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@JR Shipping



June 2014 Number 20 - Volume 13

E-News June 2014

COLOFON



**DEADLINE NEXT EDITION:
01-05-2015**

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Het personeelsmagazine E-News verschijnt een maal per jaar in een oplage van 450 en is een uitgave van de Harlingen rederijgroep JR Shipping BV.

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The staff magazine E-News is published once a year with a circulation of 450 and is published by Harlingen group of the shipping company JR Shipping BV.

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FROM THE EDITORS ...

Dear colleagues— a year later. We are happy to present the new Enews. As you will see we have had a lot of input and ideas from all of you for which we are grateful and we herewith thank you all for your support. For the next Enews do not hesitate to send your adventures, stories, pictures or what so ever.

As you are aware the editors invite crew of the vessels and office staff to provide input for the E-news. Their articles are kept in their most original form but where the readability of the article could be improved the editors took the liberty to adjust the article without changing the actual content of the article.

We wish you all a great summer and reading fun.

Esmeralda, Ron, Fred & Robert-Jean

My space

*As I look from the end of the jetty to where the old ship was
There is a void, a blank steel waiting for the touch of a brush ... filled
Filled with the colors of a hundred memories*

As I look from the end of the jetty where the old ship was

*As I look from the end of the jetty to where the old ship was ...
There is a void, a hollow vessel waiting for the sounds of a thousand voices
Of young boys and old men
Whispering, shouting, singing, weeping
Longing to be on those deck once more.*

As I look from the end of the jetty where the old ship was.

*As I look from the end of the jetty to where the old ship was
There is a void, an empty space, waiting to be filled, with life
With life that only comes from youthful dreams and hopes,
Each part of which, that space, now bare ...
Yet the space I once filled, evermore ... still there.
As I look from the end of the jetty ... to where the old ship is.*

COOPERATION	CONTENTS	PAGE NO.
Sander Schakelaar	Foreword by the managing owner	5
Workers Council	Ukraine - News from the workers council	6
Peter Kijzerwaard	Confeeder—Balancing in imbalances in container shipping	7—13
Eelco van der Heide	JR Ship Investments	14
QHSE	QHSE matters ...	15—16
Insurance	Lessens to learn	17
ICT	Shipznet — internet	18
Capt. Rob Kooistra	SeaZip	19 —21
1 st Off. Michael Barbaix	Stad Amsterdam	22
Paul Aanensen	Hagland	23 —25
Han Schimmer	Vertom	26
Oskar Dasselaar	Apprentice	27
Marcel Mazel	Apprentice	28
Esprit, Estime & Emotion	Around the world	29—33
Crewing, KVNR & Marlow	Typhoon Hayian	34—36
Crewing	General News	37—39
Klaas Steenbeek	Retirement	40—45
John Burleigh	Port Chaplain	46—47
Personel Fleet & Shore		48—52
In the News	Expansa — Containers	53—54
Anonymous	Life aboard a ship	55—56
Sailing Schedules		57
Fun pages		58—59
Promotion	SAIL HARLINGEN	60



FOREWORD BY THE MANAGING OWNERS

In 2013, JR Shipping Group employed its vessels to for a wide range of customers - consistent with high international efficiency and safety standards. Charter and freight rates were still at an extremely low level. While the first half of the year saw an economic upswing, a period of stagnation set in mid-2013. The year 2013 was the first in the past few years of crisis when the group managed to charter all its vessels almost continually. This is a significant forerunner of market recovery, which we expect to continue in 2014.



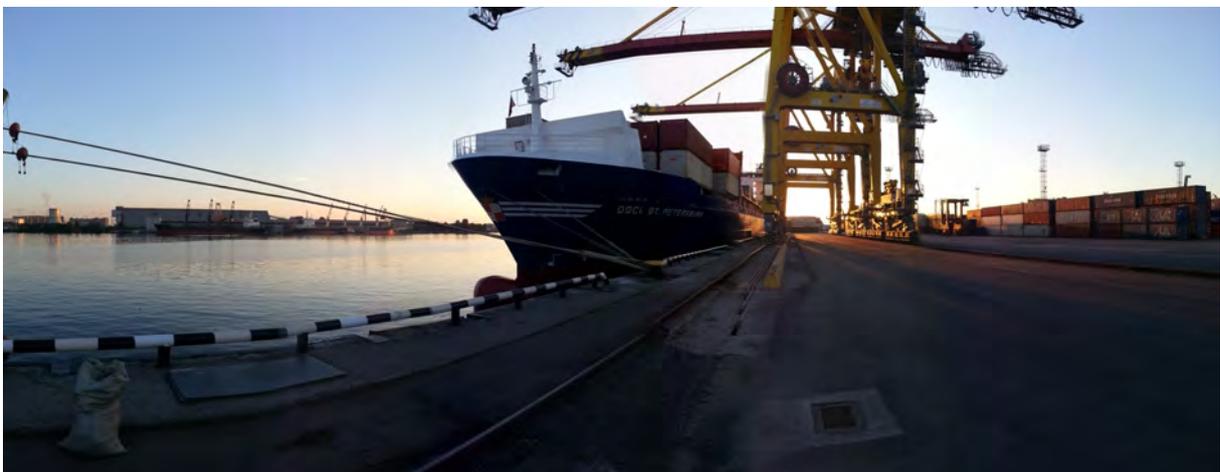
Looking back, we cannot but conclude that the crisis has affected the shipping industry deeply and that relations within the industry have changed permanently. Shipping organisations which have managed to withstand the crisis, including JR Shipping Group, are now entering a critical phase in which they will have to regroup and consolidate. A decisive factor for this is the courage to continue operations, examine new revenue models and make operational structures more sustainable.

In order to be able to initiate more business, JR Shipping issued corporate bonds in 2013. The capital raised will be used for the purposes of research and project development, investments in high-potential company acquisitions, mergers, acquisitions and initiatives for cooperation, Opportunity Investments, and the acquisition of contracts for ship management. All these activities serve to support the diversification policy that the company chose to pursue and which rests on four pillars:

- ⇒ consolidation of the container-feeder market activities
- ⇒ stepping up activities in the market for multipurpose vessels
- ⇒ continued growth of ship-management service provision to third parties
- ⇒ service provision to the offshore wind energy industry

In addition, the shipping company managed to create a new financing structure for two of its vessels in late 2013 by placing bonds to the value of €5 million. The success of this bond placement is proof of continued trust in our company, which is key to making the diversification policy a success. The fact that investors, financial partners and business customers believe in our shipping group's entrepreneurial capabilities provides us with the moral support we need to take new initiatives that can make a difference in this new phase. Market recovery remains the foremost criterion for achieving better results.

Sander Schakebaar & Jan Reier Arends



FROM ALL COLLEAGUES



Ukraine - As known by all involved in the shipping business, the political situation in Ukraine has been unstable for a few months by the moment this magazine is published. Due to this political conflict we have seen images of protest and violence on the news. JR Shipping is not able or does not want to choose any side in this complex conflict.

However, not giving any attention to the present situation at all, would not be appropriate either, because so many of our officers live in Ukraine and Russia. Also, many of our ships frequently call Russian ports. Even though the situation is relatively calm by the time this article is written, we know many people on board are having concerns. Not only about practical issues like money withdrawals from the banks and travel arrangements, but also about the wellbeing of their family and friends at home.

We, directors and all colleagues of JR Shipping, can only hope the situation will stabilize as soon as possible and that matters will not get out of hand any further. We also would like to thank all officers for keeping up the good work and not letting the situation stand in the way of our professional cooperation.

Our thoughts are with you and your families.

JR Ship Management & JR Ship Crew



NEWS FROM THE WORKERS COUNCIL

The Workers council is now underway since 2007— As smooth the start was, the more complicated it became when the crises started. As mentioned before in good times it is easy to talk about investments, betterments etc. But when in your sailing in financial difficult times every penny have to be turned around. You have to be creative and to look to realistic topics. Despite of this we are happy that in close consult with the IT department a numerous amount of vessels are now equipped with internet on board. Of course the system is not perfect but at the moment, bearing in mind the present financial situation, it is the most realistic one.



But there is more. We are proud that the awareness in our great company, with regard to quality and safety is growing. There is not an atmosphere of fear in case something goes wrong, no the opposite is more a fact. That we can learn from mistakes and share knowledge. The Quality workgroup is specific something important in that light. The workgroup who has the goal to look for betterments so the company JR Ship Management is and will be recognized as a high-performance company. A charisma which have to attract new colleagues but also charterers! It speaks for it self that the workers council underline this as it is an major issue in the Durability vision for the future.



But the workers council is not ready, not at all. The personal benefits of all employees in general, safety, health etc. needs to be monitored and in close contact with the management improved.

Since March this year the workers council is represented by our Master Martin Muntendam. He is eager and looks for continuity and improvement opportunities. If you have an interest in JR Shipping and also eager to look for betterments or developments in order to give support by a Durability in a wide range we ask to send an email to or@jrshipping.nl for the attention of the chairman.

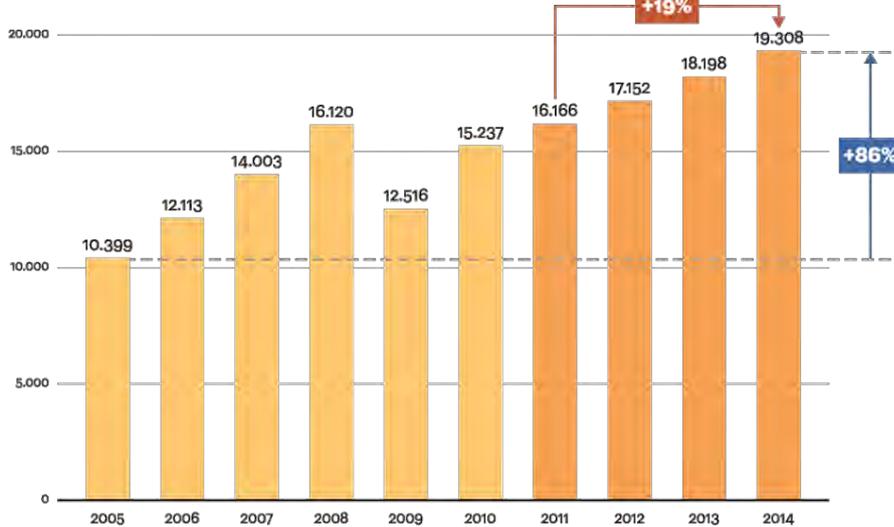
Robert-Jan

Balancing the Imbalances in Container Shipping — Below report was published by AT Kearny in March 2012 showing their vision on and expectations of the Global Container market.

The Financial crisis contributed to a significant imbalance between supply and demand in the container shipping industry. Now, burdened by falling freight rates and profit margins, carriers are looking for answers. The outlook for world trade and container shipping volumes is surprisingly positive. Despite economic downturns and uncertainty, world trade value is expected to grow by 19 percent from 2011 to 2014, which will result in almost 90 percent increase since 2005 (see figure 1). Recent forecasts of container shipping volumes show similarly attractive growth rates taking place in the next three to five years.

Figure 1
World trade is expected to grow almost 90 percent between 2005 and 2014

Global merchandise trade
(US\$ trillions)



Note: Figures for 2011 through 2014 are estimates.
Sources: World Trade Organization, International Monetary Fund (2010), UNCTAD Review of Maritime Transport, MDS Transmodal; A.T. Kearney analysis

Looking ahead to 2014, the market is expected to be served by a carrier fleet with an approximate capacity of 19.3 million twenty-foot equivalent units (TEU), which is around 24 percent above today's fleet size. From 2005 to 2014, the global container vessel fleet will have expanded disproportionately to trade value growth by as much as 144 percent.

This imbalance between trade and fleet capacity is partially absorbed by a further increase in the share of containerized freight. Yet overcapacity is, to a large extent, structurally imbedded, increasing, and likely to last for a long time.

From our work in this industry, we sought to answer several important questions: Is the industry behaving irrationally? Or are the stronger carriers crowding out weaker carriers by intentionally flooding the market with additional capacity? Is the growth in capacity due to the increased marginal return carriers secure with new technology? Are carriers that did not invest rendered noncompetitive in the long run? No matter which view one takes on the causes, the effects of the supply-demand imbalance will continue to have a substantial impact on the market and the industry on a whole.

Three Strategies to Prepare for the Future

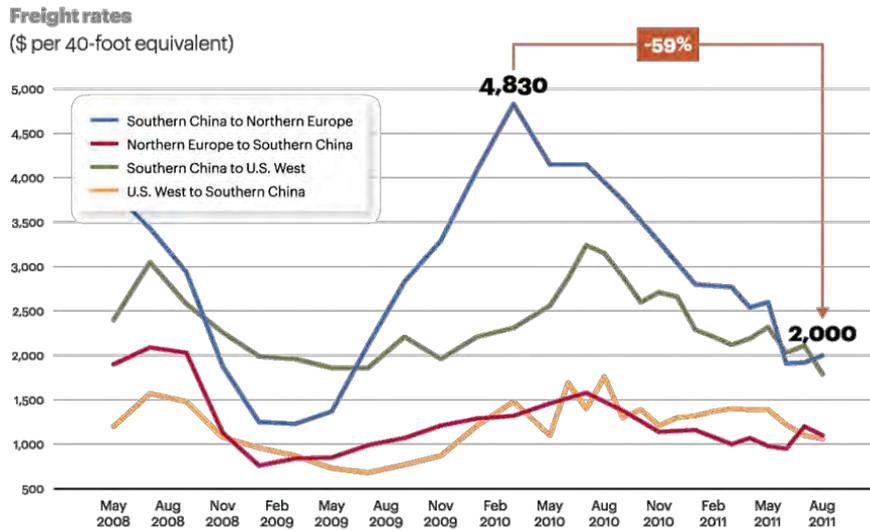
It is becoming more important for carriers to have clear strategies and distinct market positions. While rationalization and cost-cutting measures are appropriate answers to volatile and fiercely competitive markets, such measures fail to address fundamental structural market challenges, which are likely to continue in the foreseeable future.

Four years ago, the average cost of shipping a 40-foot container from Hong Kong to Hamburg was \$4,830. In August 2011, rates were less than half that (see figure A). Although the supply and demand imbalance has a lot to do with this drop in shipping costs, it is only part of the story. Freight and charter rates are also forced under water by cutthroat competition for volumes on key trading routes, and they are negatively influenced by continued high uncertainty in the development of the global economy.



In the commodity-like container shipping business, price remains a key differentiator on which industry leaders intensively compete. Particularly for Asian-European trade, big players drive down their slot costs to such an extent that they squeeze out smaller players to the smaller-volume north-south trades, thereby triggering a cascade effect of rate reductions.

Figure A
Freight rates fell 59 percent in 18 months



Sources: Drewry reports; A.T. Kearney analysis

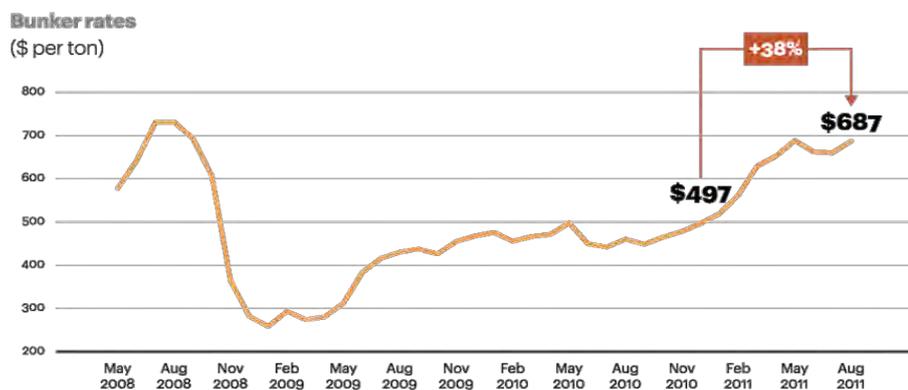
Volatile financial markets, continued turbulence in the Euro zone, and stagnating growth in the United States are also contributing factors. Fearing a new recession, industry order volumes that drive import and export are expected to shrink, and investments will likely be postponed. Since July 2010, shipping executives' confidence about their market has consistently been heading downward, recently hitting a 354-year low, according to the Moore Stephens Shipping Confidence Survey. Based on the indicative power of this index, the rate downfall is not likely to end within the next month. At the same

time, carrier costs have risen substantially. Because of increasing oil prices, bunker prices, which are the main driver of voyage-related costs, have increased by 38 percent since January 2011 alone (see figure B). The first eight months of 2011 brought an increase from \$497 to \$687 per ton of intermediate fuel oil 380. Undoubtedly, carriers now face severe challenges with the combination of falling freight rates, rising costs, uncertain markets, and more intense consolidation pressure.

The ability to offer the lowest rates and still make a profit is crucial for surviving the rate battle.

Therefore, leading carriers such as Maersk Line, MSC, and CMA CGM appear to follow the strategy of dominating the market through scale. They may well succeed, as large vessels provide major economic advantages in lower fuel, capital, and manpower costs per container carried. However, not all carriers need to follow such strategies to succeed. Large vessels have to operate between a limited number of ports in order to achieve high utilization and efficient turnaround. They need to be supported by a dense network of feeder services that require multiple handlings of containers. Nimble carriers operating smaller vessels may be able to achieve lower costs on a point-to-point basis than the "market leaders" by calling directly at ports not served by the mega-ships and thus eliminating extra handling of containers.

Figure B
Bunker rates rose 38 percent in eight months



Sources: Bunkerworld; A.T. Kearney analysis

The choice of strategy is not based solely on scale; every service provider must have an innovative market differentiator. In the container shipping industry, a differentiator can be anything from size, product, lanes, and positioning in the logistics chain (service offerings) to transportation hardware, client interaction, and pricing. And the strategy of choice should also reflect the volatility in trade markets.¹

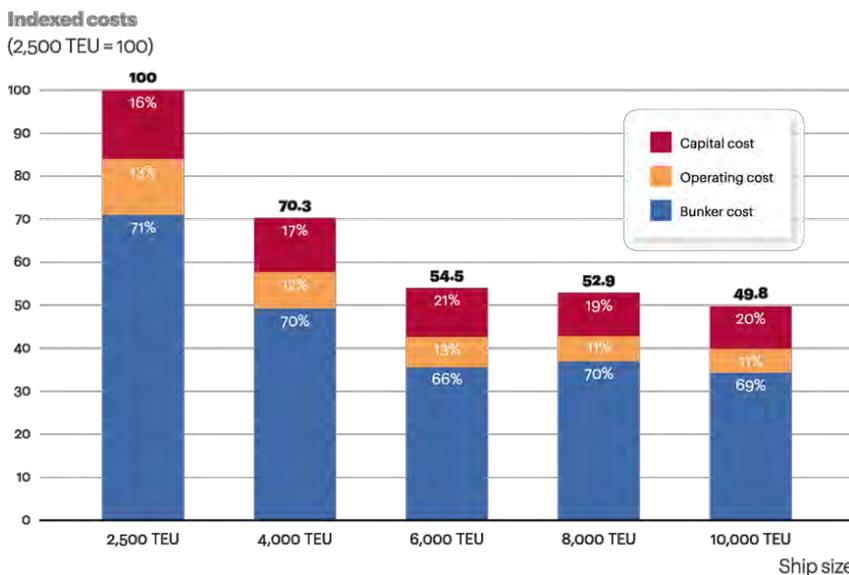


To take advantage of the market's long-term potential, the strongest carriers will have five-year strategies in place. The following are offered as guidelines:

1. Develop a Strategy for Market Conditions

It might seem irrational to order and deploy new vessels in a market with severe overcapacity, but there is sound reasoning behind Maersk Line's decision last year to award Daewoo Shipbuilding a \$3.8 billion contract for 20 Triple-E (18,000 TEU) vessels, which Maersk claims are the world's largest and most efficient container vessels. To keep pace, other carriers are similarly ordering and deploying new, ever-larger vessels. When appropriately utilized, larger vessels are more cost efficient and better suited to the current market conditions.

Figure 2
Bigger ships result in lower costs in many categories



Sources: Drewry reports, interviews with shipping executives

On average, slot costs decrease by as much as 50 percent from a 2,500 TEU to a 10,000 TEU vessel—and the cost advantages of Triple-E vessels are even larger.

In a very competitive market such as container shipping, the ability to offer the lowest rates and still make a profit (or worst case, making smaller losses than competitors on key strategic trades) is crucial for surviving the rate battle. Indeed, offering very low rates over a short period may be necessary to defend or win market share, secure enough volume to achieve decent capacity usage, and squeeze out the competition. Deploying more modern and larger vessels is a powerful cost lever for the following reasons:

- **Cost effectiveness.** As discussed, larger vessels are more efficient when used at full capacity. A rule of thumb for older vessels is that a doubling of vessel size results in a 30 to 40 percent decrease in bunker costs per slot. For newer vessels, this factor is around 20 percent.
- **Slow steaming.** A measure spawned from the financial crisis, slow steaming has a significant impact on slot costs; it is also a fairly simple way to adjust network capacity in the short term. The technology of new vessels supports slow steaming better than that of older vessels.
- **Smaller crews.** Modern vessels require fewer people to operate them, and on a big vessel, the lower crew costs can be distributed over a larger volume. For example, modern 11,000- plus TEU vessels have twice the loading capacity of Panamax vessels but need a crew of only 13 instead of 23.
- **Lower capital costs.** The new-build cost per slot of larger vessels is less than for smaller vessels. Therefore, capital costs per slot are lower for larger vessels.

Having a modern fleet will be especially important for the large vessel segment, where significant new and modern capacity is being added. This accelerated development is likely to have severe consequences for carriers with large but older and less efficient vessels that become obsolete because they cannot be easily deployed in, for example, regional trades and cannot compete on long hauls.

Fleet composition is not only about deploying the best-suited vessels but also about having the optimal mix of owned and time-chartered (T/C) vessels. The advantages of time-chartered vessels are flexibility and the fact that carriers can sometimes secure some very attractive deals. For example, when the only other alternative for a vessel owner is to lay up the vessel to wait for better times, very low T/C rates can be a more attractive option.

However, there is also significant shipyard overcapacity, and new building prices are very low. So, for financially solid carriers that have easy access to capital, buying new modern vessels at almost bargain prices might represent a more attractive opportunity than entering into T/C agreements for older vessels. The flexibility to choose between owning and chartering gives these carriers a clear competitive advantage under current market conditions.

2. Design the Best Network

The attractiveness of different trade routes varies. The very competitive Asia to Europe head-haul lane offers high volumes, but the backhaul direction has much lower vessel utilization, typically around 50 to 70 percent.² Obviously, achieving the lowest possible slot costs is vital to remain competitive in this major long-haul trade. In contrast, the tonnage-wise smaller north-south routes experience less intense competition and are, on average, served by smaller vessels.

While global carriers have to offer their own or shared services on all major trade lanes, smaller players and those that mainly focus on certain areas, such as feeder business, should consider their choices wisely. The message to carriers is simple but effective: Optimize your network to increase revenues, reduce operating costs, and maximize returns. Although this sounds obvious, network design often lacks analytical rigor, and as a consequence, the resulting commercial decisions risk being flawed. In addition, it often takes a long time to realize that a specific service is not profitable and to correct a wrong decision. Naturally, routes are not intentionally served unprofitably, but it can have a negative impact on the market and thus affect all participants.

The most successful carriers will be those that are **efficient, flexible, and the easiest for customers to do business with.**

Strategic and tactical network optimization requires access to accurate key data across several functions, and it requires transparent, well-designed information technology systems to deliver this data. Areas that should be considered as part of a network optimization are as follows:

- **Characteristics and outlook for trades served.** Evaluate all aspects, including profitability, competition, and rate development
- **Degree of flexibility within the network.** Gauge all matters of flexibility. For example, slow steaming might provide flexibility to adjust capacity, but it also requires a high degree of network flexibility
- **Potential to optimize port stays.** Consider various factors, including port performance and the frequency with which port stays are serviced
- **Quality of vessel stowage.** Look for potential improvement opportunities
- **Pricing optimization.** Examine ways to cut costs or improve yield management
- **Balance head- and backhaul cargo flow.** Plug performance gaps

Optimizing a carrier's fleet composition and designing the best possible network are closely related decisions that should not be considered in isolation.

3. Grow the Business

The size of a carrier matters. First, large carriers are less vulnerable to regional downturns because they can more easily adjust their network and capacity incrementally. Second, they have an easier time financing strategic investments (although this is not universally true). Third, and most important, large carriers with global networks can offer their customers global services and more choices to route their volumes in the most efficient ways. Overall, large carriers manage to secure more constant cargo volumes and therefore achieve higher use of their assets. At the same time, for carriers with a well-balanced portfolio based on serving multiple markets with global networks, the impact of poor returns on particular routes is softened when other markets due well.

There are three ways for carriers to grow their businesses:

1. Organic. Most carriers attempt organic growth. In 2010, the top 10 carriers increased their capacity by 14 percent versus 8 percent for the overall market. This growth is not solely based on newly constructed fleets. Alphaliner, an independent agency that provides market data for the liner shipping industry, reports that, on average, half—51.5 percent—of the existing fleet is chartered from non-operating owners.

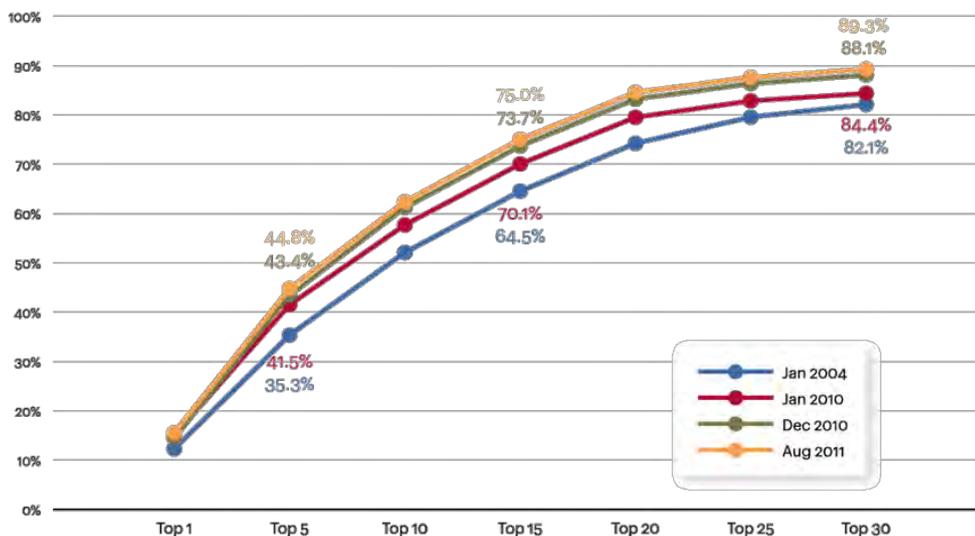


Although current conditions suggest a market ripe for consolidation, some stronger carriers believe the time is right to simply use the low rates and their slot cost advantage to squeeze out weaker competitors for good. The idea is not to lay up capacity to sustain declining rates, as they did a few years ago, but instead to let rates decline to a level where carriers with higher slot costs simply go out of business. In doing so, the better-positioned carriers force an adjustment of global capacity and at the same time gain market share. Maersk Line, MSC, and CMA CGM are using this approach to drive out smaller competitors on the Asia-Europe trade.

2. Acquisitions. Although the overall industry remains fragmented with the top five players holding 45 percent market share (up from 35 percent market share in 2004), there are patterns of consolidation and growth strategies based on acquisition (see figure 3). Mergers and acquisitions (M&A) activity in container shipping has occurred in spikes, such as when Maersk Line bought Safmarine and Sea-Land in 1999 and acquired P&O Nedlloyd in 2005, and when CMA CGM bought Delmas in 2006. Historically, however, acquisitions in this industry have not been without challenges and have not been as successful as expected. Whether it is acquisitions or a shakeout that drives consolidation, the trend is likely to continue for a number of reasons:

Figure 3
The industry continues to consolidate

Market concentration
(% of market share)



Sources: Alphaliner; A.T. Kearney analysis

3. Poor financial returns. Persistent industry overcapacity during a period of weak global economic growth has weakened a number of large operators.



- **Megaships.** The move to container ships of more than 12,000 TEU favors large operators able to exploit economies of scale.
- **The "portfolio effect."** For large carriers serving multiple markets with global networks, the impact of poor returns on particular routes is softened when other markets do well.

Strategic alliances. Strategic alliances are an option for carriers that cannot or do not want to engage in M&A activities or do not have a competitive cost base. Several carriers join forces to gain scale advantage—but at the cost of giving up some control and flexibility. In terms of control, vessel-sharing agreements are more attractive than slot charter agreements (SCAs) because carriers will remain active on a string, while with SCAs, carriers often give up their own vessels. There are also other alliance options for concentrating volume, efficiently utilizing vessel capacity, and offering more competitive prices or secure financing for new assets. Analysis shows that the average vessel size employed within global alliances such as the CHKY Alliance or Grand Alliance are at least double the size of the vessels used by individual members. While alliances are currently mostly formed on global trade routes, applying this principle to regions, such as on intra-Asian or Baltic trades, may also be a way forward for feeder operators.



Navigating the Route Forward

Size alone does not automatically guarantee success. What matters is a mixture of strategic elements. And perhaps it is not wise to copy the leaders' strategies but rather to find a different approach that can build and exploit market conditions. Strategies to prepare for the future—including fleet composition, network design, and leveraged scale—are equally important; using them fully and balancing them wisely is critical for carriers to navigate the challenging waters ahead. Developing appropriate tactics in all three areas requires high-

quality, comprehensive information to see through the current fog.

As with most industries, attracting customers is a main objective. The most successful carriers will be those that are efficient, flexible, and the easiest for customers to do business with. The intermediaries, including global freight forwarders and non-vessel operating common carriers, have steadily increased their market share and are now focused on automating their customer-facing and internal processes. There is no better time than now for carriers of all sizes to consider initiatives and investments for improving transparency and customer processes.

¹ See A.T. Kearney Global Business Policy Council study, "The Global Services Location Index"

² In contrast to previous years, utilization was well above 80 percent on backhaul routes at the beginning of 2011 as demand for imports in Asia increased, but margins remained negative for service providers. The increased demand may offset lower revenues on the head-haul side.

==== END ====



Based on above article we conclude that, today, balancing the imbalances in Container Shipping is taking place much quicker than expected and already show great impact on the world Container market. By the end of 2015 there will be 39 containerships between 17.900 and 18.800 TEU in operation with potentially more orders in the pipeline as carriers continue their capacity race.

The formation of 3 important alliances, P3 – (Maersk CMA-CGM MSC), G6 – (APL HLAG HMM MOL NYK OOCL) and CYKHE – (COSCO K-Line Yang Ming Hanjin Evergreen) shows that a design of the best network is already in a final stadium.

An important issue for our organization is how the above situation is reflecting on the feeder market in general, or even more specified, how does it reflect on the container feeder vessels of JR Shipping.

SUMMARY

On the Baltic-Max type's, where JR Shipping deploy 3 vessel's, we observe a stronger demand for this particular size. The present Charterers, OOCL and Hapag Lloyd, are keen to extend the present agreements and the rates remain firm. Several Owners observed this demand and have taken necessary steps to position tonnage with lower quality into the Baltic. One German colleague decided to extend 4 units of the Mawei 880 type ice E3 with an extra 40 feet bay resulting into 1.024 TEU (764 TEU @ 14 Tons).



This reaction implied more pressure on the 1.000 TEU segment with ice class. With 4 vessels of our own in this segment we observed a downward turn on rates and trouble to find employ for longer periods. During the first quarter of this year the m.v. Elan was fixed with Unifeeder A/S for an initial 7 days resulting in a duration of 78 days. During these 78 days the charter party was re-negotiated 8 times. At this very moment, beginning May 2014, we are still struggling to find reasonable employ for this size.

Below the 1.000 TEU segment the market has shown to remain weak. A considerable number of vessels are either unemployed or in a lay-up status. The fact that our Volharding 750 types are designed for 45 feet units makes them attractive to dedicated door to door feeder services, like MacAndrews, Eucon and DFDS. This is most probably one of the main reasons for their present employment. Unfortunately the rates for this size of Vessels is showing a slight downward trend.

Last but not least we report the Conofeeder 340 type of which we still have 2 vessel's in our fleet. This segment is almost vanished, but still a few niche players are left, which enabled us to find employ for these vessel's. The m.v. Externo has been deployed with B.I.S.L. Ltd for almost 7 years now. The m.v. Expansa has returned to Europe after her employment at U.S. waters and found employ with A2B-Online a new door to door service between Moerdijk and Thamesport.

In conclusion Global Services show a demand for larger feeder vessel's above 1.000 TEU capacity, which nowadays is no problem and easy to collect. Only limited Global Services and Feeder operators show interest in specialized vessel's able to comply with the demands in their specific trade. These specializations mainly concentrate on the Baltic-Max type's or vessel's specific designed for 45 feet units.

Rhoon, 9th May 2014

Peter Kijzerwaard





JR Ship Investments— To initiate New Business, JR Ship Investments issued corporate bonds in 2013, which yielded more than €1.7 million. The capital raised will be used for the purposes of research and project development, investments in high-potential company acquisitions, mergers and initiatives for cooperation, participation in Opportunity Investments and the acquisition of service contracts for ship management.

All these activities serve to support the diversification policy that the shipping company chose to pursue and which rests on four pillars:

- * consolidation in the various container-feeder market segments
- * stepping up activities in the market for multipurpose vessels
- * continued growth of ship-management service provision to third parties
- * service provision to the offshore wind energy industry



In late 2013, JR Ship Investments received another special mandate from its investors. The German Commerzbank AG had decided to withdraw from the ship financing market permanently, which gave JR Ship Investments the opportunity to pay off mortgage loans on two vessels, MV Evidence and MV Evolution, at high discounts. By the end of January 2014, it could be determined that the target capital of €5 million had been achieved. In the end, the issue of the bonds was even oversubscribed considerably.

The success of this bonds placement is proof of continued trust in our company, which is key to making the diversification policy a success. The fact that investors believe in our shipping group's entrepreneurial capabilities provides us with the moral support we need to take new initiatives that can make a difference in this new phase.

Kind regards

Eelco van de Heide





JR Shipping facilitates Dutch Police Force. JR Shipping has a partnership with units from the Dutch Defence Force. In particular the Unit Special Interventions from the Dutch Police that is deployed during hostage, extreme force against national safety & counter-terrorism and the Unit Advanced Search teams that are deployed for search activities related to smuggling. Both units are under the direct command of the Ministry of Justice. The Unit Special Interventions operate in secret.

In order to maintain their optimum state of readiness the Dutch Defence Force contacted JR Shipping with the request to, once per year, make one ship available. The executive management from JR Shipping agreed and gave permission to facilitate. The Shore organization of JR Shipping used this opportunity also for their internal emergency respond readiness (Ship-shore drill).



On their way from Dublin to Rotterdam at October 13, 2013 the Unit Special Interventions planned to board the MV Ensemble at open sea simultaneously from air and sea with four intervention teams. According the scenario the Ensemble was hijacked by two crew members participating with a terror organization. Their demands were a free passage to the port of Rotterdam. Aboard the ship explosives were placed and the crew was taken hostage.

Unfortunately the coast guard did not give permission to board the ship because of the bad weather conditions. At that time the teams were already past the alarm phase and were ready at a staging area at sea and in the air.

The Advanced Search teams came on board the ship after berth at October 14, 2013 to perform their exercise and searched the ship using different scenarios. The advanced search team members used this facility to graduate for their last examination to become a full trained team member.



Operating procedures from the Unit Special Interventions are kept secret. Therefore they prefer to train at sea as also the conditions at sea come closest to the reality. The presence of non-invitees in the exercise area can lead to cancellation of the exercise.

Hopefully the weather conditions are better during the next exercise, second half of 2014.

Regards,

Floris Nicolai





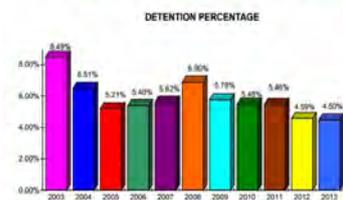
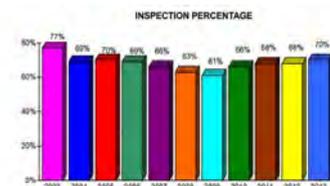
JR SHIP MANAGEMENT—QHSE

First meeting workgroup “Zeevarenden” - On 3rd April '14 the first meeting of the workgroup “Zeevarenden” was held at the Office in Harlingen. The workgroup consists of 12 mariners (Captains & Chief Engineers) and Office staff. Depending on the subjects covered during the meetings the Office staff may vary in size. The workgroup has set the follows objectives:

- Improve the cooperation between the Office and the vessels;
- How can we set a higher QHSE standard within the company including the ships?

The above objectives are based upon our own findings, what can be observed in Port State activities, market development and changing rules and regulations. Port State inspections, with their revised inspection regime launched in 2010, have become less frequent but more intensive. The PSC Company Performance is now made public via the internet. This could mean that future charters may be chosen or rejected based on the Company Performance or it could be used in the decision making process of a charterer.

The day started with a general welcome where Mr. J.R. Arends emphasized the importance of such a workgroup for the company and that it is necessary to bring the company to a higher standard. After this the workgroup members exchanged their thoughts on how to achieve this higher standard. In the afternoon one subject “How to reduce PSC deficiencies” was taken out and further discussed.



The following points for improvement were set:

- Provide better information to the ships on how the Company and the ships are performing during PSC inspections.
- Provide better information to the ships on how issued deficiencies were solved.
- Improvement of the Office staff visits to the vessels.
- Improve the “Crew evaluation”-process to get a better insight in the performance of crew with the objective to hold on to crew when they perform well, to improve the skills of crew if necessary or to let crew go.

The meeting was closed late afternoon and the workgroup members agreed that it was a good starting point for future meetings.

Regards,

Ronnie Neleman





BOAT SKIPPER FINED FOR MISUSE OF FLARES

Defendant: Matthew Yeoman at Torquay Magistrates' Court

Date of Hearing: 30 October 2013

Offence: Breach of the Merchant Shipping (Distress Signal and Prevention of Collisions) Regulations 1996 by firing a rocket distress flare when not in need of immediate assistance.

Details: A red distress rocket flare was fired just before the boat torch light procession at this year's Salcombe Harbour Festival, popular with participants and spectators, landing on heathland, whilst still burning. Harbour Master Ian Gibson identified and spoke to the culprit Matthew Yeoman, a 50 year old from Salcombe, and owner of the converted fishing boat Etoile, as it was clear he was not in need of assistance. Two further rocket flares were fired out into the harbour amongst moored boats. This resulted in calls to Brixham Coastguard and a response from the Hope Cove and Salcombe lifeboats. Yeoman was spoken to by the lifeboat crews on his boat and admitted to firing the further flares, though not in need of assistance. The flares used by Yeoman had expired in December 2004. When interviewed about the matter, he admitted to firing the flares during the event on 8 August 2013.

Penalty: Mr Yeoman was fined £750 for the offence, ordered to pay £3000 in costs and a victim surcharge of £75. This took into account his full cooperation with the MCA and his early guilty plea, but also the seriousness of the offence given he was a professional seaman.

SHIPPING COMPANY FINED OVER 'DISREGARD FOR SAFETY'

Defendant: PM Shipping International SA and Luis Monton (DPA) at Southampton Magistrates Court

Date of Hearing: 13 March 2013

Offence: Each with offence of breaching the Merchant Shipping (International Safety Management [ISM] Code) Regulations 1998 (S.I. 1561).

Details: On the 19 June 2012 a Port State Control Inspector from the Maritime and Coastguard Agency (MCA) boarded the Panama registered vessel Terry Siete at Portland. During his inspection the Inspector noted that access was being made into the vessel's ballast tanks without proper procedures being in place. The Master was issued with a Prohibition Notice requiring entries be made in the correct manner in accordance with the Code of Safe Working Practices. On the 20 August 2012 the Inspector returned to the vessel. On checking various documents, reports and permits the Inspector identified that entries had been made into the ballast tanks of the Terry Siete without a valid gas free certificate being in place. Further investigation confirmed this information and also confirmed that the DPA had been present onboard when these entries had been taking place.

Penalty: PM Shipping International SA was fined £5000 plus costs of £6652.50. Luis Monton was fined £1000 plus costs of £500.



TURKISH CHIEF OFFICER PLEADS GUILTY TO CAUSING GROUNDING

Defendant: Necati Izmir at Greenock Sheriff Court

Date of Hearing: 22 January 2013

Offence: Breach of Section 58 of the Merchant Shipping Act 1995.

Details: On 2 July 2012 the Antigua and Barbuda registered cargo ship Coastal Isle was en route from Belfast to Greenock when at 05:00 hours it grounded at Garroch point on the southern coast of the Isle of Bute.

There was a crew of ten onboard the ship but fortunately there were no injuries and there was no pollution. The ship was refloated at around 09:30 hours the same day and proceeded to Greenock where divers found that the ship had suffered serious damage for about one third of its length and the fore peak tank was ruptured. The Chief Officer, Necati Izmir, admitted leaving the bridge at about 03:00 hours to go to the toilet and has no recollection of events until after the collision when he was found in his cabin by the 2nd Officer who had been sent to look for him. The Captain, Bernd Radel, stated that the Chief Officer had been found asleep in his bed.

Penalty: Mr Izmir was fined a total of £5,000.

On a regular basis QHSE uploads Accident Investigation Reports in STAR IPS. The detailed reports of the Coastal Isle and the Terry Siete can be found at STAR IPS/Documents/Other Documents/Accident Investigation Reports



Internet enabled vessels are now commonplace in today's world of shipping — Continuously developing technology has made shipboard internet an affordable option for many shipping companies. This also applies for JR Shipping; in 2013 members of the working council, in close contact with the ICT department, investigated several providers and possibilities for having shipboard internet.

Increasing numbers of ship-owners are fast realizing the importance of providing internet access to crews. Having internet on board ship is now widely regarded as a key component in the attraction of new entrants, and the retention of existing staff.

The modern generation of seafarer is accustomed to a world which is always connected, where the internet and social networking sites are a major part of everyday life. The prospect of not being able to readily communicate with the outside world has become highly unappealing to the vast majority of today's seafarers.

If managed correctly, shipboard internet can have many benefits, both from a commercial and crew welfare prospective, this is one of the reasons to choose for Shipznet.



Kickoff started September 2013 with a trial of 2 months on our good ladies Encounter and Emotion. Now, nearly 10 months later, Shipznet has been installed on 10 JR vessels and still counting.

In merely 10 months: over 100 "JR users" of Shipznet crew solution worldwide!

Shipznet consists of a very small above-deck unit with two antennas.

The below-deck unit serves as router and takes over the power supply for the above deck unit. Shipznet complements either Fleet BroadBand, regarding high volume costs, or Iridium, regarding low transfer rates.

With the Shipznet crew solution, the buying and collecting of individual pre-paid SIM cards for each country finally comes to an end. Expiry dates, varying volumes, and an extra pre-paid card for each country – all of this was yesterday. The new crew solution offers the crew a comfortable way of communicating with family and friends, by using vouchers. Should the contingent be used up, it can be recharged conveniently with the shipping company or the master, without the time consuming search of a local provider for pre-paid SIM cards.

Fabian Klok



BARD

Energy | Competence | Offshore



Seazip Offshore Services — BARD 1 project.

Since one year I am employed by Seazip. Seazip participated in several projects the past year. I have started in the BARD 1 project. The BARD 1 project is located so far from shore,

that BARD had a hotel vessel at location to service all 80 turbines. During this project we worked with two teams, day and night shift, on board the vessels, in shifts of twelve hours. After our shift we went back to the hotel vessel for a crew change. The



vessel had on its stern a boat landing, which we used for transfer of people, but also for cargo. After the shift you could go to the mess room for breakfast or dinner and after that watch television, movies, play games on the PlayStation. You could even go to the gym for a work out or you could go asleep in your own cabin. On the hotel vessel and in the field, we also had Wi-Fi and the possibility to make a telephone call to our family. Our job in the BARD field was to carry the engineers who needed to work on the turbines and to bring spare parts to the turbines from the



hotel vessel and vice versa. During bad weather/crew change/repairs, the vessels went back to port, i.e.

Delfzijl, Emden or Eemshaven. For us, Delfzijl was our main port when we went into port. In port, there was time to relax a little and perform maintenance which we could not do while we were working in the field. Two of the crew members then could sleep in a hotel. Dinner could be taken in this hotel for the whole crew. When the weather improved again, the vessels went back to sea again, to start our work there again. When the weather was really bad, the hotel vessel went also back to port and Cuxhaven was the main port for Crew changes and provisions. For the Seazip crew, who was on board the hotel vessel, at that moment had some time to relax on board, but also ashore in Cuxhaven.



After the BARD 1 project both vessels were relocated back to home port Harlingen and the Damen shipyard.



DUC Diving / RWE — In the beginning of January 2014 I signed on on the Seazip 2 this time and she was bound for Helgoland, to start a charter for DUC Diving located in Urk, to work on the RWE NSO field. The NSO field is one of three fields which are being realized at the moment near Helgoland. This field has 48 jackets, on which later the turbines will be installed. The other two are Meerwind and Amrumbank West. Our job was to chart all damages which the jackets sustained during the last December storm, Xaver. The vessel carried one team with climbers



and representatives from RWE (owner) and Kvearner (manufacturer jackets) to the field, to do an inspection of all jackets and chart all damages to the jackets. The vessel had as main port Helgoland, where the vessel stayed during the night and during bad weather. Two crew members of the vessel, slept in apartments on the island. These apartments were spacy and had an own television and small kitchen. The apartments were about five minutes away from the berth of the vessel. During this period, we made our own meals on board, but regularly we went into town on Helgoland to go



out for dinner together with all climbers.



After this job was completed we started with removing the damaged parts on the jackets. After I signed off, I understood from my colleague that one of the crew members, found a nice girl. So for him this was the perfect vessel to be on. Unfortunately the vessels charter ended in March and the vessel finally was relocated to her home port.



Vattenfall — On the 24th March 2014, I signed on, on the Seazip 2 again. This time she was in Harlingen again because the charter for DUC

diving was completed and also the survey job at Terschelling. The vessel was now due to set sail to Esbjerg, to start her work for Vattenfall on the Dan Tysk windfarm. The vessel was chartered for transporting a cleaning team and a team which would replace damaged gratings on the towers. The Vatten-

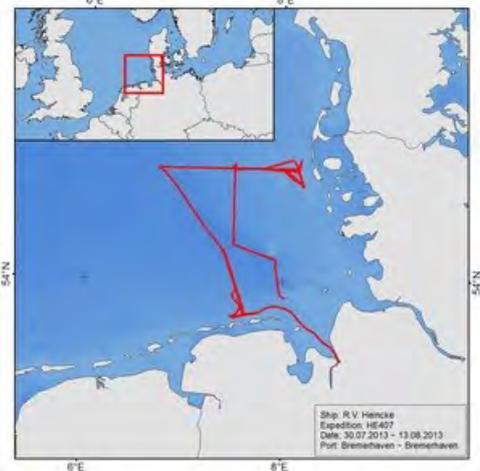


fall has 80 towers and is located 42 nm West of Esbjerg. The vessel also carried a cradle on board to do survey works in the field. For this the moon pool just in front of the accommodation was prepared.

The working day started at 07:00 until 19:00. It took us about 2 hours to get to the Dan Tysk field.

One team was put on a tower for cleaning activities, as the people who came to install the turbines were not allowed to work on the jackets as long as there was molt inside the towers. With the other team we went the whole day through the field. Visiting all towers, most of the time we did 5 to 10 tower-

ers a day, to remove damaged parts and gratings to replace these items. The vessel was also used to transport cargo and people to the substation on the site. This happened only two times a week. As they found out, that our vessel was best suitable for this, especially for bringing cargo to the substation. This due to the fact, the vessel has a big working space on deck, which was easily accessible for the crane on the substation. For dinner we could go to the hotel where two of the three crew members slept, a walk which took about half an hour to the hotel and half an hour back to the vessel.





RWE — After two weeks on the Seazip 2, I needed to be transferred to the Seazip 1, the owner wanted me there. The Seazip 1 is working for RWE. After traveling for one day I arrived back on Helgoland. Where the Seazip 1, came into the port of Helgoland again, due to the weather. After taking over command of this vessel, we started the next day, with a day in port, due to the weather. So we could familiarize ourselves better with the procedures of the charterer.



During the day we did some maintenance jobs and checked if the vessel was ready to do her job in the field. The next morning the vessel left port with 7 to 10 passengers to the NOS wind farm. This park is located about 20 nm from Helgoland. With the Seazip 1 we carry passengers three people work for RWE (owner) and Kvearner (manufacturer of the jackets), who are repairing the damages from last December storm Xaver. So for me this is nice to do, as I already did the inventory of all damages in January and February 2014.

The vessel has two containers on board, one is the ships container, which we use for storing equipment and spare parts, etc. The other container is a small workshop for the team we carry and where they store their spare parts for making the repairs on the jackets.

Since all the catamarans (10 in total) are sailing in Helgoland, Helgoland is alive the whole year. The harbour master speaks a little English and on almost everything you say to him, you get the standard answer: "It's ok", nothing more and nothing less. In port we go out



Het hotel zoals het bedrijf Jack-Up Barge gaat neerzetten.

RWE bouwt op zee hotelaccommodatie

GRONINGEN Het Duitse RWE, moederbedrijf van het Nederlandse energiebedrijf Essent, laat een hotel op zee bouwen.

Dit gebeurt bij het windpark Nordsee Oost dat zo'n 35 kilometer ten noorden van Helgoland in aanbouw is. Het hotel moet onderdak bieden aan medewerkers die aan het transformatorstation van het windpark werken. Het krijgt een oppervlakte van 1000 vierkante meter en beschikt over 64 slaapplekken, twee recreatieruimtes, een fitnesszaal, vergaderruimtes, een bouwkraan en een helikopterdek.

Het Nederlandse bedrijf Jack-Up Barge BV uit Sliedrecht gaat het hotel neerzetten. Eerder kreeg een ander Nederlands bedrijf, Fabricom uit Den Helder, de opdracht voor het



Het hotel verrijst zo'n 35 kilometer ten noorden van Helgoland

onderhoud van de 46 funderingen van de turbines; het transformatorstation en een meteorologisch station. Het nieuwe hotel heeft veel gelijkenis met eenzelfde accommodatie die RWE heeft bij zijn windpark Gwynn y Môr voor de kust van Noord-Wales.

Windpark Nordsee Oost krijgt een vermogen van 295 megawatt en kan ongeveer driehonderdduizend huishoudens van elektriciteit voorzien. Naar verwachting kan het in 2015 in gebruik worden genomen door Essent, dat met RWE samenwerkt. De bouw van de turbines begint deze week.

for dinner or we eat on board. Now as the good weather arrives in Europe, the first pleasure crafts are arriving in Helgoland, at the moment maximum pleasure crafts is 10. As the harbour master is too busy with arranging for these vessels, RWE now sends a berthing plan to all there vessels, so we know where we are allowed to berth during the evening. If you are lucky you will receive this plan in time, sometimes also only the next morning when you are ready to leave again. Most of the time, the berthing plan is already messed up before everybody is aware of the berthing plan.

Rob Kooistra





SHIP MANAGEMENT

26th of April 2014



37° 57'N – 053° 15'W – HDG 100 – SOG 9.5kts

The Stad Amsterdam is on her way back to Europe. The North Atlantic has been nice for us until now: we just run our Easting down on a Westerly storm. Under limited storm canvas, the ship made top speeds up to 16 knots at times. The 24 hours run of yesterday was 309NM! Pretty good for a vessel under sail...

We have 800 miles on the log, about 2400 miles to go before we reach Malaga, Spain. Finally back in European waters after six months on the other side of the Atlantic.

After the major refit of 2013, the Stad Amsterdam spent her first winter season in the Caribbean again. The Antigua boat show in December, followed by five Caribbean cruises and a six weeks long training period of training for the Navy of Oman kept us busy the last months.



Due to the prevailing trade winds and the pleasant temperatures, the Caribbean has everything a sailor wishes for. The “Stad Amsterdam” visited the nicest bays and harbours of the Caribbean, first with a variety of passengers onboard and later on with 34 Omani navy cadets. The Navy of Oman is building a Clipper ship similar to the Stad Amsterdam at Damen shipyards. In order to train their personnel on the specific handling of a sailing vessel of this size, 34 Omanis sailed with



us for six weeks and they were intensively trained in all shipboard aspects. The cultural exchange between the two crews was wonderful to see and to experience.



After the Oman training program, we left the Caribbean sun and set sail for the US East coast. Underway between Puerto Rico and Baltimore, a milestone was set for the Stad Amsterdam. While running downwind in a storm, the vessel brought her speed record under sail to a fascinating 18.72 knots! A historical moment after 14 years of service... I am wondering when this record will be broken. In the USA we visited the ports of Baltimore, New York and Boston where we did corporate events for the two owners (Randstad & the municipality of Amsterdam).

Once we arrive in the Mediterranean we will visit ports in France, Monaco, Italy and Spain before heading back to the Netherlands. The programs in the Mediterranean are mainly for Randstad and include a lot of corporate eventing. The one in Monaco is probably the most prestigious one: we are the host ship for team Williams during the Formula One event. Watching the race from the top of the mast of a historical square rigger, is an experience not many sailors have in their life. So, a lot of fun stuff to look forward to, but first we have to find our way in between the low and high pressure systems of the North Atlantic.

Clipper Stad Amsterdam,
1st Officer

Michael Barbaix



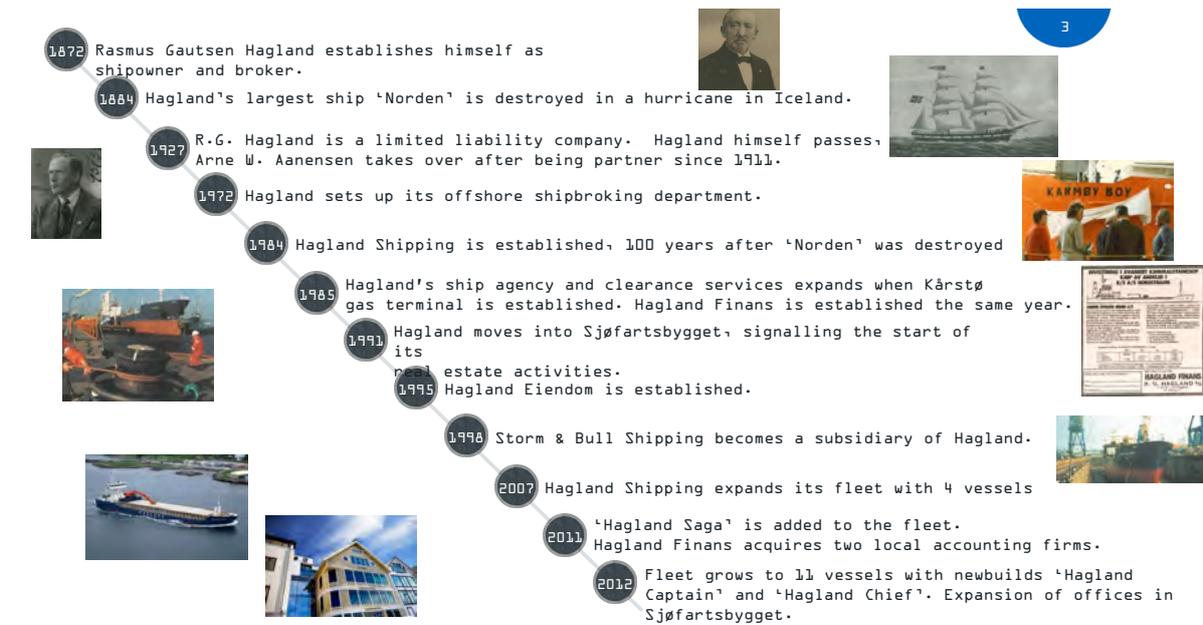
“Hagland Captain” and “Hagland Chief” are operated under Dutch flag by J.R. Shipping. Behind the prefix of these names is a company located on the south-western coast of Norway and boasting 142 years of maritime traditions.

The two 4,750 dwt bulk-carriers “Hagland Captain” and “Hagland Chief” were delivered from Chowgule & Co. Private Ltd. in Goa, India, in 2012 and are on time-charter to Hagland Shipping of Haugesund, Norway. This year, the company looks back at 30 years as ship owners and operators in modern times. But the history of Hagland is far longer, dating back to 1872.



Rasmus Gautsen

Hagland originated when Rasmus Gautsen Hagland entered the shipping business at the age of 29. At the time, his hometown of Haugesund was booming due to its coastal waters being a huge source of herring. Hagland started out as both shipbroker and ship owner, investing in the brigantine “Vingolf” and the galleon “Snæfrid”, among others. A decade later, however, he saw a severe loss after his largest ship was thrown ashore during a hurricane in Iceland. Nonetheless, the ship broking business continued and thrived, and in 1911 he brought in a business partner, Arne Wendelbo Aanensen, whose family owns the company today.



Throughout the 1900's, Hagland developed and expanded its ship broking activities through changing times and changing markets. Continuously on the lookout for new business opportunities, Hagland was among the pioneers in the Norwegian offshore oil industry as a leading shipbroker. Hagland also has a tanker department, focusing primarily on tankers up to handy-size chemical, product and LNG-tankers.



The dry cargo department handles sale and purchase as well as chartering of various types of dry-cargo ships, mainly for short-sea trade. The chartering team also has a key role in the day-to-day operations of Hagland's own fleet. During the 1980's, the company re-emerged as ship owners with the establishment of Hagland Shipping. The Hagland fleet presently consists of 11 vessels, of which five are owned by Hagland and six are chartered in (T/C). The vessels are of 3,700-4,750 DWAT and are all equipped with excavator mounted on gantry. The fleet transports substantial amounts of sand, gravel, other stone products, timber and woodchips for industrial companies – as well as a number of other bulk cargoes – mainly between ports in Scandinavia, Germany, and the Baltic region. During 2013, Hagland Shipping carried approximately 3.3 million tons, sailing about 1,000 voyages with around 2,500 port calls.

Hagland - Business areas



HAGLAND
SHIPBROKERS

Offshore
Tankers
Dry Cargo



HAGLAND
SHIPPING

Fleet of 11
self-
discharging
bulk
carriers



HAGLAND
AGENCY

Ship agent and
clearance in
Haugesund
region



Global
shipyard
representation



HAGLAND
FINANS

Certified
accountants

Business
services

Consulting



HAGLAND
EIENDOM

Approx. 25
properties
in
and around
Haugesund



HAGLAND
INVEST

Portfolio
and direct
investments

Also during the 1980's, Hagland extended its ship agency and clearance activities and set up Hagland Agency, servicing ships and rigs calling the Haugesund area, including the Kårstø gas terminal. Spurred by its participation in investment projects, Hagland would also gradually expand into business administration and accounting services. Today, this business area is an authorized accounting firm with approximately 370 small and medium-sized companies mainly located in the Haugesund region.



Hagland has also become a substantial real estate developer in the Haugesund area, initiated by building their then new offices in the early 1990's. Over the years, the real estate portfolio has grown into approximately 25 properties of office space, shop space and apartments and an estimated total value of around EUR 110 million, owned partly by Hagland alone and partly by Hagland alongside other local investors.

Last year, Hagland has taken steps to underline the importance of each of its business areas, giving its website and marketing material a make-over, and adjusting its graphical profile. The ship broking activities, which has been the stem of the company for decades, continues under the brand name RG Hagland Shipbrokers, building on the company's rich traditions by carrying in its name the initials of the company's founder. Hagland Shipping is the brand name of all activities related to owning and operating the fleet of 11 self-discharging dry cargo vessels, while Hagland Agency is the ship agency and clearance arm. Hagland Finans and Hagland Eiendom are the accounting and real estate businesses, respectively, directed towards a local market. The fully-owned subsidiary of Storm & Bull Shipping, engaged in marketing international shipyards towards Norwegian owners and which Hagland acquired in the late 1990's, continues under its own name and brand.



Tonjer Lighthouse, Haugesund



With Kind regards,
Paal Aarensen





VERTOM



Several vessels of JR Shipping have been placed under management at Vertom Shipping & Trading BV — We are very pleased to introduce ourselves in this staff magazine!

Vertom Shipping & Trading was founded in 1974 and is located in Rhoon, the Netherlands. A professional, ambitious and enthusiastic team operates more than 70 vessels in various sizes. In our Group included is Vertom Agencies BV and Vertom Tanker Chartering BV. The name 'Vertom' refers to our first vessel MV 'Vera Tomson'.

The Vertom Group is an innovative, discerning and socially responsible company, leading in all forms of international transport over water. We constantly strive to be a high-performing organization and focus on developing competencies continuously.



MV Estime has been sailing under our commercial management since her delivery from the Chowgule Shipyard in May 2011. Shortly after that, in August 2011, her sister-vessel MV Estime has been added to the fleet and in May 2012 a third sister-vessel, MV Espace, rolled off the shipyard. We are very proud to have these three ladies within our fleet since their maiden voyages!

We try to fix the vessels for 'clean' cargoes, such as steel, fertilizers, breakbulk or grains in order not to damage the holds. We enjoy working with the skilled and supportive captains and crew and value their opinions highly.

Trading areas of the vessels are usually around the Continent and in the Mediterranean Sea but the ladies have been in very exotic destinations as well: a.o. Venezuela (MV Estime; loaded with a cargo of steel) and North Coast South America (MV Esprit; loaded with a cargo of generals) as well as Angola (MV Espace; loaded with a cargo of fertilizers).

Throughout these years we have been very satisfied with the cooperation with JR Shipping and hope to continue for many years to come!

Commercial Manager



Han Schimmer



APPRENTICE



ROLLING OUT OF SCHOOL, PITCHING ON THE BISCAY - It was 03:30 AM on the 8th of August 2013, when my alarm sounded. The day, that would change my old trusted life, arrived. I took a final shower and drank one last cup of coffee. As I was walking from home to the train station, so early as it was in the morning, I noticed the quietness and peacefulness outside. At that point of time, I actually felt the same from the inside. It was only at Schiphol Airport, I realized, I had to say goodbye to my girlfriend, knowing I wasn't going to see her for the next 6 months.

In 2011 I started the study: Maritime Officer at the Rotterdam Mainport University of Applied Science. I choose this study because it simply gives me the opportunity see the world, to work with interesting nationalities, worldwide, and having responsibility over whole operations. In the third year of my study, I had to bring all the theory into practice during my internship. This is when I came in contact with JR Shipping.



Around noon I arrived at the gangway of MV Energizer. I was surprisingly amazed by the size of the gantry cranes and the more about the ship itself. My state of mind went actually from really nervous to very excited.



After putting my luggage in my cabin, I climbed the stairs to meet the captain on the bridge. Of all the expectations I had, none were true of course. I immediately noticed a social, informal atmosphere on board with respect for hierarchy. After lunch, we departed for Greenock, England and my adventure finally started.

After a couple of weeks I started to get used to the life at sea. A little bit of seasickness at the beginning, while sailing on the Biscay, stood not in the way to become functional on board. The first month I assisted the crew on deck. Doing paint jobs, assist mooring operations and lashing containers became daily routine. In the evening I stood watch with the captain to learn all about navigation. Before I knew it, one month already past and I went to the engine room to learn all about marine engineering.

After six month on board, my internship came to an end. Looking back at my time, I can say it was a very good experience. As I mentioned earlier, I was able to bring the theory, learned in school, into practice thanks to JR Shipping. Normally, after an internship, apprentices would follow their own path. But this happened in contrary with JR Shipping and me.

In the final semester of my third year, I am doing a research with two other students from the study: Logistics and Technical Transport Management. We want to investigate the applicability of a 3D printer on board a seagoing vessel to replace the current spare parts management. In cooperation with JR Shipping, we visited the MV Endurance in Antwerp to have an interview with the Chief Engineer. So not only for an internship, JR Shipping helped me out, but also with our research.

I want to thank JR Shipping and all the crewmembers on board MV Energizer during my seagoing days. They were always helpful and understanding, which lead my internship to a good success!

Oskar Dasselhaar





My story from Bushman to future Maritime Officer - Hello, my name is Marcel Mazel and this is my story from bushman to, hopefully, Maritime Officer. I am 30 years old and have the Surinam nationality. I come from a small family with two children. My parents live in the rural areas of Surinam and belong to the typical inhabitants of such a rural area.



In other words: originally I am a bushman. In the first place I am a simple person. I am very spontaneous and like to talk to people, even if I meet the person for the first time. The love and attention and the association with other people characterizes my behaviour and my attitude towards other people. I easily adjust myself



to my working environment and the orders that are given to me. I don't give up easily after setbacks and keep the line as it is set out. Sometimes I need to be helped because I show my disappointment a little too soon and can be too "straight" to other people.

Why a maritime job?

The life at sea has fascinated me since I was a young boy. My interest for a life at sea was further shaped during my study and I when came in touch with possible jobs. All those possibilities,



including teaching, were not my "Cup of Tea". In the mean time I started the study "Mechanical Engineering" (at Higher Vocational Education Level) in Suriname.



My present situation and plans

I do well for the theoretical part of my education. I am looking forward to the second half year of my practical trainee period. My interest in the nautical side is further grown in the past four years and it grew even bigger because a training period was offered to me on board the Enforcer

for a period of about 6 months.

Why JR Shipping

Personally I have chosen for JR Shipping because:

- ◇ Dynamic bridge and engine room that fit my nautical and technical job orientation. JR Shipping is continuously enlarging their market. Examples are the SeaZip Catamarans.
- ◇ JR shipping provides a unique working environment. Safety is paramount at all times.
- ◇ Multiple cultures on board. This shows that JR Shipping can cooperate with many different cultures.
- ◇ Coaching and the divers trading routes. You are coached by officers with many years of sea going experience.

Training period on board the MV Enforcer

Between 8 July 2013 and 20 December 2013 I had my first training period. Although we speak the same Dutch language, the culture, manners, sense of authority and the complexity of living together on board a ship are so different, that took a lot of effort to gain my position on the bridge.



APPRENTICE



But “Where there is a will, there is a way”. I was well coached in the engine room by the Chief Engineer Mr. Onno Hoornweg van Rij. A very strict Engineer but always with the best intend as long as you are open for this. The second engineer Levert Kroes also taught me a lot and should therefore also be mentioned.

On the bridge I was coached by Capt Steenbeek, Capt Fred de Hoogh and Capt Arnold Drent. I have sailed with Capt Fred de Hoogh for a longer period

of time and gained a lot of practical knowledge from him. Personally I never had the ambition to work on the bridge but because of the positive words and motivation of my captain, I now think differently. I was able to complete all and besides this I had a nice and valuable training period.



My ambitions

I would like to use my capacities, skills and practical experience in the best useful way so I can function as Maritime Officer as soon as possible.

What I have learned during my training period

1. I find dealing with responsibility is the most important thing on board a ship,
2. A full measure of perseverance and self-discipline and essential,
3. It is easy to criticise someone but it is an art to create a good Officer,

Finally, I hope to structure my live as a student as well as my normal live, as much as possible
Finally I would like to thank Mr. JR Arends of JR Shipping and Mrs. Olien Gritter and Teije Velds who gave me the opportunity to fulfil my ambition to become a Maritime Officer.

Marcel Mazel

Found on the ... www... about the port of Surinam: ...

+++

CSA Chooses Suriname as Best Port

(By Catharina Charlerie)

Paramaribo Suriname, one of the Region’s smaller Ports, was chosen as ‘Best Multi-purpose Terminal’, winning the Luddy Stewart Award for the second time consecutively, while SPRC Cartagena Columbia won ‘Best Container Terminal’.

In 2011, Suriname copped the title, ‘Best Multi-purpose Terminal’, for the first time taking home the Luddy Stewart trophy. Fort-de-france, also winning the top award for the first time, was named ‘Best Container Terminal’ in a region with container terminals that are many times bigger. St. Lucia won the top award, ‘Best Multi-purpose Terminal’, in 2009 and Guadeloupe won it in 2008.



Paramaribo, Suriname DP World expanded its portfolio to Suriname, acquiring a controlling interest in both Integra Port Services and in Suriname Port Services and adding two new terminals to its portfolio in the capital, Paramaribo.



Bad Eend—bathing duck ... In the early 90's, I was working for Rederij Master Lemmer. In those years their fleet, consisting of low air draught coasters, was changed step by step for small container feeders.

Last (unexpected) break bulk cargos were handled in 1996 in between 2 container time-charter contracts by m/v *Admiraal*. In that good period we loaded various aluminum products/slabs in the hold and containers on deck between St Petersburg and the Rotterdam area. From that time onwards, all cargo on board was only inside containers with all standard dimensions.



Heroya fertilizer in big bags

After many years of container feeding, my wish to change my working environment was respected by the crewing department.



Georgetown—logs

In October 2012 my first return on a multipurpose vessel in 16 years was a fact.

It has for sure been an interesting first year, renewing knowledge and gaining new experiences. It is a continuous learning process because every voyage we take another cargo, each cargo with their own specific requirements.

Washing holds, preparing bulkheads, painting for next cargo's, water tightness ultra sonic tests and the corresponding keeping up to date of the hatch cover rubbers. So always a lot of challenges to deal with.

Every voyage brings us to another destination and this requires every time checking of books, charts and area specific regulations. Some cargo's are excellent and some are really dirty and absolutely terrible. Visiting nice ports alternate with also sometimes dark shitty ports of which you are very happy when you are leaving.



Savannah painting for next cargo

Above all, the biggest contrast with the feeder business is the duration of the sea voyages. Especially compared with the last Unifeeder contract made on m/v *Energizer*, the contrast could not be more black and white with this kind of trade.

At this time of writing we are underway from Setubal (Portugal) to Lobito (Angola), with a short stop at Las Palmas for filling up our bunkers. Total duration of sea voyage is 17 days, so really incredible long. We are fully loaded with bagged pre-slunged fertilizer and some general cargo.



ESPRIT



Avilles—bulk pitch (black shit)

So now I will end this short impression of working on the multipurpose vessels.

From this place I want to thank all my close colleagues on board of m/v Esprit from last year.

Working can be fun and is easy when you have a good crew.

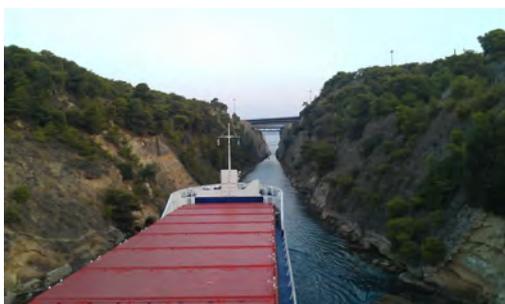
Best regards

Ben Lexting



ESTIME

It was in July 2013 when the mv Estime was instructed to sail via the Corinth Channel. Looking to the pictures we cannot else than being impressed and like to learn about the history.



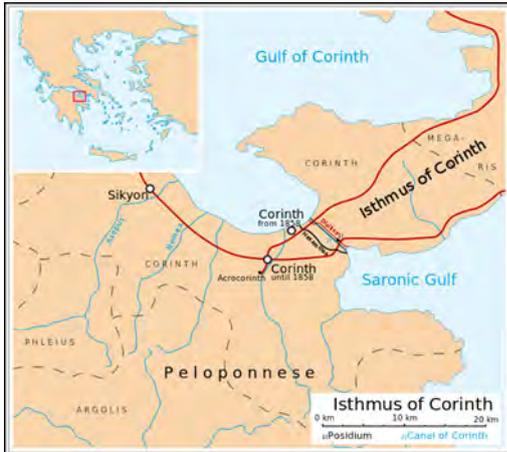
Corinth Canal—From Wikipedia, the free encyclopedia
The Corinth Canal is a canal that connects the Gulf of Corinth

with the Saronic Gulf in the Aegean Sea. It cuts through the narrow Isthmus of Corinth and separates the Peloponnese from the Greek mainland, thus effectively making the former peninsula an island. The builders dug the canal through the Isthmus at sea level; no locks are employed. It is 6.4 kilometres (4.0 mi) in length and only 21.4 metres (70 ft) wide at its base, making it impassable for most modern ships. It now has little economic importance.



The canal was mooted in classical times and an abortive effort was made to build it in the 1st century AD. Construction finally got underway in 1881 but was hampered by geological and financial problems that bankrupted the original builders. It was completed in 1893, but due to the canal's narrowness, navigational problems and periodic closures to repair landslides from its steep walls, it failed to attract the level of traffic anticipated by its operators. It is now used mainly for tourist traffic.

ESTIME



Several rulers in antiquity dreamed of digging a cutting through the Isthmus. The first to propose such an undertaking was the tyrant Periander in the 7th century BC. The project was abandoned and Periander instead constructed a simpler and less costly overland portage road, named the *Diolkos* or stone carriageway, along which ships could be towed from one side of the isthmus to the other. Periander's change of heart is attributed variously to the great expense of the project, a lack of labour or a fear that a canal would have robbed Corinth of its dominant role as an entrepôt for goods. Remnants of the *Diolkos* still exist next to the modern canal.

The canal consists of a single channel 8 metres (26 ft) deep, excavated at sea level (thus requiring no locks), measuring 6,346 metres (20,820 ft) long by 24.6 metres (81 ft) wide at the top and 21.3 metres (70 ft) wide at the bottom. The rock walls, which rise 90 metres (300 ft) above sea level, are at a near-vertical 80° angle. The canal is crossed by a railway line, a road and a motorway at a height of about 45 metres (148 ft). In 1988 submersible bridges were installed at sea level at each end of the Canal, by the eastern harbour of Isthmia and the western harbour of Poseidonia.

Although the canal saves the 700-kilometre (430 mi) journey around the Peloponnese, it is too narrow for



modern ocean freighters, as it can only accommodate ships of a width of up to 16.5 metres (54 ft) and a draft of 7.3 metres (24 ft). Ships can only pass through the canal one at a time on a one-way system. Larger ships have to be towed by tugs. The canal is nowadays mostly used by tourist ships; 11,000 ships per year travel through the waterway and one idiot in a plane ... or crossing by bike ...



SPECIAL SHIPMENT

Service from one source

Hapag-Lloyd transports cranes from Finland via Hamburg to China.

This shipment required special service. The two crane booms transported by Hapag-Lloyd from Rauma in Finland to Shanghai in November were each almost 32 metres long, roughly corresponding to the length of five 20-ft standard containers. Including the crane cabin parts and accessories, stowed in two large wooden crates, the cranes from a Finnish firm specializing in mineral mining equipment each weighed more than 75 tons.

The first leg of the voyage was on the Finland Express Service (FIX) to Hamburg, where the steel beams suspended on a sling were transferred by barge to the 13,169-TEU "Antwerpen Express" that then sailed to Shanghai in the G6 Alliance's Loop 5. The two steel beams rested on eight 40-ft flatracks, and the two crates on six more.

This meant that Hapag-Lloyd provided both pre-carriage as well as the ocean leg with its own services – which was one of the reasons why Hapag-Lloyd had won the order for these two cranes and two similar follow-up transport assignments. "For the customers, having both pre- and main carriage from one source provides enhanced security and reliability, for instance in respect of connections," says Stephan Falk, Senior Manager Slot Control with Trade Management Atlantic.

The new short-sea services, especially, FIX being one example, expand the opportunities in the Hapag-Lloyd network for customers. A total of eight new Hapag-Lloyd short-sea services are now linking more than 40 smaller ports in the Baltic and Mediterranean areas with larger hubs in Europe.



Loading in Rauma, Finland: The steel beams reach Hamburg on the foredeck of a feeder (above). From there, they proceed to Shanghai on the "Antwerpen Express" (below)



SPECIAL SHIPMENT

Sailor loses family home to typhoon Haiyan

BY SIMON JONES

sjones@bermudasun.bm

A Filipino sailor has spoken of the moment he feared his family had all been killed in the devastating typhoon that ripped through the Philippines.

Ramon Sanico had just arrived in port on the *Bermuda Islander* when the typhoon struck his home city of Ormac on Leyte Island earlier this month. And he spent a worrying 12 hours desperately trying to contact his mother, father and sister in the aftermath of the disaster.

It was not until the morning after the typhoon struck as the *Bermuda Islander* set off across the Atlantic on her journey back to New Jersey that he was finally able to make contact with his family on the ship's satellite phone. The 25-year-old Second Officer told the *Bermuda Sun*: "When I spoke with my mother she was crying.

"I thought that one of my family must have been killed.

"But then she reassured me that everyone was okay, it was just our house that had been destroyed.

"The roof of the house had been blown off when the typhoon hit and we have lost all of our possessions.

"Everything that we had built up over time has been lost.

"But we are lucky because no one



■ PHOTO BY SIMON JONES

WORK TO DO: Filipino sailor Ramon Sanico lost his family home in the Philippines due to typhoon Haiyan.

was hurt."

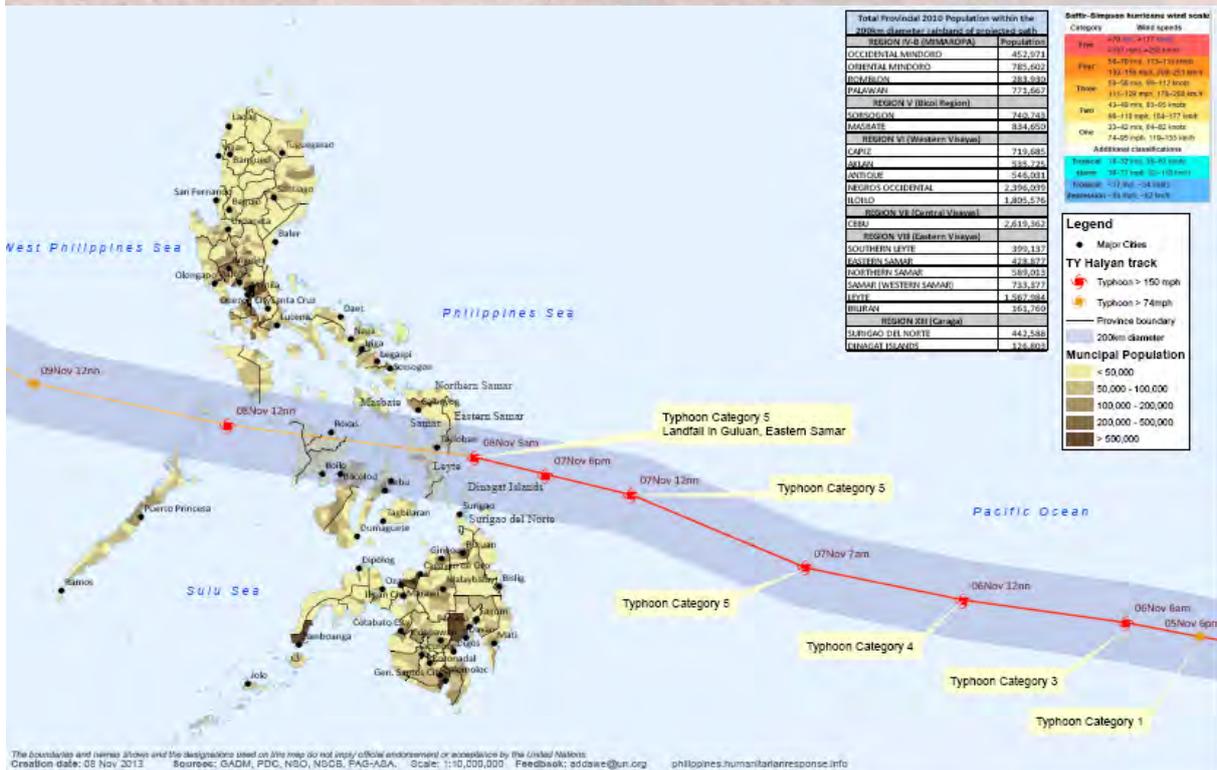
Mr Sanico will remain on board the *Bermuda Islander*, on a six-month attachment, until March when he will travel home to see his family.

He added: "I am extremely grateful to have this job because it will allow

me to pay for the repairs that will need to be done to my home.

"My mother says that the aid agencies have already arrived.

"But it will take a lot of work and money to get our family home to back how it was before." ■



TYPHOON

Typhoon Haiyan/Yolanda - On November 8th of last year the devastating typhoon Yolanda (Haiyan) hit the Philippines. Lives were lost and complete villages in the area the typhoon hit, were destroyed. To support the seafarers, their relatives and friends, initiatives were started to help the people in need.

The colleagues from JR Shipping & JR Shipping has contributed to two initiatives by spending the budget for Christmas presents of seafarers and office staff. The funds JR Shipping contributed to were:



The Royal Association of Netherlands Ship owners fund which was used to finance a shipment of emergency aid that was arranged by the Dutch Red Cross to the Palompon area. This fund was also used to contribute to the rebuild of the Maritime institute of Palompon. € 3.000 was donated.



Marlow Navigation Fund Aid. This fund was initially used for direct help to victims of the typhoon. € 1.461 was donated by JR Shipping.

We noticed many seafarers have donated to the Marlow Navigation fund. In our eyes this shows the solidarity and compassion for our Filipino colleagues.



TYPHOON

Results from the KVNR Fund - The fund of the KVNR was partly used for immediate emergency aid at the Island of Leyte. It was in March this year that a start was made to rebuild the Maritime institute in Palompon. Because of the extensive damage to the buildings and learning materials, it will take months before everything will be ready again.



Maritime Institute before and after



Results from the Marlow Navigation fund - Please find below the message from Marlow Navigation that was sent a few weeks ago to give an update on how the money was spent to help the people in the Philippines.

Hope
after
Haiyan

Quote

Dear Colleagues, Clients, Seafarers, Manning Agents and Associates,

Thank you so much for your donation to Marlow Navigation 'Fund Aid Philippines'.

We would like to advise you that we have covered our initial target and the donations received amount to just above US\$500,000. We take this opportunity to thank and congratulate all our colleagues, clients, agents, associates and seafarers as without their generosity the collection of this amount would have not been possible.

Further to our previous advice to you, our Manila offices were expensing an amount of US\$ 10,000 per week for immediate needs. The amount of approx. US\$ 60,000 was spent up to now.

Our colleagues in Philippines made a thorough investigation through several channels (government agencies, charity organizations, local authorities etc.) in order to evaluate the whole situation in the area and assist the most needed long term aid. Their final suggestion is to assist in the area of education and build new classrooms for nine different schools in the area of Ilo-ilo, Northern Cebu and Bantayan Island which have been either destroyed completely or partly.

In order to proceed we are now expecting to receive the architectural plans from the Department of Social Welfare and Development as well as the Department of Education.

We shall keep updating you on the progress of this project.

Once again we would like to express our gratitude for your generous support.

The Management of

MARLOW NAVIGATION

Unquote

We would like to thank all seafarers and office staff for their donations. Most important, we hope it will help the people in the Philippines to rebuild their lives.



GENERAL NEWS CREWING

Recruitment activities JR Shipping crewing department - From November 2013 till April 2014 JR Shipping crewing department was present at several open door days from maritime institutes. We visited Abel Tasman-Delfzijl, STC-Rotterdam, De Ruyter- Vlissingen and Willem Barentsz-Terschelling. During these open door days many students visit our booth for information about a traineeship within JR Shipping. Most of them know the big companies like Holland America Line, Vroon Offshore or Wagenborg or have prejudices about working on a container line. Our job to convince them that JR Shipping has much to offer and that working in short sea business is dynamic, challenging and not dull at all! It appears that our short sea business is interesting as we received over 40 applications for a traineeship in 2014.



After a few years without students we started in the summer of 2013 with a small group of third year trainees. With some of them it was a success story, others will not join our fleet for their second traineeship. Currently there are 3 fourth year students (Rianne, Erik and Bart) on board MV Emotion, Empire and Endurance. If all goes well we hope to offer them a job after finishing their education this summer!

On April 2nd Navigo organized the Maritime & Offshore Career Event in Rotterdam. 131 exhibitors, including JR Shipping BV, were present with a company booth. We invited Barend van

Winden, Maritime Officer, to join us during this event. As a seafarer he can tell the best stories about life at sea and working at JR Shipping. With 4449 visitors, the event was a big success. Even Prime Minister Mark Rutte came to have a look as he has special interest in the maritime business. We met students, officers and shore personnel interested in either JR Shipping or SeaZip Offshore Service. Maybe one of them will be our future colleague!



JR MasterClass 2013 / 2014 - In April the last group of JR MasterClass students of JR Shipping signed off after their first seagoing experience. JR Shipping is proud to have been able to offer this experience to the students of the Maritime Institutes Willem Barentsz (Terschelling) and Abel Tasman (Delfzijl). The JR MasterClass has basically two goals:

- Contribute to the maritime education in the Netherlands by giving the students an opportunity to sail on board a vessel in their first or second year of college.
- Interest students in merchant shipping in general and promote JR Shipping as company for trainees.

We have evaluated with the maritime institutes and received some feedback from the masters. We can say that almost all students are positive about the experience. Even for some students who realized that sailing maybe isn't their future, the experience itself was useful. Also the maritime institutes are enthusiastic about the project, despite the impact it has on scheduling courses and the organizational effort. The project is also noted within the maritime industry. The Royal Dutch Ship owners association (KvNR) will publish an article about it in their annual report in July.





MASTER CLASS



So we can conclude that the students and maritime institutes are enthusiastic about the project. We realize that the feelings among the crew are a bit more mixed. We received quite some feedback from the crew. Some groups were enthusiastic and together with a good teacher on board it was a pleasant experience for the crew. Unfortunately, we had also some groups on board that seemed less motivated. Also some of the teachers were not as enthusiastic as we had hoped. In these cases it directly becomes a strain on the crew who have to educate and motivate young students who see the days on board as some kind of field trip without any obligations.

We realize we ask an effort from the crew in this and we try to improve the MasterClass every year. We hope the positive experiences will stay in your mind mostly. Just for fun, here are some questions the crew has to deal with sometimes, which shows there is still a lot of learning to do by some students:



* Is a submarine visible on the radar when underwater?



* Student during sunrise: is this the northern light?



* Student after four days in the engine room: how many cylinders does the main engine have?

2OFF asking the student: can you show me the navtex? Student: is it this one? 2OFF: what is the label telling you? Student: Radio Facsimile Receiver. 2OFF, so...? Student: Oh, I thought NAVTEX was the abbreviation.

Luckily we also had a lot of bright and enthusiastic students on board during the MasterClass which might be our future colleagues. We hope that it is worth investing in. Again we would like to thank all the crew involved in the MasterClass for making it possible.

OFFICERS DAY



JR Officers day, May 6th, Harlingen - On May 6th 2014 the JR Officers day in Harlingen took place for all Dutch officers of JR Shipping. Unfortunately we had to cancel the Officers day in Ukraine, which was planned in April, due to the recent political events. In general, the Officers day serves two purposes. The formal part is sharing information and ideas. The social part is that it gives seafarers a chance to meet each other, where normally this only happens on board during handovers.

We had a program prepared for the day which consisted of basically two parts. In the morning, presentations about various developments in the company and workshops in the afternoon. The day started with an update by Sander Schakelaar about the overall situation of the company with a summary of the results of 2013 and the goals for 2014. Bottom line is that the company is stable and secure at this moment and that new business is needed to realize the much needed growth in the coming years. Jan Reier Arends gave an update about the developments of Seazip Offshore Service. 2013 was a challenging and successful year for Seazip. We entered the market and were tested by an intensive 24 hours charter with BARD Energy. Because of the efforts of everyone involved, it became a success. Also for Seazip the ambition is to grow within the coming year(s).

OFFICERS DAY

After this update of the directors, Operations Manager Harm Mulder continued about the operational results of 2013 and goals for 2014. When it comes to goals, extension of management activities for 3rd parties, the company performance and compliance with various new rules and regulations are key words. After this update a short coffee break followed.



We continued the program with a presentation of Robert-Jean Dupuis about developments in the field of insurance. Awareness of Senior Management of board regarding seaworthiness and the risks of damages is becoming more and more of an issue for insurance companies. They are choosing a more critical approach towards compensating damages that could have been avoided. This is something we have to be aware of as a company and as management on board the vessels.

Following was Teije Velds who discussed some matters regarding the CPR and crew performance evaluation. Important is that the CPR is always send to the crewing department of JR Shipping. From there it will be forwarded to Marlow. A mail with some more information about this procedure was promised to be sent to the vessels.

Port State Control Update 1-2014: Tokyo MOU New Inspection Regime started on 2014- 01-01

An important item Sjoukje Postma discussed was the company performance indicator, which is determined by the number of port state control deficiencies. At the moment, we are a medium performance company, but when we continue with the results of 2013, we will become a low performance company in the near future. This is something we must avoid. Many PSC deficiencies are avoidable. As Sjoukje mentioned, these are the deficiencies for facts which we all know, but for some reason still

happen. Proper guidance of the inspector by the captain or chief engineer is emphasized by Sjoukje. To further improve the company performance and share ideas among office staff and seafarers, a seafarer work group was established. We trust we can get results by meeting regularly, sharing ideas and setting goals.

After this intensive morning program, we had a well-deserved lunch break. Of course it was also a good chance to share experiences both work and not work related. After the lunch break we continued with the workshops. Four rounds were planned: Technical department, Purchasing and Logistics, Crewing and QSHE. We received some constructive feedback which is much appreciated. The results will be mentioned in the minutes that will be published shortly. In these minutes the various items will be described more detailed as in this short summary of the day.



Klaas Steenbeek

After the workshops the meeting was closed and whit that the formal part of the day. The informal part was continued in the cafeteria with a drink and a snack. We also invited Captain Klaas Steenbeek, who retired after signing off last August. He was present together with his wife and received a short speech form Harm Mulder and a present. We thank Klaas again for his loyal service at JR Shipping and wish him a good retirement. Around 18:30 the last people left for the journey home. We thank everyone who was present for their constructive contribution. Same goes for all office staff that put in the effort to make this

day a success. As a final remark: we hope we can organize the JR Officers day in Ukraine still this year. As we have so many Russian and Ukrainian officers, we realize that it is very important that the event can take place there as well.

Teije Velds



Picture Mr. Menthe de Jong

RETIREMENT KLAAS STEENBEEK



Actually my first voyage was on the training vessel - "Prinses Magriet" in January 1969. Really everybody became very seasick on board of that ship.

My first paid voyage was on the mv "Banggai" from the 'Stoomboot Maatschappij Nederland' (SMN) as 'lichtmatroos / dekjongen', now called ordinary seaman, with around 50 crew members on board and all Dutch. Except the laundryman who had the Indonesian nationality. On board the vessels from the SMN they had the so called 'board money', special coins you only could buy and use on board from the SMN vessels to pay for slop chest and the drinks at the bar. I boarded in Durban and our first port was Santos. Not bad ... my job was cleaning cabins and prepare the beds from the petty officers and AB's, preparing coffee, very important to do that in the right way: Boiling water, add some coffee and a little bit salt, for the "pikheet" (exactly 15 minutes, no longer) otherwise I had a big problem and cleaning everything on the aft ship. In the afternoon on deck learning/studying etc. I sailed on more "B..." ships from the SMN from Rotterdam to the far east, around the Cape. The hatch covers at that time were pontoons covered with presennings (tarpaulin), tween decks, beams and small wooden hatches? On the mv "Balongi" I became Seaman OG and after some more ships I became AB.

I remember that on the mv "Balong" in the port of Santander our Chief Steward fell overboard between ship and key, laying unconscious in the water. He was saved and I received a bronze medal from the "Carnegie Hero Fund". My last ship as AB was on the mv "Abel Tasman" which was the first container vessel from the Nedlloyd, the flagship at that time! From Rotterdam to Australia around the Cape, Suez canal was closed at that time, about 30 days extra sailing, one stop at Cape town for fresh vegetables and new wall port films (16mm), but 5 days in Sydney and Melbourne and Fremantle.

With this experience I started my career as student in 1968 on the Abel Tasman school in Delfzijl, two year BS course and a scholarship from Shell. You needed to have, at that time, an average of 7 on mathematics which I luckily had. Living on an old wooden marine vessel prepared as boarding school and sleeping in hammocks. Our class exists out of only 4 persons and according the rules much too small and thus we were shifted to Groningen Academy Minerva. A very nice time, a weak regime there with the result that I failed the first year, trust me I was not the only one! A year later we had to go back to Delfzijl, but you can understand we had now problems with that strong regime. A few months later everybody had long hair and beards etc. and this was one of the reasons I was sent off the boarding school. Anyhow I lost my scholarship after that year and had to pay back this money to Shell. I decided to start sailing as AB again. Later I went back to the Abel Tasman to finish my study.

I now started sailing as 3rd officer on the mv "Safocan Amsterdam" from the KJCL, Koninklijke Java China Pakketvaart Lijnen NV, international name, Royal Inter Ocean Line. Dutch officers and Mauritian crew, and a Chinese laundryman. With a trade between South Africa and Australia and a cargo of 300 hundred sheep's and 100 goats on deck. We had the deep tanks full with tallow back for Mauritius and South Africa.



Klaas Steenbeek geëerd met Carnegie medaille



Matroos Klaas Steenbeek zat op 15 december niet erg op zijn gemak in de salon van de Steenkerk. Veel „hoge druk”: de heren W. M. de Haan, lid raad van bestuur NSU en hoofddirecteur Nedlloyd, J. Groenendijk, directeur Vlootbeheer, en G. J. Zaijjer, hoofdinspecteur Nautische Dienst.

En bovendien de echtgenote van chef-hofmeester J. Vale, wiens redding de aanleiding tot deze bijeenkomst was geworden, en Steenbeek's ouders, die evenals hun zoon verbaasd waren over zoveel belangstelling.

De heer Steenbeek was onderscheiden met de bronzen medaille van het Carnegie Heldenfonds wegens zijn belangrijk aandeel in de redding van de heer Vale, nadat deze op 8 juni j.l. in Santander bewusteloos te water was geraakt.

„Hier is sprake geweest van heldenmoed", zei de heer De Haan in zijn toespraak tot de gedecoreerde.

In deze vreselijke wereld met vele oorlogen wordt veel gesproken over heldenmoed. Maar Steenbeek's betoonde moed wilde hij hier toch wel bovenuit lichten, omdat in diens geval gesproken mag worden van een weloverwogen daad, met gevaar voor eigen leven gesteld. Ook prees hij de voorbeeldige samenwerking, die iedereen bij deze redding aan de dag had gelegd."

RETIREMENT KLAAS STEENBEEK



During the sugarcane seasons there was no labor at all and we stayed there 3 weeks alongside which was really perfect! Every few days in the logbook, mutation (one sheep overboard) and a nice bbq was followed.

I sailed mostly on the mv "ASAS" and "NZUE" and one time on the mv "CHIWAS" (China West Africa) with big logs to china. The RIL had normally Chinese crew, (main office was in HongKong) but depending line also Bantoe, Kenian crew, malay crew. Trust me I can write a book, with many chapters, about that period with these crews. But to help the editors I will mention only one adventure.

I remember I sailed a couple of times with the mv "ASAS-M" and mv "ASAS-P" around the world, through the Panama Canal, service meaning the far East. South Africa and Central America on the mv "ASAS-P". The Chinese smuggled all kind of electric equipment like watches, lighters and other stuff to South and Middle America. But back to the far East they took all kinds of parrots and tropical fish in aquariums. All officers on board



Mv "Straat Fiji"

knew about this and actually it became normal. Regularly we found money or a bottle of red label under the pillow in our cabin. Hidden places in engine room, special tanks and on deck. Containers were not "allowed" to put the contraband in. On one trip the Chinese had problems to discharge their cargo. It was learned they had some problems with the customs and other authorities. Just after departure, the last port in South America, I was called to the bridge and had to check the radar for eventually approaching vessels. The Chinese crew was busy for more than 2 hours to discharge their cargo into a fishing vessel which was alongside. We were sailing dead slow. At the end 2 trays of Coca Cola as present and everybody was cheering. Other smuggling operations in Central America with canoes and outboard engines.



I sailed some voyages on the mv "Straat Fiji", that ship had a dog on board "Flip" this dogs home was the third mates cabin, so when I joined that vessel the first time it was in the handover that this dog was sleeping in my cabin, so I had a dog in my cabin. From that day we became friends and she was also on my wedding party later and was brought to the Netherlands by the original 3rd officer who brought the dog on board as a puppy.



The family with Flip in my cabin

On the mv "Straat Honshu" in the port of Kimizu Japan I had an accident during unmooring. I was on the aftship when my feet came between a tugboat wire and the bollard. It was broken and infected with gangrene. In the hospital, where I had to stay 4 weeks, I was something really special! Because of my great blue eyes and blond curly hair. I was every day pleased with at least 2 really nice sisters on my room, checking my temperature several times per day. I learned there some Japanese and as gentlemen I'am, I learned the Sisters nice English words. The doctors were only speaking medical German ... conclusion... the communication was difficult. Leaving the hospital was also special, I needed crutches, but outside the entrance all the doctors and sisters had made a double row through which I had to pass. They all said me goodbye and on the Japanese way they were bowing their heads, I was very impressed. During my stay in the hospital I was assisted by an old couple who were working for some kind of Seamens Mission, I received extra food, I was always hungry, and English books. The husband told me a story about his life when he was stationed in Sumatra as a kamikaze pilot. I experienced these people as very helpful and friendly.



RETIREMENT KLAAS STEENBEEK



Mv Javawinds / Zeelandia

My first container vessel was the mv "Javawinds" (Zeelandia), I had a nice time on board, but much too short in the ports. My conclusion was never again a container vessel! Never say never... So I sailed on bulkcarriers Amstelmeer, also interesting, long sea voyages, I like the duties on the bridge and as 2nd Officer on chemical tankers, also on the "Maasslot" which was a sister ship from the mv "Maassluis", which sunk at Skikda Algeria some years later. I realize that at that time I could not imagine that such a big ship could sink with nearly all crew.



After this period I was able to sail as a 2nd officer on the "Neddril 2". This was a drilling vessel with a main engine and 8 thrusters to keep the vessel in position, controlled by a DP. This had nothing to do with sailing, but only discharging and loading the supply boats. Controlling the drilling mud and cooperating with the crane driver and assisting to supply the drilling platform with all kind of tools. Furthermore keeping the Arab crew, roustabouts (in Dutch "Duvelstoejagers") busy. It was near Tunis, sometimes boring, sometimes working very hard and no time to eat... Much later when the accident happened in the gulf of Mexico with BP the Deepwater Horizon, I knew the system about emergency shutoffs from the so called Christmas-tree on the sea bottom. During that time I was sailing on the "Bermuda Islander".



Mv Neddril 2



Mv Oostzee



My next vessel was the "Oostzee" from KNSM-Kroonburg, sailing from Rotterdam to Leningrad. It was the winter from 86/87

that the whole Baltic was frozen. Directly after Kiel in the ice and near Bornholm



already stuck, struggling ... in order to find the way to the meeting point for the icebreaker near Helsinki. We were forced to the south near DDR and Polen etc. searchlights all the time flashing over the ice from the coasts, it was communist time. After arriving at the meeting point we had 5 days more to reach Leningrad. During this time I learned the ice-trade very well. In Leningrad I was always busy with the foreman and manager. Our berth no. 3 was our standard berth place, anyhow one time at their office I let them know it was my birthday. Immediately a bottle of vodka came on the table, one beer glass full ... and of course not one... they made a party of it. Later I came back on board completely drunk, but I liked their hospitality, and visited their homes and knew their family quite well.



Party on aftdeck

On the "Oostzee" I experienced also the opening from the KLM service on Leningrad. There was no embassy in Leningrad, so it was arranged that the party should happen on the mv "Oostzee", officially Dutch ground, which was regularly in Leningrad. So it was arranged at a berth close to the city. A lot of important people from the Netherlands came on board. Also the wife from prime minister Lubbers, Mrs. Ria Lubbers and important people from the Shell and an Amsterdam museum were on board. A really huge party,

but the Russian people from the catering department at the end were, how could it be otherwise, all drunk, better said in coma, we had to carry them on deck and let them sleep over there. The KNSM-Kroonburg, part of Nedlloyd, asked me to join their company and I could become in a short time Captain, which I accepted because at Nedlloyd at that time I already experienced 2nd officers from more than 50 years old, which was not my future! I resigned from the Nedlloyd.

RETIREMENT KLAAS STEENBEEK



My first ship as a Master was the mv "Aardenburg". A really nice but old ship with wooden decks around the accommodation and "shit house square", public toilets and showers, no thrusters, but never engine problems (it exists), everything was mechanical, also on the bridge. It was



after all a very good sea Ship.

During the period Mr. Gorbartsjov was president, it was in the port of Leningrad/StPetersburg a big chaos..2, 3 and even 4 weeks port stay, normally 5 days. If I you would buy weapons or even a tank, no problem at all that time. I bought an infrared tank helmet which is still working. The solution was to pay the manager, foreman and brigadier's cash and cigarettes to get things working. I knew this people from the already told vodka party and it worked very well. One time a German Captain came on board to ask, how it was possible that we had always 2 gangs and he mostly nothing or only sometimes one. I told him something nice, but in no way the truth.



Than later again the mv "Castor" came in my life. A container vessel with 2 cranes and the accommodation/bridge on the fore ship. It was good sailing on that vessel and those days we were often several days in port.

One experience I have to tell you, it was in Latakia in Syria. We had to be on time in Piraeus, Greece, in order to get the spare parts,



for our damaged crane, in time released by the customs. In Latakia it was explained that we could sail any-time, but after completion at midnight of course no reply from or what so ever. It was empty and dark on the berth and offices. So I went ashore and found a building at the end of the pier, everything was dark but the door of the warehouse was open. I decided to enter and banged on all doors, 4 floors, went up and down again and noticed that some doors were open. I found after a while in one room a person in a nice white bathrobe and ... speaking English! I explained him the situation and he told me he was the pilot, but only wanted to start at 06:00 and no minute earlier. So I started to negotiate to get him working, but he refused. I offered 1 Marlboro and 1 whisky ... of course the bastard refused, he wanted 3 of each! I offered 2 of both as final offer, but he insisted on 3. I refused, as a matter of principle, wished him a good rest and went back to the ship to arrange sailing without pilot. We were busy with the, double spring, when Lima (Portuguese AB) was shouting over the walky-talky that we were arrested. Indeed on the shore a lot of people with the nice 'bathrobe man' in front were approaching. He threatened to arrest me and the ship and that he could do that, the last I did not believe. So I started to negotiate again as also the tugboat was

approaching already. I had to agree with that 3 and 3 as actually we had no choice anymore. After that the 'bathrobe pilot' became friendly and explained that 24 hrs services was not working because his salary was minimum.



Unfortunately the Nedlloyd stopped with the own ships from KNS-Kroonburg and all ships were sold (not a nice period) and we were all fired, but with a bonus. It was in the period that Nedlloyd was spoiling there position in the world. I sailed a period for Spliethoff 1996-97 and actually I liked that period, very nice voyages, same as with the RIL.



RETIREMENT KLAAS STEENBEEK

But there were at home some problems, my oldest daughter (3 daughters) was in the puberty and caused a lot of problems. Than the Shipowners of Master Lemmer came alongside and this was an opportunity to stay close at home, sailing between Rotterdam and St Petersburg on their new ship the "Sea Nordica".



MV Eclips

Special St Petersburg made me make the decision to join the "Sea Nordica", now days named mv "Evidence".

I learned something new, I experienced the live of my youngest daughters growing up which I missed with my oldest daughter.

The "Sea Nordica" was a very good icebreaker too, the shape of the vessel, strong engines, we never used that time the service from the Russian ice-breakers, I did it myself after getting permission from the ice-breaker, overtaking the convoys several times. Our oldest lovely daughter sailed already a few times with me, but now it was easy to arrange to have my family on board in the owners cabin. Master Lemmer became Bore Shipowners and after some years Bore sold the vessels to JR Shipping. I decided to stay with Bore in first instance and sailed for a short time on the Roro-"Norsky", but I did not like that kind of sailing at all. I was doubting between Spliethoff and JR, but choose JR Shipping. The first vessel was the mv "Encounter" with Ernst Boor (de Bolle) and Martijn Schoonhoven. My question one time, if they keep a reeferlist, the answer was, not necessary, we never do this here, the reefers are only a few days on board. Well of course we had a few days later a real problem. What I found and like in JR Shipping at that time, was that the people were very enthusiastic and the company was growing very fast. I sailed a few times on the OOCL St Petersburg, always through the Kiel Canal. When I got permission from the charterer to sail around Skagen I was very happy. Later I asked Bart Eggink to keep me away of the Kieler Canal as I do not like rivers and canals at all. The voyages on the "Eclips" were also fantastic. I remember the 2nd voyage which was after all those years some real experience. During 6 weeks no air-conditioning. The ship had 3 radars and during one voyage not even one radar was working at all. I worried a bit about the US Coast Guard that time to enter their ports during nighttime. Bow- and stern thrusters were not working for a period, also the satellite communication and SB anchor were not possible to use. The vessel was equipped with 2 gyros, one was not working and the other one completely unreliable. In this situation berthing portside alongside in St.Vincent at a T-pier in a small U-bay with rocks and no tugs available, was a bit stressing. But actually it was a nice time, because all problems were solved, no damages and or off-hire situations originated at all! To be back on "my ship" the "Sea Nordica" "Evidence" was a nice experience, nevertheless the problems with the fuel oil that time.



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MV Norsky



The last voyage on the Encounter was not so nice, I caused damage to a crane in Greenock during departure, actually the whole period on the Encounter 2013 I had no good feeling being on board and started thinking about going into the VUT/early retirement. I also had in my memory the discussions which I had with Captain Haanstra on the Evolution about this matter,... I decided last year to make a final voyage on the mv "Enforcer" sailing to Portugal in the summer-time.



Greenock

RETIREMENT KLAAS STEENBEEK

Changes after all those the years as a seaman... yes ... quite a lot!

1. As a Captain first a small folder with some certificates. Nowadays too much, it is crazy. In the good old days at sea you were on your own, but now days not any more.
2. Everybody can see you and contacts you nonstop!
3. The first computer on board, I will never forget. Received some boxes on board and help yourself and next month it was expected that we should send a floppy disk with the monthly administration instead of normal paperwork in envelopes. WordPerfect, Lotus123, a lot of computer crashes and control-alt-delete. Back at home I immediately bought a computer to get myself familiar with it.
4. Crew on board, more than 50 and all officers Dutch, nowadays less than 20 on even bigger ships and often I was the only Dutchman on board.
5. Duty on the bridge, wacht LOPEN, not allowed to sit in the old time, now it is a cockpit with two chairs and a lot of screens...
6. Radar, at open sea only to be used with reduced visibility (some Captains), otherwise it will maybe breakdown was the reason.(Eclips we had 3 radars and not one was working during a voyage).
7. Hurricane /Typhoon navigation , "uurwaarnemingen" every hour checking the barometer and the "normale waarde", and waiting for information from the radio officer. Now you can receive the exact position from the center almost immediately. Several experiences on the mv "Straat Fiji" in 1976/77with Typhoons and Hurricanes on the Eclips 2006..Navigation,one trip from last known postion near Mauritius to strait Malacca, all the way the sky was covered, sextant standby on the bridge with instruction to "shoot" everything you see. But we arrived more than 100 miles too much to the south at Sumatra coast. Same experience approaching the Fiji Islands and Taiwan Strait that our position was unsure and shoals nearby. We also used radio bearings, but these positions are not that accurate. Calculation, we used to calculate with tables.
8. I remember when the first calculator came on board in a small wooden box and nobody used it in the beginning.
9. Also a lot of actions and things have to be done via protocols nowadays.



But ...to be honest I liked the seaman life, it was great!



Klaas Steenbeek

Levensreddend teamwork

'Enorm goed teamwork,' schrijft kapitein Th. H. Baanders, gezagvoerder van de Balong, 'heeft chef hofmeester J. Vale het leven gered.'

De Balong werd op 8 juni 's avonds in Santander gereedgemaakt voor vertrek toen de chef-hofmeester en twee anderen nog even de kade op wilden om de benen wat te strekken. Wegens de lage waterstand lag er een op de reling vastgemaakte kippenloop naar de wal. De heer Vale stapte als laatste deze loopplank op en daarbij moet hij zijn hoofd hard tegen de gordijnrand hebben gestoten. Hij viel schuin voorover, bleef met één voet aan de reling hangen, maar stortte even later toch omlaag.

Er werd onmiddellijk alarm geslagen waarna matroos o.g. Steenbeek als eerste via de reling op de kade sprong en zich langs een dukdalf op een horizontale balk even boven het water liet zakken. Onder deze balk dreef de bewusteloze hofmeester.

KRACHTPRESTATIE

Steenbeek slaagde erin een arm onder de hals van de drenkeling te brengen zodat hij diens hoofd boven water kon houden. Toen het lichaam dreigde af te drijven, kreeg hij hulp van vijf collega's. Het wilde hun echter niet lukken de hofmeester op de balk te trekken totdat Steenbeek onder hem dook en al zwemmend diens lichaam omhoog drukte.

Timman Van der Storm die snel de mond van het slachtoffer inspecteerde, zag dat de tong naar binnen was geslagen en hij trok deze terug. Met een lijfeind werd de hofmeester op de kade gehesen, waar een ambulance gereed stond. Met dezelfde auto moest ook Steenbeek naar het hospitaal worden vervoerd, want op de kade gekomen was hij door uitputting in elkaar gezakt en in een coma geraakt. Hij kon de volgende dag geheel hersteld in Bilbao weer aan boord komen.

Ruim een etmaal na het gebeure kon mevrouw Vale door tussenkomst van de maatschappij haar man in het hospitaal bezoeken. Bij het afsluiten van dit nummer was zijn toestand redelijk



Redder Steenbeek



PORT CHAPLAIN JOHN BURLEIGH



'A Port Chaplain should be as familiar with the Bible as the Mariner with his ship' (C.H. Spurgeon) - ... I fall short of this compared to the knowledge and experience of Captain Niels and his ship the MV Encounter. I joined the ship as part of the Seaman's Christian Friend Society (SCFS) in my hometown of Greenock for a round trip (Greenock – Bilbao - Liverpool) on Friday the 16th May at 22:00 hours and we were underway at 4:30 am bound for Bilbao. This was to familiarize myself with conditions and life on a Container ship. I was greeted with a warm welcome from Captain Niels

Johannes and the crew and shown to my cabin, which was a pleasant surprise with its double bed and en-suite bathroom. The second surprise was the hospitality and quality of cuisine accommodating a vegetarian (at sea!).

On the first leg of the journey, going down the Irish Channel, Sergey the Chief Officer pointed out the safety features and abandon ship drill, even allowing me to take up my position in the free-fall life boat. (Capt Phillips film came to mind!) Visibility was so clear one could see the Mountains of Mourn on one side and Isle of Man on the other.



On Sunday we were in the Bay of Biscay and Viktor the 2nd Officer pointed out the dolphins swimming towards the bow. I went smartly to the bow to capture a picture but they proved as elusive as ever!

Sergey said he'd never seen such a calm Sea of Biscay considering I was dissuaded from making the trip in the winter just past because of the terrible weather and mountainous seas. I am glad I took Capt Niels advice and that of the cook then, who said it was more comfortable sleeping on the floor of his cabin rather than being thrown out of his bed onto the floor as he couldn't fall any further.

On Sunday, after their chores, (washing down the outside of the bridge and accommodation) and lunch, the Filipino crew (Nilo, Mark, Jaypee, Joffry and Randy the cook ... most important member of crew who doesn't have a day off) were happy to have fellowship and friendship in their mess-room since it was Sunday. We discussed the life changing experience of one of their National heroes and celebrity Manny Pacquiao – World Light Weight Boxer – and his conversion to Christianity and what it means to "be born again". After reading John chapter 3 from the Bible, it stimulated some healthy discussion along with some searching questions, some personal. (One of the highlights of the trip for me).

Arriving in warmer climes of Bilbao I was interested to see how they load and offload the containers – just the same as in Greenock and as I found out later, in Liverpool with minor differences, a system of using Ship To Shore (STS) gantry cranes which hasn't changed in 40 years. I believe there is room for improvement by discarding the STS cranes which makes discharging crude and 'hit and miss' – for every time it misses, the containers can get damaged and vital seconds are lost. (Watch this space ... got an idea by thinking outside the box)... after all they are only iron boxes!

I was interested in the Seaman's mission in Bilbao and visited Stella Maris centre (founded in Glasgow 1922 as Apostleship of the Sea), which more than serves the needs of seafarers. They gave me a map of the town and times of trains – most helpful after being shown around the beautiful chapel upstairs with its stained glass windows. Bilbao is worth a visit with its modern Museum and challenging architecture and meandering river.





PORT CHAPLAIN JOHN BURLEIGH



The second highlight was eventually capturing the dolphins ‘playing’ with the bulbous bow of the ship as if it was an anamorphic toy. They are the real masters of the sea and we all know it as they dart, dive and disappear into the deep blue. You can follow the link on YouTube ‘Encountering Dolphins’ <http://youtu.be/IO4TtnuCSvA>



The third highlight was sitting in the bridge at sunset having a relaxing chat with the Captain and sharing our experiences of life and how he met his wife on board due to a volcano eruption in Iceland grounding all aircraft in Europe. There was indeed a twinkle in the stars that clear night sky unpolluted by city lights accentuating the ‘windows in Heaven’.

It’s great having time to think – a luxury – but I am not deluding myself as “a fair weather friend” is not an option but time for painting the ship. What is reassuring is passing the ‘sisters’ of the fleet, Endurance, Enterprise and Endeavour on the voyage laden with cargo, helping trade and reducing traffic on the roads to the benefit of the countries they serve.

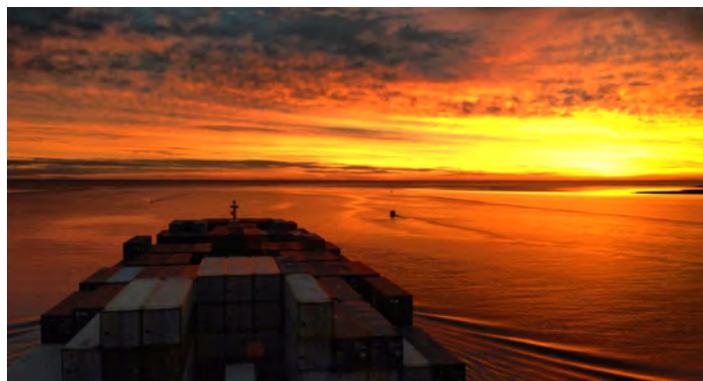


At 10:00 o clock coffee break on the bridge with the Captain, and the deck officers and engineers you wouldn’t think there was any strife between Russia and Ukraine as we share pleasantries over a welcome coffee and delightful pastries prepared by Randy the cook. Happy days and peace we pray and extend to their homelands and that sense prevails.

This is no “Dirty British coaster with a salt-caked smoke stacks, Butting through the Channel in the mad March days” (Cargoes by John Masefield) <http://allpoetry.com/poem/8495911-Cargoes-by-John-Masefield>.

The MV Encounter is not showing any wrinkles at ten years and still looks attractive and fresh in her mid-life as do her sisters. A small ‘tuck’ extension to her funnel and breather would stop the ash falling on her deck by the vortex! I did fall in love with the sea again because of her and appreciate the vital work of all who sail on her in keeping lorries off of our motorways and distributing international trade. ‘Drive Less and Float more’ article in June’s edition of Telegraph Nautilus (p31) is a timely article to support J&R Shipping and its feeder ships and short sea shipping. May I take this opportunity of thanking J&R Shipping for endorsing this trip and hope for good to come from it.

Godspeed⁽¹⁾,
John Burleigh



⁽¹⁾ In the modern world, speed has come to simply mean a rate of movement (e.g. high speed, miles per hour, meters per second etc.), but the English (derived from the Anglo-Saxon) origin of the word meant not velocity, but to thrive, or to prosper. The term God speed, used by some translations of the Holy Scriptures, is a contraction of the saying, "I wish that God may speed you," or in today's terminology, "I wish that God may bless you with success." Both specific uses of "God speed" found in the King James Version have nothing to do with physical motion.

PERSONNEL FLEET

Fleet

Briannah Katelynn Nikki Schippers — daughter Tjeerd 12.11.2013



New in the company

Mr. Martijn Bakx— 2nd Officer—per 01.01.2014



Jubilees—5 years of service

Barend van Winden—June 2013
Niels Johannes—November 2013
Rein Ouwinga—December 2013
Sadiq Hashim—January 2014
Dirk Slagter—April 2014



Jubilees 10 years of service

Bart Lautenschutz—November 2013
Tjeerd Schippers—February 2014
Matthijs van den Berg—May 2014



LEFT THE COMPANY

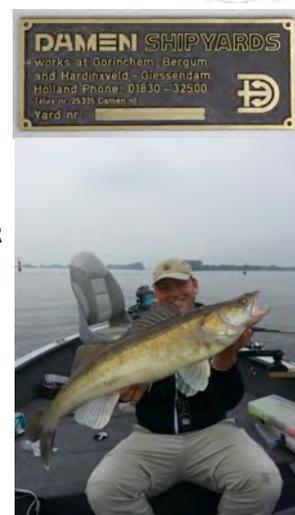


Dear Colleagues - When you're reading the newest E-news I already left our good company. It looks like yesterday that I started my career here at JR in October '09.



Almost five years later and many beautiful memories in mind I have closed the front door for the last time. It's now time to make the next step in my personal career, which will be continued at Damen Shipyards as project leader procurement. Without the lessons I've learned at JR Shipping it would not have happened. I'm glad that JR Shipping has given me the chance to develop myself and has given me the time to round two studies (NEVI 1 & 2).

Hopefully the financial crisis will flow down definitely and the company can look to a positive future again, and that after years of contrary wind it will blow in the sails again. I'm sure that with the positive mind-set and knowledge which is available, the future will be sunny again.



I would like to thank you all for the good cooperation over the years and hopefully I will see you again in a healthy shape.

With kindly regards,

Edwin Bolhuis

Dear Edwin on behalf of all your former colleagues we thank you for your fishing and soccer stories!

He Edje daar is Bergum





INTRODUCING BARBARA HOLIERHOEK



Starting January 1st, 2014 a new Sale and Purchase Broker joined — JR Ship Brokers & Consultants BV — in the office in Harlingen. Her name is Barbara Holierhoek and together with Mr Dik Kuiper she is responsible for the Sale & Purchase (S&P) of all types of seagoing vessels.

First of all I would like to introduce myself: My name is Barbara Holierhoek, born in Leiden in 1967 and living in Makkum since 2001 together with Thijs IJska, a Dutch shrimp-fisher.

Before starting as a S&P Broker I was a sailor for 12 years: Starting as a mate on commercial sailing vessels (Clipper “Hoop doet Leven”) here in Holland, my ambition took me to be Chief officer on short sea vessels and the last three years at sea I worked as a Dutch shrimp-fisher. During my sailing years I completed several courses and training at the Nautical College of Enkhuizen and the Fishing School in Urk, The Netherlands.



Painting of a shrimp-fisher



The clipper “Hoop doet Leven”

In October 2000 my mother was diagnosed with cancer. She died in June 2001 at the age of 56. Before she died I decided to stop sailing and be with her, my father and sisters during these difficult months. I started looking for a job related to shipping and with the possibility to go home more often and came across an advert from a S&P broker company (Stieglis) located near Makkum. I started working at this office in 2002 and learned the do’s and don’ts of S&P brokerage from Mr Hans Stieglis. Not only were we active on the S&P market but we also conducted Valuations of vessels. These Valuations are mostly ‘desktop calculated’ but Stieglis also offered a Valuation Survey possibility to her clients (mostly Banks and financial institutions).

In 2007 all company shares were taken over by me, as Mr Hans Stieglis decided to stop his company activities.

During the economic crisis the company Stieglis had to reduce costs which meant employees were no longer kept and office space needed to be reduced in size. In 2011 there was a big positive turning point as I started assisting banks with operational management for arrested vessels together with more orders from banks for Valuation Surveys. This brought business and money to the company! In 2013 I was still working alone and felt I needed to look for reinforcement. Unfortunately I failed finding the right person to strengthen the company Stieglis but at the same time was approached by JR Ship Brokers & Consultants BV with their wish to join forces. After several meetings and personal talks we concluded that the company JR Ship Brokers and the company Stieglis Shipbrokers go together very well and here we are....



On January 2nd, 2014 it was my first day in the office of JR Ship Brokers and I felt very welcome. After a few months working here I still feel the same. Work is also continuing: At this moment I am involved in visiting all sorts of vessels for the purpose of a Valuation Survey which keeps me very busy!

It took me a while to learn to know the people working here in Harlingen at the JR Shipping company and I am now trying to learn to know the vessels and her crew in between work at JR Ship Brokers & Consultants BV.”

Regards,

Barbara Holierhoek



INTRODUCING EVELINA HOEKSTRA



Hello, let me introduce myself— my name is Evelina Hoekstra and I am a new member of the office crew from JR Shipping. I am almost 40 years old and mother of two children.

I have done a lot of things in my working life, but I have never worked for a shipping company.

Since I was young, I was fond of water and technical things.

I believe that's the thing I like the most of my job and also working by a shipping company. I fill in the job of purchaser at JR Shipping. This week is the second week of working at JR Shipping.

Before this I have worked at a milk factory, also as purchaser. I hope to learn a lot by this company and from the people. Looking forward to work with you all.

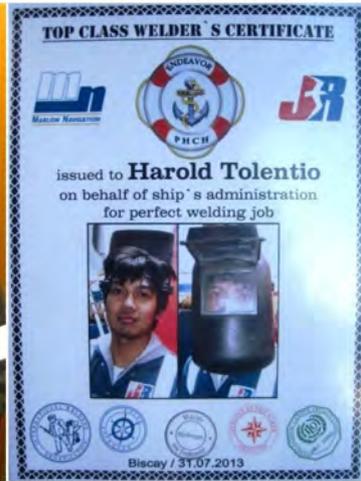
Kind regards,

Evelina



HAROLD TOLENTIO

Once upon a Summer time - on Endeavor we collected several damages on deck, that required the hand of a competent welder. Those damages were different in size & locations. Fortunately we have a good team on deck & a certified AB/ Welder.



All ratings took part in repairs & hot work, but Mr. Harold Tolentio was appointed as a welding squad leader & demonstrated good welding skills. Thus, after a busy week of hot work we had all damages fixed and as a bonus the new BBQ grill installation was presented to the crew.

After short consultation between officers, decision was made to issue a special "Top Class Welder's certificate" to AB Harold Tolentio for a good welding performance. A modest but well-deserved award found its hero as a good job can't stay without attention.



Best Regards,
Master MV Endeavor

Maxim





ROMEO RODRIGUES 10YRS MARLOW

Bosun Romeo Rodriguez—received a watch from Marlow Navigation during his sign off from MV Emotion. This was to celebrate his 10 year anniversary with Marlow navigation, from which he served 4 years with JR Shipping. He has proved to be an excellent Bosun and a good mentor to younger ratings on board JR Shipping vessels.

We thank Mr. Rodrigues for his service and hope he will stay with JR Shipping for many more years.



It took 60 years to make me look this good.

DIK KUIPER 60



Alles komt goed! — Everything will be fine!

At the 29th of April our beloved colleague of the department JR Ship Brokers and Consultancy, mister Dik Kuiper turned sixty.

There were a few colleagues (which names we will not mention) who had made the office room of Dik into a fest to see. (party garlands, flags and signs.

When Dik arrived early in the morning at the 29th, he was very surprised, but also delighted that the people around him did not forget he turned sixty that day.

Dik thought it would be nice to order some assorted pastry for his colleagues at the office. So a few days before the big day he had ordered the pastry's at the local bakery in Harlingen.

When it was delivered there was a another surprise for Dik, On all the cakes was a sign with 60, he did not order himself. No it turned out, that also was a surprise from one of his colleagues. The cake did not taste any less. It was wonderfully tasteful.



We hope to have Dik Kuipers around for a another ten years, so we can enjoy his charismatic behavior around us for many, many years to come.

And as Dik always says:

Live only begins at 60!!!!

So you will know.



"It's certainly refreshing to meet someone sixty years old who looks sixty years old."

FOUNDATION HOUSE LYDIA



Dear colleagues — Most of you know about the foster children living in our house. My wife is very busy with this whole thing and a few friends of us started a foundation for us to see if there was any possibility to support us. Our house now is too small for 9 people and we found a farm somewhere near Leeuwarden who could do the job.

The foundation needed money to realize this and so they started to generate money in funds. Also two of our colleagues Sandra and

Mirna wanted to do something. So they started to help by organizing a sale of “WIGGLY WORMS” to support the foundation. I can tell you it was a very big success. After a few weeks all the Wiggly-worms were sold out and a big amount of 400 Euro was given to the foundation.



Also they attached a small card to the worms:

This to get some recognition in de region and of course because of the purpose of the foundation.



*Ja, wij zijn zoveel mooier als we samen zijn. Hand in hand! Oog in oog! Alle kleuren van de regenboog!
(K3 – Alle kleuren)*

Hereby I would like to thank all of you who as bought 1 or 2 or more of these worms and through this you supported our foundation.

Regarding the farm, there was no one who could help us out and so we decided to stay in our own house. For now we make plans to remodel the current house and make the house a little bigger. This will give the foster children more space to live and give them their own room to develop to adulthood.

Again thank you Sandra and Mirna for helping us and for your support with this cheerful action.

Cheers.

Jetze



IN THE NEWS

Bijna aanvaring brug

Vrijdagmiddag 28 februari 2014 omstreeks 13.20 uur.



Source: Blog Koopvaardij.nl

De Spijkernissebrug wordt geopend voor het doorlaten (richting Dordrecht) van de 'Expansa', die o.a. geladen is met een aantal containers. Het brugdeel wordt niet in zijn hoogste stand gebracht maar ongeveer halve wegen. Dit is echter voor de 'Expansa' te laag. Door hard achteruit te slaan met de schroef weet de kapitein of stuurman het schip te stoppen zodat een aanvaring met de brug (ruimschoots) wordt voorkomen. Het gevolg was echter wel dat de 'Expansa' geheel dwars voor de brug kwam te liggen. Gelukkig was er dat op dat moment niet veel scheepvaart op de Oude Maas dus liep alles met een sissert af.

Near bridge collision

Friday February 28, 2014 around 13:20 pm.

The Spijkernisse Bridge was opened for the passage of the Expansa which was loaded with several containers. The bridge was not brought to its highest position but was more or less half way. This was too low for the Expansa.

By giving full astern the Captain or the First mate could stop the vessel and prevented a collision with the bridge by far.

The result was however that the Expansa obstructed the bridge passage. Fortunately, at that moment, there was not so much traffic on the Oude Maas and it blew over.

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CONTAINER NEWS

Next week in Houston, Texas a group of owners, manufacturers and third-party inspection organisations (Lloyd's Register among them) will meet to finalise a new standard for offshore containers.

Monday, 03.Feb.2014, 01:29 (GMT+2)

Next week in Houston, Texas a group of owners, manufacturers and third-party inspection organisations (Lloyd's Register among them) will meet to finalise a new standard for offshore containers. ISO 10855 will cover offshore containers and associated lifting sets. Once approved by the ISO committee, it will be one of two global standards for offshore containers put forth by industry organisations for the safety of the global container industry.



Why a new standard?

It was the International Standards Organisation that first introduced a global standard for the now-familiar shipping container back in the late 1960's. That led to standard sizes for containers, allowing for incredible efficiencies in their storing, loading, and transporting.

Offshore containers, however, are a specific type of container that needs more stringent standards. They are used to ferry supplies to and from offshore oil and gas rigs and platforms. Loading and unloading the containers is usually done by cranes hoisting them from supply ships using what are called sling sets.

You can imagine the forces at play here. Offshore containers are built to withstand the elements of open sea, including a requirement that their material withstand normal temperatures as low as -20°C (severe at -40°C). They also must be constructed to withstand the possibility of impact forces while being loaded and unloaded by cranes.

LR Energy Offshore Container Certification Guide

The ISO standard will therefore bring this speciality container into the fold of global standards for containers. Lloyd's Register is a proud member of the working committee, contributing our experience with inspecting and certifying offshore containers, which will reach the 100,000 mark this year.

The ISO standard is scheduled to go into effect in 2015.

HOLLAND Containers Innovations (HCI), in partnership with CARU, is continuing to test its foldable 40-foot container, the "4Fold" that takes up a quarter of the space of one box when folded flat and stacked.



Tuesday, 25.Feb.2014, 22:39 (GMT+2)

In the latest phase of the pilot programme, the "4Fold" boxes are being tested out on a route between Venlo in the Netherlands and Spain.

This follows a test at the end of last year between Hong Kong and Rotterdam, where they were unloaded from 8,500-TEU Cosco Prince Rupert, reports Lloyd's Loading List.

Empty containers on a ship can account for up to 50 per cent of its cubic load so the potential impact of "4Fold" is important not only in ocean freight but also for road and rail cargo haulage.



LIFE ABOARD A SHIP

From one of our anonymous pensionada's (we think) we received his musing - we are really happy as editors that we received it and if our ex-Chief engineers or Captain want to share there musing with us please do not hesitate to write us ... as you see ... also anonymous stories will be printed.



Dear friends and others, during my years at sea, many friends have asked me what life is like aboard ship. It is a good question, especially for a prospective passenger. It isn't an easy one to answer, either. Much of your experience aboard ship depends upon your temperament, and your situation in life. Are you a person who doesn't mind being alone, or do you need company? If you have some free time, would you like to read a book or to have a party? Are you single, or married with children? No matter what your answers to these questions are, you may or may not enjoy going to sea, but they do have an effect on the type of ship and type of voyage.

Seamen usually spend 6 to 8 months a year at sea. Sea duty depends on how much vacation they get, and how they schedule time off. Life at sea isn't conducive to a home and family. For that reason I remained single until I was almost 40. I have had many friends who remain single all their lives. I personally decided that I wanted to have the company of a family in my older years. Seamen who try to care for a family are often not happy with their career. Many of them ask, "Why would anybody pay money to be out here as a passenger? They ought to have their head examined". Personally, I was always happy aboard ship, and could easily understand why someone might want to spend their time on a freighter voyage.



My second home for years ...

As a passenger you have few worries, and virtually no stress. You have no duties to perform except getting to the dinner table on time, and washing your own clothes. For people burned out by the trials and tribulations of daily life, a trip on a ship may give you a new perspective. After retiring four years ago I find that my life now has more prolonged stress than before.

Sailing as a Captain I knew that if I were unlucky, or made a bad decision, I may suffer a collision or grounding that would get my name on the Six O'Clock News. That was stress, but it was not daily, nor prolonged as it is ashore. Now I need to meet daily schedules of school, after school activities, getting meals on the table on time, and dealing with traffic as I rush about town. If I make a mistake, I won't make the Evenings News, but the demands are greater and more persistent.

Until very recently we had no T.V. reception at sea, and radio broadcasts were mostly via short wave. Unfortunately I now see in maritime periodicals advertisements for electronics that allow you to hook up your T.V. with a gyro stabilized satellite antenna. Personally, I don't want to see the constant barrage of bad news that we hear daily while ashore. At sea you breathe clean air (unless you get down wind from the stack gasses). You can enjoy stars at night, the tranquility of a sunrise and sunset over the ocean. You can enjoy a conversation over dinner, one of the few social activities aboard a freighter.



I am amazed that the average Able Seaman has read more best selling novels than even the better educated college graduates ashore. We were always reading and trading books with one another. Now that I'm ashore I rarely have time to read a book, and fall asleep minutes after going to bed. At sea you can appreciate the sky, wind and sea, which are always changing. There is a certain sense of adventure lurking in the background and solitude is ever present.



LIFE ABOARD A SHIP



At sea you don't really need to worry about phone calls. Telemarketers are not going to spend \$8 per minute calling a ship. Many of the ships I sailed on weren't even equipped with satellite phones and telex, we relied on the radio officer to get messages in and out. Radio Officers used to have a good job. They didn't have to work in port. They drew the wages of a Second Mate. They had their own radio shack, with the transmitters, receivers, and communication equipment of the ship. I was surprised that they kept sailing as long as they did. If you had a good one, who could keep the bridge electronics maintained, he was a great asset to the ship. If you had a cranky one, you longed for the day of his replacement. In recent years, mostly since I retired, automation has done away with the Radio Officer. They are but a footnote to history. When I started sailing we used flashing light to communicate with other ships and the pilot station. In the early 70's we got the bridge to bridge VHF radio phone. It made things a lot easier. I still remember the International Morse Code, but I don't think it's part any examination any more.

With the advent of radar, computing the range and relative bearing of other ships is accomplished with the click of a mouse button. It is no longer necessary to perform manual computations. Global positioning systems (GPS) enable the watch office to get a fix on the ship's actual location within a few yards; accordingly, the venerable sextant remains in its case. The ship's gyro has eliminated the need for a helmsman on the bridge; the ship's electronics know where she is and where she is going; even the vessel's speed is automatically controlled based on sea conditions.

In the 80's we got satellite telephones (Marisat) where you could dial the area code and number and get to talk to the rest of the world. Expect now days a lot of discussions about internet or Wifi. Of course, like all automation, these things can break down. I pity today the poor Captain who loses his ability to communicate due to technical problems with the equipment. In my experience the home office views the failure to communicate as a problem of the ship. If they don't get an immediate response, the Captain is to blame, but then the Captain is always to blame when things go wrong.

Is going to sea on a freighter exciting? It involves long hours of low stress, tranquil, some may say boring life, interjected with periods of great excitement and adventure. Will you like it? I don't know. I hope these lines help you to figure that out.

I only can say what sailing gave me... it gave me my life.



SAILING SCHEDULES TILL 01-06-2014



Sailing Schedule

- Encounter:
UK—Spain

- Enforcer:
Cont—UK—Ireland

- Energizer:
xxx

- Endeavor:
UK—Spain

- Ensemble:
Rotterdam

- Endurance:
Rotterdam—Dublin

- Expansa:
Moerdijk—Thamseport

- Elan:
Hamburg

- Elite:
Cont—Spain—Portugal

- Eldorado / Somers Isles:
Fernandina - Hamilton

- Externo / Bermuda Islander:
Salem - Hamilton

- Emotion:
Baltic—Germany

- Empire:
Baltic—Germany

- Evolution:
Continent—Baltic



- Evidence:
Canary Islands—Spain

- Elysee:
Baltic—Germany

- Esprite:
North sea

- Estime:
Mediterranean sea

- Espace:
Mediterranean Sea

- Haqland Captain:
North sea

- Haqland Chief:
Norway

- Seazip 1:
North sea—Helgoland

- Seazip 2:
North sea— Helgoland

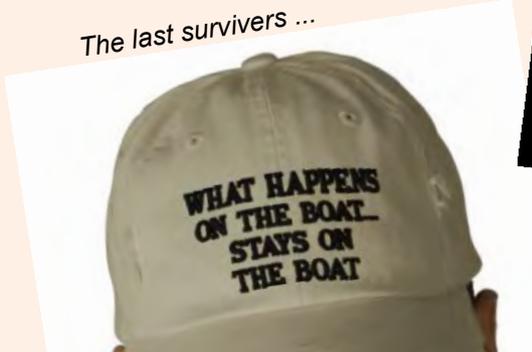
- Stad Amsterdam:
Mediterranean Sea—Harlingen



FUN PAGE



The last survivors ...



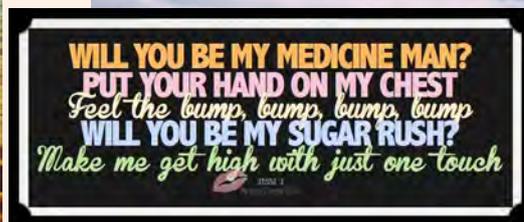
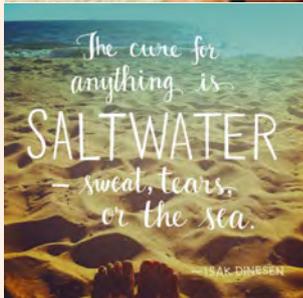
"Any damn fool can navigate the world sober. It takes a really good sailor to do it drunk." – Sir Francis Chichester



De beste tijd met JR...? Op het strand natuurlijk!



At request for the office colleagues ... thanks for the input!



FUN PAGE

It is learned after studying the behaviour of the average seaman that the learning capacity with regard to safety issues will increase extremely as long as it is correctly presented and explained.



*Use correctly the gangway safety net!!!
You can avoid a lot of PSC*



Use your safety goggles ... else you will miss later so



Cover your hands, wear hand gloves!!!

In Germany a new campaign is started and it is obvious that this will have success and all seaman remember why safety equipment is so important and why/ where used for.

Use your tools on a correct way d correct purposes!!!



FUN PAGE—PICTURE CONTEST



Picture contest: The winner is ... Hagland Captain ... send by the Master Nils Kristiansen



HARLINGEN HOST PORT TALL SHIPS RACES JULY 3-6 2014



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GRAFISCHE VORMGEVING: ONTWERPSTUDIO JUKKEMA



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