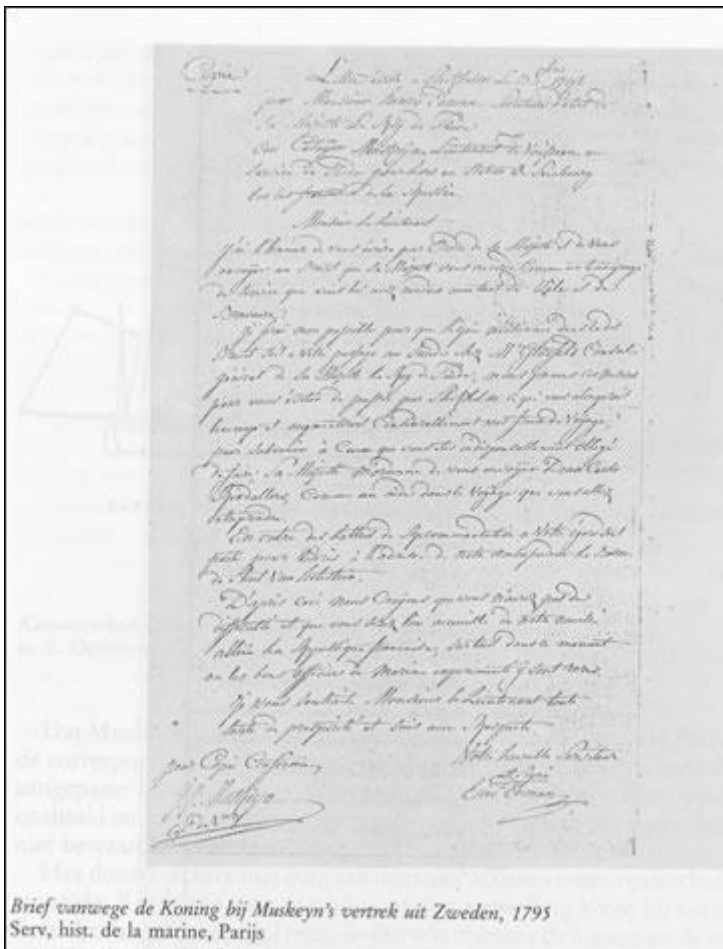
Na het sluiten van de vrede met Rusland bleef Muskeyn blijkbaar de gunst van de koning genieten. In 1791 werd hem de eervolle taak toevertrouwd het bevel te voeren van de koninklijke jacht. In een latere brief spreekt hij over de „waardigheden die hem door de erkentelijkheid van het Zweedse hof toekwamen". Toen koning Gustaaf III op tragische wijze omkwam — hij werd op 16 mei 1792 op een hofbal door een gemaskerde verrader vermoord — was Muskeyn onder de hovelingen in de balzaal aanwezig.

Nadien werd Muskeyn gehecht aan de Zweedse vlootbasis van Sveaborg in Finland; Sveaborg was toen een belangrijk steunpunt van Zweden tegenover Rusland, het „Gibraltar van het Noorden", zoals Zweedse historici het noemden. Muskeyn zou er blijven tot hij in september 1795 zijn ontslag zou bekomen.

Zijn ontslag uit de Zweedse vloot was een meer dan eervol ontslag. Er werd hem vanwege de koning een bijzonder brevet aangeboden „als blijk van waardering voor de diensten die hij aan de koning met zoveel ijver en dapperheid had bewezen"; tevens werd hem een eresabel geschonken en een geldsom van 200 Rixdollars om zijn reiskosten te helpen betalen. Verder werden er ook voor hem aanbevelingsbrieven naar de Zweedse ambassadeur te Parijs verzonden.

Toen Muskeyn ontslag nam uit de Zweedse vloot, was het om dienst te nemen in de marine van de Franse Republiek. België was sedert 24 juli 1794 door Frankrijk bezet en zou op 10 oktober 1795 bij de Franse Republiek officieel ingelijfd worden.

Over de ware reden van deze nieuwe koerswijziging in de levensloop van de 32-jarige zeeofficier kan men enkel gissen. Was het de verveling van een gedwongen inactiviteit op een vaste plaats aan de wal na de woelige oorlogsbelevissen, of de wens om dichterbij de zijnen te komen, of nog, en misschien meer waarschijnlijk, de zucht om opnieuw actieve dienst te nemen in een strijdende marine samen met gunstige vooruitzichten voor een vlugge erkenning en verdere promotiekansen? In die tijd was er immers een nijpend gebrek aan geoefende zeeofficieren in de Franse marine, daar velen die onder de monarchie hadden gediend, ofwel uitgeweken waren, ofwel door het nieuwe regime afgezet werden.



Over Muskeyn's dienst in de Franse marine is men goed ingelicht. Men beschikt nl. over een eigenhandig geschreven zeven-bladig verhaal vanaf zijn officiële aanvaarding op 11 april 1796 tot aan zijn ontslag op 23 september 1800 en over de officiële archiefstukken van de Franse marine.

Indien de jonge zeeofficier op zoek was naar nieuwe actie en verantwoordelijkheden, zou hij zeker niet teleurgesteld worden. Zijn leven werd een aaneenschakeling van militaire acties op zee, voorbereid en gevolgd door besprekingen, inspectietochten en stafwerk te land. Het is niet mogelijk en ook niet aangewezen al deze verrichtingen, die uitvoerig elders beschreven werden, hier nogmaals gedetailleerd uiteen te zetten; wij beperken ons tot de hoofdlijnen.

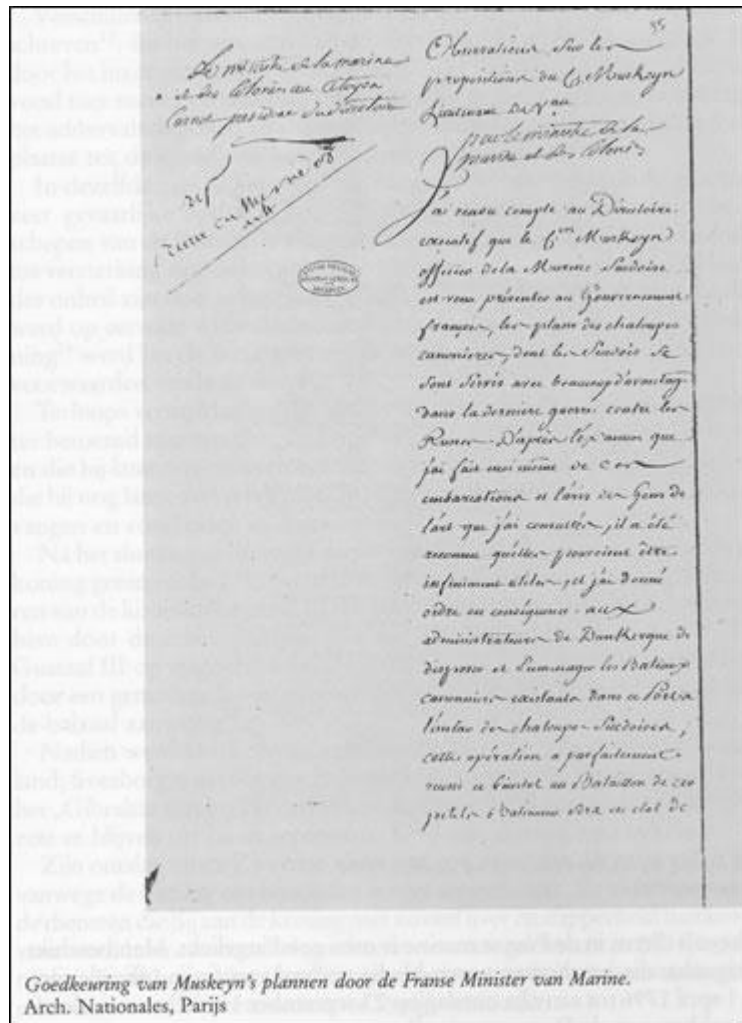
Heel de actie, waarbij Muskeyn betrokken zou worden, was bedoeld om de Franse kusten tegen de Engelse aanvallen te beveiligen enerzijds en om een te voorziene landing van Franse troepen op de Engelse kusten voor te bereiden anderzijds.

Betreffende de schepen die voor zulke verrichtingen konden ingezet worden, bracht Muskeyn zijn eigen visie en plannen. Inderdaad, pas in Frankrijk toegekomen, en nog vóór zijn officiële aanstelling, aarzelt hij niet zich te Parijs naar het Ministerie van Marine te begeven, waar hij aan de Minister van Marine van het Directoire Truguet zijn opvattingen uiteenzet.

Het moesten schepen zijn met platte bodem, volgens een door de Zweedse scheepsbouwer Chapman ontworpen model, schepen die laag op het water liggend dicht bij de kust konden worden ingezet en die, terwijl ze zelf een moeilijk te treffen doelwit vormden, tevens relatief zwaar geschut konden dragen. De vroegere officier van de Zweedse marine had de kwaliteiten van zulke schepen in de Finse oorlog kunnen ervaren; hij wist het vertrouwen van het Directoire en van de Minister van Marine Truguet te bekomen, die zijn ideeën aanvaardden.

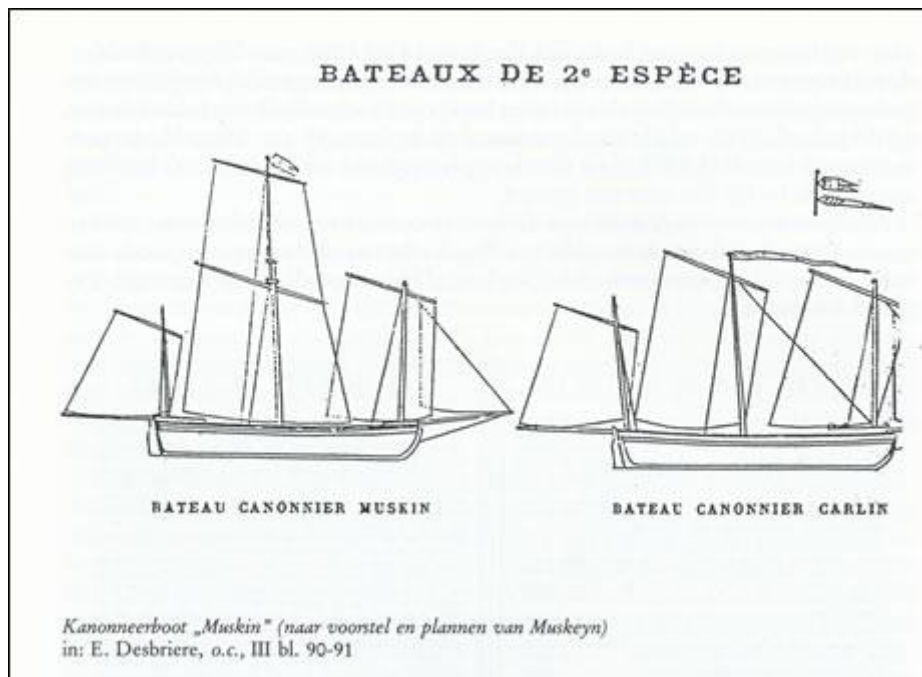
Het kwam er nu opan een vloot van zulke schepen vlug in te richten, en we zien Muskeyn, nu officieel in de Franse marine opgenomen en de titel van Commandant de la flottille de la République à Dunkerque voerend, zich daarvoor inzetten, zowel te Duinkerke zelf als in de andere Franse havens van de Noordzee en van het Kanaal. Zijn schepen zouden weldra les bateaux à la Muskeyn, of eenvoudigweg bateaux Muskeyn worden bestempeld, soms Muskin of Musquin gespeld.

Dat Muskeyn het volle vertrouwen genoot van de Minister te Parijs blijkt uit heel de correspondentie. Aldus vroeg de Minister hem weldra om voor de flottielje een aangepaste tactique, of gevechtsmethode, op te stellen; deze werd zeer gunstig onthaald en aan de officieren medegedeeld; het valt te betreuren dat dit document niet bewaard is gebleven.



Het duurde echter niet lang eer men aan Muskeyn een opdracht op zee toevertrouwde. Reeds een paar maanden na zijn aanstelling kreeg hij het bevel over een flottielje van 52 schepen. De opdracht was eerstens de kusten en de kustvaart tegen vijandige aanvallen te beschermen. Nadien werden er aan zijn flottielje 29 transportschepen toegevoegd voor het vervoer van een legereenheid onder de leiding van een divisie-generaal voor een z.g. „Geheime zending”, die wellicht een landing op vijandelijk gebied kon zijn.

Deze „geheime zending”, die lange voorbereidingen eiste omreden van de moeilijkheden behoorlijke landtroepen te verzamelen, kon slechts in november een begin van uitvoering krijgen. De omstandigheden waren echter toen reeds te ongunstig; er woedden hevige stormen en zowel het moreel als de gezondheid van de troepen leden eronder. Zodat het onmogelijk bleek de poging door te zetten; de overheid moest aan het opzet verzaken, de transportschepen werden opgelegd en de troepen keerden naar het binnenland terug.



Na een korte reis naar Parijs voor besprekingen met de Minister van Marine kreeg Muskeyn het bevel zijn flottielje van Duinkerke naar Le Havre over te brengen om vanuit deze haven heel de kuststreek van Duinkerke tot Brest te bewaken en te beschermen. Hij voerde nu de titel Commandant de la Flottille de la Manche, zoals het

op zijn officieel briefpapier gedrukt stond. Deze opdracht duurde tot 28 augustus 1797, toen de flottielje van Le Havre werd opgelegd.

Ondertussen had onze ondernemende zeeofficier een dubbele eervolle bevordering ontvangen. Bij zijn in dienst treden was hij in zijn vroegere graad bij de Zweedse vloot, nl. luitenant-ter-zee, bevestigd. Reeds op 14 juli 1796, toen hij pas drie maanden als bevelhebber van de flottielje van Duinkerke was aangesteld, werd hij tot fregatkapitein bevorderd. Enkele maanden later, op 22 september van hetzelfde jaar, op 33-jarige leeftijd, volgde zijn benoeming als kapitein-ter-zee. Deze vlotte promoties zijn een duidelijk bewijs van de appreciatie van zijn diensten en het hoog aanzien dat hij bij zijn oversten genoot.

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| <p style="text-align: center;">PROCLAMATION.</p> <p>LE MINISTRE DE LA MARINE nous ayant invité à seconde de nous nos pouvoirs le Citoyen MUSKEYN, Lieutenant de Vaisseau, chargé de lever des Matins pour une expédition importante dans le Nord, nous exhortons tous ceux d'entre vous qui ont navigué ou qui ont été avec vous dans la Mer de la République Française, à saisir cette occasion de se distinguer & de recueillir les fruits de leur valeur, que le Gouvernement leur abandonne.</p> <p>Les riches croisières que peuvent les Vaisseaux Anglais & qui courent les mers, vous offrent le prix de votre courage, vous rendez dans votre Patrie rapporteur à vos Familles les Riches qui font leur honneur, & vous joindrez, à cet avantage le Glorieux d'avoir servi votre Patrie & d'avoir Honoré de Pavillon Français.</p> <p>Fait à Anvers en l'Assemblée du 19 Messidor An IV, de la République. Petrus les Citoyens Levesque, Préfet, Jean Solvyns, Bellay, A. P. De Moor, De Haan, Administrateurs, Buis, Commissaire du District extensif, Nautier Secrétaire Général.</p> <p style="text-align: center;">Pour Copie conforme LEVEQUE, Préfet. HAUTERS, Sec. Gén.</p> <p style="text-align: center;">Le Citoyen MUSKEYN, Lieutenant de Vaisseau, à ses Compatriotes.</p> <p>Le Ministre de la Marine m'a confié la direction d'une Expédition importante & m'a chargé de me rendre à Anvers, au milieu de nos Compatriotes pour solliciter nos avantages de l'Entrepôt et d'entre eux qui voudront en partager les dangers & la gloire.</p> <p>Je vous annonce au Nom du District Extensif, que les profits qui seront faits par la Flottille de la République, seront vendus au profit de la Flottille des Espagnols. Ainsi une seule expédition importante peut vous servir pour le reste des vos jours. Vous avez déjà entendu parler des richesses immenses que les Bâtiments de la République enlèvent tous les jours aux Anglais, vous ferez encore vos mains, vous partager les profits des croisières de la République.</p> <p>Vous ferez sans nos ordres & vous recevrez les Egarés de tous traitemens que vous devez attendre de votre Compatriote. Les Marchés Français sont très habiles, nos succès vous dans les Ports de la grande Franche & de vos succès sont à la mer & la mer, une somme par jour en navigation. La République Française donne secours aux hommes de couleur des Mers Françaises & des pensions de retraite. Ils font sous l'inspiration de garantir à tous les Grades d'après le choix de leurs camarades, leur honneur & leur renommée de France.</p> <p>Le Bureau de l'Enregistrement est chez le Citoyen MAX SOLVYNS, Capitaine de Port. De ce qu'il que les jeunes gens, qui ont leur service, qui font d'une bonne maison & d'une famille renommée.</p> <p style="text-align: center;">J. J. MUSKEYN, COMMANDANT EN CHEF, des Chaloupes Canonnières de la République Une & Indivisible.</p> <p style="text-align: center;">à Anvers, chez le Citoyen Parys, Imprimeur, au coin de la rue des Sœurs-saints. N° 13.</p> | <p style="text-align: center;">AFKONDING.</p> <p>DEN MINISTER DER ZEE-MAGT Ons uyverzoondig hebbonde om met alle uwer magt te weder- brengen den burger MUSKEYN, Scheep's Lieutenant, beheld met het ligten der Zee-linden voor een gewigtige Ondernem- ming, waar mede by gelid is; met wakken Wy alle be- versen lieft, die sig onder U.L. bevinden of cooden wen- schen te dienen in den Zee-dienst der Franfche Republiek een, om deet getrouwerly waar te oecoen, met eynde sig ulyt te maaken en de vrugten van haaren behou-moet te genieten, de welke het Gouvernement hun afleent.</p> <p>De ryke landingen de welke de engelyfche Scheepen over de zee voeren gaen den byt van uwer heldemoet worden, gy zult in uw Vaderland een ons Familien de Rykdomen an- bereygen die hun geluk zullen wyvenken, en gy zult een dit volkomen voegen de glorie van uw Vaderland geniet en de eer der franfche Vlag veredelt te hebben.</p> <p>Gedaen te Antwerpen in de Zitting van 19 Messidor des Jans der franfche Republiek, Tegenwoordig de Burgers Levesque, Préfet, Jean Solvyns, Bellay, A. P. De Moor, De Haan, Administrateurs; Buis, Commissaire van het uyverzoondig Districtum en Nautier Sec. gen.</p> <p style="text-align: center;">Voor getyverzoondig Copie LEVEQUE, Préfet. HAUTERS, Secrétaire gen. Gezien de Verzevling JEAN SOLVYNS, Almonst.</p> <p style="text-align: center;">Den Burger MUSKEYN Scheep's- Lieutenant Aan zijne Mede-Vaderlanders</p> <p>Den Minister der Zee-magt heeft my een gewigtig Veruygting toebereywd, en heeft my naar An- twerpen, ten midden van onze Medevaderlanders te begeven, om van de volsterken der onderneming welke doedag te maek- en, & si wie onder hun de graven en de glorie dat van zal willen deelen.</p> <p>Ik kondig U een ulyt des Naem van het uyverzoondig Districtum, dat de Scheepen, de welke door de kleine Republiekische Vloet zullen gekapt zyn, gebruyk ten profyt van het Schone- wijk zullen veruygt en het geluk onder hun veredelt worden, zoo dat een gewigtig onderneming allen U voor geboet een leven kan ryk maeken. Gy hebt reeds van de onnoedelyke ryk- dommen, die de Scheepen der Republiek alle dagen van de En- gelyfche afbreken, haeren geboeten. Uw geluk is in uwer handen, kondt en maek U oedelyg van den dienst der vryden van de Republiek.</p> <p>Gy zult onder myne Oeders zyn, en genieten de agting en eenere behandelng, die gy van uwer mede-vaderlander moet veruygen. De Franfche Maatsoen worden sifig gekapt, krygen gouden Koft, behoude in de Haven van Vladyt, en Wy die ulyt te zee zyn, die ook eenen eenen in klakende geluk per dag. De franfche Republiek geeft onderhand een de vryden en kin- deren der franfche Zee-linden en afteghyde-pensioenen. Zy kon- den volgen den een van hunne Kameraden, haere kloek de- den, en oedelyg van dienst van alle graven verveeld worden.</p> <p>Den Bureau van Aansiening is by den Burger MAX SOLVYNS, Kapiteyn der Haven. Men veruygt allezigt in den dienst jonge lieft, veruygt een goede oeffening van goed gebrag en een kleine grondheid.</p> <p style="text-align: center;">J. J. MUSKEYN, OPPERBEVELHEBBER der Canonier Chaloupen der Republiek, Een en Onverdelbaar.</p> |
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Maar alvorens voort te gaan met de verdere opdrachten van Muskeyn, moeten we even naar de tijd van de flottielje van Duinkerke terugkeren en een episode aanhalen die voor heel wat opschudding en kwaad bloed zorgde in zijn eigen geboortestad Antwerpen. Muskeyn, die voor de schepen van zijn flottielje had gezorgd, meende ook voor manschappen te moeten zorgen en dacht dat hij als „borger" van Antwerpen aldaar gemakkelijk vrijwilligers voor zijn dienst zou kunnen aanwerven. Zijn plan werd door de Minister van Marine goedgekeurd en vanuit Parijs kreeg de Antwerpse overheid opdracht om aan Muskeyn daarvoor alle faciliteiten ter beschikking te stellen.

De zaak werd aan de inwoners van de stad aangekondigd door een aanplakbrief met een dubbele proclamatie resp. van de centrale administratie en van Muskeyn zelf „Aen zijn Mede Vaderlanders" gericht. Daarin werd een oproep gedaan voor de dienst en werden tevens de te verwachten voordelen in bijzonder aantrekkelijke termen voorgesteld (cfr. aanplakbrief). Een lokaal voor de aanwerving werd beschikbaar gesteld en, om de zaak aantrekkelijker te maken, werden „divertissementen" voorzien: muziek, drank en dans, waarvoor de stadskas 50 florijnen moest uittrekken. De Van der Straelens hebben in hun Kronijk de recrutering met levendige kleuren beschreven.

Hoeveel er werkelijk te Antwerpen aangeworven werden is moeilijk te bepalen. Aanvankelijk was Muskeyn nogal tevreden en kon hij melden dat de Belgen zich gemakkelijk lieten aanwerven. Maar nadien moest hij bekennen dat zijn plannen op hevig verzet stuitten. Hij had zich blijkbaar over de gevoelens van de bevolking vergist. Door zijn langdurig verblijf in Zweden kende hij de gemoedstoestand van zijn medeburgers in Antwerpen niet meer; deze waren al te zeer gekant tegen de Franse Republiek, die ter plaatse door de gehate commissaris Dargonne, de man van de afpersingen, arrestaties en kerkvervolgingen, was vertegenwoordigd. In zijn brieven vermeld Muskeyn het verzet van de geestelijkheid die de aanwerving vanop de preekstoel bestreed en de verwijten die hij moest aanhoren. Er kwamen ook klachten van ouders waarvan de minderjarige kinderen

Recruterings-aanplakbrief
 Stadsarchief Antwerpen

zonder hun toestemming werden aangeworven; zelfs Dargonne schreef aan Muskeyn dat hij met de goede wil van de ouders rekening moest houden. Alleszins werd het voor Muskeyn een minder prettige aangelegenheid, die misschien wel een verklaring inhoudt van een zekere miskenning welke hij later in zijn geboortestad heeft moeten ondervinden.

Na het verhaal van deze eerder ongelukkige aanwervingscampagne te Antwerpen keren we terug naar de flottielje van het Kanaal. En 1798 mocht Muskeyn opnieuw het bevel voeren voor een tweede uittocht-periode die zou duren van 2 maart tot 16 oktober. De tochten kregen nu een meer krijgshaftig karakter en het kwam meermaals tot, weliswaar lokale, maar toch niet minder zware en bloedige gevechten.

Vermeldenswaard is vooral een ernstige poging om de Saint-Marcouf eilanden op de Engelsen te heroveren. Deze eilanden, langs de Oostkust van het schiereiland Cotentin gelegen, waren door de Engelsen onder bevel van sir Sydney Smith in juli 1795 door verrassing bezet geweest. Daardoor kwamen de voor de Fransen vitale verbindingen tussen Le Havre en Cherbourg onder constante controle en bedreiging van de Engelsen te liggen.

Wordt vervolgt

Inséré 31/08/19 NIEUWS NOUVELLES Enlevé 30/09/19

Euronav sees positive signals ahead

Euronav has reported a net gain of \$19.5 mill for the first quarter of this year, compared with a net loss of \$39.1 mill for 1Q18.

Proportionate EBITDA for 1Q19 was \$132.9 mill, compared with \$30.7 mill in 1Q18.

Freight rates were described as resilience, despite OPEC cuts and new tonnage entering the fleet. There were also a number of positive signals emanating from the current large crude tanker market, the company said.

New CEO, Hugo De Stoop, is to have his appointment formally recorded at the 9th May AGM. He said: "There are positive signals from the tanker market at present. Firstly, Euronav delivered VLCC rates of \$35,000 per day (same as 4Q18) despite 1.2 mill barrels per day OPEC cuts and 28 new VLCC equivalents entering the global fleet during 1Q19.

"Secondly, US crude exports are running around 30% higher year on year. Thirdly, asset prices which historically have been a key valuation indicator for investors, continue to rise in both newbuild and secondhand values.

"Refinery maintenance programmes are more detailed and more prolonged this year than previous years and are likely to bring seasonal freight rate pressure forward to the second quarter. However, with increased cargo supply expected in the second half along with reduced tanker capacity from IMO induced retrofitting and potentially more Iranian vessels leaving the trading fleet, the outlook for the second half is encouraging," he said.

During 1Q19, Euronav's TI pool spot VLCCs averaged \$35,195 per day, compared with \$18,725 per day in 1Q18. The average timecharter rate was \$27,6320 per day as against \$34,000 per day in 1Q18.

As for the Suezmaxes, they averaged \$27,380 per day on the spot market and \$32,180 per day for a timecharter, compared with \$14,000 and \$23,850 per day in 1Q18.

The company retained around \$785 mill of liquidity as at the end of March, 2019.

The 1Q19 proved to be an unusual and largely resilient one for the large crude tanker sector. The OPEC production cuts announced in 4Q18 impacted 1Q19 trading and represents around 3% of the crude which is seaborne each day, Euronav said.

Nearly 30 VLCC equivalents were delivered to the global fleet during the same period – an increase of 3% in fleet supply. Despite this demand reduction and increase in supply –the freight rates in VLCC terms were resilient posting \$35,000 per day –equivalent to that delivered in 4Q18. VLCC rates in particular enjoyed a counter seasonal rally during February and March.

The continued growth of US crude exports continues to have multiple but positive ramifications for the tanker sector. The majority of this export is transporting long haul (Asia, Europe) which is absorbing a high level of tonnage. These vessels are often then ballasting to the Atlantic basin further increasing the ‘stretch’ of the global fleet.

This expansion is driving a ‘two-tier’ freight rate market with tonnage, primarily in the VLCC space, between the Atlantic and Middle East freight markets.

Asset prices continue to rise with the major categories of newbuild, five, 10 and 15 year old VLCCs and Suezmaxes all rising in value during 1Q19, compared to the previous Quarter. The key focus of this rise has been on second hand tonnage.

This is important as historically tanker equity values have had a stronger correlation with asset prices than earnings.

After a record year of recycling during 2018 activity was expected to be less active and this has proven to be the case with only one VLCC and a single Suezmax removed from the global fleet during 1Q19. With improved freight rates year on year and a vibrant market for older tonnage, based on potential fuel oil storage opportunities around IMO 2020 disruption, such a slowdown in recycling is to be expected in the short term.

However with the average fleet age for both VLCC and Suezmax fleets now around 10 years and a sizeable proportion of the fleet over 17 years of age (13% VLCC, 11% Suezmax) the pressure to recycle will remain elevated for owners of such tonnage.

Looking ahead, the tanker markets’ dynamic will be to expect some seasonal freight rate weakness during the spring/summer period as fewer barrels are moved to accommodate refinery maintenance programmes.

It is anticipated, however, that this seasonal pressure will be shorter than usual as a number of headwinds give way to tailwinds during the second half onwards.

Underlying demand remains robust with IEA maintaining a forecast above longer term trend growth at 1.4 mill barrels per day for 2019. Oil supply should expand as increased exports from the US and Brazil replace lost OPEC barrels. The global refinery complex is forecast to reduce its maintenance programmes for the second half of 2019 as it gears up for the imposition of IMO 2020 in January next year, thus boosting second half year crude demand.

Euronav expects vessel supply to be disrupted by IMO motivated retrofitting of scrubbers with VLCC and Suezmaxes each expected to be absent from the market during this retrofit process reducing fleet capacity by potentially up to 2%.

In addition to this, there is the potential for more Iranian VLCC vessels to be removed from the fleet depending on the scope of US waivers and their renewal from May, 2019 (see above).

Inséré 02/09/19 DOSSIER Enlevé 02/10/19

Fatigue and the modern seafarer

Quality of sleep can be as important as quantity in reducing fatigue and sleep quality can be affected by sleep disorders. Should owners and crew managers be taking a closer look at the sleep apnea diagnosis and available treatment responses? The answer appears to be a resounding yes! As is well documented, "fatigue degrades a person's cognitive skills by slowing reaction time, reducing vigilance, and adversely affecting decision making, all skills necessary for effective navigation and vessel system diagnosis. Research has shown that people need about eight hours of sleep a day and receiving less than that can lead to fatigue-degraded performance. Accident investigations have linked mariner errors to their fatigue." (Fatigue in Marine Accident Investigations, Barry Strauch; ScienceDirect, 2015.) Fatigue related accidents are as significant a problem today as they were in 2002 when Gard first published an Insight article on the topic: Are we tired of hearing about fatigue-related casualties?. Fatigue is caused by a range of factors such as stress and excessive work load but is also very much affected by a person's ability to "sleep well". In addition to environmental factors such as noise and vibrations, a seafarer's quality, quantity and continuity of sleep is very much affected by the typical onboard work schedules. Accordingly, fatigue management strategies commonly begin with determining operational workload requirements and matching onboard manning levels and onshore support resources, combined with efficient management of workload and hours of work and rest on board the ship. However, a variety of sleep disorders are also known to disrupt the quality of sleep and make it impossible to obtain restorative sleep, even when individuals spend enough time trying to sleep. The most common sleep disorders are sleep apnea, insomnia, restless legs syndrome, shiftwork sleep disorder and narcolepsy. Sleep disorders pose a particular risk for seafarers, as maritime operations already expose seafarers to restricted sleep. With studies concluding that fatigue plays a significant role in marine casualties, it is no surprise that the shipping industry is looking for an evidence-based response plan. Here we discuss sleep apnea – a disorder which often goes undetected and therefore untreated – to the detriment of individual crew members and, inevitably, to the safe operation of the vessel.

Sleep Disorder Breathing (SDB) describes two main disorders: Obstructive Sleep Apnea (OSA) which is characterized by repeated episodes of upper airway obstruction during sleep. Central Sleep Apnea (CSA) which is characterized by a lack of respiratory drive, resulting in breathing instability and pauses. CSA is associated with patients with existing cardiovascular or neurological diseases. We will focus on the first disorder, OSA, as it is by far the most common. As is well documented in the medical journals, OSA has a significant causative correlation with arterial hypertension, cardio-vascular disease, coronary heart disease and an independent risk factor for stroke. There is additional medical research indicating possible connections to atrial fibrillation, heart failure and diabetes (further studies are being done). All these illnesses are serious, leading to very significant disability and an untimely death.

Diagnosis, treatment and loss prevention

Proper diagnosis of OSA is simple, involving only one night of sleep connected to sensory medical equipment. Once the diagnosis is made, treatment is also simple and effective. The C-PAP machine is the primary medical tool and is available world-wide. The C-PAP is a mask worn at night connected to a machine which intakes air, pushes it down the connecting tube and into the mask. The resulting increase in air pressure forces the patient's airway open and keeps it open so long as the machine senses the blockage in the throat (which is done by measuring the relative pressure of in breaths and out breaths). Another tool to address sleep apnea is a custom-made dental retainer which forces the lower jawbone upwards and away from the throat area, thereby increasing the radius of

the airway and minimizing closure during sleep. Both tools have been shown to reduce obstructive airways when used properly. Both are easy to transport when a seafarer travels to and from the vessel. It is also worth noting that the IMO Sub-Committee on Human Element, Training and Watchkeeping (HTW) has finalized a set of revised guidelines on fatigue which will, pending approval by the Maritime Safety Committee (MSC) during its next meeting in December 2018, assist shipowners and operators in tuning their fatigue management strategy. A copy of the draft MSC Circular outlining the revised guidelines is available [here](#). When adjustment to manning levels, operational workload requirements and rest periods do not reduce fatigue in an individual case, we recommend that the employer consider testing for sleep apnea and, if found, provide the C-PAP or retainer to those who suffer from this sleep disorder. Treating sleep apnea will not only improve the quality of life for the individual seafarer. It will also make the ship operations more safe for all those on board and should hopefully reduce the occurrence of casualties that are due to human error.

Source : Gard

What keeps crew managers up at night?

Arranging the travel of a vessel's crew is not a crew manager's only job, but it can take up the most amount of their time, and with an estimated invisible workforce of 1.5 million working on the world's ships, it's easy to see why. Crew managers walk a tightrope, balancing the needs and wants of seafarers against the financial health of the ship, all whilst battling the winds of a turbulent industry. With IMO's theme for World Maritime Day, 'better shipping for a better future', in mind, ATPI Griffinstone takes a detailed look at the role of the crew manager and their importance to the future success of the maritime industry. Travel patterns can change in minutes due to a range of factors such as weather patterns, which can be extremely costly if managers aren't careful and ready for multiple contingencies. Rearranging travel can also waste a lot of time and cause unnecessary delays. A successful crew manager needs to master the art of balancing a number of influencing factors when deciding on the best course of action regarding crew rotations, such as cost of flights, availability, frequency of flights by approved airlines and immigration rules. Finding the balance between cost and routing allows managers to give a fair and comfortable deal to the seafarer as well as to the employer. Recruiting and retaining the right staff is a huge priority for crew managers. Shipping is not always top of mind to younger generations considering their futures and so finding and training new talent is an industry-wide challenge. Staff shortages also mean that crew managers have to work harder to retain their staff, and the overall travel experience is key to maintaining on-board and offshore satisfaction. Seafarer happiness, wellbeing and mental health is a topic currently gathering much discussion between crew managers. Keeping seafarers engaged and content at sea is key to retaining staff and encouraging future potential recruits to consider for a career at sea. A good crew manager should be able to provide support for all crew members as they move around the world and place focus on their pastoral needs. Improved working conditions, training and professional development courses, plenty of opportunities for feedback and of course, detailed travel itineraries without multiple changes, can further increase seafarer satisfaction. Often, crew managers can be up until the early hours of the morning to amend last minute changes or unexpected disruptions to planned rotations, so they need to feel supported. Managers need to know whether they can rely on having access to consistent global support. The right travel

management partner can reduce and maintain costs of travel, and provide greater insight and control over data, as well as compliance, precision and boosted efficiency. Effective communication is another essential element for crew managers, whether that's between crew members, travel management services or travel suppliers. It's important for crew managers to set guidelines and processes for streamlined communication to ensure that everything is shared and delivered to all corners of the globe. As investments in satellite technology continue, this becomes easier and the industry keeps moving in the right direction. The role of a crew manager may seem straightforward, however there are a lot of pieces to the puzzle to connect for life at sea to be harmonious.

Article Written on Behalf of Hellenic Shipping News Worldwide (www.hellenicshippingnews.com) by Mr. Nikos Gazelidis, Global Head of Shipping at ATPI Griffinstone, the specialist marine and energy division of the travel management and events business, the ATPI Group. For more information please visit www.atpi.com/griffinstone and the ATPI Knowledge Hub.

Inséré 03/09/19 NIEUWS NOUVELLES Enlevé 03/10/19

MSC Isabella begint aan maidentrip naar Antwerpen

De 23.656 teu grote 'MSC Isabella' heeft gisteren in Qingdao de eerste containers aan boord genomen. De 400 meter lange en 61 meter brede containerreus wordt het eerste schip van meer dan 23.000 teu dat Antwerpen zal aanlopen.

Flows meldde eerder al dat de nieuwbouw zou ingeschakeld worden in de AE2/Swan Service van het 2M Vessel Sharing Agreement van Maersk en MSC tussen het Verre Oosten en Noord-Europa. Het zou echter de eerste keer niet zijn dat MSC nog last minute wijzigingen in de vaarschema's aanbrengt, maar dat is dus niet gebeurd.



De 'MSC Isabella' is het vierde schip uit een reeks van elf 'megamax 24'-schepen die bovendecks in de breedte 24 rijen containers kunnen laden. In tegenstelling tot de eerste drie die in Xingang aan hun maiden trip begonnen voor de AE10/Silk Service van 2M, is de 'MSC Isabella' na de oplevering op 22 augustus naar Qingdao gevaren. Daar meerde de containerreus gisteren af aan de Qingdao Qianwan Container Terminal om er de eerste lading aan boord te nemen.

De volgende laadhavens in de Far East worden Busan, Ningbo, Yantian en Tanjung Pelepas. Na de passage van het Suezkanaal gaat het daarna richting Rotterdam (APM II), Felixstowe en Antwerpen, waar het recordschip van 10 tot 12 oktober aan de MSC PSA European Terminal (MPET) verwacht wordt.

Enige 'megamax 24'

De 'MSC Isabella' is voorlopig de enige 'megamax 24' die in de AE2/Swan-dienst gaat varen. Net als de 'MSC Gülsün' van 23.756 teu die eerder deze maand in Europa arriveerde, en de 'MSC Mina' en 'MSC Samar' zullen ook de nog op te leveren 'MSC Arina' en 'MSC Leni' op respectievelijk 16 en 23 september in Xingang aan een maiden trip voor de AE10/Silk Service beginnen. De 'MSC Nela' en 'MSC Mia' zullen de AE10/Silk-vloot op respectievelijk 11 en 18 november vervoegen. Van de drie laatste schepen uit de reeks ('MSC Febe', 'MSC Mirella' en 'MSC Sixin') werden nog geen vaarschema's gepubliceerd.

De 'MSC Isabella' werd gebouwd door de Zuid-Koreaanse scheepswerf Daewoo in Okpo, waar de nieuwbouw vorige week werd opgeleverd. MSC nam vorige week ook nog een andere nieuwbouw in ontvangst. Het gaat om de van Zodiac Maritime gehuurde 'MSC Aliya' van 14.272 teu, die intussen in de AE20/Dragon Service tussen de Far East en de Med vaart. Het door Hyundai Heavy Industries gebouwde schip is het vierde schip uit een reeks van vijf. Het zusterschip 'MSC Jewel' is intussen voor de eerste keer op weg naar Noord-Europa, waar het op 9 september bij MPET verwacht wordt. Deze 'MSC Jewel' werd vorige maand nog in Long Beach verwelkomd als properste schip ooit in die Californische haven. Stefan Verberckmoes

Inséré 04/09/19 NIEUWS NOUVELLES Enlevé 04/10/19

Russen sturen grote olietanker langs Noordelijke Zeeroute

Amper enkele dagen nadat CMA CGM plechtig beloofde om geen schepen in Arctische wateren te laten varen, stuurt de Russische rederij Sovcomflot een grote olietanker langs de Noordelijke Zeeroute. Deze Aframaxtanker vaart wel op Ing.

De 113.232 dwt metende tanker 'Korolev Prospect' begon op 26 augustus aan een trip vanuit de Russische haven Murmansk naar China. De reis via Kaap Zhelaniya en Kaap Dezhnev zal bij een gemiddelde snelheid van twaalf knopen (22 kilometer per uur) slechts acht dagen duren.



De Franse president Emmanuel Macron riep de scheepvaartsector tijdens de voorbije G7-top in Biarritz nog op om het voorbeeld van CMA CGM te volgen en geen schepen langs de Noordelijke Zeeroute te sturen. Rusland wil het gebruik van de korte Poolroute tussen Azië en Europa juist bevorderen.

Sovcomflot benadrukt wel dat de emissies van de tanker 'Korolev Prospect' beperkt zijn, omdat deze Aframax op vloeibaar aardgas vaart. Het 250 meter lange schip werd in februari van dit jaar opgeleverd en is een van de zes olietankers van de Russische rederij die op lng varen (foto). Sovcomflot heeft ook nog vijf op lng varende tankers in aanbouw. Stefan Verberckmoes

Inséré 04/09/19 BOEKEN LIVRES BOOKS Enlevé 04/10/19

Leren Navigeren

BOEKBESPREKING by : Frank NEYTS

Bij uitgeverij Walburg Pers verscheen net "**Leren Navigeren. 200 Jaar Maritiem Onderwijs in Harlingen.**" Als auteur tekende Jurjen R. Leinenga. Harlingen is, na Amsterdam, de gemeente in Nederland met de oudste zeevaartschooltraditie. Vanaf 1818 tot nu toe konden jongens – en sinds 1983 ook meisjes – zich er praktisch en theoretisch bekwamen in het varen. Dit boek is de eerste grondige studie over deze speciale tak van het onderwijs in de stad. Het scheepvaartonderwijs in Harlingen kwam op vanuit de gedachte dat iemand door goed onderwijs in staat wordt gesteld om een positieve bijdrage aan de maatschappij te leveren en in deze havenstad lag zeevaartonderwijs in 1818 voor de hand. Van veel afgestudeerde leerlingen zijn de namen, de prestaties en beoordelingen

bekend, maar ook waar ze na hun schooltijd terecht kwamen. Sommigen kozen met hun stuurmansdiploma Grote Zeil- of Stoomvaart ervoor om voor een Harlingse reder te gaan varen, en dat betekende 's zomers hout halen in Scandinavië. Wie van meer avontuur hield trok naar Amsterdam om van daaruit te gaan varen op Azië of Noord- en Zuid-Amerika. Aan de hand van een oud-leerling als hoofdpersoon wordt bij elk hoofdstuk aangegeven hoe het de oud-leerlingen daarbij verging. Zonder koelkast varen naar Nederlands-Indië, op walvis- of robbenvangst gaan rondom Spitsbergen, emigreren naar Amerika, overleven in de Eerste en Tweede Wereldoorlog of na 1945 het vervoersnetwerk van de autobusmaatschappij FRAM van de grond af opbouwen of stoppen met varen en kiezen voor lesgeven of werken met computers, het komt allemaal aan bod. Wat de school betreft was het steeds weer zaak om goed onderwijs aan te bieden en goede huisvesting. Soms ging het jarenlang goed met de aantallen leerlingen en de subsidie van het Rijk, maar af en toe moest er stevig onderhandeld worden met de overheid, bijvoorbeeld over nieuwe regels in het onderwijs, was er concurrentie of juist samenwerking met andere scholen voor scheepvaartonderwijs. Een enkele keer moest de school de deuren sluiten, maar steeds ging het dan later weer door. Tweehonderd jaar scheepvaartonderwijs in Harlingen, een bijzondere prestatie! Maar ook de huidige tijd en de toekomst komen aan bod: "droog" leren varen met simulatoren of met een van de nieuwe schoolschepen, het leren omgaan met robottechnologie of het kiezen voor een opleiding scheeps- en jachtbouw. "**Leren Navigeren**" (ISBN 9 789462 492950) telt 176 pagina's, werd als hardback uitgegeven. Het boek kost 29.50 euro.

Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 0032(0)53.78.87.00, Fax 0032(0)53.78.26.91, www.boekenbank.be, E-mail: admin@agorabooks.com.

Inséré 06/09/19 DOSSIER Enlevé 06/10/19

Underwater cleaning standard in the offing

Underwater hull cleaning is subject to various national rules, resulting in the operation being banned in many areas within territorial waters.

This puts severe restrictions on owners and operators ability to clean hulls, propellers and rudders to gain that little bit extra efficiency and thus cut fuel consumption and save on emissions.

BIMCO is investigating the possibility of introducing an underwater cleaning standard and is already in talks with owners, coatings manufacturers and other stakeholders.

The aim is to create an ISO standard for afloat hull cleaning, possibly within a couple of years.

Deputy secretary general, Lars Robert Pedersen told Tanker Operator that the work would also include looking at the equipment involved in underwater cleaning.

Of course it not only the hull that needs regular cleaning, as rudders and propellers also require regular attention.

A little while ago, Hydrex developed a new approach to propeller cleaning. The traditional approach was to let the propeller become fouled with the build up of calcareous growth and maybe polish it in the water once or twice a year or in drydock.

This polishing is undertaken using a grinding disk, which can be quite damaging to the propeller. By using a grinding disk, a substantial amount of metal is removed from the propeller itself, which can alter its shape and efficiency, cause roughness and increase rather than reduce friction.

It can also be a source of pollution, which as mentioned is a problem in a number of ports. Hydrex discovered that more frequent, lighter cleaning of the propeller using a different tool to a grinding disk, and catching the propeller before a calcareous layer builds up, is the optimum approach to propeller cleaning.

If undertaken correctly and regularly it can result in 5% or even more in fuel savings. Obviously for a ship that has even a medium level of fuel consumption, the savings far outweigh the cost of the propeller cleaning.

Because the propeller is being attended to regularly, the cleaning is relatively light and quick. No material is ground away, which is good for the propeller and the environment. The propeller is kept in an ultra-smooth condition (Rubert A or A+), which is where the real fuel savings can be achieved. This finish can only be achieved by in-water propeller cleaning.

Fuel prices are climbing. As new low sulfur fuel requirements come into force, costs are going to escalate. A 5% fuel saving for the ship can make a huge difference to the bottom line.

Using a network of offices and service stations, Hydrex can offer propeller cleaning worldwide. These operations are carried out using underwater equipment designed and developed in-house specifically for propeller maintenance.

Inspections offered

Hydrex also combines this service with underwater inspections where this is of an economically advantage to the shipowner or operator.

As for hull cleaning, the unique design of the Hydrex series of underwater hull cleaning units provides the efficiency and durability demanded by the harsh underwater environment, the company claimed.

All systems are carefully designed so that those hull coatings, which are suitable for underwater cleaning, are not damaged, while still completely removing all types of fouling. This restores a vessel's performance to as close to its optimum condition as possible and offers shipowners considerable savings in fuel.

Hydrex's policy is not to carry out underwater cleaning activities, which result in an increase of pollution by spreading large amounts of toxic materials used in many underwater hull coatings.

Many of the machines used for hull cleaning, propeller polishing and inspections are diver operated.

However, one company that operates ROVs is HullWiper. This company was launched in Dubai in December, 2013.

Since then, the company has seen a rapid expansion take place and today, HullWiper operates in ports worldwide, including Sweden, Singapore, Spain, Netherlands, Norway, Egypt and the UAE. The company will also offer a cleaning service on an ad hoc basis at key locations across the Middle East, as the machines can easily be moved.

Another use for diverless machines is cleaning up after oil spills. Following the oil spill from the chemical tanker 'Bow Jubail' in Rotterdam, Dutch company Fleet Cleaner has helped the authorities by cleaning ship's hulls which were fouled by the spilled heavy fuel oil, in order to minimise the environmental impact.

After the spill, Fleet Cleaner loaded the equipment on an oil spill response vessel. By installing specialised heating equipment, the high pressure water cleaning robot was made ready for high pressure steam cleaning.

Using the 1 MW installed power, a special oil skimmer, as well as the necessary oil booms and PPM's, the Fleet Cleaner team undertook round the clock cleaning of the affected vessels.

The cleaning was undertaken together with the main contractor Hebo, which was contracted to clean and co-ordinate the cleaning of the entire Rotterdam port area.

Fleet Cleaner assisted in cleaning 12 oil-fouled vessels. Where standard oil spill cleaning is undertaken above water, the company's robot was also able to clean under water. The robot was also used to remove oil at heights up to 10 m above the waterline.

An optional package will be included in future Fleet Cleaner installations for oil spill situations in other Dutch ports, the company said.

Inséré 08/09/19 HISTORIEK HISTORIQUE Enlevé 08/10/19

Een Antwerps zeeman: marine-officier en zeereeder Joseph Muskeyn 1763-1842 (II)

Opnieuw werden landtroepen ingescheept en men vertrok op 8 april 1798 uit Le Havre naar La Hougue. Onderweg echter werd de flottielje door twee zware Engelse fregatten aangevallen; een hevig gevecht, presque bord à bord, volgde dat meer dan drie uren duurde. Muskeyn kon een fregat tot stranden brengen en het andere zeer zwaar beschadigen; alleen door de opkomende duisternis werd hij belet ze te vernietigen. 's Anderendaags werd hij opnieuw aangevallen, ditmaal door vier fregatschepen, en kon zich gelukkig achten met zijn flottielje in de haven van Sallanelle te schuilen. Na enkele dagen lukte het hem aan de blokkerende Engelse schepen te ontsnappen en La Hougue te bereiken. Van daaruit wou men opnieuw de Saint Marcouf eilanden aanvallen; maar de Engelsen waren op hun hoede; de verdediging bleek te sterk te zijn en na een bloedig zeegevecht moest men van een ontscheping afzien. De poging mislukte door een samenloop van ongunstige factoren. Er was ook bij de Franse marine-overheid een gebrek aan continue ingesteldheid om op dit strijdtoneel een ware oorlog te voeren; sommigen beweren zelfs dat al deze verrichtingen slechts als doel hadden de aandacht van de Engelsen van Bonaparte's tocht naar Egypte (mei 1798 tot oktober 1799) af te leiden.

Muskeyn, die nu bevel had gekregen zijn eenheden tussen La Hougue en Le Havre te verdelen, kon nog vanuit deze havens enkele raids ondernemen en de vijand gevoelige slagen toebrengen.

In een dergelijke aangelegenheid op het einde van de maand mei 1798 was Muskeyn met zijn flottielje uit Le Havre vertrokken, toen hij van vissers kon vernemen dat twee Franse korvetten, de Vésuve en de Confiante, door een tiental Engelse oorlogsschepen aangevallen werden. Om aan deze overmacht te ontsnappen hadden de twee korvetten zich laten stranden; een ervan, de Confiante, werd door de Engelsen in brand gestoken. Muskeyn snelde met zijn schepen ter hulp van de tweede; na een lang zeegevecht bracht hij acht stukken geschut aan land om vanuit de duinen de vijand te beschieten, die aldus op de vlucht werd gedreven; daarna kon hij de Vésuve veilig naar Le Havre terugbrengen. Na dit treffen en al de andere ervaringen van de flottielje kon Desbrière, de geschiedschrijver van de landingspogingen, de conclusie trekken dat de flottieljeboten ook

grote oorlogsschepen met succes konden bestrijden; de manschappen hadden vertrouwen gekregen en de aanvoerders ervaring opgedaan... Nochtans zou het nog drie jaar duren eer men deze schepen opnieuw zou aanwenden.

Inderdaad het Franse Directoire was ondertussen tot een meer afwachtende houding tegenover Engeland gekomen, een période d'abandon, zoals Desbrière het uitdrukt. En zo gebeurde het dat op het einde van de zomer van 1798 de flottielje van Muskeyn in Le Havre opnieuw ontbonden werd.

Dit belette niet dat er toch nog plannen werden voorbereid. In de zomer van 1799 werd aan een hoger zeeofficier, admiraal Leissègues, opgedragen een inspectietocht langs de kusten van Antwerpen tot Saint-Malo te ondernemen. Kapitein-ter-zee Muskeyn werd hem als adjunct toegevoegd.

Muskeyn werd ongetwijfeld gekozen om zijn kennis van de kusten, de havens en de waterwegen in bedoelde gebieden en om zijn ervaring van de navigatie in die wateren. Hij zou degenen die hem benoemd hadden zeker niet teleurstellen. Gedurende heel de tocht toonde hij zich bijzonder actief en tevens bevoegd.

In zijn eindverslag spreekt Leissègues zich zeer lovend uit over zijn adjunct en brengt tevens hulde aan zijn ijver en activiteit, aan zijn kennis van de lokale omstandigheden en ervaring in de navigatie van lichte vaartuigen.

In de fase van het onderzoek met betrekking tot de loop van de Schelde van Antwerpen tot Vlissingen werden zijn kennissen bijzonder op prijs gesteld door de admiraal, die niet aarzelde zijn adjunct warm aan te bevelen voor de nakende reorganisatie van de Franse marine.

En nochtans ... alle lovende aanbevelingen ten spijt, toen de voorziene reorganisatie van de marine een goed half jaar later, nl. op 14 augustus 1800, doorging', werd kapitein-ter-zee Muskeyn niet weerhouden; op 19 november kreeg hij van de Minister van Marine officieel bericht van zijn ontslag.

Na al zijn inspanningen en volledige inzet moet het voor hem een zeer zware slag geweest zijn. In een brief klaagt hij erover dat hij „in de bloei van zijn leven ontslagen werd en dat hij, na een vaste bediening in de Zweedse vloot te hebben opgegeven, een beter lot in zijn nieuw vaderland had kunnen verwachten". Hij heeft zelfs herhaaldelijk moeten aandringen om de hem nog verschuldigde wedden en het door de wet voorziene pensioen te mogen ontvangen; hij had, zo schrijft hij, „na 11 maanden nog niets ontvangen en beschikte over geen andere bestaansmiddelen". De pensioenskwestie werd echter weldra geregeld en op 1500 Fr. vastgesteld, twee jaar later tot 1200 Fr. herleid, maar nadien tot aan zijn dood op het oorspronkelijke bedrag teruggebracht.

Zo kwam er een abrupt en gedwongen eind aan de militaire carrière van onze Antwerpse zeekapitein; na al die jaren actie en beweging, verantwoordelijkheden en risico's in vreemde landen en zeeën, moest de 38-jarige zeeofficier zich nu aan een nieuw leven, het burgerleven, in zijn geboortestad trachten aan te passen.

Toen Muskeyn naar Antwerpen terugkeerde, bleef hij zijn zeemansroeping getrouw, maar richtte zich naar de handelsscheepvaart; het zou dus een kalmer leven worden, een soort anti-klimax na de woelige oorlogservaringen. Op gebied van koopvaardij was de toestand in Antwerpen toen niet erg schitterend. De vrijheid van scheepvaart op de Schelde was weliswaar door de Fransen hersteld, maar in feite was er gedurende heel die periode zeer weinig beweging omreden van de oorlog met Engeland.

Anderzijds, juist om diezelfde reden heerste er te Antwerpen, althans na het bezoek van Bonaparte in 1803 een intense bedrijvigheid om van Antwerpen een oorlogshaven te maken; nieuwe dokken werden gegraven, nieuwe scheepswerven aangelegd. Antwerpen werd de basis van een vloot eenheid, de Escadre de l'Escaut, die trouwens in het verweer

tegen de Engelse aanval op Walcheren en in de zeeslagen in de Noordzee ingezet zou worden.

Men kan zich het spijt inbeelden van ex-zeeofficier Muskeyn, die in zijn eigen stad de stille getuige moet zijn van al die activiteit, die hem nauw aan het hart moest liggen, met zeeofficieren die hem zeker bekend waren en met plannen voor een landing in Engeland volgens zijn opvattingen en een tactique die door hem eerst werd ontworpen en waarbij hijzelf niet meer zou betrokken zijn.

Maar de dappere en ondernemende oud-militair was zeker niet een man om bij de pakken te blijven zitten; de tijd van de oorlogsmarine was voorbij, dan maar zich toeleggen op koopvaardij en havenactiviteiten.

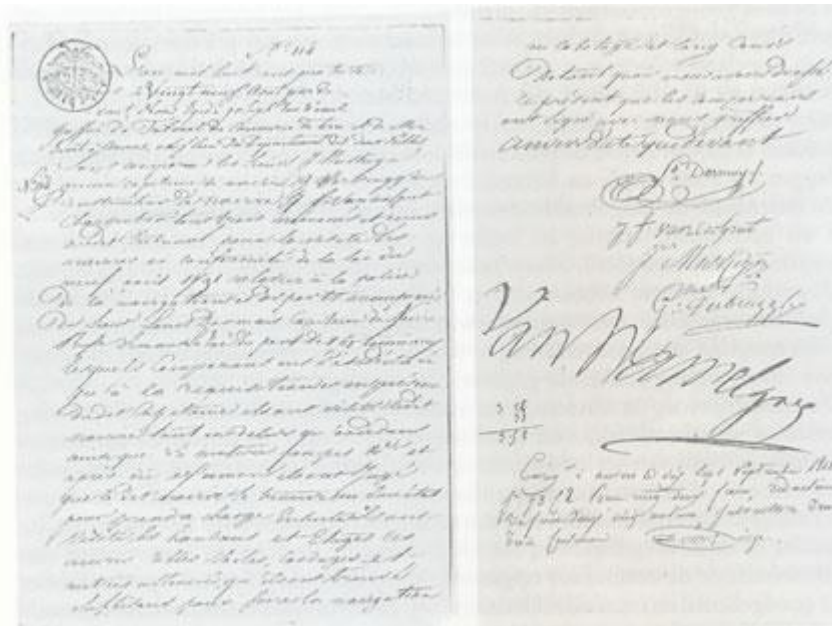
En inderdaad, de aangehaalde levensbeschrijvingen melden een hele reeks diensten en opdrachten waarbij hij bedrijvig zou geweest zijn: handelsrechtbank, scheepsinspectie, zeereederij, zeeverzekeringen, scheepsbouw; tevens zou hij zijn medewerking verleend hebben aan verschillende officiële commissies betreffende o.a. loodsenorganisatie, zeevaartonderwijs, zeevisserij. Over al deze activiteiten was het niet mogelijk documenten terug te vinden. Voor sommigen ervan echter zijn er wel enkele belangwekkende gegevens bewaard gebleven.

Dat men vrij vroeg na zijn terugkeer Muskeyn's technische kennissen en ervaring erkende en waardeerde blijkt uit zijn benoeming in 1802 tot lid van de commissie voor de organisatie van het loodwezen op de Schelde. Het was immers gebleken dat er een echte nood bestond aan ervaren loodsen voor de navigatie tussen Antwerpen en Vlissingen. De commissie moest een reglement opstellen over de oprichting, de prestaties en de bevoegdheid van een loodsdienst op de Schelde. Het voorstel van Reglement door de commissie opgesteld, werd door de Minister op 14 oktober 1802 goedgekeurd en onmiddellijk daarna, op 28 november reeds, werd in Antwerpen de administratie van het loodwezen door de diensten van de Prefect van het Departement ingericht.

Muskeyn heeft in deze commissie een zeer positieve bijdrage geleverd, zoals hijzelf in een brief aan het Stadsbestuur met een zekere trots nadien kan vermelden.

In hetzelfde jaar 1802 werd er aan Muskeyn een andere, meer betekenisvolle opdracht toevertrouwd. De Rechtbank van Koophandel moest ingevolge de wet van 13 augustus 1791 (loi sur la police de la navigation et des ports) de scheepsinspectie in de haven invoeren.

De rechtbank richtte zich tot Muskeyn om daarvoor een vaste commissie te vormen en het bestuur ervan op zich te nemen. De Commissie werd op 19 augustus 1802 opgericht als "Commission du Tribunal de Commerce pour la Visite des Batzmens » in het Nederlands Commissie tot het examineren der schepen". Dezelfde commissie bestaat trouwens nog altijd onder de benaming „Nautische Commissie bij de Rechtbank van Koophandel". Muskeyn mag dus terecht als stichter en eerste voorzitter beschouwd worden van deze voor onze scheepvaart en onze haven zo belangrijke instelling. Hij zou de verantwoordelijkheid ervan blijven waarnemen, ook nog later onder het Hollands en onder het Belgisch bewind.



Attest van Scheepsbezoek bij afvaart
Rijksarchief, Beveren-Waas

De functie van de Commissie bestond erin een scheepsbezoek in te stellen bij vertrek en bij aankomst van de zeereis en ook in geval van averij; later zouden er nog andere taken toegevoegd worden. Bij aankomst van het schip werd „de sluiting der luiken en de staat der stuwijng” nagegaan; bij vertrek werd vastgesteld of het schip in staat was lading in te nemen en een zeereis te ondernemen.

De activiteit van de Commissie kan men volgen aan de hand van de talrijke

bezoeksattesten welke op de Rechtbank van Koophandel bewaard moesten worden; ze waren telkens door de experten ondertekend.

Diezelfde fiere handtekening van Muskeyn, die eertijds onder rapporten van dappere krijgsverrichtingen stond, vindt men nu terug onder nuchter-zakelijke verklaringen van luikennazicht en averijconstataties ... het is wel een treffend contrast.

Voor de experten was deze scheepsinspectie zeker geen sinecure; geregeld elke dag of om de twee dagen, maar soms ook twee of driemaal per dag, werd er op de commissie beroep gedaan; het moest dan wel een geloop zijn van de ene kaai naar de andere ... en of er een dienstwagen of -koets ter beschikking werd gesteld wordt ook nergens vermeld. De haven was weliswaar in deze eerste helft van de 19e eeuw nog beperkt tot de Schelde-kaaien en de twee eerste dokken.

In 1814, bij de intrede van de geallieerde legers in Antwerpen, hetgeen het einde betekende van het Franse bewind, wilde de Rechtbank in haar laatste vergadering onder het vroeger regime, op 12 mei 1814, aan de voorzitter van de Commissie een bijzondere hulde brengen; een plechtige verklaring werd afgelegd, waarvan hem een brevet werd aangeboden; daarin prees men „zijn eerlijkheid, ijver, competentie en kennis van de scheepvaartwetten”, alsook dat hij zijn functies had vervuld „met de algemene en volledige tevredenheid van de handelswereld en zonder dat er ooit één enkele klacht tegen hem werd geuit” .

Daar Rechtbank en Commissie hun taken voortzetten onder het Nederlands en later het Belgisch bewind, bleef Muskeyn zijn voorzitterschap behouden.

Muskeyn heeft deze opdrachten tot enkele jaren voor zijn overlijden uitgevoerd; tot in 1839 — hij was toen 76 jaar oud — vindt men attesten door hem ondertekend. Of zijn ontslag in 1839 min of meer afgedwongen werd, zoals zijn medeexpert Gras het beweert, is niet duidelijk.

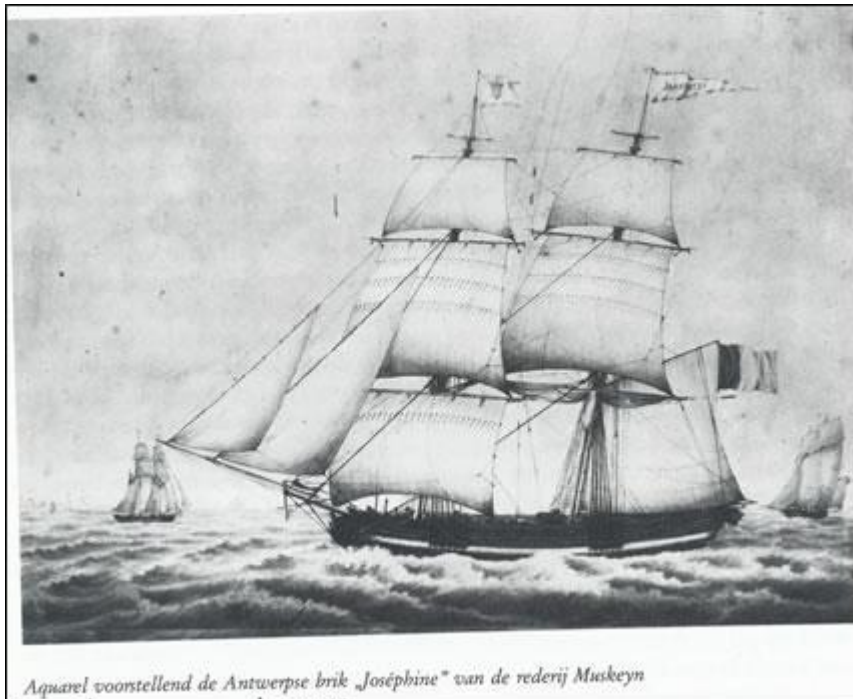
Na zijn aftreden echter schreef Muskeyn nog aan de Minister om de wens uit te drukken zijn lange ervaring nog op enige wijze in dienst te kunnen stellen van scheepsvaart en haven; de Minister antwoordde zeer vriendelijk om hem voor dit „loffelijk en belangloos” aanbod zijn dank te betuigen.

Kort na de instelling van de commissie voor het scheepsbezoek zou Muskeyn een nogal pijnlijke teleurstelling oplopen. Begin 1803 moest er een havenkapitein voor Antwerpen benoemd worden. Muskeyn stelde zich kandidaat en schreef ook naar Parijs voor aanbevelingen. Ondanks zijn schitterende dienststaat werd hij niet benoemd en gaf de Antwerpse maire de voorkeur aan een andere kandidaat die de gunst van de Franse Préfet d'Herbouville genoot, maar zeker niet de titels van Muskeyn kon voorleggen. Deze schreef nog een lange brief aan de leden van de stadsraad, waarin hij gewag maakt van zijn graad van kapitein-ter-zee en van zijn Antwerps burgerschap; het kon echter niet baten. Was het misschien nog de herinnering van de onpopulaire anwervingscampagne van 1795 die hem nu nog parten speelde?

Indien de scheepvaart en de havenactiviteiten zich slechts moeilijk onder het Franse bewind konden ontwikkelen, kwam er sedert 1815 onder het Hollands regime een ware heropleving. Er werden toen talrijke rederijen opgericht; in 1830 waren er niet minder dan 95 rederijen met samen 196 schepen in de Belgische havens gevestigd.

Het is waarschijnlijk dat in het raam van deze heropleving ook Muskeyn zijn rederij stichtte. Alhoewel het niet mogelijk is te weten wanneer de onderneming begon, kan men aannemen dat ook hij van dit gunstig klimaat gebruik heeft gemaakt.

Over de verrichtingen van de rederij zijn er geen documenten overgebleven. In de bewaarde registers van de classificatie maatschappij Bureau Veritas staat er voor 1829, jaar van het eerste register, een schip op Muskeyn's naam ingeschreven, de Josephine, een brik van 280 ton, en voor 1830 komt er een tweede bij, Vrede of Paix genaamd, een brik van 120 ton. Beide schepen werden regelmatig in de vaart op Rio-de-Janeiro ingezet;



Aquarel voorstellend de Antwerpse brik „Josephine“ van de rederij Muskeyn

er wordt trouwens vermeld dat de schepen van Muskeyn de eerste waren om na 1830 de Belgische vlag in een Braziliaanse haven te vertonen. Voor einde 1835 is er van de rederij Muskeyn geen enkele vermelding meer te vinden. Van de schorsing van het bedrijf zijn er al evenmin bescheiden bewaard als van de oprichting ervan. In de aangehaalde Veritas-registers blijft de Josephine van reder Muskeyn vermeld tot in 1835, het tweede schip Vrede (of Paix) tot in 1833. In de officiële lijst van de Belgische koopvaardij.

Het is ook in het teken van deze heropleving van de koopvaardij dat het initiatief van Muskeyn moet gezien worden om het eerste Zeemans Collegie in Antwerpen op te richten. De vereniging werd op 3 juni 1819 officieel gesticht en de statuten op de vergadering van 18 juni 1819 goedgekeurd. Muskeyn werd zelf Directeur-President, Penningmeester werd zijn schoonbroeder L. Vermoeien en F. Baele werd Secretaris.

De vereniging die was „zaemen gesteld uyt vaerende en rustende zeecapiteins" zou tweemaal per week vergadering houden. Verder werden er ook „zeekaarten, boeken, atlanten en papieren" ter beschikking van de leden gesteld.

Een belangrijk artikel van de „Reglementen" voorzag dat elk lid bij zijn aankomst van overzee binnen de acht dagen aan het Collegie zou mededelen „al het merkwaardige der Navigatie hetwelk tot nut van het Collegie dienende is", en dit vooraleer daarvan in het publiek te spreken; zodat er een soort van particuliere inlichtingsdienst werd ingericht. Er was inderdaad in die tijd een echte behoefte aan betrouwbare informatie over schepen en vaarroutes. Volgens sommigen zou zelfs dit aspect de hoofdbedoeling van de vereniging geweest zijn. Later zou de voorzitter in een brief van burgemeester van Ertborn het nog eens uitdrukkelijk bevestigen dat het Collegie moest worden „een middenpunt van eene belangrijke en uitgebreide correspondencie, zoo door alle de publieke zee en koophandel berigten, als door de bijzondere informatie harer leden".

Op 1 augustus 1819 was het reeds zover gekomen dat „de plechtigheid van de opheysing der vlagge" in tegenwoordigheid van provinciegouverneur Pycke kon geschieden.

De vereniging gaf ook reeds vroeg blijk van haar sociale bezorgdheid; na enkele maanden werd er een hulpkas ingesteld om zowel de behoeftige zeelieden zelf als de weduwen en kinderen van de overledenen te kunnen bijstaan; de leden van het Collegie kenden maar al te goed de gevaren van de scheepvaart in die tijd en de soms dramatische gevolgen ervan voor de overlevenden. Ook blijkt er uit de rekeningen en briefwisseling dat er financiële steun werd verleend aan de in Antwerpen gevestigde Zeevaartschool.

Het Antwerps Collegie vond onmiddellijk navolging elders; in augustus 1819 werd er een zeemanscollege opgericht te Oostende, in 1822 te Amsterdam en in 1830 te Groningen.

Muskeyn zelf zou voorzitter blijven van de vereniging tot er een einde aan kwam in 1837, zoals verder zal vermeld worden.

Met de Omwenteling van 1830 kende ons land opnieuw een ander bewind. De revolutie-tijd zou voor Antwerpen en voor de haven een periode van desorganisatie, van onzekerheid en van onveiligheid zijn, waarbij men nogmaals op Muskeyn's toewijding en advies meermalen zou beroep doen.

Toen in november 1830 de stad zich in geldnood bevond, omdat er allerlei kosten gerezen waren en vooral omdat men, om een volksberoering te voorkomen, aan de arbeidende klas werk wou verschaffen, vond men er geen ander middel op dan de voornaamste inwoners persoonlijk naar het stadhuis te ontbieden en ze te verzoeken op een vrijwillige lening in te schrijven. Als een van die „bijzonderste burgers" werd Joseph Muskeyn ook uitgenodigd; hij was bij de eerste 25 inschrijvers en ondertekende voor 500 gulden.

Voor het jaar 1831 willen we nog een incident vermelden dat kenschetsend is voor de man en ook voor de tijd. In augustus 1831 werd Muskeyn gans onverwachts door Minister Demeulenaere tot „Directeur provisoire du Pilotage d'Anvers" benoemd. Hij schreef onmiddellijk naar de stadsmagistraat om de dag van de vereiste eedaflegging vast te stellen; met zijn typische bereidheid en ook zelfvertrouwen schrijft hij „hoe moeilijk de opdracht ook schijnt, ik zal alles in het werk stellen om ze waardig te volbrengen. Dertig jaren activiteit in de koopvaardij te Antwerpen zijn een waarborg voor dit vertrouwen". Maar, helaas, de benoeming berustte op een misverstand; de Minister had onbewust geen rekening gehouden met de prerogatieven terzake van de Antwerpse Kamer van Koophandel; deze reageerde nogal hevig en na een drietal weken moest de benoeming ingetrokken worden.

Betreffende de gebeurtenissen van 1831 verhaalt de Journal du Commerce d'Anvers in Muskeyn's overlijdensbericht een merkwaardige tussenkomst van hem in het Comité de défense. In oktober 1831 had men, om een raid van de Nederlandse vloot op de Schelde naar Antwerpen te beletten, het plan opgevat in de stroom bij het Noordkasteel in de bocht van Austruweel een groot schip, de James Scott, te laten zinken en aldus de toegang tot Antwerpen te blokkeren. Muskeyn bestreed dit plan met klem; hij besepte dat eens zulk een zwaar schip met zijn haast onverwoestbare houten gebinten in de stroom zou

gezonken zijn, het zeer lang zou duren eer men het zou kunnen lichten, ondertussen zou de haven gedurende lange tijd voor de schepen ontoegankelijk zijn en het scheepsverkeer naar andere havens afgeleid worden. Hij kon de leden van het Comité overtuigen; men verzaakte dan ook aan het plan en de reeds overeengekomen verkoop van het schip aan de regering werd ongedaan gemaakt. Door zijn vastberaden optreden heeft hij toen de haven van een grote ramp kunnen redden.

Muskeyn herinnerde zich waarschijnlijk een soortgelijk incident bij de inval der Engelsen op Walcheren in 1809. Toen had Lodewijk, koning van Holland, in een paniekstemming reeds het bevel gegeven een schip met stenen en zand volgeladen in de Schelde te laten zinken. De Franse bevelhebber Bernadotte kon echter de uitvoering van deze voor de haven zo noodlottige maatregel nog tijdig beletten. De geschiedschrijver van de gebeurtenissen voegt eraan toe „la révocation de cet ordre ranima les esprits abattus des commercants d'Anvers".

In het onafhankelijk België werden aan Muskeyn nieuwe taken opgedragen. Op 11 maart 1832 werd hij tot lid van de Gemeenteraad gekozen. Van de toen gekozen Raad getuigt een tijdgenoot dat hij nu „is samengesteld uit uitgesproken voorstanders van de nieuwe orde der zaken". Hij zou in de Raad zetelen tot in 1836. Uit de verslagen van de z.g. Conseil de Régence kan men wel zijn stipte aanwezigheid op haast alle vergaderingen noteren. Over zijn persoonlijke inbreng echter kan men slechts gissen; de tussenkomsten van de leden worden steeds anoniem gerapporteerd; ook van de regelmatig in de schoot van de Raad gevormde commissies worden de leden niet vernoemd. Het ligt echter voor de hand dat raadslid Muskeyn ook zijn deel had in al die werkzaamheden, vooral wanneer het zeevaart- of havenaangelegenheden betrof.

Eenmaal wordt hij bij name vermeld, nl. toen hij op de vergadering van 30 oktober 1832 een motie had ingediend tot herstel van „de school voor scheepsbouw" (école d'architecture navale) . Muskeyn bedoelde de afdeling Scheepsbouw van de Antwerpse Academie voor Schone Kunsten, waarvan de in 1827 overleden titularis nog altijd niet vervangen was. Op 22 februari 1834 zou de Raad een nieuwe professor benoemen.

Muskeyn's voornaamste verdienste in deze periode was wellicht zijn activiteit in de schoot van de tweede Openbare Veiligheidscommissie. Een eerste zulke commissie had van einde oktober 1830 tot 30 augustus 1831 gefungeerd; de tweede duurde van 16 oktober 1831 tot 31 januari 1833. De commissies werden door de militaire overheid opgericht als gevolg van het invoeren van een staat van beleg voor de stad. Hun taak bestond erin zowel voor de Staats- als voor de stadsveiligheid te zorgen; dit behelsde vooral de van spionage verdachte elementen in het oog te houden, eventueel te laten aanhouden en te ondervragen, maar ook zich met het probleem van de werkloosheid bezig te houden, die een constante bedreiging voor de openbare orde betekende.

De commissie bestond uit een zestal personaliteiten van de stad; in maart 1832 aanvaardde Muskeyn, de onvermoeibare— hij was toen 69 jaar oud en was zopas tot de gemeenteraad toegetreden — ook lid te worden van de commissie; na een paar maanden werd hij tot voorzitter verkozen en zou het blijven tot aan de ontbinding in januari 1833. De benoeming tot commissielid betekende een bewijs van integriteit en van vaderlandsliefde, maar vergde ook vastberadenheid en toewijding. De commissie zetelde op het stadhuis en vergaderde dagelijks „parfois en permanence". De bewaarde documenten geven een beeld van de werkzaamheden, nl. het Rapport journalier, waarin de courante bevindingen: gemoedstoestand van de bevolking, verdacht verkeer in en rond de stad of op de stroom, arrestaties, genoteerd werden, verder ook processen verbaal van ondervragingen, enz. De commissie is werkzaam geweest tot het einde van de staat van beleg, namelijk tot 31 januari 1833.

Muskeyn moest zich in heel die periode bijzonder verdienstelijk hebben getoond. Toen in 1832 de Belgische regering collectieve onderscheidingen aan de gemeenten voor hun aandeel in de onafhankelijkheidsstrijd zou uitreiken, werd ook Antwerpen bij die gemeenten gerekend en moest er dus in Brussel door een Antwerpse delegatie een erevaandel in ontvangst worden genomen. Daarvoor zou men personen kiezen welke in die aangelegenheden hadden uitgeblonken. Antwerpen koos op 19 september 1832 drie afgevaardigden en twee plaatsvervangers. Muskeyn was tweede plaatsvervanger en was dus niet van de partij om op 27 september in Brussel aan de ceremonie deel te nemen; maar zijn benoeming als plaatsvervanger was reeds een onderscheiding op zich zelf.

Een jaar later echter in juli 1833 mocht hij toch naar Brussel afreizen; hij werd nl. gekozen om samen met de Burgemeester en twee andere raadsleden aan de koning de gelukwensen van de stad bij de geboorte van een erfprins aan te bieden.

Enkele jaren vóór zijn dood moest Muskeyn het nog beleven dat er een einde kwam aan het Zeemans Collegie dat hij had gesticht en waarvan hij voorzitter was gebleven. In 1830 had de Belgische koopvaardij een periode van inzinking gekend die haar weerslag had op de vereniging. In 1835 werd nog de naam van Muskeyn met de titel „voorzitter van het Zeemans Collegie" voor de beheerraad van de nieuwe Zeevaartschool voorgedragen.

In het begin van 1837 was er zelfs nog een plotse opflakking; in februari werden zowel de Provinciegouverneur⁷⁸ als de Burgemeester⁷⁹ aangezocht om het erelidmaatschap van de vereniging te willen aanvaarden. Samen met de brief van de Gouverneur werd er een lijst van 28 ereleden en van 47 effectieve leden toegezonden. Men is des te meer verwonderd dat op 24 november van hetzelfde jaar Muskeyn moest melden dat zijn Collegie had opgehouden te bestaan.

Zo kwam er een roemloos einde aan wat met veel geestdrift en overtuiging in 1819 werd opgericht. Muskeyn kon natuurlijk niet vermoeden dat er twintig jaar later in 1857 een nieuw en definitief zeemanscollege zou ontstaan voor hetwelk een bloeiende toekomst was weggelegd.

Muskeyn bleef actief tot enkele jaren vóór zijn overlijden. We zagen dat de rederij waarschijnlijk in 1835 werd opgedoekt, — hij was toen 73 jaar —, zijn mandaat in de Antwerpse gemeenteraad verliep in 1836, het Zeemans Collegie had in 1837 opgehouden te bestaan; de scheepvaartinspectie echter bleef hij tot in 1839 beoefenen.

Tot die datum vinden we regelmatig attesten door hem ondertekend. De laatste van deze routine-attesten zijn van 26 maart 1839, dag waarop hij nog bij drie scheepsbezoeken betrokken was.

Op 12 april 1839 heeft hij nog als deskundige een lange getuigenis afgelegd in verband met een aanvaring op de Schelde bij Rupelmonde; hij had er een grondig onderzoek met ondervraging van getuigen ter plaatse ondernomen; er komen ook bijzonderheden bij te pas over de gebruikelijke stuwingsmethoden in de binnenvaart en over de windtoestanden in die streek die, zo verklaart hij, door hem goed gekend is omdat hij er meermalen heeft vertoefd. In dit verslag noemt hij zich „rentier, exofficier visiteur du Tribunal de Commerce"; deze woorden laten vermoeden dat hij zich toen uit de Commissie van de Rechtbank heeft teruggetrokken.

Nadien wordt hij tenminste nog eenmaal geciteerd, nl. als mede-expert voor de keuring op de werf van een in aanbouw zijnde schip dat, om voor subsidiëring in aanmerking te komen, driemaal moest onderzocht worden; dit gebeurde op 16 juni 1838, op 26 februari en op 12 juni 1839. Deze is dan ook de laatste activiteit die we hebben kunnen noteren.

Voor de drie laatste jaren van zijn leven worden er geen sporen van enige bedrijvigheid meer gevonden. Voor een anders zo actief man, moet men dus wel aannemen dat hij voortaan door ziekte of zwakke gezondheid geen opdrachten meer kon aanvaarden, of eenvoudigweg dat het hem op zijn ouderdom niet meer mogelijk was op schepen te

klauteren en in hun ruimen neer te dalen, zoals het voor een degelijk onderzoek moest gebeuren.

Gedurende deze jaren kunnen we hem nog voorstellen, de oude kapitein op rust, thuis in zijn woning aan de Pieter Potstraat (huidig pand: Grote Pieter Potstraat 1), in zijn boeken verslonden, met het gepraat van zijn papegaai zich amuserend, of misschien nog op wandel langs de hem zo vertrouwde kaaien met zijn „zienbuis" gewapend en de vertrekkende of aankomende schepen naspeurend.

Muskeyn overleed op 12 juni 1842 op 79-jarige ouderdom. Als oud-zeeofficier kreeg hij een uitvaart met militaire eerbewijzen. Hij werd op het kerkhof van St. Laurentius begraven; op zijn grafzerk werd zijn titel van kapitein-ter-zee vermeld.

Het overlijden van de kapitein ging niet onopgemerkt voorbij. In, de diverse dagbladen werden bijzonderheden uit zijn merkwaardige en veelzijdige carrière aangehaald; unaniem werd ook herinnerd aan de diensten die hij aan scheepvaart, haven en stad had bewezen. Antwerpen had waarachtig „een haerer onderscheydenste burgers" verloren, zoals het blad *Den Antwerpenaer* (16 juni 1842) het uitdrukte.

Uit het levensverhaal van Joseph Muskeyn, de voorzitter van het eerste Zeemans Collegie, blijkt duidelijk dat het man was van uitzonderlijk formaat. Hij komt ons voor als een typische man van de daad, ondernemend en zelfbewust, durvend en dapper in de actie, maar tevens ook schrander in het uitdenken en uitvoeren van nieuwe opvattingen en plannen.

Hij durft het aan als jonge zeeman dienst te nemen in de zeemacht van het afgelegen Zweden en bekomt er weldra door zijn moed en vastberadenheid onderscheidingen en eervolle functies.

Als 32-jarige officier verzaakt hij vrijwillig aan een veelbelovende toekomst in Zweden om een nieuwe carrière te beginnen in Frankrijk. Aldaar aarzelt hij niet zijn ideeën aan het Directoire voor te leggen en is bereid ze onmiddellijk in de praktijk om te zetten.

Het verhaal van zijn dienstitijd in Frankrijk getuigt van een verbluffende werkkraft; het was een onophoudelijke opeenvolging van expedities en verplaatsingen, van stafwerk te land en militaire actie op zee, en daarbij nog een haast ononderbroken correspondentie met de Minister van Marine te Parijs.

Ook na zijn terugkeer in Antwerpen heeft Muskeyn zich in deze voor hem weer gans andere omgeving vrij vlug een positie van aanzien kunnen verwerven en heeft er met raad en daad voor de belangen van zijn stad met haar scheepvaart en haven geijverd. Muskeyn's leven was zeker geen banaal leven, maar een leven vol beweging en activiteit, in oorlog en in vrede, een leven ook vol contrasten: schitterende successen en enkele pijnlijke ontgoochelingen, omgang met prinses en ministers en daarna soms miskennis in eigen omgeving en stad, met toch altijd de bereidheid nieuwe opdrachten en diensten te aanvaarden. Een leven dat onwillekeurig aan het manhaftig ideaal van het gekende If-gedicht van Kipling herinnert:

If you can meet with Triumph and Disaster
and treat these two impostors just the same ...
If you can make one heap of all your winnings,
and risk it on one turn of pitch-and-toss; ...
If you can talk with crowds and keep your virtue,
or walk with kings — nor lose the common touch; ...
Then you'll be a man, my son!

L. BAUDEZ, S.I. Prof. emer. UFSIA

P.S. In 1984 werd aan de 78e promotie studenten van de Hogere Zeevaartschool te

Antwerpen de naam gegeven van „Promotie kapitein-ter-zee Joseph Muskeyn"
(*Nautilus*, nov. 1984, bl. 212-213)

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Empty North Sea gas fields to be used to bury 10m tonnes of CO2

By : Daniel Boffey in Brussels, the Guardian

Ports of Rotterdam, Antwerp and Ghent to pipe greenhouse gas into vast under-sea reservoir

Three of the largest ports in Europe - Rotterdam, Antwerp and Ghent - are to be used to capture and bury 10 million tonnes of CO₂ emissions under the North Sea in what will be the biggest project of its kind in the world. The ports, which account for one-third of the total greenhouse gas emissions from the Belgium, Netherlands and Luxembourg region, are to be used to pipe the gas into a porous reservoir of sandstone about two miles (3km) below the seabed.

It is hoped the project could be completed by 2030 but the scale of the storage, in two empty gas fields, is unprecedented and raises questions about how the CO₂ will affect the deep subsurface, according to the Dutch government.

An application for EU project of common interest status for the development has been made, which would open the door to subsidies for building the network.

The goal is to construct the CO₂ network in the port of Rotterdam by 2026, with work then to be completed in the following four years on a cross-border pipeline to Antwerp and the North Sea port by Ghent. A further expansion beyond the initial 10m tonnes of CO₂ is expected after 2030. The total emissions of the business activities in the ports amount to more than 60m tons of CO₂ a year. By comparison, the UK's net carbon emissions last year came to 364 million tonnes

The purpose of carbon capture is to aid the transition of industry towards the elimination of the burning of fossil fuels, and to help reach climate change targets set in the Paris agreement. The Dutch government is targeting a 49 per cent reduction in emissions by 2030. Scientists in Belgium and the Netherlands have largely welcomed the plans.

Prof Mark Saeys of Ghent University told De Morgen newspaper: "Of course I would prefer to see investments in renewable energy, but you have to be realistic: as long as we as a society remain dependent on fossil fuels, underground CO₂ storage may be a crucial lever for achieving our climate targets." The world's first large-scale carbon storage project was developed in 1996 off the Norwegian coast, injecting nearly 1m tonnes a year into a space 800 to 1,100 metres beneath the seabed. But the development of carbon capture and storage has been stilted in Europe. In 2009, the European commission committed €1bn to finance six pilot projects with the hope of having 12 schemes up and running by 2015. Due to the high costs, none of the projects were developed.

More than 70 per cent of the 30 million tons of CO₂ captured annually by facilities for use or storage is captured in North America. The largest initiative in the world to date is the Petra Nova project in Texas, which was launched in 2017 and is attached to a coal-fired

power station. It has an annual capture capacity of 1.4 million tonnes of CO₂, the equivalent of the emissions produced by 350,000 cars. The pipeline planned for the European ports project, known as Porthos, would have the capacity to transport five million tonnes of CO₂ a year.

Source : businessgreen

Inséré 12/09/19 BOEKEN LIVRES BOOKS Enlevé 12/10/19

LATEST BOOK FROM THE WORLD SHIP SOCIETY

A MARITIME REVIEW OF 2017 by Krispen Atkinson, David Walker & Andrew McAlpine, **4 softback, 100 pages, 186 colour photos**

This book provides a snapshot of some of the events that occurred in the shipping industry during 2017 including ownership changes, notable deliveries, demolitions and losses. Changes within fleets are illustrated, including the transfer of ships within the Hyundai Merchant Marine fleet and the sale of the Brazilian container ship operator Mercosul Line. The year saw the title of the world's largest container ship change three times, as the latest generation of ships entered service. The **AIDAPERLA** and **MSC SEASIDE** are amongst the cruise ships which entered service through the year, which are illustrated. In other sectors, new ro-ro's, general cargo ships entering the fleet, such as Cobelfret's **CELINE** and the **EGBERT WAGENBORG** raised the bar in their corresponding markets. Alongside high-profile incidents of the year, such as the grounding of the container ships **KEA TRADER** and **CSCL JUPITER** which gained high media interest, some lesser known incidents including the sinking of the coastal tanker **AGIA ZONI II** and **SOUTHERN PHOENIX** are covered. The year saw delivery of the UK's aircraft carrier **QUEEN ELIZABETH**, the German Navy rejecting the first F-125 class frigate and the Peruvian Navy decommissioning the last gun-cruiser in service. In December the disappearance of the Argentine submarine **SAN JUAN** triggered an international search effort. The story of this interesting year is told using a selection of high quality photographs supported by informative deep captions.

Available from booksales@worldshipsociety.org or WSS, 274 Seven Sisters Road, Willingdon, Eastbourne, BN22 0QW United Kingdom, price £10 to members (quoting membership number) or £15 to non-members plus P & P £1.64 (UK), £4.90 (Europe) & £4.85 (RoW). Payment may be made by GBP cheque or credit card. For the latter please state whether Visa or Mastercard and quote card number, exact name on card, card expiry date, card validation number and address of cardholder.

Inséré 12/09/19 DOSSIER Enlevé 12/10/19

Commissioning a scrubber system by 31 December 2019 is not sufficient to comply with the upcoming sulphur cap

Ship owners, ship operators and ship managers who are busy preparing for the upcoming high sulphur fuel oil ("HSFO") ban which enters into force on 1 January 2020 will be familiar with the option to install Exhaust Gas Cleaning Systems (EGCSs) otherwise known as "scrubbers" as one route to compliance. There appears to be some confusion within certain parts of industry as to whether it is sufficient to merely commission and not necessarily install or use a scrubber by 31 December 2019 in order to meet the new sulphur content requirements. This update clarifies the position with regard to relevant international, European and UK law and guidance.

MARPOL Annex VI requirements

On 26 October 2018, during its 73rd session, the Marine Environment Protection Committee ('MEPC73') of the International Maritime Organisation (IMO) formally adopted the ban on carriage of HSFO. This was effected through amendments to regulation 14 of Annex VI to the International Convention for the Prevention of Pollution from Ships ('MARPOL Annex VI') as laid down in the IMO document MEPC 73/3. This means that (a) from 1 January 2020, ships' use of marine fuel with a sulphur content above 0.50% ("HSFO") will be prohibited; and (b) from 1 March 2020 ships' carriage of HSFO will also be banned (see our previous Law Now article). Whilst there are a number of routes to compliance, one such route, is the installation of scrubbers, which enable vessels to continue to use an HSFO. An installed scrubber must be approved by the ship's Flag Administration and such approval evidenced in the ship's IAPP Certificate (International Air Pollution Prevention Certificate).

Significant challenges ahead

With less than 12 months left to prepare for the ban there are a number of challenges facing the industry such as (a) a growing concern that there will not be enough time nor capacity for installers and shipyards to fit scrubber systems on all ships in time; (b) forecasts of potential non-availability of low sulphur marine fuel; and, pertinently, (c) confusion generated by those who hold a view that it is sufficient to merely commission and not necessarily install or use a scrubber by 31 December 2019. This view carries neither regulatory nor legal substance.

IMO's MARPOL Annex VI

The IMO's position regarding the amendments to MARPOL Annex VI which are expected to enter into force later this year is clearly set out on its website: "The new 0.50% limit (reduced from 3.50% currently) on sulphur in ships' fuel oil will be in force from 1 January 2020, under IMO's MARPOL treaty, with benefits for the environment and human health. The complementary MARPOL amendment will prohibit the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship – unless the ship has an exhaust gas cleaning system ("scrubber") fitted. Installing a scrubber is accepted by flag States as an alternative means to meet the sulphur limit requirement. The complementary amendment is expected to enter into force on 1 March 2020. The amendment does not change in any way the entry into force date of the 0.50% limit from 1 January 2020. It is intended as an additional measure to support consistent implementation and compliance and provide a means for effective enforcement by States, particularly port State control". The statement clearly states that scrubbers must be 'fitted' on a vessel in order for a vessel to be able to continue to use HSFO from 1 January 2020. The IMO's FAQ further stipulates that "ships may also meet the SOx emission requirements by using approved equivalent methods, such as exhaust gas cleaning systems or

“scrubbers”, which “clean” the emissions before they are released into the atmosphere. In this case, the equivalent arrangement must be approved by the ship’s Administration (the flag State).” (our emphasis). There is therefore no suggestion at international level that simply commissioning a scrubber or any emissions abatement measure would be sufficient for compliance purposes. Given that the overarching objective of the IMO measure is aimed at reducing sulphur emission in international shipping, it is difficult to imagine how the IMO would have intended anything less than the actual fitting, approval and use of scrubbers by vessels.

Directive (EU) 2016/802

The IMO requirements for a scrubber to be “fitted” are mirrored by the European Directive 2016/802/EC concerning the sulphur content of certain liquid fuels (the “Sulphur Directive”). The relevant provisions regulating the use of scrubber systems are contained in Article 2 (Definitions), Article 5 (Maximum sulphur content in marine fuel) and Article 8 (Emission abatement methods). Scrubbers are treated as EAMs and are defined in the Directive as “any fitting, material, appliance or apparatus to be fitted in a ship or other procedure, alternative fuel, or compliance method, used as an alternative to low sulphur marine fuel meeting the requirements of the Directive” (our emphasis) We suspect that perhaps the phrasing “to be fitted” created the confusion in question suggesting that merely planning or intending to fit an EAM through commissioning may be sufficient to achieve compliance. However, a fundamental principle of European law is that it must be read purposively and not literally with consideration of the spirit and the intent behind the provisions in the Directive. These reflect those of the IMO, namely, to reduce harmful emissions from ships. As we apply the principle of purposive interpretation to Article 8 (Emissions abatement methods) it is clear that the focus of the requirement is on the “use” of the EAMs as an “alternative” to using HSFO. Article 8(2) provides: “Ships using the emission abatement methods referred to in paragraph 1 shall continuously achieve reductions of sulphur dioxide emissions that are at least equivalent to the reductions that would be achieved by using marine fuels that meet the requirements of Articles 6 and 7” (our emphasis. Conversely, if EAMs are merely commissioned and not used, then the requirements of Article 8(2) would be rendered meaningless. Furthermore, Article 9 requires the EAM to be formally approved before they can be used. Thus, there are two key steps that need to be met in order to achieve compliance with Article 5 – (1) approval; then (2) use. There is no reference to “commissioning” in the Directive but the commissioning stage is referenced in the guidance produced by European Maritime and Safety Agency (EMSA), as addressed below.

EMSA Sulphur Inspection

The Sulphur Inspection Guidance published by EMSA in 2018 explains the practical implementation of the legal requirements in question. Though not binding, the Guidance is intended to steer the industry towards harmonised compliance. Page 12 of the Guidance provides: “On a ship that uses an EAM to meet the requirements, the sulphur inspection should be limited to determining whether the ship: Ø has received an appropriate approval for using an EAM (approved, under trial or being commissioned), and Ø is using the EAM for all fuel combustion machinery on board”.

Whilst commissioning is mentioned, albeit in passing, it is only done in the context of the staged approval process which is naturally conducive towards the required use of the EAM on board, once it has been commissioned, trialled or approved. Another circumstance that

would be treated as a breach of the Directive is where it comes to light upon inspection by Port State Control or maritime enforcement authorities that the EAM on the ship is not continuously reducing SOx emissions. It is expected that from 1 January 2020, maritime enforcement inspectors will seek to ensure in the course of their inspections in ports that not only are the scrubber systems approved for use, but that ships are actively using scrubbers to continuously reducing SOx emissions. It is expected that from 1 January 2020, maritime enforcement inspectors will seek to ensure in the course of their inspections in ports that not only are the scrubber systems approved for use, but that ships are actively using scrubbers to continuously reduce SOx emissions.

UK position

The UK has not diverged in its implementation of the international and European sulphur requirements. The UK's Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 (as amended) and the Merchant Shipping (Prevention of Air Pollution from Ships) and Motor Fuel (Composition and Content) (Amendment) Regulations 2014 (the "UK Regulations") mirror the definition of and requirements for actual "use" of EAMs provided for in the Directive. Regulation 32(3A) makes it an offence for a master of a ship to utilise fuel having a sulphur content above 0.50% from 1 January 2020 unless the ship is using an approved and certified emission abatement method. The word "commissioning" is not referred to anywhere in the UK Regulations. The Maritime and Coastguard Agency Marine Guidance Note, MGN 510 entitled "Use of Exhaust Gas Cleaning Systems under the Merchant Shipping (Prevention of Air Pollution from Ships) and Motor Fuel (Composition and Content) (Amendment) Regulations 2014" further supports the requirement for actual use of the scrubber systems which must be compliant and approved before they can be used.

Enforcement and sanctions for non-compliance

The IMO does not set fines or sanctions as these are established by individual Parties to MARPOL as Flag and Port States. Sanctions can be in the form of administrative fines or criminal penalties and would include detention, refusal of entry into port; delay; and prosecution and/or fines. Whilst levels of fines differ between countries if prosecuted in the UK fines would be unlimited. A mandatory order to restore any damage and to remedy the breach (e.g. install an approved scrubber system) could also be made in addition to the fine. Notably, the definition of a 'liable person' under UK Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 is wider than that of MARPOL and the Sulphur Directive. Whilst the latter instruments penalise the master of a ship and/or the ship owner, the UK regulations are wide enough to place liability on the owner, master of the ship, manager, charterer, harbour authority or terminal operator, fuel oil supplier or fuel oil supplier's representative (e.g. making a false declaration on the BDN) and any person who causes a non-compliance of any of the aforementioned persons through their acts or omissions. It is the latter "any person" liability that could potentially expose those in the scrubber industry to a prosecution in UK if it comes to light that scrubbers were supplied on a false premise which 'caused' a vessel operator to commit an offence.

European Commission confirmation

DG Environment, European Commission, has confirmed that "it is not enough for a scrubber to be installed and commissioned to allow the ship combustion of fuel exceeding the prescribed levels of sulphur. In order to be fully compliant with Directive (EU) 2016/802, the scrubber must be actually used, so that it can continuously achieve SOx emissions reductions."

Comment

To conclude, any ship owners, managers and operators who have been operating on a false premise that commissioning a scrubber by the compliance deadline will be sufficient to demonstrate compliance should review their position. Those vessel owners/operators who are planning to meet the MARPOL Annex VI requirements by opting for scrubbers should take heed if they have merely commissioned a scrubber system and know for certain that they will not be installed in time for 31 December 2019. If this is the case then those ships must ensure that they seek to either have the scrubbers installed by the set deadline or source LSFO in time for 1 January 2020.

Source: CMS Cameron McKenna Nabarro Olswang LLP

Inséré 14/09/19 NIEUWS NOUVELLES Enlevé 14/10/19

Speed limits will stifle decarbonisation progress, warns Maersk

By : Anastassios Adamopoulos

IMPOSING speed limits will keep older and inefficient tonnage at sea and distract from necessary investment in future fuels, research and development and technology, according to Maersk. Ahead of international negotiations at the IMO, top officials from the world's largest shipping company warned against a prospective measure that has been tabled as a quick yet short-term fix for shipping's greenhouse gas emissions, and said regulators should instead embrace other approaches to improving operational efficiency. Maersk chief adviser on climate change John Kornerup Bang argued that on a political level, imposing speed limits did not reward early movers, which could be dangerous for the next phase of decarbonisation. "But more importantly it is a clear incentive, will be an incentive to keep old and inefficient tonnage for too long," he said in an interview with Lloyd's List. Decarbonising shipping, or even achieving a minimum 50% reduction in emissions, as agreed by regulators last year, would need innovation, new fuels and a technological shift that would require investments, he said. "It is a game of capital expenditure into new vessels at the right time and therefore the short-term measures must not incentivise to just keep the old fleet in the waters for too long because it is going to bite us in our backs later," he said.

The International Maritime Organization's Marine Environment Protection Committee is currently engaged in two-week negotiations in London to discuss measures it can take to help reduce greenhouse gas emissions by shipping.



Proposals to impose mandatory speed limits have become the epicentre of public attention ahead of the meeting, dividing opinion.

Some voices, such as the UK Chamber of Shipping, have highlighted potential perils, while the Danish and Dutch shipping associations have also expressed opposition.

On the other hand, a coalition of over 100 shipping companies and environmental non-governmental organisations threw their weight behind the measure via an open letter to the IMO last week.

None of the major container carriers signed up for that.

Proponents of speed limits have protested against the counter-argument criticism levied against such curbs, pointing out that Maersk itself has actually engaged in slow steaming while also actively pushing to become more efficient and less polluting.

But Maersk director for regulatory affairs Simon Bergulf told Lloyd's List the point was moot, saying that the company initiated that strategy around a decade ago in the aftermath of the financial crisis and it was driven by commercial reasons.

"The difference between container and tramp shipping is that our fuel costs are paid directly so we have an inherent motivation to actually invest in our own fleet. Whereas on the other side there is a higher preference for prescriptive measures," he said.

Mr Kornerup Bang also emphasised that though Maersk had high targets to improve the efficiency of its fleet, it was aware that this would only maintain the company's absolute emissions curve as flat.

"Short-term reductions need to bear in mind that efficiency measures will only keep absolute emissions flat. To go toward 50% reduction it is about the technology shift and therefore the measures need to be designed that enable that technology shift," he said.

Source : Lloyd's List

Inséré 15/09/19 NIEUWS NOUVELLES Enlevé 15/10/19

Careers mapped out for young and women seafarers

The International Transport Workers' Federation (ITF) welcomed the roadmap agreed at a tripartite meeting in Geneva last week to address the gap in recruitment and retention of seafarers and the barriers to promote work opportunities for young and women seafarers. The meeting convened in Geneva, Switzerland was attended by more than 40 countries in addition to social partners from 25 February to 1 March 2019 at the International Labour Organization (ILO). For the first time ever at an ILO meeting the three spokespeople representing respectively the ship owners, the seafarers and the governments were all women, Kathy Metcalf, President & CEO of the Chamber of Shipping of America, Lena Dyring, ITF Seafarers' Section Women Transport Workers' Representative and Mayte Medina, Chief, Office of Merchant Mariner Credential, US Coast Guard.

The three days of discussion raised a raft of issues including those facing cadets and trainees in gaining access to the industry, the discriminatory practice of mandatory pregnancy testing for women seafarers, barriers to women seafarers gaining access to the industry, automation and digitalisation, recruitment and placement, fair treatment on criminalisation of seafarers, abandonment, shore leaves, isolation and mental distress, harassment and bullying, age discrimination, social communication and abandonment. The meeting concluded that the roadmap ahead would include stakeholders taking a proactive role in ensuring facilitation of:

- shore leave and the establishment of seafarers' welfare committees;
- cadets, trainees, young seafarers and women to gain the necessary sea time for licencing;
- the repatriation of abandoned seafarers and discharge their obligations in timely manner toward seafarers in case of criminalisation piracy and armed robbery; and
- policies on zero tolerance on bullying and harassment.

In addition, the meeting recommended that the ILO convene a tripartite meeting with the International Maritime Organization (IMO) to consider: issues common to seafarers including training and certification; the promotion of the ratification of MLC 2006 and the effective implementation of its provisions; mapping out the number of women and their distribution in the industry; the provision by the ship owner of internet access for seafarers at no or reasonable costs; and the social partners and other stakeholders to look at ways to provide seafarers with mental counselling to help with anxiety and depression.

"We came here with an open mind to work seriously with the ILO, social partners and governments to find solutions, and we are pleased that the discussions were mature and specific to provide women and young seafarers with tangible outcomes," said Lena Dyring, ITF Seafarers' Section Women Transport Workers' Representative. On the mandatory pregnancy testing a legal expert from the ILO described it as a serious form of discrimination which only affects women. "Women seafarers are fully capable of making the best decisions for themselves and their families. Just like women in all other industries, they do not need their employer to make decisions on their behalf about whether or not they should be tested for pregnancy," said Lena Dyring.

"We were pleased that mandatory pregnancy testing is now considered a discriminatory practice and supported by a large number of governments, a clear message we feel women seafarers deserve to hear loud and clear. "We are prepared to work with the maritime partners to look at ways to provide assistance to women whose pregnancy requires a shift in their normal work and provide a mechanism which guarantees their re-entry to the industry after giving birth," concluded Dyring.

The meeting also addressed the major issues young seafarers face when joining the industry which include social communication, shore leave, training and sea time. "Finally

young seafarers, cadets and trainees have been given the attention they deserve,” said Dorotea Zec, ITF Seafarers’ Section Young Transport Workers’ Representative. “We have asked for a structured campaign to be launched by the ILO with the support of the social partners, and we have looked at the alignment of school and training curriculum to provide the right skills necessary to be the seafarers of the future,” said Zec.

Source: ITF

Inséré 16/09/19 DOSSIER Enlevé 16/10/19

Legal and practical implications of US Gulf bunker problems

Following recent reports of marine fuel contamination on an unprecedented scale in the US Gulf region, UK law firm, HFW considered some of the issues arising for those affected, including shipowners, timecharterers and bunker suppliers.

Reports suggested that possibly up to 100 vessels may have been affected by contaminated fuel oil stemmed at ports in the Houston and US Gulf region. Contaminated supplies of blended fuel oils, such as IFO 380, were first reported in the US Gulf region in February and appear to have persisted.

Whilst the root source of the issue remained inconclusive, initial reports based on advanced fuel testing methods, such as Gas Chromatography Mass Spectrometry (GCMS), seemed to point to adhesive phenolic compounds as the principal contaminant, although other products may also be involved.

Vessels affected reported a range of technical problems. These included blocked fuel filters, fuel pump seizures and even the complete loss of main engine power, giving rise to the possibility of serious incidents, such as collisions or groundings.

The issue appears to have been compounded due to the lack of detection of contaminants via conventional fuel testing analysis performed in accordance with ISO 8217 requirements and fuel specifications, commonly incorporated into marine fuel supply contracts and also timecharterparties.

The issue has affected a number of suppliers, leading some to speculate that the problem is linked to a refinery, or cutter stocks that are lighter petroleum products added to heavier fuel to reduce viscosity. HFW gave some examples of the issues arising, proceeding on the basis that the supply of marine fuel oil was arranged by a timecharterer.

Shipowners-

- The immediate question will be how to deal with the contaminated fuel remaining on board and not yet burned. This will need to be assessed on a case by case basis and is likely to require the input of a marine fuel specialist in conjunction with an owner’s P&I Club and legal advisors. Options may include the blending or filtration of the contaminated fuel, or alternatively its complete discharge, as well as fuel tank and fuel system cleaning. Initial indications suggest that discharge may be the only option in many cases. Discharge of the contaminated fuel also presents challenges. For example, the contaminated fuel may be designated as a chemical waste requiring specialist handling and not suitable or permitted for onshore fuel

storage

facilities.

The issues of where and how to dispose of the contaminated fuel will therefore need to be carefully checked in advance via local port agents and with the relevant authorities. Owners will be looking to their charterers for assistance and co-operation in the arrangements, as well as putting them on notice of the claims.

- Although circumstantial evidence may point to fuel contamination, when considering their potential claims against charterers or bunker suppliers, owners will need to consider and preserve the evidence necessary to prove that the cause of the problem is off-specification fuel oil and that the cause is not a ship related problem. This will include retaining samples of the contaminated fuel, as well as establishing that the relevant maintenance checks of their fuel filtration and pumping system are up to date and in order via documentary records. Evidence of previous bunker supplies, potentially going back over a period of time, may also be required to rule out problems caused by earlier stems. Owners are advised to speak to their P&I Club and technical experts at an early stage in order to assess what evidence ought to be preserved. Needless to say, in order to bring a claim in damages arising from a contaminated fuel supply, owners will need to carefully consider the relevant charterparty terms, seek legal advice and report to their insurers. They will also need to try and ensure that they take steps to minimise their losses, to ensure that their claims are not prejudiced. This could be as simple as switching the fuel supply to other fuels on board (possibly even requiring the use of more expensive low sulfur fuel), or ensuring that repairs are performed as soon as possible.
- Owners purchasing marine fuel from the US Gulf region are advised to be vigilant and alert to potential technical problems, keeping their crew informed on the latest developments, circulating bulletins issued by P&I Clubs, the US Coast Guard and classification societies, and on the lookout for warnings signs of fuel contaminants, to be advised by their technical experts. Owners with ships regularly calling at the affected ports may also wish to check that they have on board spare parts for their fuel pumps and systems. Some owners with a regular service to the US Gulf may also need to consider revising the wording to their existing charterparties for greater protection.

Timecharterers -

- The effects of the contamination will inevitably lead to downtime, in addition to any time spent deviating to a port of refuge, discharging, filtering or blending contaminated bunkers, as well as awaiting the arrival of spare parts and fuel analysis test results. This in turn is likely to result in off-hire issues. Owners will inevitably be saying that the vessel remains on hire for the period of any delays and claiming their costs in addition as damages. However, the burden remains with owners to establish that the cause of any problems was due to the supply of contaminated fuel. Charterers will need to consider very carefully whether or not they intend to withhold hire for the time lost and the potential implications if they do so, such as the rights that owners may have under the relevant charterparty to withhold performance, cancel the contract or exercise liens over cargo and /or freight. In cases where contamination is clearly established, then charterers should exercise extreme caution before deducting from hire.
- Having to deal with or dispose of the contaminated fuel or perform repairs may result in the need to deviate the vessel from its intended voyage. These issues will create problems for charterers if they are the contractual carriers under bills of

lading, so that they may face potential claims from shippers or receivers and will need to look to their P&I Clubs for support.

- Owners will look to charterers to take responsibility for any contaminated fuel supplied and take over the handling of the issue. Charterers will need to try and engage with their suppliers to seek support (for example on the issue of the discharge and handling of the contaminated fuel) and carefully consider the terms of the relevant bunker supply contract, in particular the law and jurisdiction clause, time bar clauses and any clauses dealing with the limitation of liability.
- Charterers should be especially alive to the potential for short contractual time periods for bringing and notifying claims under the relevant supply contract. If bunkers were stemmed sometime ago and the contamination only recently discovered, charterers could be at risk of potential time bars if not carefully checked and the necessary steps taken.

Bunker suppliers -

- Suppliers concerned that they may have received contaminated fuel stocks, or in order to provide confidence to their buyers, may consider performing more advanced fuel testing analysis (such as GCMS) to try and rule out the risk of future fuel contamination problems and claims. Bunker suppliers will also need to consult with their insurers and put them on notice of any potential claims. They will also need to carefully review their supply chain in order to investigate any problems and pass on any claims brought by their customer to their own supplier under the relevant contract.
- In cases where there is conclusive evidence that contaminated fuel has been supplied, a supplier may wish to adopt a co-operative approach in order to try and minimise the claims brought against them, as well as looking to commercial resolution of the claims before legal costs rise.

Owners, charterers and bunker suppliers -

- The existence of chains of marine fuel supply contracts on potentially back-to-back terms, entail that similar legal issues may arise at different stages of the supply chain, or in time charterparties where charterers are commonly obliged to supply and pay for bunkers.
- All parties will need to ensure that sealed samples of the fuel supplied are carefully retained for testing and testing protocols agreed in case of any allegations of contamination.

Applicable law

Given that the majority of supplies were made in the US, it is anticipated that there will be a US law element to the claims brought against suppliers, either due to the contractual terms of the local physical supplier, or by application of US tort law for claims to damage to property. Indeed, the possibility of class actions in the US against suppliers cannot be ruled out.

The question of the applicable law is far from straightforward, and the existence of 'umbrella' bunker supply agreements entered into by larger ship operators with bunker traders and suppliers, means that English law could potentially apply to the relevant supply contract. The applicable law will need to be assessed on a case by case basis.

Fuel contamination is not a new phenomenon and the issue for discussion is how it may be addressed in the longer term, HFW said. Modern technologies, such as blockchain, with point of origin traceability could be a solution in due course, such as being currently looked at as a method of controlling contamination in the food industry.

Footnote: This briefing was written by HFW's partner Paul Dean and senior associate, Rory Grout.

Dean is HFW's representative on BIMCO's sub-committee established to develop a charterparty clause to address the 2020 global sulfur cap. Grout is assisting.

Inséré 18/09/19 HISTORIEK HISTORIQUE Enlevé 18/10/19

Ramp met Maassluis grootste sinds 1945

Aantal lichamen omgekomen opvarenden op Algerijnse kust aangespoeld

ROTTERDAM - De ondergang van de 38.000 ton metende chemicaliëntanker Maassluis in de nacht van dinsdag op woensdag voor de kust van Algerije is wat betreft het verlies aan mensenlevens de grootste Nederlandse scheepsramp sedert de Tweede Wereldoorlog. Van de 29 opvarenden zijn er slechts 2 in leven gebleven.

Op de Algerijnse kust is gisteren een aantal lichamen aangespoeld van omgekomen opvarenden van de Maassluis. De lichamen moeten nog worden geïdentificeerd. Er wordt rekening mee gehouden dat nog meer omgekomen opvarenden aan zullen spoelen. Voorlopig is het door het stormachtige weer voor duikers onmogelijk het gezonken wrak te bereiken.

Volgens directeur G. van Maanen van Nedlloyd Rederijdiensten werd de bemanning volledig verrast door de vliegende storm. De kapitein, een ervaren gezagvoerder, die al zes jaar op de Maassluis voer, verzamelde alle opvarenden, onder wie ook de echtgenotes van twee officieren, op de brug. Vier bemanningsleden kregen de opdracht de ankerlieren op de voorplecht van het schip los te maken. Twee keerden behouden terug op de brug. Twee anderen sloegen door de geweldige golven overboord. Later bleken dit de enige overlevenden van de ramp te zijn. De laatste mededeling die Nedlloyd om half drie 's nachts van de kapitein ontving luidde dat men zich opmaakte om het schip te verlaten.

Niet onder controle

De zwalkende Maassluis viel niet meer onder controle te krijgen en sloeg vervolgens te pletter op het havenhoofd van Skikda. Het plotselinge opsteken van de storm was er de reden van dat de kapitein ook geen kans meer zag de beschutting van een haven op te zoeken. Doordat de zware storm ook de telefoonverbindingen tussen Skikda en Algiers had vernield, duurde het meer dan twaalf uur voordat bij rederij Nedlloyd de werkelijke omvang van de ramp bekend was.

Gisteren woei het nog zo hard, dat duikers niet in de buurt van het wrak konden afdalen om de situatie in ogenschouw te nemen. Prioriteit heeft voor Nedlloyd het bergen van de lichamen van de slachtoffers. De familie van de omgekomen 13 Nederlanders en 14 Indonesiërs is in de loop van woensdag en gisteren ingelicht. Inmiddels is een bergingsploeg van vijf man, drie medewerkers van Nedlloyd en twee van Smit Tak, ter plaatse gearriveerd. Voorlopig is het wachten echter op rustiger weer, waardoor de duikers hun werk kunnen doen. De Nederlandse Scheepsvaartinspectie zal een onderzoek instellen naar de oorzaak van de ramp.

Op de kantoren en schepen van de rederij zou overal ter wereld vandaag om 12 uur een minuut stilte in acht worden genomen ter nagedachtenis aan de overledenen. De vlaggen op de Nedlloydschepen en kantoren zullen halfstok hangen.

Kleinere

Uit gegevens van het Maritiem Museum in Rotterdam blijkt dat sinds de Tweede Wereldoorlog voornamelijk kleinere Nederlandse schepen zijn vergaan. Bij de meeste scheepsrampen kon de bemanning tijdig worden gered. Zo voer op 8 januari 1953 de ruim 10.000 ton metende Klipfontein van de Vereenigde Nederlandsche Scheepvaartmaatschappij bij Kaap Corrientes op de rotsen. Passagiers en bemanningsleden van deze half vracht/half passagiersboot konden zich tijdig in veiligheid stellen. Het schip zonk in 22 minuten, nadat de kapitein als laatste van boord was gegaan.

Op 19 februari 1965 brak aan boord van het ms Sophocles (5703 ton) van de KNSM brand uit in de lading kunstmest. Het schip zonk in de buurt van de Azoren. Drie bemanningsleden werden vermist. Op 28 september 1973 kapseisde het ms Leliegracht (1228 ton) van rederij Spliethoff in zwaar stormweer voor de kust van IJmuiden. Het schip zonk. Er waren vier doden te betreuren.

Op 27 februari zonk de kustvaarder Angela Smits in de Golf van Biskaje. De bemanning kon het schip tijdig verlaten. Op 26 december vorig jaar liep het Nederlandse vrachtschip Rocky voor de kust van Israel op een zandbank. De 18 bemanningsleden konden het schip verlaten. De Rocky werd later vlotgetrokken.

Nedlloyd Seine

Het enige ongeluk met een schip van Nedlloyd was dat met de 11.696 ton metende Nedlloyd Seine. Het schip kwam op 23 oktober 1980 in de Indische Oceaan in aanvaring met de Belgische tanker Wallonia. Er waren geen slachtoffers. Het zwaar beschadigde Nedlloyd-schip werd verkocht om te worden gesloopt.

In mei vorig jaar zonk de chemicaliëntanker Anna Broere op de Noordzee na een aanvaring met de Zweedse Atlantic Compass. Daardoor kwamen twee bemanningsleden van de Anna Broere om het leven. Na het ongeluk moest de lading acrylonitril uit de tanks van de Anna Broere geborgen worden, een operatie die de Nederlandse staat ruim dertien miljoen gulden kostte. De tanker kwam na het ongeluk door die -vaak uitgestelde en moeilijke- berging vaak in het nieuws.

Inséré 20/09/19 NIEUWS NOUVELLES Enlevé 20/10/19

DEME and Eiffage win €500m offshore wind contract

By Mike Hayes

A consortium including Belgian marine specialist DEME and French multinational construction firm Eiffage has been awarded the contract to build foundations for the Saint Nazaire offshore wind project. The scope of the contract – awarded by operators EDF Renewables and Enbridge – calls for the design, fabrication and installation of 80 steel foundations for the 480MW wind farm, and is valued at more than €500 million. It is reported that design work on the foundations is already underway, in preparation for production to start next spring. When fabrication of the foundations is complete, they will

be transported to the Saint Nazaire site, between 12km and 20km off the coast of the Guérande peninsula in western France. The foundations must be installed into a rocky seabed, at depths of between 12m and 25m, and completion of the installation is expected by the summer of 2022. When fully operational, the Saint Nazaire project is expected to generate 20% of the total power requirement of the Loire-Atlantique department. Jan Vandebroek, general manager of French subsidiaries at DEME, said, "The contract highlights our technical expertise in providing innovative solutions for the offshore wind industry. The Saint-Nazaire project will deliver drilled monopiles, a new step forward in the offshore wind industry."

Source: construction-europe

Inséré 20/09/19 BOEKEN LIVRES BOOKS Enlevé 20/10/19

What you need to know about MEG4

Developing mooring systems that are adequate for intended service, with maximum integration of guidelines across a wide range of ship types and sizes is essential.

Although multiple guidelines exist, none are as extensive or well-received as OCIMF's Mooring Equipment Guidelines (MEG).

Nearly a decade after releasing MEG3, vessels have increased in size and mooring operations complexity has also significantly increased.

As a result, OCIMF recently released MEG4 to provide more insights on hardware designs, mooring dynamics, mooring line design, inspection and discard criteria, as well as recommendations on mooring line strength and questions buyers should ask mooring line manufacturers, manufacturer, DSM reported in an analysis of the updated guidelines.

These questions include topics, such as fibre choice, mooring line design, linear density of the load-bearing core, special coatings, and material wear mechanisms. In addition, several new tests will be detailed throughout MEG4 that will require compliance from mooring line manufacturers to prove that their lines are fit for mooring specified vessels.

DSM is the inventor and manufacturer of the patented Dyneema, which is claimed to be the world's strongest patented fibre, a leading material choice in the mooring industry.

Many ship operators specify mooring and tow ropes made with Dyneema SK78 because they are stronger, lighter, more durable and easier to handle than other materials, the company said. Based on extensive knowledge of fibre technology, rope design and mooring practices, DSM played a critical role in the development of the MEG4.

Jac Spijkers, DSM's Application Development Manager, was vice chair of the OCIMF MEG4 committee responsible for the new guidelines, which took nearly two years to complete with input from experts worldwide. "The MEG4 is an important step in providing safety for large carriers," Spijkers said.

Today's vessels rely on crews to manage critical operations. Keeping these operators safe requires the right procedures, equipment and training. Mooring lines play a vital role when berthing.

Whereas previous guidelines provided limited details in terms of requirements for safety and performance, MEG4 gives insights into the safe use of mooring lines and tails, placing more emphasis on selecting the right line with the right construction (the select phase) and monitoring its conditions in use and discarding after use (the operate phase).

Other key chapters and changes that have been incorporated into MEG4 include:

- Enhanced guidance for purchasing, condition monitoring, and retirement of mooring lines and tails.
- Enhanced guidance on documentation of mooring equipment.
- New chapter on the Human Factors in Mooring Design.
- New chapter on Jetty Design and Fittings.
- New chapter on Ship Shore Interface.
- New chapter on Alternative Technologies.

“As we continue to build our knowledge of mooring line behaviour, failure mechanisms and new mooring technologies, we will continue contributing to industry bodies and regulatory institutions,” explained Spijkers. “We support our customers – the mooring line manufacturers – in creep calculations, advice on mooring line design, our proprietary coatings, reliable end-connections and mooring hardware related topics.

“Only by working in close co-operation with mooring line manufacturers and the vessel owners and operators, safe use and long lifetime will be ensured,” he added

Inséré 22/09/19 DOSSIER Enlevé 22/10/19

Palau registry head attacks Paris MOU

The Paris MoU Blacklist status is stopping the growth of new registries, is anti-competitive and has become a vicious circle, claimed Panos Kirnidis, Palau International Ship Registry CEO.

He was responding to the Palau Registry being relegated from the Grey to the Black list by the Paris MoU on 1st July, 2017.

“Once a new registry is launched it needs to grow and will not in the first period be attracting the newer and larger vessels, operators or owners. It takes time for the new registry to build trusted relations with the shipowners and stakeholders in the industry and to show its values. Consequently, the fleet may start as one of older vessels (although not substandard) and numbers will not match those of the established registries; however, there is a higher risk of those older ships being detained.

“It is more than simple numbers, but it is highly disadvantageous to new registries such as Palau, even though our services and credentials can be ranked as among the finest in the industry. To climb the rankings, we have to be seen as whiter than white and yet the very statistical formula negates our chances of progress. You can have 12 of the best vessels sailing the world’s oceans but if one or two fail an inspection, then by sheer lack of numbers you end up on the blacklist. Once the new registry is placed on the blacklist it condemns it to years of struggle to prove its credentials as a diligent and efficient flag. It is almost impossible to start off anywhere other than on the blacklist, despite the enormous impact it has on your business,” he said.

Kirnidis believed the system needs changing as it shuts out competition and fails to provide any support for new and developing registries. “There is a distinct imbalance in the world of shipping when it comes to the rankings of flag states and classification societies. It’s about time we woke up to the issues affecting new registries and their flags. Maybe it is easier at this time for me to hold such strong views; after all, my registry – Palau International Ship Registry (PISR) - is the newest entrant into the sector for more than a decade with a precise plan to lead the market among other reputable registries. But it is

more about the processes and the inevitability of being placed on a blacklist that concerns me and maybe why a change is needed.

He added; "The Performance lists within the MOU's places an unbearable burden on new registries trying to grow and prove their credentials. You can find yourself placed on the lower rank for even a series of minor infringements and issues, as detentions are detentions no matter what the issue is. This is where the system really falls down, for a small registry the numbers are stacked against it.

"Being placed on the blacklist as a new registry is more about a maturity process than having a significant number of issues related to your fleet but it is a system highly weighted against new registries. There is an inevitability of being placed on a blacklist that concerns me and maybe why a change is needed. Despite its credentials, highly experienced auditors, inspectors, managers and the latest Smart technology to operate its systems, Palau has been placed on the Black List because it currently does not have enough vessels in its fleet to escape the formulaic consequences.

"Having 23 detentions and inspections in a fleet of 300 vessels puts a new registry on the Blacklist, even though the overall number is lower than other fleets with more vessels, more detentions and more inspections. If another registry has 23 detentions but a fleet of 5,000, then the simple formula used means these detentions are deemed less relevant in the case of larger registries only because of the maths. This is why a mathematical formula without any weighting doesn't work in the best interests of the industry. If your vessel is flying the flag of a blacklisted flag state, then vessels are inspected more frequently and more thoroughly. It is a vicious circle that is almost impossible to escape from. Just look at the top registries now they have all been through this process and taken years to migrate through it.

"For a small registry like Palau, one detention means we need 19 clean other inspections to avoid its negative effect, something that is hard to achieve when you have a small fleet. To grow our vessel base we need to gain the confidence of shipowners and managers and this is made harder when you find ourselves in the black list forming a vicious cycle, so even though our services and credentials can be ranked as among the finest in the industry we find ourselves not on an even playing field. It is a process we are working through and will enable us to show we are a diligent and highly responsible registry. A change to the way the formulas are used as it is a system highly weighted against new registries. There is an inevitability of being placed on a blacklist that concerns me and maybe why a change is needed," he stressed.

Kirnidis said that he wanted the regulations and system to be re-evaluated and is calling for support from other registries to rewrite the mathematical algorithms and help attract new entrants into the sector. "In no way are we asking for a dilution of the regulations affecting the critical issues classification societies, flags, registries and any other relevant bodies are subject to. On the contrary, the reason so many registries have exemplary reputations is because of the expert work, diligence and experience they bring to world shipping. What we are asking for is for the anti-competitive practices defining the Performance Lists to be reviewed," he explained.

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Inséré 24/09/19 NIEUWS NOUVELLES Enlevé 24/10/19

Rederij CMB zet een forse stap vooruit in de ontwikkeling van schepen die op waterstof varen.

Het neemt een motorenspecialist over, bouwt met partners twee schepen op waterstof en lanceert in 2020 samen met het Gentse ABC een eigen waterstofmotor.

De rederij pionierde al met de 'Hydroville', een passagiersschip dat met waterstof wordt aangedreven. Nu schakelt het bedrijf duidelijk een versnelling hoger. CMB neemt in eerste instantie de Britse motorenbouwer Revolve Technologies Limited (RTL) over. Die is gespecialiseerd in de ontwikkeling van motoren voor de automotive en de scheepvaartsector en is een pionier op het vlak van motoren op waterstof. Het bedrijf leverde de motor voor de 'Hydroville'.

RTL wordt volledig geïntegreerd in CMB Technologies, de innovatie- en ontwikkelingspoot van CMB, onder de noemer CMB Revolve Technologies. Naast de focus op waterstofprojecten blijft het bedrijf consultingdiensten aanbieden aan derde partijen in de automotive en marine industrie. Een team van 29 hoogopgeleide ingenieurs en technisch stafleden zal prototypes ontwikkelen en motoren testen.

Twee nieuwe schepen op waterstof

Met zijn knowhow op het vlak van marine waterstofsysteem gaat CMB in samenwerking met de Japanse scheepsbouwer Tsuneishi Facilities & Craft (TFC) de eerste passagiersferry ter wereld bouwen die aangedreven wordt door een dual waterstof-dieselmotor. De bouw van het schip vindt plaats in Japan en moet tegen 2021 klaar zijn. Beide partners hopen hiermee een mijlpaal op weg naar zero-emissionscheepvaart te bereiken. Daarmee houdt het voor CMB niet op. Samen met de Nederlandse scheepsoperator Windcat gaat CMB een zogenaamde 'crew transport vessel' (ctv) bouwen. Het schip wordt ingezet voor het transport van service ingenieurs naar een offshore windmolenpark 22 kilometer in de Nederlandse Noordzee. Vattenfall, de bouwer van het windpark, tekende hiervoor een contract met Windcat.

De 'Hydrocat' (foto), zoals het schip zal heten, kan 24 ingenieurs vervoeren aan een snelheid van 25 knopen. Voor de aandrijving zorgen twee motoren van 1.000 pk, die per dag zo'n 170 kg waterstof verbruiken.



Eigen waterstofmotor

Kers op de taart voor CMB is de ontwikkeling van een eigen waterstofmotor in samenwerking met het Gentse ABC Engines, waarmee de rederij vorig jaar de joint venture BeHydro oprichtte. Na een testperiode is het bedrijf klaar om in de loop van volgend jaar de eerste commerciële waterstofmotoren te lanceren. Het gaat om een reeks motoren variërend in kracht van 0,8 tot 2,8 MW en beschikbaar met 6, 8, 12 of 16 cylinders. De motoren dienen als hoofdmotor voor sleepboten, ferries en binnenschepen en als hulpmotor voor zeeschepen, als generator aan land voor de productie van 'groene' energie, als back-upgenerator en als waterstofmotor voor locomotieven. Ze kunnen de CO₂-uitstoot met 50 tot 100% verminderen. "Beproefde technologie tegen een betaalbare prijs", besluit BeHydro.

Koen Heinen

Inséré 25/09/19 NIEUWS NOUVELLES Enlevé 25/10/19

Golar LNG and Exmar Compete for Leviathan FLNG Unit

Partners in Israel's Leviathan project have signed separate agreements with Golar LNG and Exmar NV with the aim of building a floating liquefied natural gas (FLNG) facility to enable LNG exports.

Under the deals, signed on July 29, the partners, including Delek Drilling, Noble Energy and Ratio Oil Exploration, are looking to receive plans for the construction of the FLNG facility for the field off the country's Mediterranean coast from either company.

Afterwards, the parties would enter into a long-term agreement with one of the companies that would finance, build, operate and maintain the facility if a final decision is made to go ahead with the project, Reuters explained.

The facility, to be located offshore Israel, is envisioned to have an estimated capacity of 2.5 to 5 million tons of LNG per year.

Reuters added that, according to the plan being examined, natural gas would be piped from the Leviathan production platform to the FLNG facility, where the gas will be liquefied and transferred to LNG vessels

Inséré 26/09/19 DOSSIER Enlevé 26/10/19

Rethinking STS transfer safety

Whether reducing vessel weight prior to docking, exchanging guardianship of offshore cargo, or embarking on bunker operations, ship-to-ship (STS) transfer is a cornerstone of many shipping operations.*

STS transfers are increasing throughout the industry, particularly in regions, such as the Middle East. This has given rise to many new operators and companies specialising in this field, which has put pressure on multiple parties – operators, owners and crew – to ensure that this process is conducted safely and efficiently.

Examining existing STS legislation, a Master Mariner and partner at Clyde & Co explained the potential difficulties inherent in common riders that augment the requirement that STS transfers adhere to the latest ICS/OCIMF Transfer Guidelines.



Trelleborg's new hose seen being connected during an STS

He cited the example of wording that states; "Charterers shall provide, at their expense, all necessary equipment and facilities including fenders, hoses, mooring masters, etc for safe operations to owners/Master's satisfaction, which shall not be

unreasonably withheld."

However, this opens the door for potential issues, such as - if the Master is not satisfied, is he really going to interrupt commercial operations to say 'I want better hoses,' 'the fenders aren't very good' and 'that supply vessel is not good enough'?

It demonstrates the need for the parties involved to carefully examine all aspects of STS transfer. In particular, it illustrates the need for suppliers to ensure that they are playing a role in raising standards by contributing their expertise, as much as their products.

In any oil transfer, equipment not only needs to improve efficiency while operating safely and function in a way that is easy to operate, but must also exhibit resilience in the face of environmental challenges.

In the case of oil transfer floating hoses, they are often at the front line of operations. A hose's endurance will be tested by wave height and frequency, wind direction and shear, not to mention current strength, with these stresses impacting the longevity of equipment.

When it comes to hoses used in STS transfers, operability is a major factor, with past conferences on the subject lamenting lost time, due to crew being unable to install and

connect hoses. It is therefore vital that suppliers examine the standards used, and whether alternative equipment may deliver better results.

Typically, EN 1765 is used to qualify STS hoses. However, the GMPHOM 2009 standard mandates tougher requirements, increasing resilience and service life beyond what is typical. This higher level of assessment guarantees a superior level of certainty and confidence when it comes to STS transfers, in line with best practice regulations, with more accurate performance predictors including service life and resistance.

CAPEX investment in this higher specification will ensure an increase in operations, a decrease in maintenance, and ultimately fewer expensive replacements over a project's life-span.

Unique hose range

With over 40 years experience in transfer solutions for the shipping industry, Trelleborg Oil and Marine has used this standard when developing a unique solution for STS transfers - the KLELINE STS.

Due to the nature of their use, STS hoses can be subject to accidental kinks or crushes as a result of external forces – which in this case necessitates the use of a dual-carcass design, using technology initially designed for truck tyres. It is applied in the form of two carcasses made up of steel cables.

The first carcass provides resistance to internal pressure, up to five times that of the working rated pressure (WRP), with the second carcass responsible for generating resistance to STS inherent stresses and loads.

Unique to Trelleborg, a so-called 'nippleless' design proves its worth when it comes to the KLELINE STS. A perfect sealing solution is achieved with a continuous inner liner and integrated gasket – unlike the standard nipple hose, there are no stiff metal connectors in between sections, which means that the hose is more flexible, both increasing its operational lifespan, and increasing performance potential.

At the same time, installation is simplified, as this design does not require a gasket for each connection, culminating in a more resilient hose when it comes to managing stresses and strains. A more flexible design also allows hoses to be built from fewer, longer segments, decreasing the number of connections needed and simplifying installation.

What is essential is that suppliers, operators, owners and crew can work together to ensure that the correct standards are being used to maximise safety and performance – making the decisions that ultimately dictate the success or viability of an offshore project.

*This article was written by Nicolas Landriere, Product Manager, Trelleborg Oil and Marine.

Inséré 28/09/19 HISTORIEK HISTORIQUE Enlevé 28/10/19

histoire

L'arsenal des galères de Marseille

Patrick Mouton



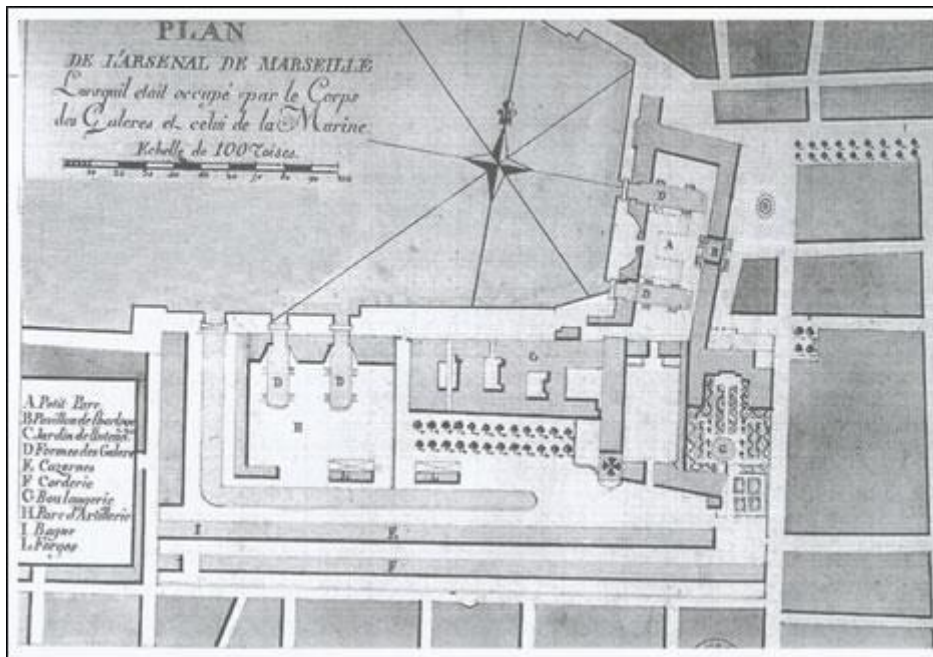
Au milieu du XVII^e siècle, Marseille regroupe environ soixante-cinq mille âmes, dont une bonne partie est entassée dans les ruelles tortueuses et mal pavées qui dominent l'actuel Vieux-Port, depuis Saint-Jean, le quartier des pêcheurs, jusqu'à la butte des Carmes ou celle des Moulins. La ville, qui entretient une solide réputation d'esprit frondeur, sort d'une longue période de troubles indépendantistes. Au point de provoquer le courroux du jeune Louis XIV, qui décide une fois pour toutes de mettre au pas ces impudents Marseillais. La sortie du port est verrouillée par le fort Saint-Jean d'un côté et la citadelle Saint-Nicolas de l'autre. Deux constructions imposantes, signées par l'architecte Clerville, et destinées moins à protéger la cité des dangers extérieurs qu'à persuader ses habitants que le pouvoir royal les a à l'œil! Les systèmes de défense sont d'ailleurs réduits à néant, tous les hommes étant sommés de déposer leurs armes et leur poudre. La ville reçoit bientôt la visite de troupes royales venues parader dans les rues. Marseille est asservie !

C'est pourtant à ce moment-là qu'elle va connaître une transformation décisive et sortir avec retard du Moyen Âge. Pendant la seconde moitié du XVII^e siècle, Marseille devient un grand port ouvert sur la Méditerranée, mais aussi sur le Ponant. Son tissu urbain se développe considérablement, au point qu'entre 1668 et 1687, la ville triple sa superficie. Sur toute la rive méridionale du Lacydon, des quartiers cossus aux avenues bien rectilignes font leur apparition. En mars 1669, Colbert affranchit le port, ce qui provoque un formidable bond en avant du commerce, entretenu avec les comptoirs - ou "échelles" - du Levant, dont Marseille a désormais le monopole. Par dizaines, pinques, senaus et polacres débarquent sur ses quais quantité de marchandises alors très recherchées, comme les soieries, cotonnades fines, laines, tissus d'indienne, poils de chameau, cuirs travaillés, épices, blé, huiles.., Chez les négociants et les armateurs phocéens, des fortunes colossales se constituent, comme en témoignent les imposantes bastides construites ici et là.



Une flotte de quarante galères pour le bon plaisir du Roi-Soleil

C'est alors que Louis XIV décide de doter Marseille de la plus belle et de la plus puissante flotte de galères jamais imaginée. Il espère ainsi sécuriser le commerce maritime en butte aux pirates barbaresques, et imposer son hégémonie à tous les États riverains de la Méditerranée. Un vaste arsenal va ainsi devoir être édifié pour construire et entretenir ces navires. Sa réalisation est confiée à Nicolas Arnoul, grand commis de l'État, alors affublé du titre pompeux d' "intendant de justice, police et finance des fortifications de Provence et de Piémont et des galères de France". La postérité le décrira comme un haut fonctionnaire compétent, ambitieux et décidé.



Ci-contre : plan de l'arsenal des galères reproduit dans les *Souvenirs de marine conservés de l'amiral Pâris*. On observe, à droite, le premier arsenal, faisant angle avec son extension sur la Rive-Neuve, devant les bâtiments longilignes du bague (E) et de la corderie (F).

Et de la poigne, il va lui en falloir pour mener à bien un tel projet. Car Nicolas Arnoul choisit d'installer l'arsenal avec ses édifices, ses ateliers et son chantier naval en plein cœur de la ville. Plus

exactement dans un quartier appelé le "plan Fourmiguier", situé tout au fond du port à l'emplacement du quai de la Fraternité et dans le prolongement Sud de l'actuelle Canebière. Depuis 1488, sur ordre du roi Charles VIII, ce secteur est déjà partiellement occupé par les chantiers de construction

et d'entretien d'une petite flotte de galères armées à l'occasion des guerres d'Italie. Successivement, Louis XII, puis François Ier augmentent la capacité de production de ces établissements. Mais la flotte ne dépasse guère la dizaine de bâtiments, alors que l'ambition du Roi-Soleil est de quadrupler cet effectif !

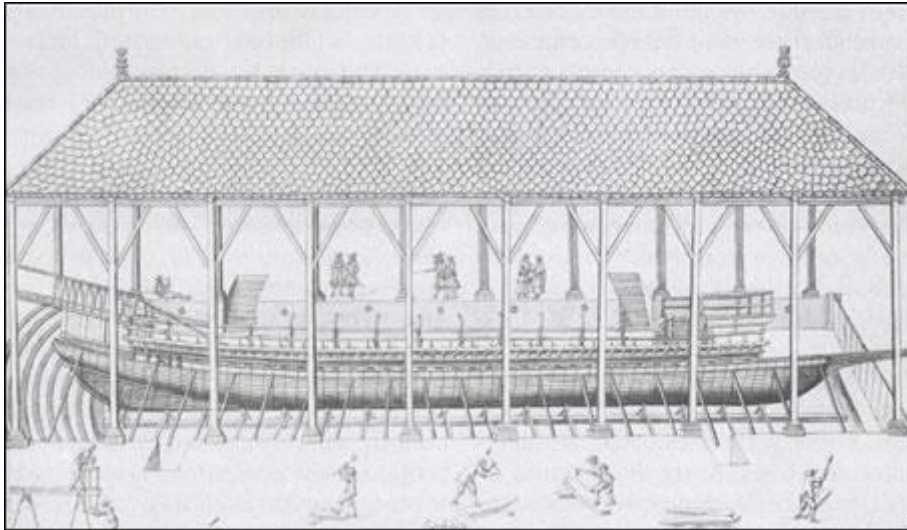
Nicolas Arnoul a donc fort à faire pour convaincre les résidents de céder la place. Il se met tout le monde à dos et les tentatives de conciliation de Colbert n'y changent rien. L'intendant persiste et annexe littéralement le plan Fourmiguier ainsi que le quartier qui le borde côté Sud. Les travaux de construction de l'arsenal vont durer un quart de siècle et se répartissent sur trois périodes. La première, de 1665 à 1669, voit la réalisation d'un premier ensemble de bâtiments, exactement sur le plan Fourmiguier. De 1673 à 1679, l'arsenal s'étend vers le Sud-Ouest, empiétant sur cette partie de Marseille encore peu occupée, dominée par la masse quadrangulaire de l'abbaye Saint-Victor, et qui deviendra le quai de Rive-Neuve. Enfin, entre 1685 et 1690, de nouveaux travaux d'extension sont menés à bien, donnant à l'ensemble son visage définitif.

En 1700, l'arsenal des galères est à son apogée. Cette véritable ville dans la ville couvre une superficie de 9 hectares, entre le quai de la Fraternité, la rue Sainte et la rue du Fort-Notre-Dame, en incluant les places Jean-Ballard et d'Estienne-d'Orves. Une porte monumentale donne accès à une grande cour carrée, avec, au fond, un pavillon dont l'horloge est visible depuis la porte d'entrée. Les installations sont protégées derrière un mur agrémenté de piliers monumentaux, d'arcades majestueuses et de vastes grilles ajourées. Au-dessus de la porte, une devise en latin est sculptée dans la pierre d'un large fronton. Sa traduction en dit long sur les prétentions royales: "Le grand Louis, aux flottes invincibles, a bâti cette citadelle, d'où il dicte ses lois à la mer domptée". La cour intérieure regroupe quarante magasins de stockage, un par galère puisque, à cette période, la flotte compte quarante unités. De là, on accède à tous les locaux administratifs et à une immense salle d'armes. Sur ses murs, des collections d'épées, de sabres, de dagues, des casques,

des boucliers, des armures, et six portraits en bas-relief de Louis XIV au visage auréolé d'un soleil.

Quatre formes coiffées d'une toiture de tuiles romaines

Ci-dessous : construction d'une galère dans l'une des formes couvertes de l'arsenal.



Au sortir de la salle d'armes, quelques pas suffisent pour rallier l'hôtel de l'intendant Arnoul et de ses successeurs : vastes salles richement décorées, jardin exotique

soigneusement entretenu, où se presse en été tout ce que la ville compte de notables. Des concerts sont organisés sous les étoiles. Cette première partie de l'arsenal forme un ensemble magnifique, qui porte la marque de l'architecte Gaspard Puget et des

meilleurs ingénieurs du roi.

Vers le Sud, les installations se prolongent avec le chantier naval proprement dit : quatre formes coiffées d'une toiture de tuiles romaines reposant sur des piliers en bois, auxquelles s'ajoutent tous les ateliers nécessaires à la construction navale. Ici, des forges rougeoyantes dont les soufflets sont actionnés par des Vulcain tout droit sortis des enfers. Là, un vaste hangar fleurant bon le bois, où des scieurs de long débitent de grands troncs, tandis que des charpentiers rabotent de longues planches, ou façonnent toutes sortes de pièces à l'herminette. Également au travail, tout autour des formes, les maîtres voiliers, les serruriers, les gréeurs... Il faut imaginer cette véritable fourmilière humaine, en constante activité au milieu des cris et du bruit des outils, du raclement des roues des chariots transportant le matériel sur le pavage inégal...

Peu à peu, dans sa forme, la galère laisse apparaître sa fine silhouette, presque arachnéenne, avec son long taille-mer prolongeant la proue, son étroit maître-bau et sa poupe gracieusement relevée, comme un défi. Les professionnels qui contribuent à la construction de ces navires sont alors au sommet de leur art. En l'honneur de Jean Baptiste Seignelay, le fils de Colbert dont il hérita des fonctions à la Marine et à la Maison du roi, ces ouvriers n'ont-ils pas réussi le tour de force d'assembler en une seule journée tous les éléments constituant la coque d'une galère ?



Lors de la visite à Marseille de Jean-Baptiste Seignelay, fils et successeur de Colbert au département de la Marine, les constructeurs de l'arsenal ont démontré leur efficacité en parvenant à assembler et gréer une Réale en seulement vingt-quatre heures. Tableau de Jean-Baptiste de La Roze, 1677.

Une fois grée et armée, la galère est mise à l'eau et vient prendre sa place dans le port au côté de ses semblables. Le spectacle de ces quarante navires aux lignes élégantes, alignés poupe à quai, comme à la parade, a de quoi impressionner. La plupart de ces bâtiments sont richement décorés de sculptures dorées descendant jusqu'à la ligne de flottaison. Mais dans cette flotte de galères, il est un type qui se distingue particulièrement : la Réale, la plus belle galère, dont les portières, les tauds et le tendelet de poupe s'ornent d'un patchwork polychrome de brocart, de velours et de tissu de Damas. La présence des galères dans le port est l'occasion de somptueuses parades nautiques. Comme celle qui, en 1719, marque le passage de Mademoiselle de Valois, alors promise au duc de Modène. Toutes les galères sont à cette occasion pavoisées et décorées de roses, de guirlandes et de branchages. En tête des antennes, de longues oriflammes claquent dans le vent, sous les clameurs du peuple et dans le vacarme des canonnades tirées à blanc depuis les forts Saint-Jean et Saint-Nicolas.

À l'apogée de l'arsenal, un Marseillais sur six est un galérien

Les installations de l'arsenal se poursuivent à l'Ouest, sur l'actuel quai de Rive-Neuve, par deux imposants bâtiments longs de 450 mètres : le bain et la corderie. S'y ajoutent enfin deux hôpitaux, le premier pour le personnel libre et l'autre, d'une capacité de quatre cents

lits, fondé en 1648 l'initiative du futur saint Vincent-de-Paul — qui fut aumônier général des galères — et réservé aux forçats. Tout à son extrémité, le rempart de l'arsenal voisine avec un couvent. C'est ainsi que, selon une rumeur persistante, de jeunes nonnes auraient pu assister derrière leurs volets aux ablutions de galériens turcs... jusqu'au jour où le grand vicaire de Marseille en fut informé et mit fin à cette indécence.



En 1700, l'arsenal est occupé par environ vingt mille personnes, un chiffre impressionnant compte tenu de la surface réduite de ses installations — cela représente à peu près deux personnes pour 10 mètres carrés. À l'époque, comme l'écrivaient René Burllet et André Zysberg dans ces colonnes (CM 29), "un Marseillais sur

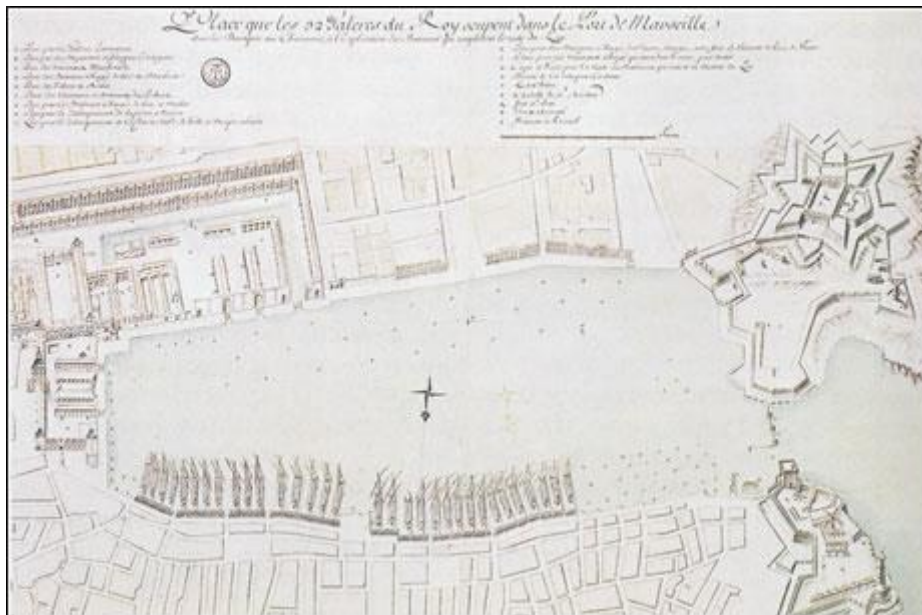
six était un galérien en casaque rouge". Le personnel libre représente un peu plus du tiers de cette population, soit huit mille personnes. Il s'agit des membres de l'administration, depuis les fonctionnaires supérieurs jusqu'aux simples secrétaires. S'y ajoutent les médecins, religieux, soldats, gardes, matelots et bien sûr les ingénieurs, techniciens et ouvriers de la construction navale.

Dans cet arsenal des galères, on distingue deux corporations singulières. D'une part, celle des comites, sous-comites, argousins, gardes-chiourme et pertuisaniers, dont le rôle est de maintenir chez les galériens une discipline de fer, que ce soit en

Ci-dessus: modèle réduit d'une galère réale, présenté au musée de la Marine, à Paris.

mer ou à terre. D'autre part, celle des volontaires, appelés alors benevoglie, issus d'une tradition médiévale surtout en usage à Venise. Ce sont des professionnels de la vogue — la propulsion à rames —, qui jouent un rôle de supplétifs à bord des galères et de leurs embarcations de service. Contrairement aux forçats, lors d'un engagement, ces rameurs volontaires ont le droit de porter un sabre. Quant aux douze mille galériens, ce sont pour la plupart des Turcs musulmans capturés à l'issue d'un combat naval, ou achetés sur les marchés d'esclaves de Tunis, de Bougie ou d'Alger, voire de Cagliari en Sardaigne, de Malte ou de Majorque. Les acheteurs sont le plus souvent des chrétiens, notamment des négociants marseillais et des agents consulaires en poste sur les lieux des transactions. A ces esclaves ottomans s'ajoutent, dans une bien moindre proportion, des Noirs d'Afrique occidentale et même quelques Indiens, Iroquois ou Mohawks en provenance de la "Neuve France".

Esclaves, malfrats, déserteurs, protestants, bohémiens, miséreux...



Ci-contre : plan de 1705 montrant le mouillage des galères ainsi que l'arsenal où elles ont été construites. On reconnaît, à gauche, les deux formes couvertes de l'ancien arsenal ; sur la Rive-Neuve est représenté le nouvel arsenal avec deux autres cales de construction et, au fond du quadrilatère, les deux façades rectilignes du bain et de la corderie.

Outre les esclaves, les bancs de chiourme accueillent aussi des prisonniers de droit commun, qui peuvent être "condamnés aux galères" depuis l'instauration de cette peine, en

1564, par Charles IX. On y trouve pêle-mêle, assassins, brigands, contrebandiers du sel ou du tabac, petits voleurs occasionnels. On peut ainsi se retrouver dans la chiourme pour avoir seulement chapardé un pot de miel ou une botte de poireaux, sur la dénonciation d'un voisin mal intentionné. Les galères ont besoin de bras et les magistrats sont clairement invités par Colbert à approvisionner ces navires en prisonniers. La condamnation est pourtant des plus lourdes, car un galérien sur deux ne reviendra pas de son internement à l'arsenal de Marseille. Les soldats déserteurs viennent également grossir les rangs des galériens. On les reconnaît au traitement spécial qui leur est réservé : ils ont le nez et les oreilles coupés et les joues taillées au rasoir d'une fleur de lys ! À cette population disparate viennent enfin s'ajouter, les protestants qui, après la révocation de l'édit de Nantes, ont refusé d'abjurer leur foi, et tout un peuple de pauvres hères, mendiants, vagabonds, bohémiens et autres miséreux ratissés par la maréchaussée. Depuis les quatre coins de France, ces prisonniers, enchaînés les uns aux autres, sont acheminés vers Marseille. Régulièrement, les prisons de Paris, Bordeaux, Nantes, Dunkerque, ou d'ailleurs sont ainsi purgées de leurs occupants. Ceux-ci entament alors un long voyage à pied, enchaînés par le cou et les chevilles et placés en file indienne. Ils constituent des sortes de chenilles pouvant chacune réunir deux cents, voire trois cents hommes. Le voyage dure parfois plusieurs semaines, comme pour les détenus de Rennes, qui doivent parcourir quelque 800 kilomètres avant d'arriver à l'arsenal de Marseille. Une marche forcée d'autant plus éprouvante que la ration alimentaire quotidienne se limite à un croûton de pain, un morceau de fromage et deux gorgées de vin. Et à la faim s'ajoutent la chaleur l'été, ou le froid l'hiver, sans parler des humiliations. Car au passage de la "chaîne" le bon peuple ne manque pas de haranguer les prisonniers. Le plus souvent, la colonne parvient à l'arsenal avec des effectifs considérablement réduits, malgré la prime offerte au chef du convoi pour tout détenu arrivé vivant et en relative bonne santé. Dès leur arrivée à Marseille, les nouveaux venus sont parqués à bord de la "vieille Réale", une galère désarmée qui leur servira de logement provisoire. Ils subissent alors un rituel inamovible. C'est d'abord l'interrogatoire d'identité : un écrivain pose les questions et un copiste note sur un grand registre les réponses du détenu et les observations de son supérieur. Tout y passe : nom, prénom, âge, profession, provenance, motif de la condamnation aux galères, description physique, signes particuliers... Chacun se voit alors attribuer un numéro matricule. Puis, les galériens défilent devant un comité de médecins, qui les auscultent, les palpent sur tout le corps. De cet examen dépendra leur affectation

future : la chiourme, les travaux à terre, ou l'enfermement pour incapacité physique. Dans ce dernier cas, les détenus sont claquemurés en cellule, ou embarqués à bord d'un bateau en partance pour les Amériques, où ils purgeront leur peine.

Après la visite médicale, les prisonniers sont amenés devant le barberot, chargé de leur raser intégralement le crâne. Enfin, ils touchent leur paquetage : deux chemises, deux caleçons de toile grossière, une paire de bas, un bonnet rouge — leur signe distinctif — , une casaque de laine et un capot, sorte de pèlerine à capuchon de couleur brune servant à la fois de manteau et de sac de couchage.

Mare closum: les galères restent au port



Ci-dessus : gravure de Lingelbach (1660), montrant la corvée d'eau à laquelle sont astreints les galériens.
Ci-dessous : gravure de Cornelius de Wael (XVII^e siècle), où l'on voit des galériens porter une pièce de toile.



plus légère, en toile de coton bleu et blanc. Plusieurs textes d'époque témoignent de l'insupportable odeur de crasse et de sueur qui se dégageait des galères et que le vent parfois portait au loin.

À l'arsenal, la vie se déroule selon un rythme bien établi. Les douze mois de l'année se répartissent en deux périodes. La première couvre l'automne et l'hiver. C'est *mare dosum*, comme disaient les Romains, quand les galères restent prudemment au port. Les forçats y sont alors parqués, l'ensemble du navire étant recouvert de deux grandes toiles de tente pour abriter les hommes du froid et des intempéries, l'une en laine, l'autre,

Dès l'aube, un coup de canon réveille l'arsenal. Les galériens débarquent, se déshabillent et secouent en plein air leurs hardes pour en faire tomber la vermine. Puis ils se rhabillent, sans la moindre ablution. On leur sert alors dans une écuelle un brouet tiède à base de fèves avec un morceau de pain dur et un gobelet d'eau.

Une partie des galériens, le plus souvent des anciens, ceux qui ont toujours fait preuve de docilité, est autorisée à quitter l'arsenal sous bonne escorte pour la journée. Certains vont jardiner ou couper du bois dans les bastides voisines. D'autres se rendent jusqu'aux savonneries, comme celle de la Joliette ou celle de la rue Sainte. Là, des heures durant, ils malaxent dans de grands chaudrons l'huile, la soude, l'eau et le sel, qui, à haute température, donneront la pâte à savon. Celle-ci doit être remuée inlassablement à l'aide d'une sorte de râteau appelé rable. Un travail pénible, effectué dans des conditions de chaleur difficilement supportables. Les tâches portuaires requièrent aussi la force des galériens les plus solides : carénage des navires, lestage des bâtiments de commerce, transport de fardeaux particulièrement lourds ou de pains de glace...



Ci-contre : un esclave ottoman, illustration extraite du manuscrit de Jan Van Grevenbroeck (1731-1807).

D'autres forçats rejoignent un alignement de petites

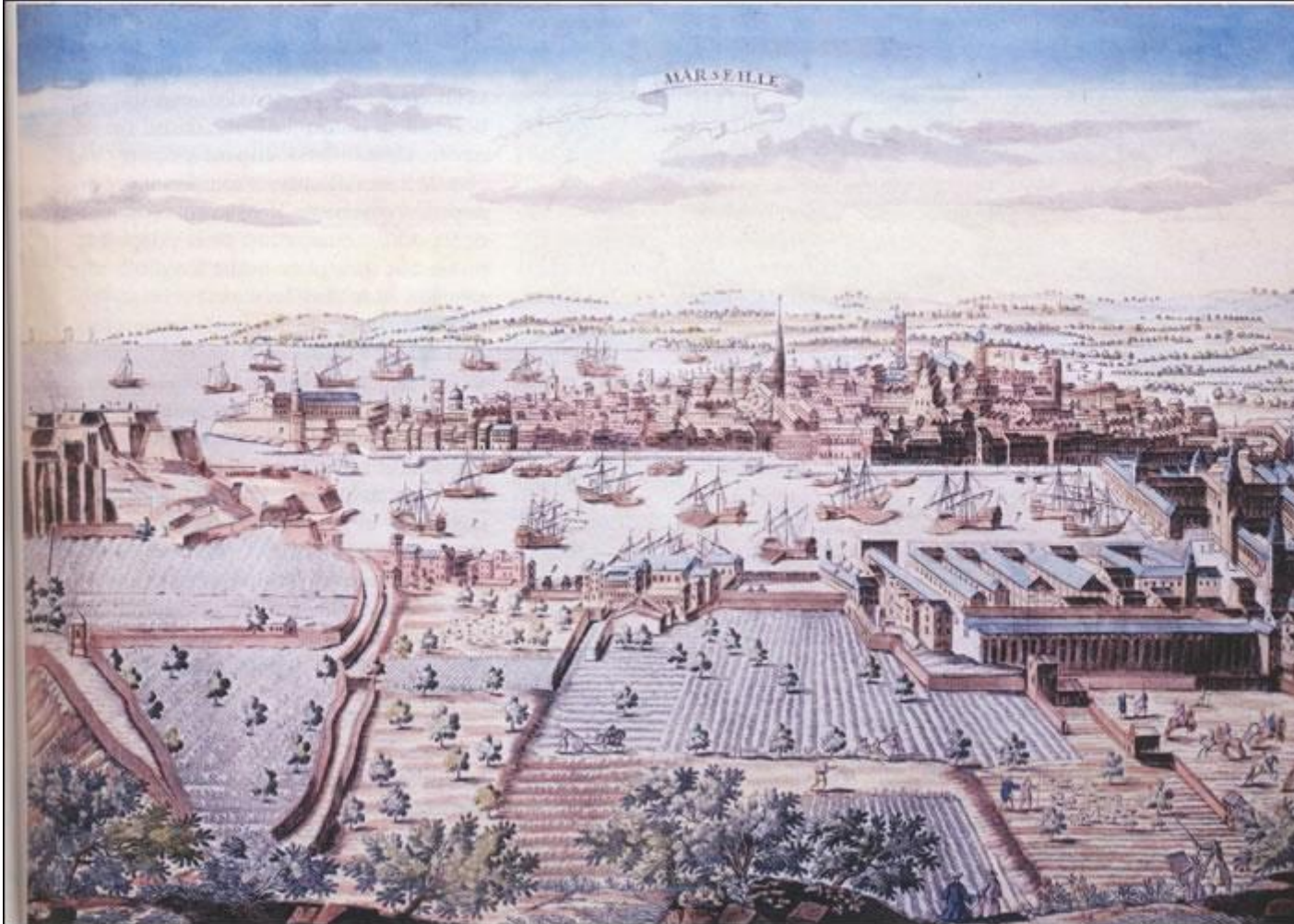
baraques montées sur pilotis à toucher le quai, sous la poupe des galères. Là, ils exercent les métiers les plus divers, en fonction de leur savoir-faire. Il y a des perruquiers, des tailleurs, des cordonniers, des écrivains publics, mais aussi des tricoteurs de chandails, de bas de laine ou de bonnets vendus quelques sous aux badauds, des sculpteurs de pipes ou de tabatières. En marge de ces activités autorisées, certains galériens, sous une couverture quelconque, se livrent à des trafics moins licites : recel, falsification de papiers, fabrication de clefs en tous genres à partir de morceaux de métal dérobés au chantier de l'arsenal... Un commerce tellement florissant que la corporation des serruriers sera interdite suite à une augmentation alarmante du nombre de cambriolages. Si le personnel de l'arsenal ferme souvent les yeux sur ces activités interlopes, c'est qu'il y trouve son intérêt. En effet, chaque soir, lorsqu'il revient dans l'enceinte de sa prison, le galérien doit reverser une partie du produit de son négoce, quel qu'il soit, au comite qui l'a autorisé à sortir.

Rares sont les détenus qui profitent de cette semi-liberté pour s'évader. De toute manière, avec son crâne rasé ou surmonté d'un toupet et son anneau de fer rivé à la cheville, le galérien sera vite repéré. Hors de la ville, dans la campagne, campas comme on dit alors, il sera harcelé par les paysans accourus à la curée de tous les mas voisins avec leurs fusils et leurs chiens. Dès qu'ils entendent tonner le canon de la `vieille Réale", ceux-là filent le train des fuyards pour toucher la prime offerte à qui les ramènera au bercail. Quant aux forçats restés dans l'enceinte de l'arsenal, ils sont répartis en équipes de travail, là aussi en fonction de leurs compétences. Les plus faibles sont relégués à de modestes besognes; on les envoie, par exemple, "éclaircir" à l'aide d'un piolet pointu les boulets de fer encroûtés de rouille que l'on débarque des galères à la fin de chaque campagne. Tous les autres forçats travaillent au chantier naval ou sont affectés aux différentes tâches nécessaires à la vie de l'arsenal. Comme la coupe du bois destiné aux fourneaux des cuisines ou aux cheminées des officiers et de la troupe.

Ci-dessous : vue de Marseille, seconde moitié du XVII^e siècle. La ville est encore toute proche de la campagne et nombre de forçats sortent chaque jour du bagne pour aller travailler dans les bastides.

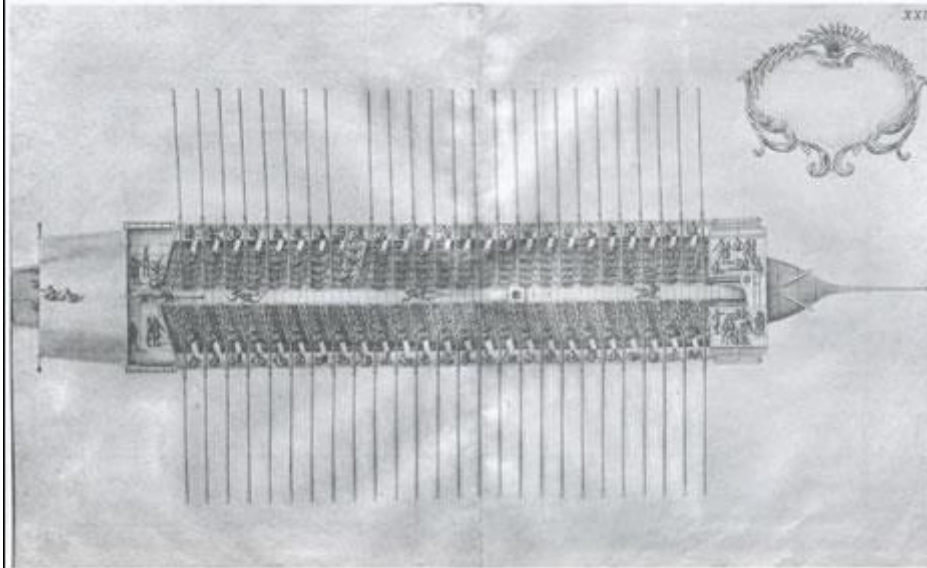
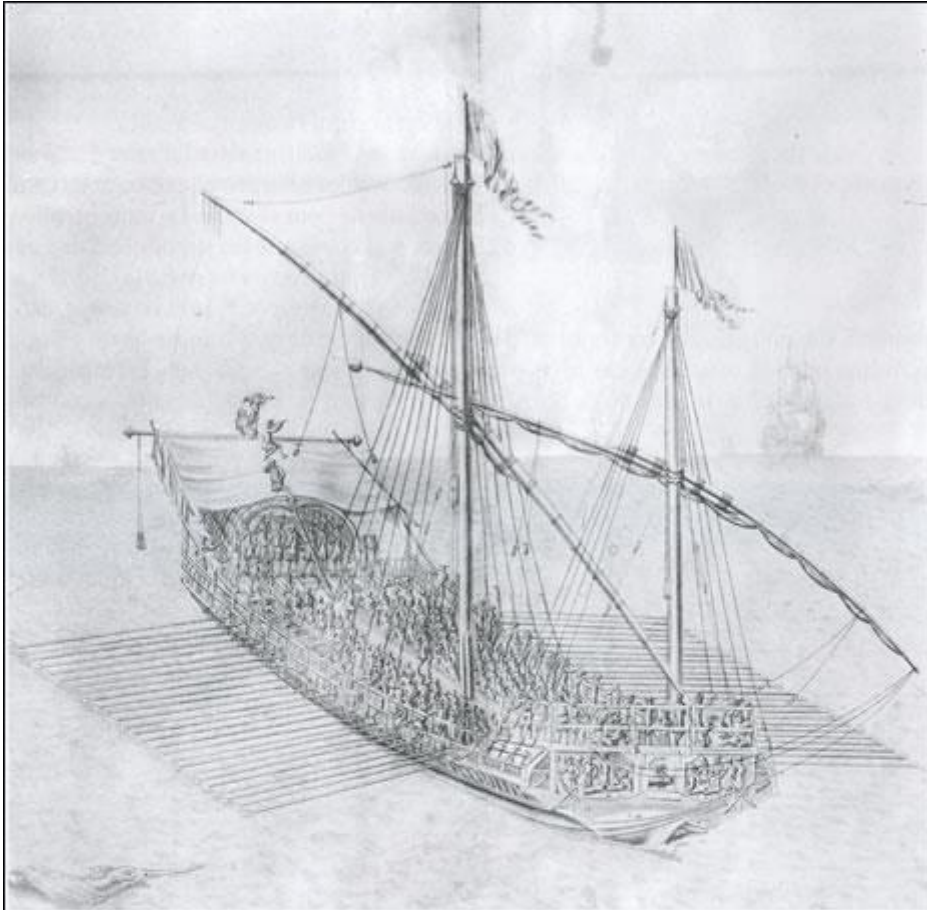
Le soir venu, les galériens peuvent avaler leur souper, dont le menu ne diffère guère de celui du matin. Puis ils regagnent leur galère et s'allongent à l'abri de leur capot, le temps d'oublier cette vie de misère, et, pour certains, de la quitter

définitivement. Presque chaque matin en effet, des tombereaux chargés de cadavres quittent l'arsenal en direction de la campagne où ils seront



enterrés.

Quatre cent cinquante hommes sur quatre cents mètres carrés



Deux gravures extraites de l'album *Dessins de galères*, réalisé aux armes de Colbert. En haut, la galère vogue "en avant toute" tandis qu'à l'arrière un pilote observe la côte à la longue-vue.

Le pire est pourtant à venir avec le printemps, qui ouvre la seconde période de l'arsenal, celle de l'armement des galères. Vivres, tonneaux d'eau dont les rameurs feront une ample consommation, artillerie, munitions, voiles, agrès et rames de rechange s'entassent à bord de ces navires de combat dont la coque s'enfonce à mesure dans l'eau du port. Les galères ordinaires ont un déplacement de 350 tonnes. Elles mesurent 47 mètres de long, pour seulement 9 mètres de large et 1,70 mètre de hauteur de franc-bord. Pour les galériens, une seconde vie commence. Ils sont cinq hommes par banc de nage, attelés à la même rame, soit deux cent soixante rameurs pour une galère ordinaire qui compte vingt-six rames de chaque bord.

Les nouveaux découvrent l'étrange disposition de leur prison flottante : dans l'axe du navire, séparant et dominant les deux rangées de bancs de nage, le coursier, une sorte de plate-forme haute de 90 centimètres, large de 95 centimètres, court de la poupe à la proue. Sur cette plate-forme longitudinale circulent les marins, les soldats et les gardes-chiourme. Contre le plat-bord, des rames en châtaignier,

longues de 12 mètres. C'est là, rivés à leur banc par une chaîne, que les rameurs vont vivre pendant deux ou trois mois, exposés au vent, à la pluie, aux embruns et aux violences ottomanes. Pour dormir, chacun disposant de moins d'un mètre carré de plancher, pas d'autre solution que d'encastrer ses jambes dans celles du voisin ! Il est vrai que personne à bord ne bénéficie d'un grand confort. L'état-major se tient à la poupe sous une simple guérite d'une quinzaine de mètres carrés. Les soldats, les comites et les matelots se partagent tant bien que mal le reste de l'espace disponible, le plus souvent à ciel ouvert. Ainsi, comme l'écrivaient René Burllet et André Zysberg, "quatre cent cinquante hommes [l'effectif total d'une galère] devaient cohabiter sur une surface utile qui n'atteignait pas 400 mètres carrés. C'est assez dire que, du capitaine au dernier homme de chiourme, chacun vit à l'étroit, que les gestes seront soigneusement circonscrits et les déplacements réduits au minimum."

Toutes les deux ou trois semaines, la flotte revient à Marseille, le temps de réparer les dégâts, de réapprovisionner le bord et de reconstituer l'équipage... avant de reprendre la mer pour de nouveaux combats. Et ainsi jusqu'à l'automne. En octobre, toutes les galères sont revenues, du moins celles qui ont échappé aux chébecs ennemis et aux coups de mistral. Pour les forçats qui ont survécu à l'épreuve du feu, une autre forme d'enfer commence dans le confinement de l'arsenal... Quelquefois, la nuit venue, on peut entendre, assourdie sous les tentes des galères, cette plainte anonyme dont les paroles sont parvenues jusqu'à nous: "Quand j'entris dans Marseille, je fus bien estonné / De vois tant de forcères, deux à deux enchaînés / Et moi très estonné, me pensant reculer/À grands coups de gourdin on me fit avancer/Messieurs de la justice, où m'avez-vous réduit?/Dedans une galère bien loin de mes amis/ Lié et garrotté comme un cruel lion/Battu et tourmenté à grands coups de bâton..."



L'arsenal s'évanouit sans guère laisser de traces

Marseille, six heures du soir. La place De Gaulle, avec son manège très kitch, est particulièrement animée. Les voitures et le tout nouveau tramway, orgueil de la ville, forment un joli embouteillage sur la Canebière. Rien que de très classique. Les terrasses des bars sont pleines, c'est l'heure de l'apéro et des commentaires footballistiques. Dans cette atmosphère paisible, épicée par cette désinvolture si méditerranéenne, mon regard s'arrête là, sur le pavage : une inscription, bien visible, apparemment ignorée de presque tous les passants : "À cet emplacement se trouvait le mur d'enceinte du plan Fourmiguier. Espace non habité au Moyen Âge, cette extension de la ville servait à la réparation navale. Après la destruction de l'enceinte, Louis XIV fit construire, à l'emplacement du plan Fourmiguier, l'arsenal des galères."

Aussi incroyable que cela puisse paraître, c'est là un des seuls témoignages visibles des presque soixante ans de vie de l'arsenal de Marseille. En 1748, celui-ci est fermé ; trente-six ans plus tard, il est démoli jusqu'à la dernière pierre. Pratiquement tout a disparu ! Reste le souvenir de ces galériens, dont l'image est à jamais indissociable de l'histoire de la plus ancienne cité de France.

Chasse-Marée 211

Inséré 28/09/19 BOEKEN LIVRES BOOKS Enlevé 28/10/19

"Amsterdam 1930"

BOEKBESPREKING door : Bert Lamers

De maritieme fotografie van Willem Langhout

Samen met zijn scheepvaartvriend Pam von Münching fietste Willem Langhout tussen 1927 en 1933 met enige regelmaat door de Amsterdamse haven. Met zijn fotocamera, die hij altijd bij zich had, legde shiplover Langhout allerlei schepen vast die in die jaren de haven van Amsterdam aandeden. Daarbij moet niet alleen worden gedacht aan passagiers- en vrachtschepen, maar ook aan tankers, marineschepen, walvisvaarders en zelfs een kabellegger. Op de omslag van het boek prijkt het passagiersschip 'Johan van Oldenbarnevelt' bij het binnenvaren van de op 29 april 1930 officieel geopende Noordersluis in IJmuiden. Bijna negentig jaar later worden de door Willem Langhout genomen zwart-witfoto's in "Amsterdam 1930" gepubliceerd. De bijbehorende teksten zijn geschreven door **Bert Lamers** die in het najaar van 1977 de gehele maritieme collectie van Willem Langhout overnam.

De vastgelegde maritieme beelden geven een prachtige maritieme kijk op de Amsterdamse haven van de eindjaren twintig en de beginjaren dertig van de twintigste eeuw!

- "Amsterdam 1930", ISBN 978-90-8616-158-4
- formaat 220x265 mm,
- 96 pagina's, ruim 142 zwart-witfoto's,
- softcover
- geschreven in de Nederlandse taal. Uitgever Lanasta, auteur Bert Lamers,
- prijs € 15,95.
- Verkrijgbaar in iedere goede boekhandel.

Inséré 30/09/19 NIEUWS NOUVELLES Enlevé 30/10/19

Autonomous shipping – are we being blinded by technology?



A complex operating environment will slow the development of autonomous shipping, and we should not be blinded by technology, a safety conference in Singapore was told this week.

Speaking at the Safety@Sea conference organised by the Maritime & Port Authority of Singapore (MPA), Allan Gray, president of the International Harbour Master Association (IHMA), noted that while

technology gave great opportunities to enhance safety and efficiency of trade there were also some concerns.

Blinded by technology

"We're instantly blinded by that technology and saying, 'because we can do it we should do it', and unmanned ships is probably similar. Yes, we probably can do it. We can send

unmanned ships to Mars so obviously we can do unmanned ships. But do we want to do it, and what are the consequences of doing it?" Gray asked.

Andrew Wong, Regional Manager (Asia Pacific) for The Institute of Marine Engineering, Science and Technology, noted that in a survey of its members only 20% believed "the technology providers know exactly what our industry needs when it comes to autonomous vessels".

While technically possible the complex range of environments in which vessels operate and the fact that for many years unmanned vessels would have to operate in the same space as ones crewed by humans, makes the process to transition to autonomous shipping both long and complicated.

Predictable machines versus humans

Caroline Yang, president of the Singapore Shipping Association (SSA), was blunt in her preference in dealing with predictable machines over humans in many cases. "If I don't have to deal with humans I'm all for it. If I just have to deal with machines and there is predictability, and just have a few very strong personnel in the office and in the control room I'd probably sleep better," she said in a panel session.

However, Yang, believed, when it comes to a business such as her own as ceo of Hong Lam Marine, largely operating bunker tankers in the busy port waters of Singapore, autonomous ships were not currently a viable proposition. "But personally for me in today's time in today's time with 5G technology, with the batteries, I really do not believe the complete autonomous ship is possible in my field. If you look at Singapore and the congested waters many decisions need to be made on the spot and I don't think even with a five minutes lead time its sufficient," she explained.

"For the ports where most of my ships are I think it really requires the experience and training of my officers on the bridge and my crew on deck. So that to me is not possible."

A mixed environment – manned and unmanned

The mixed environment of both manned and unmanned vessels in which autonomous ships would likely have to operate for many years was highlighted as an obstacle to the adoption of automated shipping.

Maja Markovic, executive director of the European Maritime Safety Agency (EMSA), said the situation was not black and white. "There will certainly be autonomous ships, but certainly not all ships will be autonomous. The hybrid environment is something we should focus on."

She also noted that for long haul trades not all ports would be equally developed to handle autonomous vessels.

Gray said, "If I could go to bed tonight and someone flicked a switch and everything was automated tomorrow I would sleep easier. But the reality is that's not going to be the case, we're going to have a mix of autonomous and non-autonomous vessels, and that's the complex issue we have to resolve."

These issues were not just anti-collision protocols but also port infrastructure, with a terminal potentially needing to have both pilots and auto-docking solutions if it was handling a mix autonomous and manned vessels.

"What's going to happen in the transition? If I have to have port that deals with 50 – 50 that makes to a very complex operating environment," Gray said.

Crude oil balance changes bode well for crude tankers

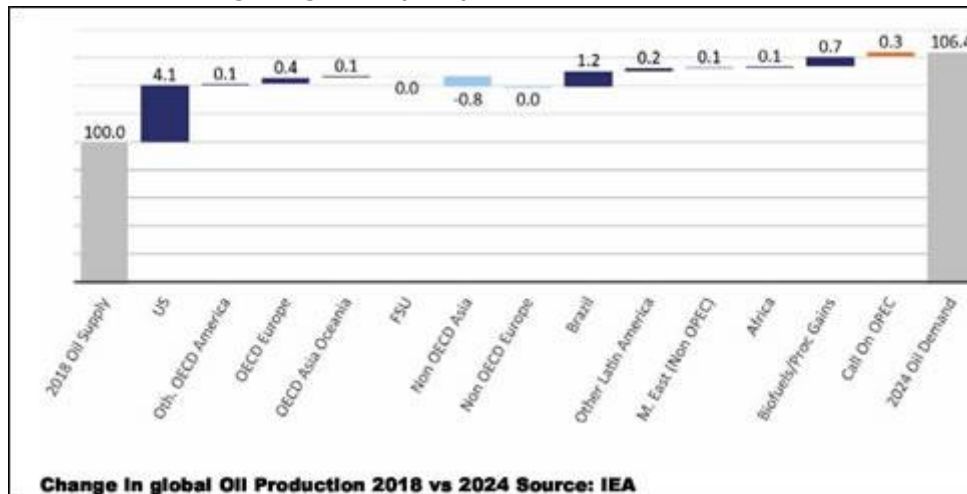
Iconic Norwegian shipowner, Erling Naess, said in the 1970s: "God must have been a shipowner; he placed natural resources far away from consuming nations and covered two-thirds of the earth with water."

At the time, he was primarily referring to the ever-increasing dependence of consumers in Europe and North America on crude oil from the Middle East.

However, more than 50 years later, a shipowner looking at the crude oil tanker market of today may come to the same conclusion, Poten & Partners said in an industry note.

The latest IEA Oil Market Report (Oil 2019), which was published during the middle of March, painted a bullish picture from a shipowner's perspective.

On the crude oil side, the story is well known - that is - the US is becoming a major player in the global oil trade as a result of the shale revolution. The crude oil export boom is facilitated by growing production capacity in the Permian Basin and to a lesser extent Eagle Ford and other light tight oil (LTO) basins.



At the same time, US midstream companies are working hard to build new and expand existing pipeline capacity to bring the crude to the Gulf Coast. While pipeline capacity is still

expected to be a constraint in the first half of this year, there will be ample takeaway capacity by 2020 and beyond. Most of these new pipelines are connected to new or expanded storage and export terminal projects.

In total, the IEA forecasts that the US Gulf will have crude oil export capacity of 5.1 mill barrels per day by 2024. Combining crude oil and refined product exports, this will bring the US on par with Saudi Arabia and Russia as one of the largest oil exporters in the world. Most of the US crude will be destined for Asia.

While the US will bring the biggest volumes to market, it is not the only country (outside OPEC) to ramp up production and exports. Brazil, Norway and Guyana are also worth mentioning.

After a disappointing 2018, Brazil is expected to add 1.2 mill barrels per day oil supply, growing its production from 2.7 mill barrels in 2018 to 3.9 mill barrels per day by 2024. Around 375,000 barrels is expected this year and another 225,000 barrels per day in 2020. Most of Brazil's production is exported long-haul to China, with lesser quantities going to other Asian countries, Europe and the US.

In Europe, Norway is also on the brink of another expansion. The IEA expects Norwegian output to increase by 600,000 barrels to reach 2.5 mill barrels per day in 2024, the highest production level seen since 2008. Most of this oil comes from the giant Johan Sverdrup

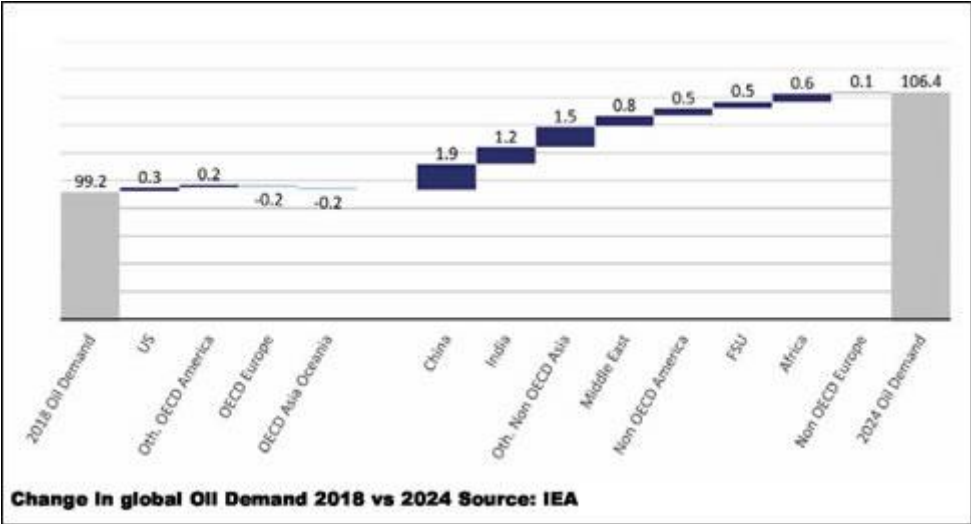
field, which operator Equinor expects to produce between two and three billion barrels of oil equivalent and peak production of 660,000 barrels per day.

New player

Guyana is a new player in the crude oil market, but operator ExxonMobil and its partners continue to find new oil off the coast of this Latin American country. Oil will start flowing in 2020 at 120,000 barrels per day and is expected to ramp up to 500,000 barrels by 2024. These increases in crude oil flows are different for a variety of reasons. First, this production growth is coming from non-OPEC countries and is therefore not subject to the vagaries of output cuts and other production restrictions that are driven by politics (eg sanctions) rather than economics.

Second, most of the additional flows are of the light sweet variety, which are deemed highly attractive in the run-up to implementation of the IMO 2020 sulfur restriction on bunker fuel.

Last, but not least, Asia - in particular China and India - will continue to be the main source of additional crude oil demand. According to the IEA, the East of Suez crude balances (Middle East and Asia combined) show a shortfall of 6 mill barrels per day at the end of its forecast: "This means that even if Middle East producers direct all their exports to Asian refiners, the latter would need to source another 6 mill barrels from other regions," the organisation said.



Diversification of crude supplies outside the Middle East is no longer a choice, but a necessity to fill the growing Asian need for crude. Since crude oil production in Asia is relatively small and declining, more

crude will need to come from long-haul sources in the Atlantic Basin, boosting tonne/mile demand. This growing imbalance will also make triangulation more difficult, reducing the efficiency of the tanker fleet," the report said.

All this should be music to the ears of the owners of larger crude oil tankers, Poten said.

Tough choices

However, due to regulatory changes, owners will have to make tough choices on how to keep operating older tonnage.

The poor freight market in the first three quarters of last year led to the highest volume of tanker removals for at least 15 years. When freight rates improved in the fourth quarter, the number of ships recycled dried up. At the same time, newbuilding prices were relatively competitive, as shipyards tried to fill their depleted contract portfolios.

How should an owner respond to these contradictory market signals?

Last year, 33 VLCCs with an average age of 20 years and 24 Suezmaxes averaging 22 years old were removed from the fleet. This was a reflection of the poor freight market in 2017 and the first three quarters of 2018, as OPEC production cuts reduced employment opportunities for large tankers.

To put these numbers in context, in the previous 15 years, on average only nine VLCCs and seven Suezmaxes were removed each year. Even though scrapping was very high, the fleet still increased, due to newbuilding deliveries exceeding removals in both segments. For example, in 2018, 42 VLCCs and 33 Suezmaxes were delivered, Poten said.

For 2019, deliveries are still high, as Poten's orderbook shows 79 VLCCs and 44 Suezmaxes scheduled for delivery this year. However, the delivery schedule will likely change as the year progresses, as typically, about 20-25% of scheduled deliveries at the beginning of the year will be delayed.

The current VLCC fleet, as of the beginning of March, totalled 756 vessels, of which 170 were 16 years or older and 19 were over 20 years of age, while the Suezmax fleet was smaller at 583 vessels, of which 124 were 16 years or older.

Ships older than 15 years are more difficult to employ as some charterers reject older vessels, meaning that the owners of these older vessels will have to make a decision in the coming years.

For example, by September this year, all ships engaged in international trade need to have ballast water treatment systems (BWTS) installed at the first upcoming special survey. For larger tankers, BWTS can cost between \$2-\$3 mill, depending on the size of the ship and the configuration of the system.

In addition, on 1st January, 2020, new sulfur emission regulations for ships will come into force. After this date, ships will have to switch to more expensive lower sulfur fuel or have exhaust gas cleaning equipment (scrubbers) installed.

Many older tankers have higher fuel consumption than their modern counterparts, so they will become less competitive when they are required to burn more expensive fuel. It is also less likely that these vessels will have scrubbers installed, as their age will make it harder to see a return on investment, compared with younger vessels.

In preparation for the implementation of IMO 2020, owners will attempt to have scrubbers installed and operational by the start of next year, as the fuel cost differential between HFO and low sulfur fuel will most likely be highest early on, while the market adjusts to the new requirements.

If 10% of VLCCs and Suezmaxes install scrubbers and each vessel is out of service for several weeks, the operational fleet will be materially reduced, which will tighten the market and could offset some of the anticipated deliveries, Poten said.

It is likely that the combination of these regulatory requirements will lead to accelerated scrapping of tonnage, but it is impossible to quantify what the exact impact will be.

But by far the most important consideration for an owner deciding whether to scrap a vessel is the expected freight rates. If an owner foresees a healthy market, it is easier to justify the required investment. However, even though the supply side may have a significant impact on freight rates this year and next, tonne/mile demand will remain the key driver.

As they are deciding about how to respond to the new regulations, tanker owners will also need to keep a keen eye on OPEC production and US exports in the context of overall global oil demand, as mentioned above, Poten concluded.

Inséré 03/10/19 NIEUWS NOUVELLES Enlevé 03/11/19

Viewpoint: The geopolitical seafarer

By : Michael Grey

IT WOULD be a nasty surprise if, on your way to join a ship in a US port, or even taking your family for a holiday at Disneyland, you find yourself taken aside at immigration to discover your visa had been revoked.

Worse still, the unsmiling agent reveals that you are being banned for life under anti-terrorism charges. And when you have recovered from the shock, imagining confinement in Guantanamo Bay, it is explained that as you have sailed on a merchant ship which had carried a cargo of Iranian oil, you are not welcome within US borders. This, of course is a distinct possibility for those who have served aboard the very large crude carrier formerly known as Grace 1, which became Adrian Darya 1 after its sojourn under arrest off Gibraltar and, by the time this article is printed, may well have changed its identity yet again. The threatening message from the US State Department to anybody who may have served on board a ship carrying Libyan oil is equally worrying for seafarers in general, as it seems both unjust and stupid.

The International Transport Workers' Federation has pointed out this in commendable detail. Seafarers, it notes, "are being used as patsies by governments». The US, anxious to present the greatest amount of muscle in its wide-ranging sanctions against the Iranian regime seems to be unaware that even the best-informed senior personnel on board very many ships have no clue about the beneficial ownership of the cargo they are carrying, let alone the ship itself.

You might have thought that in the country in which the modern system of "open registration" of shipping was invented, the opacity of the global shipping industry would be well understood. There again, with US merchant seafarers mostly operating under the comfortable cushion of the Jones Act and its protection, they seem to have isolated themselves from many of the practicalities of modern international shipping. The seafarer is concerned with whoever pays their wages and probably does not trouble to dig any deeper into the antecedents of the shipping company, while the owners/operators/managers (the terms are immaterial in this context) will be interested only in the payment of the agreed freight. The actual ownership of the cargo, although it becomes important if sanctions are involved, may change several times on a voyage carrying oil, which makes the responsibilities of those on board even less relevant.

As the ITF points out, the final destination of a ship may be revealed to its master, only at a late stage of the voyage. "Land's End for orders" had certain ambiguities in sailing ship days and it is not much more precise in these days of instant communications. What does the US State Department expect seafarers to do if the ship they are serving on board is deemed to be "sanctions busting»? Their contracts, which they can hardly break mid-voyage, will be with ship or crew managers and if they wish to remain in gainful employment, they will be ill-advised to walk off. It is in times of such crisis that the comfortable systems the modern shipping industry has constructed to keep the owners of its practitioners a confidential matter start to fall apart. You may suggest that it goes far beyond shipping and with companies and corporations being bought and sold like lumps of cheese, most of us do not have a clue whether the companies we deal with are owned by the Turkish army pension fund, or a hedge fund. The chances are, these days, it will have Chinese ownership somewhere along the line.

But when hostilities threaten, when trade sanctions and disputes between major powers arise, those sailing under flags of convenience find themselves quite lonely. The "international" nature of modern seafaring, with the nationality of the crew having no connection with the registration of the ship also make international laws and conventions seem almost irrelevant. What is the point of a government getting seriously engaged diplomatically (even militarily) about the seizure of a ship in which its only connection to that government is a bit of paper indicating its registration? The registration of a ship is of no real consequence until bad things happen, and then it can matter a great deal, when the capabilities of the flag flown to exert diplomatic pressure or offer actual protection in a hazardous area will be tested. And in most cases, it will be found wanting. It would make a lot more sense if governments were rather more concerned with any of their nationals on board a ship that is in a diplomatic fix, rather than the ship itself. While they can get very exercised about their tourists, merchant mariners invariably seem to come off second best. Seafarers, it is said "don't make waves".

source : lloydlist

Inséré 04/10/19 NIEUWS NOUVELLES Enlevé 04/11/19

UK: "CMA CGM LIBRA" General Average Defence

In a recent case before the English Admiralty Court, we successfully defended a shipowner's claims for contributions in General Average. On the night of 17/18 May 2011 the large container vessel "**CMA CGM LIBRA**" departed from the Chinese port of Xiamen bound for Hong Kong and Europe laden with 8,950 TEU of containerised cargo with a value in excess of US\$500 million. She also had on board almost 8,000 tons of bunkers.

Shortly after dropping the pilot, the vessel's Master sailed out of the recognised dredged channel marked by lit buoys, resulting in the vessel grounding at a speed of around 12 knots on a shoal that the vessel's Owners (CMA CGM) allege was uncharted. The grounding site was within an area identified as being a Former Mined Area, where although there is no longer any direct threat to surface craft due to mines remaining from the Second World War and/or Korean War, mariners are warned that the former presence of those mines has inhibited hydrographic surveying giving rise to a risk of there being uncharted shoals.

The vessel was subsequently refloated by professional salvors operating under a Lloyd's Open Form salvage contract and following an underwater inspection was found to have suffered little or no damage. She proceeded on her voyage to Hong Kong and then Europe. CMA CGM funded the salvage operation in the first instance and declared General Average to recover the amount of the salvors' remuneration (together with other elements of General Average expenditure said to have been incurred) that would otherwise be paid by Cargo Interests. The total amount of General Average expenditure was in excess of US\$13 million, of which US\$9.5 million was paid to the salvors.

Approximately 92% of Cargo Interests agreed to pay General Average in full, alternatively with a very small discount of 1.5%. The remaining (approximately) 8% chose not to pay, alleging there was actionable fault (Rule D of the York-Antwerp Rules) on the part of CMA CGM, which would give them a complete defence to the General Average claim. We acted

for those Cargo Interests. CMA CGM refused to accept that they were responsible for the casualty and commenced legal proceedings in the Admiralty Court to recover approximately US\$800,000 from the non-paying Cargo Interests. At the time of the casualty, "**CMA CGM LIBRA**" was a recent new building having entered into service less than a year earlier.

Although she was equipped with an electronic charting system (ECDIS) she had not been provided with official electronic charts. Her primary means of navigation was intended to be paper charts published by the United Kingdom Hydrographic Office (UKHO). Prior to departure from Xiamen, the vessel's Second Officer prepared (and the Master approved) a passage plan for the voyage to Hong Kong. The intention as per that passage plan was to follow the recognised dredged channel until reaching the open sea approximately 23 miles from the berth.

The Court held that the passage plan was inadequate. In addition to a number of arguably minor errors and inconsistencies that demonstrated a lack of attention to detail that were perhaps not causative, it did not refer to the existence of a crucial Preliminary Notice to Mariners (NM6274/P10) that had been issued by the UKHO approximately 5 months before the grounding, alerting mariners to the presence of numerous depths less than charted in the approaches to Xiamen and confirming that the charted depths within the dredged channel were sufficient for the vessel. Moreover, contrary to CMA CGM's requirements (and those of the industry) the passage plan did not refer to any "no-go areas" which had not been marked or identified on the chart. During his evidence given at trial, the vessel's Master confirmed that had the chart been marked up with the appropriate "no-go areas" he would not have left the channel and attempted to execute the manoeuvre that ultimately led to the stranding of the vessel. The vessel's passage plans for a number of previous voyages to and from Xiamen also contained similar failings.

The Court further held that the absence of an adequate passage plan was causative of the grounding, and that CMA CGM were in breach of their obligation to exercise due diligence to make the vessel seaworthy as required by Article III Rule 1 of the Hague (or Hague-Visby) Rules. Accordingly, there was actionable fault on the part of CMA CGM and the Cargo Interests are not liable to contribute in General Average, resulting in a considerable saving for our clients. This is particularly important in an environment where cargo insurance rates are under pressure. This is a significant judgment and highlights the need for shipowners to ensure that careful, accurate passage planning is carried out, particularly when an intended voyage includes navigating in confined and difficult waters. On this occasion, the shipowners were very lucky that there was no damage to the environment, little or no damage to the vessel, and no physical damage to cargo. This case also emphasises the need for careful consideration to be given to any request for payment of contributions in General Average.

Source: Clyde & Co, By John Reed, Jai Sharma

Inséré 06/10/19 BOEKEN LIVRES BOOKS Enlevé 06/11/19

Into the Raging Sea

INTO THE RAGING SEA

THIRTY-THREE MARINERS, ONE MEGASTORM,
AND THE SINKING OF *EL FARO*

RACHEL SLADE

At a cocktail party full of designers of coastal abodes and art types, I met a decorator from Jacksonville, Florida, when I explained that I was in the maritime business, she immediately asked me, "What do you think about that ship - the one that sank in a hurricane? It had sailed from Jacksonville, you know." The vessel, of course, was the *El Faro*, the 1975-built steam-powered ro-ro/container carrier which met its tragic end in October 2015, resulting in the deaths of all 33 men and women aboard.

Books about shipping, to my view, veer towards two sides of the fairway - insider accounts that are punctiliously accurate but may fail to connect with radar of wider audiences, and, alternatively, views of outsiders, often a mainstream "journalist" looking in, more likely

addressing broader societal currents and concerns.

"Into the Raging Sea", a newly released book about the sinking of "that ship", by Rachel Slade, a Boston-based writer, successfully, and very powerfully, navigates the difficult channel between insiders and outsiders. Her writing style will appeal to readers of nautical thrillers interspersing a fast-paced narrative of what was actually happening aboard the vessel as it collided with 120 mph eyewall of Hurricane Joaquin lurching through the Bahamas, with a rigorously researched backdrop covering commercial and regulatory issues.

The secret sauce, if I had to point to one ingredient is the human side. Through interviews with families of the deceased crewmembers, and an insightful read of the transcript of what was actually happening onboard, taken from a voice recorder on the vessel's bridge, Slade is able to peer into the minds of those who perished.

Accident investigators, such as those at the US National Transportation Safety Board (NTSB) will talk about "chains of errors", in aftermath of transportation calamities with loss of life. Like other terrible tragedies, including highly publicized airplane crashes, there is

almost never one single cause for the disaster. In the case of El Faro, Slade points a finger at human factors that we'll never know precisely what was on the mind of the vessel's Master as he seemingly pointed the vessel directly into harm's way?



Unlike simplistic accounts in the popular press, she does not present Captain Davidson as a tyrant determined to meet a tight schedule, at whatever the cost. Rather, she presents him as an aloof personality trying to get a difficult job done in the wake of a corporate culture that put everyone on edge. Yes, his subordinates were offering

alternative course headings, but he'd been through bad storms before.

In retrospect, weather information he was receiving came with substantial, and deadly - we can infer later - time delays. And actionable information about flooding down below on the vessel, which brought about a list, which, in turn, brought about a failure in the turbines' lubrication system prior to the propulsion shutting down, was non-existent. If anything, the Captain's humanity is revealed in the final minutes on the vessel's bridge, as he tries to coax a petrified seaman down towards the lifeboats.

The culture of the vessel's owner, privately held TOTE Maritime, and the rusty state of the US deepsea merchant marine generally, probably receive the biggest thrashing as Slade seeks to illuminate the underlying failures in the chain.

TOTE, like one of Captain Davidson's previous employers Crowley, operated in the hyper-competitive Puerto Rico trades subject to the Jones Act, which made replacement of older vessels, like 1975 built steamships, prohibitively expensive. Not surprisingly in the wake of shrinking profit margins, TOTE had consolidated its shoreside functions; the author places considerable attention on the absence of a coherent system for evaluating and acting upon performance of ship's officers. Indeed, the company's entire chain of command and its safety systems, or seeming lack thereof, is also called into question.

As the maritime industry, its regulators and its equipment providers now consider a myriad of recommendations from the NTSB, which held hearings on the sinking and published its report in late 2017, what changes might occur? And how do these align with failings identified in Slade's book? One obvious failed link in the El Faro chain concerns lifeboats; the NTSB has recommended that the US Coast Guard mandate the use of closed, and ideally freefall, lifeboats, rather than open boats.

There are a number of recommendations concerning alarms; common sense would dictate the installation of audible alarms warning of high water levels at points of possible seawater ingress and around vessels' holds and bilge areas, for example.

And then there is the weather; the NTSB has recommended experimentation with weather observations, from automated sensors aboard vessels, being tagged on to AIS transmissions, which would provide near real time feedback and adjustment loops that could be made available to providers of forecasts and weather routing.

Inséré 06/10/19 DOSSIER Enlevé 06/11/19

Ship and rig recycling: frequently asked questions

International conventions and local regulations combine to create a complex legal regime, which is often overlooked. The sale of a ship or rig to an intermediate buyer, which then sells the asset on to a shipbreaking facility, will not necessarily insulate the original owner from future liability or reputational damage. Against this background, owners and other parties involved in transboundary movements of marine assets for recycling may find this article helpful.

What is the Basel Convention?

The Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal made at Basel on 22 March 1989 is widely known as the Basel Convention. It is an international treaty between 187 states (out of 193 UN member states). Therefore, most countries around the world are parties. A notable exception is the United States, which signed the Basel Convention in 1990 but has never ratified it. The Basel Convention was introduced to regulate – and to some extent discourage – the transboundary movement of hazardous wastes, by subjecting each such movement to the prior informed consent of the competent regulators in the state of export of the waste, the intended state of import and any transit states. The movement of hazardous waste undertaken without such consent constitute illegal traffic under the convention. The Basel Convention is an agreement between states, and so is not directly applicable to private parties. However, each state party to the convention is required to implement the convention in its own legal system. In addition, while the convention sets a baseline for compliance, it does not prevent states from introducing more onerous requirements, or wider prohibitions, than those laid down in the convention. The European Union, for example, has introduced additional requirements and prohibitions in respect of a number of hazardous substances. It is therefore critical in every case to consider not so much the language of the convention, but the implementing legislation and any relevant legislation in each of the jurisdictions of export, transit and import. That is why the Basel Convention regime is often referred to rather than the Basel Convention itself. Regional conventions have introduced regulatory regimes in Africa, the Mediterranean and elsewhere. For owners of end-of-life marine assets, local due diligence is required to understand and manage the often conflicting requirements in states of export, import and transit.

Why is the Basel Convention regime relevant to ship and rig recycling?

The convention does not refer specifically to ships or rigs. It refers instead to hazardous waste. Waste is defined in such a way that a ship or rig becomes waste when its owner

forms an intention to scrap or recycle it. Such intention is usually formed in advance of the owner contracting to sell the asset for recycling, and well in advance of the closing of the sale of the asset to the buyer. The convention is therefore directly relevant to the transboundary movement of rigs and ships which their owners have identified for demolition, because these rigs and ships almost always contain quantities of hazardous materials (eg, asbestos, mercury, polychlorinated biphenyls and other materials).

Under the EU Waste Shipment Regulation (1013/2006), the European Union has introduced legislation extending the Basel Convention's obligations to all waste, whether hazardous or not. The regulation is directly applicable in all EU member states and bans the export of waste from the European Union for recovery to any location outside of the Organisation for Economic Cooperation and Development (and bans the export of waste from the European Union for disposal to any location outside of the European Free Trade Association). It has long been recognised that a ship may constitute waste under the meaning of the Basel Convention and at the same time be defined as a ship under other international rules (as noted by the Conference of the Parties to the Basel Convention recorded at its seventh meeting in 2004 in Decision VII/26 on environmentally sound management of ship dismantling). The same principle applies to rigs.

The recent Rotterdam District Court decision in *Seatrade*(1) confirms, unsurprisingly, that the position is exactly the same under the EU Waste Shipment Regulation (under which ships constitute waste for the purpose of the regulation notwithstanding when they remain commercial service and carry cargo during part of the voyage to their final destination).

Why should the Basel Convention regime be complied with?

Compliance with law should not be considered as optional. Compliance with anti-bribery legislation is now universally accepted as a critical issue; the position in relation to compliance with environmental laws such as the Basel regime should not be any different. The convention requires each state party to introduce appropriate national or domestic legislation to prevent and punish illegal traffic (and many state parties have introduced such legislation). In the European Union, the EU Waste Shipment Regulation requires member states to ensure that penalties are in place to punish infringements of the regulation, and that such penalties be effective, proportionate and dissuasive. In addition, the EU Environmental Criminal Directive (2008/99/EC) requires member states to criminalise breaches of the EU Waste Shipment Regulation. Criminalisation extends to:

- the producer of the waste;
- undertakings involved in the shipment of waste or its recovery or disposal; and
- any party involved in inciting, aiding or abetting an offence under the regulation.

The cost of compliance with the Basel Convention regime is low. However, the potential cost of non-compliance is high and could include:

- criminal prosecution of the owners of the ship or rig;
- criminal prosecution of any other parties (whether natural or legal persons) involved in the transboundary movement of the ship or rig – this may extend, for example, to directors, employees and agents of the owners or to the owners' contractors (eg, towage contractors and ship managers) and generally (as highlighted by the secretariat of the Basel Convention in its Instruction Manual on the Prosecution of Illegal Traffic of Hazardous Wastes or Other Wastes, "anybody involved [in an illegal transboundary movement, including] the generator, the exporter, the importer, the individuals completing the paperwork (freight forwarder, broker, shipping facilitator or coordinator) and the disposer");
- owners being potentially forced to incur the cost of taking the ship or rig back to the

original place of export;
· a breach of representation or warranty in any financing, insurance or other contractual documents; and
· reputational damage.

Breaches of the Basel Convention regime are now prosecuted far more aggressively than they used to be, assisted in part by the secretariat of the Basel Convention's publication of an Instruction Manual on the Prosecution of Illegal Traffic of Hazardous Wastes or Other Wastes. On a more positive note, corporate social responsibility can enhance a company's reputation and compliance with environmental laws should be a matter of reputational opportunity rather than risk.

Is it sufficient to comply with the Hong Kong Convention?

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships aims to minimise and eliminate accidents, injuries and other adverse effects on human health and the environment caused by ship recycling.

The Hong Kong Convention covers: the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling; the operation of ship recycling facilities in a safe and environmentally sound manner; and certification and reporting requirements. A number of International Maritime Organisation guidelines have been developed and adopted to assist states in the early implementation of the Hong Kong Convention, including the:

- 2011 Guidelines for the Development of the Ship Recycling Plan;
- 2012 Guidelines for Safe and Environmentally Sound Ship Recycling;
- 2012 Guidelines for the Authorisation of Ship Recycling Facilities; and
- 2015 Guidelines for the Development of the Inventory of the Hazardous Materials.

There are two major points to note in relation to the Hong Kong Convention. First, unlike the Basel Convention, the Hong Kong Convention is not yet in force. It was adopted in 2009 but will only come into force 24 months after its ratification by 15 states representing 40% of the gross tonnage of the world's merchant shipping, provided the combined maximum annual ship recycling volume of these states during the preceding 10 years constitutes no less than 3% of the gross tonnage of the combined merchant shipping of the same states. In addition, similar to the Basel Convention, the Hong Kong Convention is only an agreement between states, and so is not directly applicable to private parties. It requires implementation into the respective national or domestic laws of the state parties. However, it is also worth highlighting the following:

- There is nothing to prevent individual states (or a group of states, such as the European Union) from implementing the standards of the Hong Kong Convention into their own national or domestic laws before the Hong Kong Convention actually comes into force. In the European Union, the EU Ship Recycling Regulation (1257/2013) has been trying to achieve precisely this and most of its provisions came into force by 31 December 2018.
- It is now usual for contracts between buyers and sellers of ships or rigs to require compliance with the technical standards of the Hong Kong Convention and related International Maritime Organisation guidelines.
- Further, the Hong Kong Convention does not address the issue of the transboundary movement of ships or rigs to recycling facilities and does not dispense with compliance with the Basel Convention regime.

Will the regulation exempt EU-flagged ships from the Basel Convention regime?

Most of the provisions of the EU Ship Recycling Regulation came into force on 31 December 2018, and from that date, ships flying the flag of an EU member state will (unless otherwise excluded from the scope of the regulation) fall outside the scope of the EU Waste Shipment Regulation and only be permitted to be recycled at one of the ship recycling facilities listed in the European list of ship recycling facilities. The EU Ship Recycling Regulation defines a 'ship' as:

Ø a vessel of any type whatsoever operating or having operated in the marine environment, and includes submersibles, floating craft, floating platforms, self-elevating platforms, Floating Storage Units (FSUs), and Floating Production Storage and Offloading Units (FPSOs), as well as a vessel stripped of equipment or being towed.

This definition seems sufficiently wide to extend to most if not all mobile offshore drilling units. While most EU-flagged commercial ships will be subject to the EU Ship Recycling Regulation, some ships fall outside its scope, namely:

- naval vessels and ships owned or operated by a state and used only on government non-commercial service;
- ships of less than 500 gross tonnage; and
- ships operating throughout their life only in waters subject to the sovereignty or jurisdiction of the member state whose flag the ship is flying.

These will remain subject to the requirements of the EU Waste Shipment Regulation.

While the EU Ship Recycling Regulation seeks to exempt the vast majority of EU-flagged commercial ships from compliance with the EU Waste Shipment Regulation, it provides no exemption from compliance with a range of prohibitions which are directly relevant to the export of ships or rigs for demolition and recycling, for example prohibitions regarding the export of ozone depleting substances, fluorinated greenhouse gases and mercury. Critically, the legality and effectiveness of the European Union's attempted exemption of EU-flagged ships from compliance with the EU Waste Shipment Regulation are, insofar as it affects the rights of non-EU parties to the Basel Convention in respect of particular ship or rig movements, doubtful at best. There is a strong argument that this purported exemption will (again, to the extent that it affects the rights of other state parties under the Basel Convention) conflict with the requirements of Article 41 of the Vienna Convention on the Law of Treaties; The EU Ship Recycling Regulation will not exempt the owner of an EU-flagged ship which is physically located in, or transiting through, a non-EU state from compliance with domestic legislation implementing the Basel Convention in that non-EU state (eg, a Maltese-flagged ship which is being sold "as is, where is" in Singapore for recycling purposes will be subject to Singapore's laws implementing the Basel Convention. However, the owner will also be required under the EU Ship Recycling Regulation to ensure that the ship is recycled only at a ship recycling facility that is included in the European list). To the extent that an EU-flagged ship or rig is to be exported from a non-EU jurisdiction, the EU Ship Recycling Regulation seems ineffective in replacing the Basel Convention regime. Where an EU-flagged ship or rig is to be exported from an EU jurisdiction to a non-EU jurisdiction, compliance with the EU Ship Recycling Regulation will not insulate the owner from:

- the risk of prosecution for breach of any domestic laws implementing the Basel Convention in any state of transit or the state of import; or
- the risk that take-back obligations might be imposed by the state of import.

How will Brexit affect the EU Ship Recycling Regulation?

The Draft Agreement on the Withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community,

as agreed at negotiators' level on 14 November 2018, contemplates that: there will be a transition period starting on the date of entry into force of that agreement and ending on 31 December 2020; and during such transition period, unless otherwise provided in the agreement, EU law shall apply to and in the United Kingdom, with any reference to member states in EU law being interpreted as including the United Kingdom. It therefore appears, subject to an agreement actually being reached on these terms, that the EU Ship Recycling Regulation will continue to apply to UK-flagged ships and to transboundary movements of EU-flagged ships from, to or through the United Kingdom beyond 29 March 2019 and for the remainder of the transition period in the same way as if the United Kingdom had remained an EU member state. The Basel Convention, the EU Waste Shipment Regulation and the EU Ship Recycling Regulation have introduced complex regimes, the full implications of which need to be considered extremely carefully. Local due diligence is required to understand and manage the often conflicting requirements in states of export, import and transit. Owners and other parties involved in ship or rig recycling projects need legal advisers who are experienced with all aspects of the Basel Convention regime, the practical issues arising in connection with Basel notifications and the idiosyncrasies of the application process in a range of jurisdictions.

Source: Wikborg Rein

Inséré 08/10/19 HISTORIEK HISTORIQUE Enlevé 08/11/19

Belgisch beheer van mariene visbestanden door de tijd heen

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WAAROM VISSERIJBEHEER?

Het oogsten van voedsel uit de natuur was reeds in lang vervlogen tijden een evidentie voor de mens. Zo werd ook de voedselwinning op zee als vanzelfsprekend beschouwd. Aanvankelijk ging het daarbij om kleinschalige activiteiten met behulp van primitieve methoden, die slechts een verwaarloosbare invloed op de bestanden van de beoogde soorten hadden, nauwelijks bijvangst genereerden en ook niet onder het aanrichten van substantiële ecosysteemschade gebukt gingen. Gaandeweg werden de vissers echter steeds vaardiger, wat samen met de toenemende ontwikkeling van de visserijtechnieken een schaalvergroting van de visserij mogelijk maakte. Onder druk van een steeds verder groeiende wereldbevolking en de daaraan verbonden stijgende vraag naar voedsel, evolueerden vele beviste bestanden steeds verder weg van een gezonde populatiegrootte en -structuur. Intussen nam ook het aantal nutsfuncties op zee drastisch toe (met naast visserij bv. ook energiewinning, zandextractie, slibstorten, ...), en deden andere vormen van antropogene beïnvloeding (bv. micro- en macroverontreiniging) hun intrede. Samen met omgevingsveranderingen die veelal ook geheel of gedeeltelijk door de mens veroorzaakt worden (bv. klimaatwijziging, verzuring) leidde dit tot het achteruitgaan of zelfs ineenstorten van vele mariene vispopulaties en de ermee geassocieerde visserijen. Zonder vis immers ook geen visserij. Het ontwikkelen van beheersmaatregelen voor de beviste bestanden werd dus steeds noodzakelijker, en aangezien de visserij rechtstreeks

afhankelijk is van de omvang en structuur van deze bestanden vertaalt dit zich in de praktijk ook in het tot stand komen van een visserijbeheer.

TOOLS VOOR VISSERIJBEHEER

De mariene manager beschikt tegenwoordig over verschillende types maatregelen die afzonderlijk of in combinatie kunnen worden ingezet binnen een beheersstrategie. Deze kunnen worden ondergebracht in de volgende categorieën:

- Vangstbeperkingen: TACs en quota.
 - o Totaal toegestane vangsthoeveelheid (TAC = Total Allowable Catch): de totale hoeveelheid die binnen een jaar mag worden geoogst uit een bepaald visbestand, deze wordt voor de beoordeelde bestanden jaarlijks door wetenschappers berekend op basis van gegevens die worden verzameld binnen de visserij én op visserij-onafhankelijke onderzoeksschepen
 - o Quota: de nationale delen van de TAC-koek, de internationale TAC voor elk bestand wordt hiertoe volgens een historische verdeelsleutel opgesplitst in de nationale quota
 - Effortbeperkingen: beperkingen op het aantal zeedagen, visdagen, ... dat een individueel vissersschip binnen een jaar op zee actief mag zijn.
 - Technische maatregelen: amalgaam aan bijkomende maatregelen die bepalen welke vis aangeland mag worden (of gevangen mag worden), veelal in verband met technische specificaties van vistuigen
 - o Maaswijdtereglementeringen: voor elke visgrond werden legale maaswijdtegrenzen gedefinieerd (boven- en ondergrens), de idee is dat hierbij een evenwicht wordt gezocht tussen het laten ontsnappen van kleine (veelal onvolwassen) organismen (zowel van de doelsoorten als van de bijvangst) terwijl de commercieel interessantere organismen als vangst achterblijven
 - o Minimale aanvoerlengtes: voor de meeste commerciële doelsoorten werden minimumlengtes gedefinieerd, beneden deze lengte moet een individu van een bepaalde soort in zee worden teruggegooid (ook hier is de idee het beschermen van 'ondermaatse' vis, helaas heeft de teruggegooide vis vaak al geleden onder een hoge mortaliteitsratio)
 - o Bijvangstreductie: het al dan niet verplicht gebruiken van technische adaptaties aan de traditionele optuigingen, met als doel het kwijtspelen van niet-beoogde organismen (bv. benthos ontsnappingspanelen die veel ongewervelden en kleine vis laten ontsnappen, T90-kuiten waarbij de mazen onder hoge trekkracht blijven open staan opdat meer kleine dieren kunnen blijven ontsnappen, vierkante mazen in de rug die bepaalde rondvissen laten ontsnappen, ...)
 - o Reductie fysische impact: het al dan niet verplicht gebruiken van alternatieve vismethodes die minder bodemschade aanrichten (bv. SumWing waarbij de 'boom' van de traditionele boomkor werd vervangen door een vleugelprofiel met slechts één contactpunt met de bodem en die dus veeleer boven de bodem zweeft dan er door ploegt, pulskorren waarbij een elektrisch veld bodemvissen en garnalen uit de bodem opjaagt in de plaats van kettingmatten etc.)
 - o Etc.
 - Beschermde gebieden: permanent of tijdelijk gesloten gebieden voor de visserij. Op plaatsen waar meerdere nutsfuncties samengaan (in dit geval de functies 'voedselwinning/visserij' en 'natuurbeleving/-bescherming') zijn het immers steeds dezelfde gevoelige soorten of levensstadia die als eerste verdwijnen, en dezelfde gevoelige habitatten die onherstelbaar vernield worden. Deze kunnen enkel beschermd worden onder strikte regimes.
 - Beheersplannen: kunnen bestaan uit een combinatie van alle hoger vermeldde beheersmaatregelen, en bevatten veelal 'oogstregels' die de mariene manager in

staat stellen om dynamisch in te spelen op wijzigingen in de toestand van de respectievelijke bestanden.

Hierbij dienen we in de kantlijn wel te vermelden dat het beheer van mariene bestanden momenteel nog hoofdzakelijk gericht is op het beschermen van afzonderlijke soorten (single species approach), terwijl de meeste visserijen in realiteit eigenlijk gemengde visserijen zijn die meerdere doelsoorten tegelijkertijd beogen. Aangezien beheersmaatregelen die zinvol zijn voor één soort soms nefast uitvallen voor een andere soort, is het van belang dat ook het visserijbeheer overstapt naar een meersoortenbenadering (multi species approach).

REIS DOOR DE TIJD

In het hierna volgende deel duiken we het verleden in, op zoek naar beheersmaatregelen voor visbestanden en visserijen, en houden daarbij de hoger vermeldde categorieën in het achterhoofd. We nemen dus geen andere wetgevingen op, zoals handelsverdragen, marktreglementeringen, wetgevingen inzake gebruiken als haringkaken en zouten, visserijstimulerende maatregelen, etc.

Twee werken waren onontbeerlijk bij het samenstellen van dit historisch overzicht, en verdienen hier een specifieke vermelding: het boek '150 jaar zeevisserijbeheer 1830-1980' door Hovart (1994), en de website 'Een eeuw zeevisserij in België: Tijdslijn voor de reconstructie van de historiek van de Belgische (Vlaamse) zeevisserij' (VLIZ).

Voor 1830

De titel van deze bijdrage vermeldt dat het hier gaat over 'Belgisch' beheer. Voor referenties die dateren van voor 1830 (en dus van voor de stichting van de constitutionele monarchie België) worden beheersmaatregelen verstaan die van kracht waren binnen het geografisch gebied dat het huidige België omvat (of toch minstens de kustlijn ervan), of die betrekking hadden op de vissers die resideerden in dit gebied, ook wanneer ze in andere zeegebieden gingen vissen.

Fig. 1 Filips de Schone verbodt al in 1291 het vissen met mazen kleiner dan een zilveren muntstuk (ca 2,5 cm).
Bron: wikimedia commons.



De oudste maatregel aangaande de visserij die we konden terugvinden dateert uit 1291, wanneer Filips de Schone het vissen verbood met mazen kleiner dan een zilveren muntstuk (ca 2,5cm). Het betreft hier een verordening die we kunnen klasseren als een technische maatregel, en die in 1326 door Karel IV werd vernieuwd (fig. 1). Andere voorbeelden van historische maaswijdtebeperkingen dateren uit 1510 (min. 4 duim; Ordonnantie netmazen, Raad van Vlaanderen), 1545 (min. 5 duim in strandvisserij), 1752 (min. 70mm in strandvisserij) en 1820 (min. 3 Nederlandse duimen en 9 strepen in kustvisserij).

De eerste definiëring van minimale aanvoerlengtes, een tweede type dat we onder technische maatregelen klasseren, staat op naam van King George I. Reeds in 1716 bekrachtigde deze vorst dat vissen beneden de minimummaten voortaan niet meer aan land gebracht mochten worden (voor een selectie van soorten).

In 1393 duikt voor het eerst een verbod op ebbezitters en warrelnetten (beide zijn types staande netten en dus passieve visserijmethoden) in de strandvisserij op in de wetgeving. Dit type van beheersmaatregel, het volledig verbieden van bepaalde visserijmethoden in de kustzone of in alle wateren, zien we over de loop van de volgende eeuwen (tot in de 18e eeuw) regelmatig terugkeren. Nu gaat het doorgaans echter om verboden op sleepvisserijen (actieve visserijmethode). Meermaals wordt hierbij achtergrond gegeven over de motivatie voor de verboden, en die getuigen van een groeiend ecologisch bewustzijn. Voorbeelden zijn verboden op sleepnetten uit 1499 (die de zeevieren – waarin vissen schuilen – omwroeten en verwijderen) en 1531 (om vernietiging van broed tegen te gaan). In dit verband was het ook erg verassend om een Vlaams decreet uit 1539 terug te vinden waarin het destructief effect van de boomkor op visbroed wordt vermeld.

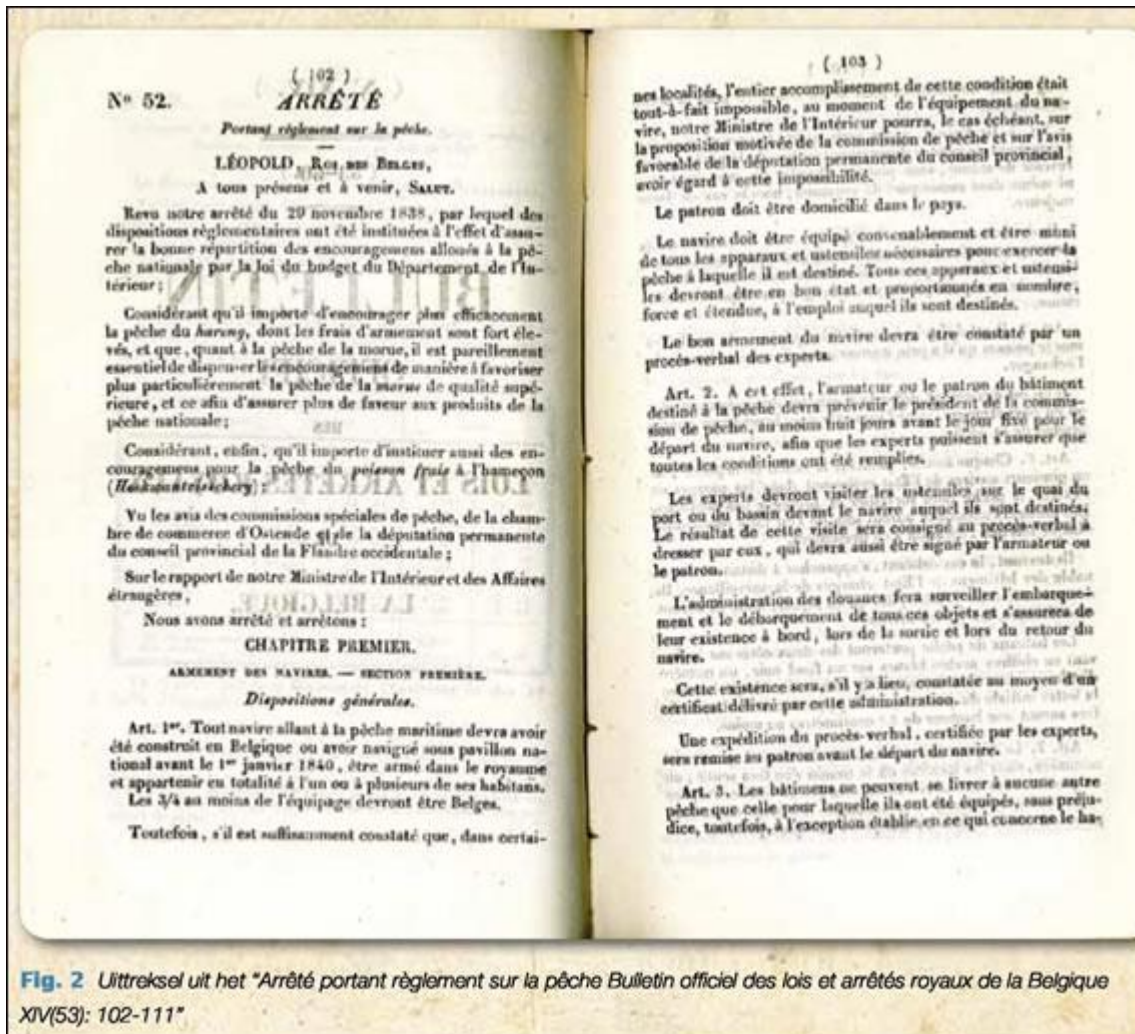
Samenvattend kunnen we stellen dat het visserijbeheer voor 1830 vaak afhankelijk was van nationale of zelfs individuele initiatieven, waarbij grote contrasten bestonden tussen opeenvolgende bewinden. Het beheer was veelal toegespitst op technische maatregelen (hoofdzakelijk maaswijdtebeperkingen) en methodische verboden, met een geleidelijke intrede van het internationaal overleg (het handels- en zeevaartverdrag tussen Hendrik VII van Engeland, aartshertog Philips en de steden Gent, Brugge en Ieper uit 1489, dat de vissers vrije toegang gaf tot de zeeën en de visvangst binnen elkaars wateren, zou wel eens het oudste voorbeeld kunnen zijn) en een geleidelijke uitbreiding van het soortenpalet (bv. maatregelen op het vissen op schelpdieren in de Schelde en de Zeeuwse stromen vanaf 1825). Echte vangst- of inspanningsbeperkende maatregelen konden voor deze periode niet worden teruggevonden, met uitzondering van een verbod op uitvaren voor 1 september tijdens de jaren 1547 en 1548 (Karel V).

Vanaf 1830

Omwille van de grote gevolgen van de wereldoorlogen op technisch, socio-economisch en beheersvlak delen we de periode vanaf het ontstaan van België op in drie deelperioden: 1830- 1914, 1914-1940 en 1940-heden.

1830-1914

De periode 1830-1914 werd gekenmerkt door de grootste golf van technische ontwikkelingen die de mens ooit gekend heeft, en die ook voor de visserij grote gevolgen had. De opkomst van stoom- en motorvisserijen, de introductie van nieuwe bedrijfsorganisatievormen, de ontwikkeling van nieuwe visserijtechnieken (bv. bordennetten), de introductie van ijs als koelmiddel, etc. leidden tot een enorme vlootuitbreiding en maakten steeds verdere en langere reizen mogelijk. Een geleidelijke groei van het aantal doelsoorten en visgebieden was dan ook het gevolg.



Op het vlak van het beheer maakte het prille België geen vliegende start, maar wel een goede. In 1838 werden de eerste nationale reglementeringen (vistuig, seizoenen, o.a. voor kabeljauw en haring) van kracht, gevolgd door de eerste geassocieerde politiereglementen in 1840-1841 (fig. 2). Nadien kwamen er regelmatig updates van de reglementeringen, en in 1865 werd er ministerieel besloten om de toestand van de visserij te laten onderzoeken en te controleren of vistuigen schadelijk zijn en het gevaar op overbevissing na te gaan. Dat bepaalde vistuigen schade aanrichten was nochtans al in 1539 geweten (zie hoger), maar de bezorgdheid om het risico op overbevissing was iets relatief nieuws. Tijdens de jaren 1880-1885 maakte België echter een lelijke uitschuiver, toen het in navolging van de Britten de onuitputtelijkheid van de zee verdedigde, en stelde dat de visserij oneindig kan doorgaan. Maar ook dit gebrek aan inzicht inzake de impact van de visserij bleef niet duren, en in 1891-1892 werd het blazen dan terug een beetje opgepoetst middels het instellen van een nieuwe nationale reglementering.

In 1900 volgde de eerste nationale reglementering betreffende de mosselvangst, de visserij op mosselzaad en andere schelpdieren.

In internationale context vallen de eerste grensoverschrijdende visserijovereenkomsten op (bv. met UK en Ierland in 1852, met Nederland in 1890), alsook de Conventie van Den Haag (inzake de Noordzee, 1882). Een belangrijke mijlpaal kwam er in 1902 met de oprichting van ICES (Internationale Raad voor het Onderzoek van de Zee), waar België in 1903 tot toetrad. Tijdens de eerste jaren van haar bestaan ging de aandacht van ICES

vooral naar de schol (*Pleuronectes platessa*), later uitbreidend met kabeljauw (*Gadus morhua*) en haring (*Clupea harengus*).

1914-1940

Tijdens de periode 1914-1940 vonden er geen revoluties plaats op technologisch vlak, en de belangrijkste evolutie in de wereld van de Vlaamse visserij was het toenemend belang (specialisatie) van de westelijke visgronden. Wat het beheer betreft maakte de moeizame reorganisatie na Wereldoorlog I dat er op internationaal vlak niet veel werd klaargespeeld. Zo kwamen er tussen de oorlogen geen internationale beheersmaatregelen tot stand. Op nationaal vlak werden wel veel wijzigingen doorgevoerd. Hoewel de sterk toegenomen hoeveelheid informatie nu leidde tot regelmatige updates van de regelgeving, gingen deze niet altijd de goede richting uit. Enkele opvallende wijzigingen waren de opheffing van het gesloten seizoen april-mei in de territoriale wateren in 1927 (was reeds sinds 1892 gesloten voor vele visserijtypes), de herziening van de reglementering voor sleepnetten binnen de 3-mijlszone (enkel met opening < 12m) in 1928 en de wijziging van de minimummaten (kleine vis toegelaten, enkel minimummaat voor tarbot, griet en tong) in 1929.

1940-heden

De impact van Wereldoorlog II was zo mogelijk nog groter dan die van zijn voorganger. De tweede werd in tegenstelling tot de eerste echter gevolgd door een snelle heropleving, binnen dewelke een nieuwe golf van technische ontwikkelingen ook een verdere expansie van de visserij toeliet. Hierop werd het voor het eerst echt duidelijk dat de toenemende visserijdruk steeds meer visbestanden in de problemen bracht. Aangezien de visbestanden - en de visserij erop - internationale aangelegenheden zijn was het van het grootste belang dat ook het internationaal beheer eindelijk van de grond kwam, en dat ICES zich meer zou laten gelden. Na de bekrachtiging van de Internationale Conventie voor de regeling van maaswijdten en minimummaten in 1954 en het Verdrag inzake de visserij in het noordoostelijk deel van de Atlantische Oceaan in 1963, kwam de grootste doorbraak er in 1974 met de intrede van de allereerste quoteringsmaatregelen voor individuele visbestanden. België toonde zich intussen een relatief goede leerling in de Europese klas, en was sneller bij het bekrachtigen van hoger vermeldde conventies en verdragen dan de meeste andere landen. Tijdens de recentere decaden (voornamelijk vanaf 1987) vertaalde de toegenomen aandacht voor de toestand van specifieke visbestanden vanwege niet enkel wetenschappers en vissers maar ook vanwege beleidsmakers zich dan ook in een groeiend aantal Koninklijke Besluiten met beheersmaatregelen voor deze bestanden.

In 2002 werd de bevoegdheid inzake visserij van de Federale naar de Vlaamse Regering overgeheveld. Naast technische maatregelen, vangstbeperkingen en effortbeperkingen ligt inmiddels ook de afbakening van beschermde gebieden binnen de mogelijkheden van de beherende instantie, wat maakt dat Vlaanderen voortaan de volledige visserijbeheer-toolbox kan bedienen.

Slotbemerking

In de huidige context van een groeiend palet aan beheersmaatregelen en de ondersteunende toename van ons collectief ecologisch bewustzijn, denken we nogal makkelijk dat we baanbrekend werk verrichten bij het ontwikkelen van beheersstrategieën voor mariene vispopulaties, en dat we in een tijdperk zijn beland waarin deze materie in een grote stroomversnelling zit. De duik in het verleden die we voor deze bijdrage maakten leert ons echter dat we een aanzienlijk deel van de potentiële impact van visserij op vispopulaties reeds eeuwen begrijpen en dat veel van de huidige beheersopties reeds

eeuwen meegaan. Dit illustreert dat we er nog lang niet zijn, en dat de ideale combinatie van beheers-maatregelen nog moet worden gevonden. En dit niet enkel ter bescherming van afzonderlijke visbestanden maar gericht op hele ecosystemen. Nog veel werk aan de winkel!

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Jan De Nul launches fourth Ultra-Low Emission vessel

By Sue Terpilowski

Jan De Nul Group launched its fourth Ultra-Low Emission vessel last week in Singapore. It concerns the 6,000 m³ Trailing Suction Hopper Dredger SANDERUS built at the Keppel Offshore & Marine shipyard. This green vessel is the first of two identical medium-sized hopper dredgers under construction at Keppel O&M's shipyard in Singapore, fitted with a two-stage filtering technique for exhaust gases. In total, Jan De Nul Group designed six Ultra-Low Emission vessels (ULEVs) for its fleet: five Trailing Suction Hopper Dredgers and one Offshore Jack-Up Installation Vessel, the VOLTAIRE. The two 6,000 m³ hoppers and the VOLTAIRE are still under construction. Three 3,500 m³ ULEVs, of which the first was launched in July 2018, recently left Keppel O&M's shipyard in China on their maiden voyage to their first assignment. The design of the SANDERUS combines a shallow draught with high manoeuvrability, making her very suitable for working in confined areas. The SANDERUS is diesel-electric driven: all major drives (thrusters, dredge pump, jet pumps...) are electrically driven, and controlled by means of frequency converters. In this way each system can operate at its optimal speed and power. Power is generated by means of three diesel generator sets. A control system automatically starts and stops the sets depending on the power requirement. Asymmetric load sharing results in optimal load distribution over the diesel generator sets. All these measures result in a low fuel oil consumption, which is the best in its class.

Source : Seanews

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Managing ships in a digital future

At a recent round table, attended by Tanker Operator, it was said that there will be fundamental changes in the way vessels are managed and in the skill sets of seafarers going forward, due to the advance of digitalisation.

We asked leading shipmanagement companies for their opinions on how this ever changing world will map out.

First, we approached Capt Kuba Szymanski, InterManager secretary general, who said that he was not absolutely sure there will be fundamental changes in the way ships are managed in the future.

"Shipping is extremely slow to embrace untested and unproven technology. Please don't make me believe that we have digitalisation tamed already. I am just standing in front of the hotel here in Palm Springs andcannot call taxi becausethere is no mobile phone signal. Can you believe that?"

"Also please show me a good computer model, which will be able to help a weather forecaster to predict the weather four days in advance! There is a lot of hype, which might be okay for the leisure market when people can afford failure but not in such a robust and reliable industry as shipping," he said.

He continued by pointing out that statistics are telling us the real story – less than 2% of ships are running performance-based maintenance. The reason - manufacturers themselves don't believe they have achieved standards that they can rely on.

"We are closely monitoring development and InterManager members are trying to engage technology developers, but we are struggling, as they rarely want to listen.

"Look at AIS – an otherwise great invention but is it cyber secure? How about ECDIS – is this equipment cyber proof? So let's come down to earth, or maybe better sea level, and start working together where people called seafarers could actually help technologists in changing this shipping world," he advised.

Some believe that so called 'smart management', teamwork with a more balanced highly skilled workforce is the way ahead with an organisational rethink resulting from digitalisation. Could this change the more traditional third party shipmanagement operation?

Capt Szymanski answered; "I believe that third party shipmanagement on its own revolutionised the industry. It allowed owners to march ahead at an unprecedented pace. Teamwork is essential indeed, but we believe that a paradigm shift is on the horizon and it is forced upon us, not by technology, but by politicians who vote for new regulations. I am not talking about MLC, BWMC or sulfur cap but about tax regulations, which make shore based jobs pretty unattractive for seafarers.

"We need to work together to change this trend or to allow ships to be managed from sea not from shore. I bet my money that the most advanced shipmanagement companies will shortly move superintendent jobs back to the Chief Engineers on board and will reduce the shore office to the role of co-ordinator/ facilitator.

"This is, in my opinion, the future of ship management," he stressed.

Data analysis

Turning to how the considerable increase in data streams from a ship will be analysed and what companies hope to get out of it, he said: "By using smart computers and algorithms created with close collaboration from the end users. Not prepared FOR them but BY or WITH them."

As for the advance of performance based measurement monitoring, Capt Szymanski said that he had heard this story for the past 20 years and it yet has to come.

"Look at the Virtual Arrival concept or Shipping KPIs – excellent concepts - which are not being widely used because people don't want to change their habits. The technology is already there at this level but we cannot persuade cargo owners and other customers to use it. Reason? Nowadays the word trust is not very fashionable," he said.

He agreed that predictive maintenance on the back of digitalisation will save opex, saying, "No doubt but you need two to tango. Manufacturers of the equipment need to start playing ball too."

As for seafarer skill sets possibly changing to a more digital, artificial intelligence (AI) led environment, he asked the industry not to use the AI argument where common sense is not being used first.

"Why do we still ask the most expensive people on board – ship's Masters – to run excel sheets every month while preparing the payroll and victualling accounts? Why are we still asking ships to produce 50 forms for every port call?"

"The technology is here already but ports and authorities don't want to change, they don't trust anyone with technology which has not been done by themselves. Do you want a reality check – please refer to the European Single Window fiasco – it will be 10 years soon since the concept was created and four years this coming July since it became compulsory for all EU countries.

"Show me one port in Europe where a ship could send standardised, digital arrival documents to ONE e-mail address – or, maybe better, where it could be uploaded and then used by ALL users in one port!" he explained.

"As long as the police, customs, immigration, port authorities etc do not work together, we will be requested to provide port specific and, actually, very often department specific papers," he added.

At the round table, it was mentioned that attitudes to work and life are and will change rapidly going forward and Tanker Operator wondered how companies would cope with this. He gave rather a robust answer saying, "Is this a question or a statement. Do you expect a different view? Or maybe this is already this new attitude towards other humans? You are telling us what you believe and expect us to follow.

"Let me pose a question? Why change something which is better than proposed change? For the sake of change? Why do we all believe that NEW is better?"

"I am all for development and change but only when change is for the better and not just for change. I am not happy with issuing a new software update only to find out that it does not work and it needs upgrading, that it has not taken into account all stakeholders. I am extremely unhappy about changes which create more work and frustrate people – users who are allegedly waiting for improvement," he explained.

Training

It was also stressed that training needs to follow this trend to produce the next generation of engineers and naval architects and of course seafarers. Will training fundamentally change in the future? We asked.

Capt Szymanski said that we can see this change happening already. However he thought it was changing for all the wrong reasons.

"We need to pause and re-think," he said. "What do we want to achieve? Currently training is extremely reactive, we are trying to catch up and that means we will always be 'behind' the development. That probably means we need to start paying attention to different skills. That is extremely difficult in our seafaring profession as we combine a lot of skills, hands-on included."

Tanker Operator then posed the question - Do you think we should include a career path in shipping digitalisation and autonomy to attract people into the industry going forward? Are we looking far enough ahead?

He answered; "We don't seem to have a problem attracting young people. Please don't believe this fake news. We have plenty of seafarers waiting for their vessels. Their problem is that they need to be fairly paid, like anybody else. It is not digitalisation or autonomy which will continue to excite people to go to sea but resilience, reliability, trust and pride in doing something difficult and challenging."

There has been criticisms of STCW of late, especially as it doesn't cover digitalisation. We asked whether it was time for a change.

Capt Szymanski basically agreed saying, "...but not only for digitalisation but for many other reasons too. There was plethora of new regulations recently introduced and STCW is yet to catch up with them."

As for the IMO addressing these points, he said; "Ultimately yes but maybe, just maybe, we should start thinking holistically with a bigger picture in mind. Presently we keep patching the world."

Commenting on training being at the heart of this and thus creating great opportunities for academies worldwide, both independent and in-house, ie attached to shipmanagement companies, he said; "Good training establishments work very closely with their customers. They have realised that in order to stay competitive they need to act quickly. It also applies to shipmanagement and crew management companies.

"Our members heavily rely on maritime professionals and these have to be trained to the highest standards to ensure that our businesses thrive. I do see better collaboration on the horizon indeed," he concluded.

TankerOperator

Inséré 13/10/19 NIEUWS NOUVELLES Enlevé 13/11/19

Analysing a new age of autonomous vessels

The International Maritime Organization answers the questions of Government Europa on how the next generation of autonomous vessels can be regulated to ensure safety for all involved.

With a myriad of emergent new technologies on the horizon of the maritime industry, such as autonomous vessels, it is vital that regulations are established to ensure the safety, security and efficiency of a new generation of ships. In May, the International Maritime Organization (IMO) responsible for regulating international shipping initiated its work into analysing the safety, security and environmental aspects of Maritime Autonomous Surface Ships (MASS). Under this, IMO will look towards how such vessels can be addressed under the instruments of the organisation. The International Maritime Organization answers the questions of Government Europa on how the next generation of vessels can be regulated to ensure safety for all involved. How could autonomous vessels transform Europe's maritime activities? What kind of issues could it eradicate?

This is not really a question we can answer, as there are many variables in Europe's maritime activities which are outside IMO's sphere. IMO, as the global regulatory body,

sets the regulations for safe, secure and efficient shipping and for prevention of pollution by ships.

It is important to remember that when we talk about integrating new technologies in shipping, we need to balance the benefits derived from new and advancing technologies against:

- Safety and security concerns;
- The impact on the environment; -International trade facilitation;
- The potential costs to the industry; and
- Their impact on personnel, both on board and ashore.

At 2017's meeting of the Maritime Safety Committee (MSC), a plan to conduct a series of scoping exercises on MASS was scheduled. As the first stage of that scoping exercise was conducted in May, what safety implications have been identified as a result?

The scoping exercise at the moment is aimed at looking at the current regulations in relation to maritime autonomous surface ships. What we are looking at now is how the rules already adopted could be applied to a ship in various modes of autonomy. So, we are looking at each regulation and seeing whether it would apply to a ship in an autonomous mode, whether it would not apply at all, or do we need to have a new rule specifically for autonomous ships?

In order to carry out the scoping exercise of existing IMO regulations, and how they may pertain to MASS operations, IMO's MSC has identified four different degrees of autonomy (in non-hierarchical order), recognising that a ship may operate at different degrees within a single voyage:

- Ship with automated processes and decision support: Seafarers are on board to operate and control shipboard systems and functions. Some operations may be automated.
- Remotely controlled ship with seafarers on board: The ship is controlled and operated from another location, but seafarers are on board.
- Remotely controlled ship without seafarers on board: The ship is controlled and operated from another location. There are no seafarers on board.
- Fully autonomous ship: The operating system of the ship is able to make decisions and determine actions by itself.

For the purpose of the regulatory scoping exercise, a "Maritime Autonomous Surface Ship (MASS)" is defined as a ship which, to a varying degree, can operate independently of human interaction.

The IMO scoping exercise will look at provisions in a number of treaties adopted by IMO over the years to set the rules for safe, secure and environmentally-friendly shipping.

These include the rules on:

- Construction, design and equipment in the IMO Safety of Life at Sea (SOLAS) convention;
- Collision regulations (COLREG);
- Rules on search and rescue at sea (SAR);
- Training of seafarers and fishers (STCW, STCW-F);
- Loading and stability (Load Lines);
- Tonnage measurement (Tonnage Convention); and -Special trade passenger ship instruments for transport of large numbers of passengers, such as pilgrims, on certain voyages (SPACE STP, STP).

All European Union member states are also member states of IMO and (in the main) party to the IMO treaties under consideration. So, outcomes of IMO considerations may inform policy and regulation within the EU.

Have any vessels been identified by the MSC, or IMO, which show elements of potential for widespread deployment?

That has not been the aim of the Maritime Safety Committee at this stage. As a regulatory body, IMO is looking at the regulations and carrying out a scoping exercise. This is what the member states have requested. For now, fully autonomous ships are small in scale and may be for very specific purposes, such as surveying and so on. However, we do know that a number of countries and companies have expressed interest in autonomous shipping. For example, Norway and Finland have test areas for trials of autonomous vessels; Denmark has been active in calling for international regulation on autonomous ships; and the United Kingdom ship register has under its flag the ASV C-Worker 7 autonomous vessel. There are also research projects under way, for example, the EU's FP7 project, Maritime Unmanned Navigation through Intelligence in Networks (MUNIN) aims to develop a concept for an autonomous dry bulk carrier.

These are just some examples. The company building the YARA Birkeland, for example, plans to be able to operate it in autonomous mode from 2020. This ship is going to be quite small – able to carry around 100 containers. The big container ships operating today can carry more than 18,000 containers. So big ships operating in fully autonomous mode could be some years away, perhaps decades.

For now, fully autonomous vessels are small, while most predictions are that autonomous or semi-autonomous operation would be limited to short voyages, for example from one specific port to another, across a short distance. How will the MSC continue its activities in looking at MASS going forward? And how will IMO and the MSC be involved in the debates and discussions surrounding autonomous vessels in Europe?

The first stage is the scoping exercise. The scoping exercise, planned to be completed by 2020, will identify current provisions in an agreed list of IMO instruments and assess how they may or may not be applicable to ships with varying degrees of autonomy, and/or whether they may preclude MASS operations.

As a second step, an analysis will be conducted to determine the most appropriate way of addressing MASS operations, taking into account inter alia: the human element, technology and operational factors.

As far as being involved in the debates, European countries, as member states of IMO, are invited to share their views and experiences with IMO. IMO and its meetings, like the Maritime Safety Committee, provide the fora where regulatory issues that impact on global shipping can be discussed. Member states (and NGOs in consultative status) can submit papers giving their views and experiences, such as research study outcomes. We also often see member states sharing their experiences, for example in side-event presentations during an IMO meeting.

Source: IMO

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De marine staat klaar

De marine staat klaar wanneer België zou ingaan op de Amerikaanse vraag om mee koopvaardij schepen te beschermen in de straat van Hormuz. Het enige fregat 'Leopold I' vertrok vandaag voor Atlantische oefeningen, maar dat plan kan snel wijzigen.



Vanmorgen gaf Defensie in Zeebrugge toelichting bij de internationale acties waarin ons leger betrokken is. Daarbij ging grote aandacht naar vrije doorvaart in de Straat van Hormuz, waar de scheepvaart hinder ondervindt van een politiek conflict tussen Iran en de VS. "Vanuit het Maritiem Informatiekruispunt (MIK) in Zeebrugge volgen we de positie van de Belgische schepen op de voet. We hebben een goed idee van de situatie ter plaatse", zegt hoofd van de Divisie Operaties Carl Gillis.

Of België zal ingaan op de Amerikaanse vraag om aan de Navovloot een fregat te leveren voor de straat van Hormuz, wordt een kwestie van keuze. "België heeft twee fregatten. De 'Leopold I' is vandaag na een jaar onderhoud en opleidingen op missie in het Atlantisch gebied. De 'Louise-Marie' ligt aan de kade en is na een grote onderhoudsbeurt wel al goedgekeurd voor oefeningen maar nog niet genormeerd voor operationele dienst. Dat schip kan niet op enkele weken klaar zijn. De regering zal dus straks na haar zomerverlof een keuze moeten maken. In elk geval zijn wij flexibel om op elke politieke vraag te antwoorden en indien nodig met de 'Leopold I' het geweer van schouder te veranderen."

Oefenen met Noorse cargoschepen

Het beschermen van de koopvaardij staat bovenaan de prioriteitenlijst van de oefenmissie die vanmiddag begon. De 'Leopold I' vaart naar het Franse Brest, waar onder Amerikaans commando de Standing Nato Maritime Group 1 (SNTM1) wordt gevormd: een eskader van vijf schepen uit de VS, België, Nederland, Noorwegen en Portugal. Het eerste luik van de missie bestaat uit een oefening in het beschermen van koopvaardijsschepen gedurende een overtocht van de Atlantische Oceaan naar de Amerikaanse haven Norfolk.

"Hiervoor staan een aantal Noorse cargoschepen ter beschikking", zegt bevelhebber van het schip Frederick Van de Kerckhove. Later volgen oefeningen nabij New York, Canada, de westkust van Spanje, het Verenigd Koninkrijk en de Belgische Kust.

Oorlogsvoering met groot geweld

Gedurende een jaar werd de 'Leopold I' intensief onderhouden en vernieuwd. "Alle systemen, machines en wapens werden grondig getest en de bemanning kreeg zes maanden intensieve opleiding van de Britse marine, die als de hoogste norm geldt. Hiermee staan we klaar voor taken in het bestrijden van piraterij en het beschermen en begeleiden van koopvaardijsschepen. We installeerden tal van sensoren, beschikken over een eigen

helikopter, en vormen 'boarding teams' voor controles en inspecties aan boord van schepen", zegt Van de Kerckhove.

Daarnaast zal de technologische uitrusting getest en getraind worden in oefeningen in high end warfare, zeg maar oorlogsvoering, in het hoge geweldspectrum. Op 11 november wordt de 'Leopold I' terug verwacht in Zeebrugge, waar in december de collega's van SNTM1 komen oefenen.

Roel Jacobus

Inséré 14/10/19 BOEKEN LIVRES BOOKS Enlevé 14/11/19

Inséré 16/10/19 DOSSIER Enlevé 16/11/19

Inséré 18/10/19 HISTORIEK HISTORIQUE Enlevé 18/11/19

Inséré 20/10/19 NIEUWS NOUVELLES Enlevé 20/11/19

Inséré 22/10/19 DOSSIER Enlevé 22/11/19

Inséré 22/10/19 BOEKEN LIVRES BOOKS Enlevé 22/11/19

Inséré 23/10/19 NIEUWS NOUVELLES Enlevé 23/11/19

Inséré 24/10/19 NIEUWS NOUVELLES Enlevé 24/11/19

Inséré 26/10/19 DOSSIER Enlevé 26/11/19

Inséré 28/10/19 HISTORIEK HISTORIQUE Enlevé 28/11/19

Inséré 30/10/19 NIEUWS NOUVELLES Enlevé 30/11/19

Inséré 30/10/19 BOEKEN LIVRES BOOKS Enlevé 30/11/19

Inséré 01/11/19 DOSSIER Enlevé 01/12/19

Inséré 03/11/19 NIEUWS NOUVELLES Enlevé 03/12/19

Inséré 04/11/19 NIEUWS NOUVELLES Enlevé 04/12/19

Inséré 05/11/19 DOSSIER Enlevé 05/12/19

Inséré 07/11/19 BOEKEN LIVRES BOOKS Enlevé 07/12/19

Inséré 07/11/19 HISTORIEK HISTORIQUE Enlevé 07/12/19

Inséré 09/11/19 NIEUWS NOUVELLES Enlevé 09/12/19

Inséré 11/11/19 DOSSIER Enlevé 11/12/19

Inséré 12/11/19 NIEUWS NOUVELLES Enlevé 12/12/19

Inséré 13/11/19 NIEUWS NOUVELLES Enlevé 13/12/19

Inséré 15/11/19 BOEKEN LIVRES BOOKS Enlevé 15/12/19

Inséré 15/11/19 DOSSIER Enlevé 15/12/19

Inséré 17/11/19 HISTORIEK HISTORIQUE Enlevé 17/12/19

Inséré 19/11/19 NIEUWS NOUVELLES Enlevé 19/12/19

Inséré 21/11/19 DOSSIER Enlevé 21/12/19

Inséré 22/11/19 NIEUWS NOUVELLES Enlevé 22/12/19

Inséré 23/11/19 NIEUWS NOUVELLES Enlevé 23/12/19

Inséré 23/11/19 BOEKEN LIVRES BOOKS Enlevé 23/12/19

Inséré 25/11/19 DOSSIER Enlevé 25/12/19

Inséré 27/11/19 HISTORIEK HISTORIQUE Enlevé 27/12/19

Inséré 29/11/19 NIEUWS NOUVELLES Enlevé 29/12/19

Inséré 01/12/19 BOEKEN LIVRES BOOKS Enlevé 01/01/20

Inséré 01/12/19 DOSSIER Enlevé 01/01/20

Inséré 02/12/19 NIEUWS NOUVELLES Enlevé 02/01/20

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Inséré 05/12/19 DOSSIER Enlevé 05/01/20

Inséré 07/12/19 HISTORIEK HISTORIQUE Enlevé 07/01/20

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Inséré 09/12/19 NIEUWS NOUVELLES Enlevé 09/01/20