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Send by Dirk Slagter on board mv Empire in Gulf of Botnia

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JR Shipping BV

T.a.v. redactie E-News
Postbus 3
8860 AA Harlingen
Nederland
T: +31 (0)517 431225
F: +31 (0)517 431720
E: enews@jrshipping.nl
I: www.jrshipping.nl

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JR Shipping BV

Attn Editors E-News
PO Box 3
8860 AA Harlingen
The Netherlands
T: +31 (0) 517 431225
F: +31 (0) 517 431720
E: enews@jrshipping.nl
I: www.jrshipping.nl

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FROM THE EDITORS ...

Since the last E-news edition — (June-2014) till this version many subjects and experiences have reached us. We, as E-news editors, skipped our February, March, April, May, June, July, August, September and October deadline this year and finally decided to publish a Christmas edition for the first time. It is obvious that in this way we are trying hard to explain away the missing deadlines!

Nevertheless the past one and a half year we received many contributions from the fleet and office personell and tried hard to create an informative and recognizalble edition with, off course, a wink sometime.

Please feel invited to provide us with your contribution and let the fleet know about your great experiences, smiling moments or tough events.

Also it is very much appreciated if you send us great pictures from all over the world! If you have some, send them to us in a large resolution. If email box sizes are limited you could try to send us the pictures by using WeTransfer. Using WeTransfer you can send us up to 2GB data at once, free of charge. You only need an internet connection.

If you have any questions or would like to send us your contribution, send it to enews@jrshipping.nl

Articles are kept in their most original form but where the readability of the article could be improved, the editors take the liberty to adjust. Off course without changing the actual content.

Wishing you all a pleasant reading time and we hope that you all find some of your taste.

Robert-Jean, Ron, Floris



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FOREWORD BY THE MANAGING OWNERS

In 2014, our shipping group succeeded— in putting its vessels to use for a range of customers. Charter and freight rates were still at a low level. After a short recovery in 2013, the 2014 market saw a slump and even a ‘triple-dip’ recession. At the end of 2014, there was still no arguable evidence of recovery in the shipping segments served by JR Shipping, despite the many signals which indicate that the global economy has found its way upwards.

Thanks to inventive and agile entrepreneurship, though, the shipping group kept its vessels operating and successfully created support among banks and investors for additional, supportive measures.

In 2014, a solid financial foundation was laid for the operation of another two SeaZip offshore service vessels which shortly after the christening ceremony, in March this year, were chartered out. The offshore wind industry is gaining momentum and, consequently, there are good prospects for the shipping group to reinforce the foundations of its organisation. This brought us in the position to order the Seazip 5 & 6 for the beginning of 2016.

Also our ambition to initiate new business within specific shipping segments by providing specialised ship management services for third parties brings about new opportunities. For a long time, there have been contacts with a number of market participants, including banks, to study possible scenarios. At the end of 2014, these efforts led to a breakthrough. A German bank requested that we take over the commercial, operational and financial management of the CVs of six container feeders from a fellow Dutch shipping company. The transition stage has now come to an end. A restructuring and refinancing stage will follow.

The successful chartering out of the SeaZip offshore service vessels and the prestigious takeover request for 6 container feeders have marked a new business stage for the shipping group. Diversity is increasing, the group’s foundation has been broadened and reinforced, market conditions have changed permanently and require maximum manoeuvrability, but the main thrust remains unchanged: providing excellent services to the markets which we focus on. In order to realize such we rely on the all employees for which we thank you all.

JR SHIPPING MANAGEMENT BOARD

Sander Schakelaar & Jan Reier Arends



NEWS FROM THE WORKERS COUNCIL

The past year has proven to be another challenging period for JR Shipping. Again we have been dealing with stubborn markets that don't want to follow our expectations. And the fleet has grown with an incredible number of 8 ships this year which had to be integrated in our company. In many aspects, it was a tremendous amount of work and effort that was achieved by all the people within our company.

The Workers' Council represents the JR people/staff. The following are examples of a few of the subjects we have been dealing with that are JR personnel related:

- Regular and irregular meetings with our directors Jan Reier Arends and Sander Schakelaar. Pending specific situations, we were informed about the developments and discussed the possible consequences for the personnel. The atmosphere during these meetings was pleasant and the topics that were brought up were discussed in an open manner.
- Pensions
- Specific terms of employment for the Dutch Seagoing colleagues which are not covered by the General Terms of Employment
- The Workers' Council has been the initiator of the internet facilities on board.
- A new and more modern proposal with regards to the office personnel's terms of employment has been developed and has recently been discussed with the directors.
- QHSE (quality, health, safety and environmental) issues have been on the agenda continuously.

A 2 day course in April enabled members of the Workers' Council to acquire new insights and determine the route for the future, which subsequently means that choices have had to be made. The time and manpower is limited and therefore, based on an analysis of our company, we determined to focus on 3 subjects;

- the internal organization in Harlingen
- communication (between office and vessels)
- education

You will be kept informed about further actions related to these subjects.

There were quite a few changes within the Workers' Council team last year. Our founder and first Chairman Robert-Jean Dupuis resigned and Jan Martin Muntendam became his successor as Chairman. In May this year, Martin started a new career and the role of Chairman was taken over by the undersigned. In addition to this, Onno Hoornweg van Rij finished his term as a member. Fortunately for us, we found some new people who were enthusiastic and willing to join us. The Workers Council now consists of:

Martien Al / Martijn Bakx / Dennis Boots / Eelco van der Heide (Secretary) / David Janse / Roelof Kemker (Chairman) and Floris Nicolay.

As we are representatives for the people working within JR Shipping, we are always open for ideas, support etc. As and if the opportunity arises for you to share ideas and offer support, please do not hesitate to get in touch with one of the above members or send a message to OR@jrshipping.nl.

Best regards,

Roelof Kemker



CONFEDER MARKET REPORT MAY 2015

Below is a selection of interesting news stories that were published in various prominent shipping newspapers illustrating the current trends in the container shipping and chartering market:

Intra-Asia demand boosts charter market

The total capacity deployed on dedicated intra-Far East routes has strongly increased by 23% compared to a year ago, absorbing some 166 ships for 390,000 teu of extra capacity. An additional 60 ships for 415,000 teu have also been added to the Middle-East/Indian Subcontinent (ME/ISC) related routes, representing a 20% annual increase. Together, the two intra-Asia trade lanes accounted for almost half of the total containership capacity increase recorded over the last 12 months. Low bunker fuel prices have provided a renewed impetus on the trade, with demand for containerships for deployment on intra-Asia routes expected to remain strong for the rest of the year. Some 18 new services focusing on the North Asia-South East Asia trade have already been launched since January, as well as several short sea Intra Asia loops, while two new Far East-ME/ISC services and five local short sea loops were also introduced. The new NE Asia-SE Asia loops employ 2,500-4,500 teu ships as well as smaller ones, while the two new FE-ME/ISC services deploy ships of 5,000 to 9,000 teu. The new intra-Far East and intra-ME/ISC short sea services are mostly focussed on the 1,000-2,000 teu size. **The high demand for the smaller sizes on the Far East trades has played a decisive role in the recent charter rally, with rates for the 2,500 teu, 1,700 teu and 1,000 teu sectors currently at their highest levels since 2011.**



The weekly occupation port of Bilbao by JR Shipping

Charter rates head north but freight rates head south

While charter rates have reached a new four-year high on the back of strong demand for the smaller ship sizes employed on regional trades, freight rates have moved in the opposite direction. The influx of new large ships and modest cargo demand growth have taken their toll : Average spot rates, based on the SCFI (Shanghai Container Freight index) , have fallen by 39% year-on-year, while the Alphaliner containership Charter index has risen by 39% over the same period.

Spot rates from China have decreased across the board on all trade lanes, with the Far East to Europe rates suffering some of the worst falls. Some of the intra-Asia routes have also posted record drops, especially on the China to Japan sector where freight rates have fallen by some 65-75%.

Idle ships edge down in finely balanced market

The idle containership fleet of above 500 teu has fallen slightly to 323,000 teu (101 ships) as at 18 May 2015 compared to 348,000 teu (106 ships) a fortnight earlier. The average level of idling since January stands at 260,000 teu, compared to 380,000 teu last year. The market continues to focus on the smaller sizes, which remain in relatively short supply. However, the recent strong demand for 2,000-3,000 teu vessels has eased slightly, with the number of idle ships in this size range going up from only three units a month ago to 13 units currently due to an increase in the number of redeliveries.

Although the demand for 2,000-3,000 teu ships remains firm, especially for the intra-Asia routes, the recent strong increase in charter rates, **up from below \$7,000 just six months ago to \$12,500 currently**, has prompted some carriers to switch to higher-capacity ships. This is especially true on Africa-related and ME/ISC routes. Further to this, the few small units that were deployed in the past few months on the transpacific route for extra-sailer duties have disappeared from this market. The overall situation remains finely balanced as the weak freight market could jeopardize the recent recovery in charter rates. Rates for the over-panamax segments have already come under pressure, due to the cascading effect triggered by a constant flow of large newbuildings and due to muted demand, especially in Europe. With vessel demand expected to peak in July and August as carriers' summer peak season deployment requirements are fulfilled, the charter market is expected to soften again this summer.

Smaller ships prosper on fresh demand for new services



The intra-Far East trade will continue to power the demand for containerships this year, as carriers develop further regional services within East Asia. By the end of June, at least 33 new intra-Far East weekly loops will have been launched, based on Alphaliner records. These 33 services absorb some 98 ships, surpassing all other tradelanes in terms of the number of ships taken in.

The majority of the new loops are focussed primarily on intra regional trade, whereas a few services are feeder-oriented. The demand for vessels in the intra -Far East sector is spread

across the 500-5,000 teu size range, propelling upwards the charter rates for these ships. Half of the vessels taken are in the 1,000-2,000 teu size, the traditional workhorse on the shortsea trades. Such ships allow access to several popular, but size-restricted ports such as Bangkok, Haiphong and Yangon.

However....the heavy demand on the transpacific and transatlantic contrasts with the weakness on the Asia-Europe sector, where no new strings have been introduced this year. The total number of weekly sailings to North Europe has decreased from 22 to 21 due to the consolidation of Maersk and MSC's services following the implementation of the 2M alliance services in January.

However, the weekly capacity on the Asia-Europe route has nevertheless increased by 6% since the beginning of the year. The increase comes from the introduction of ULCS newbuildings of 14,000-19,000 teu. So far, 24 ULCS units of above 14,000 teu have been delivered this year, all of which have been assigned to the Asia-Europe route to replace 'smaller' ships of 8,000-10,000 teu. Deliveries for 2015 are expected to total 250 ships of 1,860,583 teu. Of these, 69 are ULCSs, including 10 vessels from Taiwanese carrier Yang Ming alone. This compares with the delivery of 206 ships totalling 1,519,343 teu in 2014, including 60 ULCSs, suggesting fleet growth of over 22%. A number of operators have recently been in the market for 18 20,000 teu units including MOL with an order of six 20,150 teu ships and OOCL with an order of six 21,000 teu ships..

Some quoted headlines ...

*“Hapag-Lloyd and CSAV complete the **merger** and become the fourth largest container liner shipping company in the world “*

*“Hapag-Lloyd hints that its **first 20,000-TEUer** is in the offing”*

*“CMA CGM confirms **takeover of OPDR** “*

*“CMA CGM and Hanjin **swap slots** on Far East- US West Coast”*

*“Hamburg Sud/ Alianca & MSC **team up** in US Gulf-ECSA service..”*

*“Rumour s of NOL-OOCL **merger** get industry talking “*

*“MOL is to enter into a **vessel sharing agreement** with the ‘2M’ alliance partners Maersk and MSC in Asia to East Coast of South America trade “*

Maersk builds giant feeder vessels

A first glimpse of Maersk Line / Seago’s new Baltic ice class feeders.

Maersk Line very recently released the first drawings of its new 3,600 teu Baltic Sea ice class (1A) feeder ships, ordered earlier in 2015. The compact gearless vessels will be 200 m long and 35.20m wide.

Scheduled for delivery in 2017 - 2018, the ships will be built at China’s

COSCO Zhoushan Shipyard. Despite being designed specifically for the intra-SECA-trade, the ships will not be equipped with scrubbers. Instead, the ships will be optimized to burn only Marine Gas Oil (MGO) and no heavy bunker.

This new order may represent a new trend in the feeder/shortsea market with significantly larger ships compared to the 500-2000 TEU vessels currently used.



Maersk Line Orders 11 new 20,000 TEU Boxships

Maersk Line has signed a shipbuilding contract with Korean shipbuilding giant Daewoo Shipbuilding & Marine Engineering (DSME) for 11 plus 6 optional second generation Triple-E container vessels with a capacity of **19,630 TEU** each.

The vessels will have a length of approximately 400 meters (m), width of 58.6m, and a 16.5m draft.

This is the second new-building order in Maersk Line’s investment program, following the seven 3,600 TEU feeder vessels announced earlier this year.

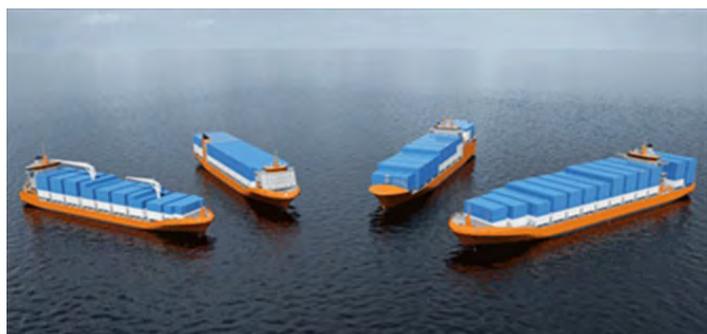
The new vessels will be the largest in Maersk Line’s fleet and are intended for the Asia – Europe service. The vessels will replace smaller, less efficient vessels.

The 11 new vessels will join Maersk Line’s fleet between April 2017 and May 2018. They will sail under Danish flag.

Wärtsilä launches four new fuel efficient Container Feeder Vessel designs at Nor-Shipping

Wärtsilä is launching a series of four new container feeder vessel designs at this year’s Nor-Shipping exhibition being held in Oslo from June 2 to 5. The innovative designs are based upon achieving optimal fuel efficiency, while being compliant with all known current and future environmental regulations.

The four ship designs, namely the WSD80-1500 TEU, WSD80-2400 TEU WSD80-4000 TEU and WSD84-2400 TEU, feature exceptionally low and best-in-class fuel consumption. Each design is available in three versions; ‘conventional’ using HFO as fuel, ‘environmental’ using HFO with exhaust cleaning scrubber systems, and ‘clean’ with dual-fuel capability and running mainly on liquefied natural gas (LNG).



[Confeder comments on foregoing headlines](#)

The quoted headlines and news stories are believed to illustrate following events and trends in container shipping:



Low Fuel prices have triggered Liner-operators in the Far East to launch new Intra-Asia services, causing a tight availability of smaller tonnage (1000-3000 Teu) which resulted in sharply increased charterhire-rates in the Far East. As a spin-off it caused hire rates in the Carribs and Mediterranean to rise as well, since ballasting 'spot vessels' from Carribs, Med or even Continent to the Far East could offer healthy prospects for ship owners. For the first time in many years, backed up by a very strong US Dollar, the charterhire incurred in the Far East clearly exceeds the hire-rates paid for vessels at the Continent or in the Med. The strong demand in Central America and the Carribs for geared tonnage with high reefer intake (for fruit 'peak-season') lifted the hire-level even higher due to a complete lack

of available tonnage. During the first 4 months of 2015, geared tonnage of 1500 teu up to 2500 teu could welcome increases in charter-hire of more than 60 % (from around Usd 7500 to Usd 12000 per day) ! Also the geared 1100 teu segment, which we happily joined again after welcoming the 6 CV 1100 'River' vessels, has seen a firm increase in hire rates in all trading areas.

While regional trades have seen an increase in capacity as a result from the deployment of idle tonnage, the deep sea trade is expanding capacity rapidly by adding more and more Ultra Large new- built container vessels to their fleets. Weekly press releases about the ordering and christening of 14000 + TEU vessels are the rule rather than the exception. Although ultra large vessels are said to be built to replace smaller tonnage for cost saving purposes only, they involve a considerable increase of capacity and capital and a downturn of freight rates at the same time. Their overall nett cost effectiveness is being questioned by many, as their implementation requires a firm expansion of the container-equipment fleet. Moreover Ultra large vessels are said to be the cause of port congestion due to long port-stays and they require high investments in terminal infrastructure and equipment as well. Apart from that, the currently enjoyed low fuel price temporary reduces the benefits that these vessels should have over the older (less fuel efficient) tonnage that they replace. However, just in order to maintain the competition with huge global operators like M2 (Maersk/MSK) and Ocean3 (CMA, USAC and CSCL) it remains essential for smaller operators to team up in consortia (like G6 Alliance and CHKYE Alliance) and to keep pace by investing in ultra large tonnage too in order to bring the cost per slots in balance again with the ever decreasing deep-sea freight rates.

In the European short sea sector a similar, though more modest development can be observed. While during 2014 still numerous feeders were unemployed or laid up, in 2015 most vessels got reactivated and employed again. Temporarily even a lack of tonnage could be observed, finally resulting in an average charter rate increase of some 15% by May 2015. The fact that the prospects for attractive charter rates in the Far East had convinced certain owners last year to ballast few of their feeders eastbound has certainly contributed to this positive developments.



Another positive contribution was made by the unexpectedly smooth change-over from the consumption of IFO 380 LS fuel to the consumption of MGO (or alternative low sulphuric fuels) which was effected as from 1st January 2015. Owing to the low fuel prices this change-over has not lead to the feared problems or steep increases of fuel costs for the feeder operators. The only obstacle for a firmer demand for feeder-capacity therefore seems to be the alleged weak cargo volumes which are still said to be suffering from the embargo on Russia.

The global trend of mergers, scaling-up of tonnage and enhanced slot charter agreements is also reflected in the European feeder market: Some deep-sea operators acquired so-called 'niche operators' (CMA CGM bought OPDR) ; feeder operators expanded their business (Unifeeder acquired Feederlink and UFS) and feeder-operators became ship-owners by purchasing distressed tonnage (e.g. Sea Consortium) while all of them seem to be teaming-up in vessel sharing agreements in order to expand their regional networks and to cut down the costs of the employed fleet .

Smaller feeder tonnage (700 > 1000 teu) is still in firm demand around the continent but will become more and more dependent of the needs of niche players who still rely on the typical advantages of such vessels (e.g. shallow draft and good 45 ft. intake). But when possible, also niche players tend to scale up the size of their vessels, as shown by the growing number of 1000 TEU vessels operated by e.g. BG Freight Line for UK trade or the fixture of the extremely shallow drafted "Rijnborg" (1712 TEU) that has recently been done by WEC Lines for 12 months Continent- UK trade.

Finally, the steady charters enjoyed by the 1400 teu "Baltic Max " vessels(like our "Elysee", "Emotion" and "Empire") as well as the latest press-releases from Wartsila and Maersk Seago clearly demonstrate that the preferred and most profitable feeder vessel size in the near future may rise far beyond 1000+ TEU. If history repeats itself Maersk has set the benchmark again and other global deep-sea operators will follow shortly and order similar sized ice class feeders. Consequently the deployment (and management) of feeder vessels may increasingly rest in the hands of global operators rather than in those of the traditional independent short sea operators and owners.

For JR Shipping and Confeeder one could say that 2015 has seen a positive start of the chartering year: 6 geared CV 1100 vessels were welcomed to the managed fleet and for most tonnage expiring charter-parties were extended against better hire rates while the few vessels that had to face redelivery found new employ rather quickly. Charter hire rates paid in US Dollars (especially for charters that had been fixed during the fall of 2014) generated some 10% more revenue in Euro's owing to the very strong upward move of the US Dollar. And even more important is that most charterers were found eager to fix longer charter periods, leading to the fortunate position that all vessels of the JR controlled fleet will remain employed during the upcoming slack summer period. Although the further development of the market is subject to many external conditions, the enjoyed positive upswing of the market gives reason to look ahead with confidence to a challenging and conceivably firmer charter market in the months to come.

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Confeeder Shipping and
Chartering

May 2015

Marcel Huijser



JR Ship Investments is a subsidiary company of JR Shipping Group – partner of SeaZip Offshore Service. Private and corporate investors can participate in the financing of JR Shipping's and SeaZip Offshore Service's fleet. JR Ship Investments will structure the ship participation projects initiated by JR Shipping or SeaZip Offshore Service and raise the required equity on the Dutch investor market.

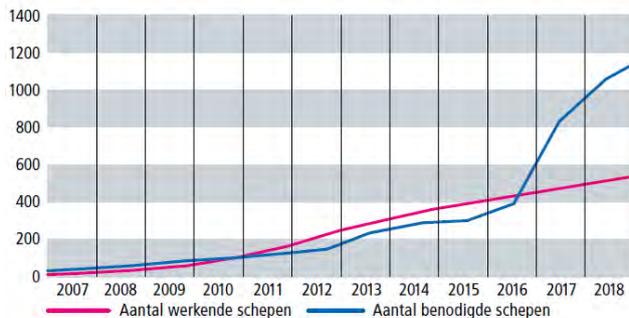
Since 2012, JR Shipping Group has been active in the market of service vessels required to build and maintain wind farms at sea. In 2010, SeaZip Offshore Service BV was set up to create a clearly identifiable position in this growth market. Two years later, the shipping group brought its first offshore service vessels into service: SeaZip 1 and 2. These are swift, manoeuvrable Damen Fast Crew Supplier 2610 vessels, modelled after the proven Twin Axe Bow concept which the offshore shipping industry considers the new standard for



efficient and safe provision of services on the open sea. Our investors also expressed their confidence in this shipping segment. In early 2015, all SeaZip 3 and 4 participations were subscribed for, which means that all in all, over €4 million was issued.

Having signed a newbuilding order for SeaZip 5 and 6 SeaZip Offshore Service BV will expand the number of specialised service vessels in its fleet to a total of six. The vessels that have been ordered now and are yet to be built are expected to be delivered in March 2016.

Vraagontwikkeling naar service schepen en prognose tot 2019



Bron: Alicat Workboats & South Boats, mei 2015

SeaZip finds work—Dutch owner SeaZip Offshore Service has found period employment for its new fast crew supplier. Heerema Marine Contractors (HMC) will use the SeaZip 4 (built 2015) for its annual project activities in the North Sea during the summer months.



The latest agreement marks the company's debut in the international oil and gas industry. Jan Reier Arends, managing director of SeaZip, said: "In the build-up to this project we passed all the audits that were required. "I am proud to learn that a leading market participant such as HCM has indicated that we have also managed to perform the practical test in 24/7 services properly."

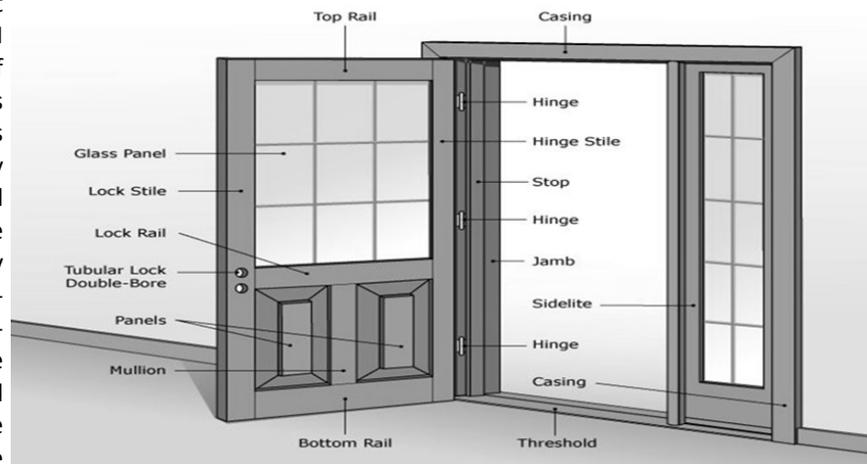
SeaZip Offshore is a Dutch company founded in 2010 by the shipping entrepreneurs JR Arends and Sander Schakelaar and has a fleet of eight vessels.



**Accident Report
M/V Endeavor
2/O Perez, Ignatius Alfred B.**

“In the wrong place on the wrong time”

On the 21st of Oct. 2014 at about 1130 in the morning I woke up and prepare myself for my noon watch. I was pretty sure that there was pitching and rolling during my rest because when I handed over the watch to C/O in the morning the sea was already rough and the ship was carrying only few loaded containers, most are empties. Despite all these I had a good rest and there was no feeling of fatigue or any signs of inability to take my watch or to perform any of



my daily routines. I went to the mess room to take my lunch, it was a nicely cooked fish and for me it was a good meal. After eating I went back to my cabin to do some personal necessities. On my way out from my cabin toilet, heading for the bridge to take the watch two heavy rolls were felt. It was very sudden that I didn't have time to think were to hold on to keep my balance. My left hand grabbed the door casing on the door knob side while my right hand holds on to the door casing on the hinges side. The second heavy roll of the ship which was mentioned earlier released the door from the holder, closing the door with extreme force. I was able to remove my left hand from the door casing avoiding it to be hit by the door as it closes but I was not that quick to remove my right hand. My right thumb was caught in the middle of the hinge stile and the stop. The door was completely closed while my right thumb was still trapped in between. I have to open the door to free my thumb. It was completely crushed but no blood was seen and no pain was felt.



I immediately proceeded to the bridge. I decided to go there directly instead of calling by phone so that captain can see and assess the situation immediately. Later on I realized it was a wrong decision for I didn't consider the possibility of collapsing on my way up due to the severe injury. I should have called. On the bridge blood started to flow and pain was already felt. Capt. Van den Berg upon seeing my condition immediately sounded the ships general alarm to alert all crew. Using a clean bandage he stops the bleeding by wrapping it around my thumb and asked me to keep my thumb high just above my heart. He then ordered C/O Skoryk to bring me to the ships hospital. Additional bandages were placed, I was asked to lie on the bed keeping the injured thumb high, and a sling was also fixed so I don't get tired of elevating my hand. Extra lookout was called to the bridge. C/O was all the time with me assuring that everything will be alright. Captain was also busy asking for medical advice and informing all concerned offices about the accident. Painkillers were given to me as per medical advice.



JR SHIP MANAGEMENT—QHSE

After minutes of exchanging communications it was agreed that I will be sent ashore to a hospital. A lifeboat will pick me up. Captain has to deviate from the voyage plan in order to have shelter from the bad weather then I can have a safe disembarkation from the ship to the lifeboat. With only few hours remaining before we rendezvous with the lifeboat, crew helped me to pack my luggage. At approximately 1600 I was safely transferred to the lifeboat. With a very fast speed we reached their base in 20 minutes time. I was able to talk with some of the rescuers and I learned that their organization named RNLI is a charity that saves life at sea, all rescuers are volunteers. From their base an ambulance transported me to Withybush General Hospital. That day, I was checked by an orthopedic and was scheduled to have an operation on the following day Oct. 22, 2014. Operation was successful they have concluded that I sustained a comminuted fracture on my right distal phalynx and in order to minimize infection risk I underwent a washout and debridement on my right thumb. Unfortunately doctors can no longer fix the broken bones. With antibiotics I was discharged by the hospital. After that I stayed 1 week in UK for wound checking and on the 29th day of October 2014 a fit to fly certificate was issued by the hospital and I fly back to Philippines.

As a conclusion, once again it was proven that accident can happen anytime, anywhere. We cannot stop these from happening and we cannot predict when it will happen but we can train, educate ourselves, improve, and learn from previous accidents in order to minimize these things from happening again.

Special thanks to Captain Van den Berg for the decision that according to my doctors saved most of my thumb tissues, To JR Shipping and Marlow Navigation for giving me full support and help during my recovery period, To the crew of Endeavor and to my family many many thanks.

2nd Officer Perez Ignatius



JR SHIP MANAGEMENT—QHSE

Communicatie tips:

Gebruik LSD: Luisteren, Samenvatten, Doorgeven

Vat het verhaal kort samen en laat andere reageren. Vraag door als iets niet duidelijk is.

Laat OMA (wat) vaker thuis: Oordelen Meningen Adviezen

Als iemand iets vertelt, laat je eigen oordelen, ideeën en adviezen even voor wat ze zijn, zodat je met een open houding kunt luisteren

Neem ANNA mee: Altijd Navragen Nooit Aannemen

Neem niet zomaar aan dat je begrijpt wat iemand bedoelt, vraag bij twijfel altijd even na of het klopt.

Smeer NIVEA: Niet Invullen Voor Een Ander

Als iets niet duidelijk is, of als je iemand al lang kent, vul je al snel andermans bedoelingen zelf in. Dit voorkom je door na te vragen.

Wees een OEN: Open, Eerlijk, Nieuwsgierig

Sta open voor een ander, geef deze een kans iets uit te leggen en wees oprecht nieuwsgierig

Maak je niet DIK: Denk In Kwaliteit

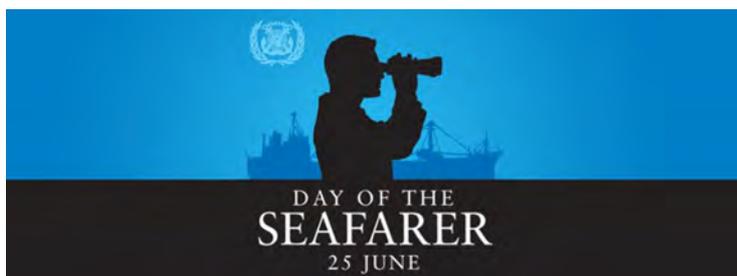
Zeker bij wat moeilijke gesprekken kijk je al snel wat fout ging. Dat mag daar kan je van leren, maar vergeet ook niet te kijken naar wat goed ging



Congratulate all JR staff with an International Seaman's Day!

The crew and Captain of m/v "Mekong River" congratulate all of JR staff and wish prosperity, good health, welfare in your long and happiness life.

25.06.2015



SeaZip 4 - Heerema MC - Clair Ridge - This summer SeaZip 4 was chartered by Heerema MC, to sail with the Thialf, the largest heavy lift vessel of the world. SeaZip 4 was there to provide crew tender service between: Thialf - Barges - Tugs - platforms - semi subs and shore. One of the projects was Clair Ridge. At the Clair Ridge site only the jacket (bottom site of platform) was placed. The Thialf was going to place 3 heavy lift top-sites on top of the jacket.

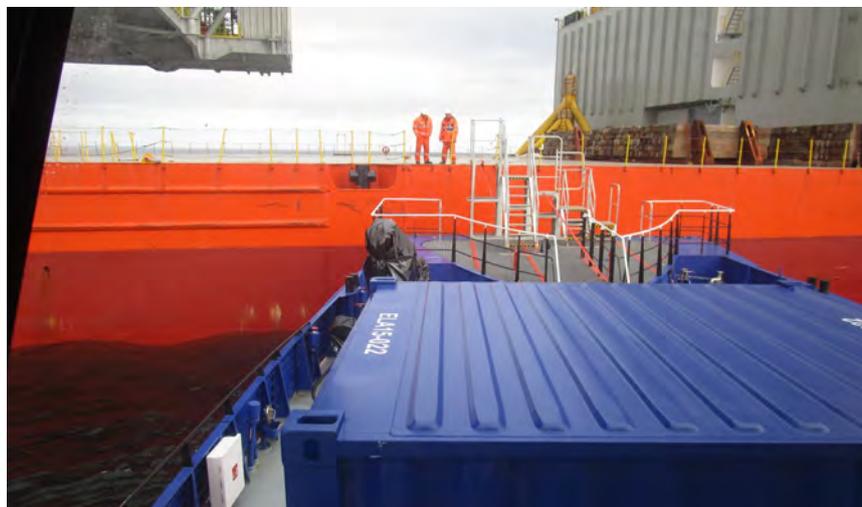
After our previous project in the North Sea, we proceeded to a small port on the east side of the Shetlands, Lerwick. On the ECDIS we could see that the Black Marlin and Mighty Servant 3 are already anchored at the Lerwick anchorage. Black Marlin & Mighty Servant 3 are 2 semi sub ships from Dockwise carrying the 3 heavy lift top-sites. The Clair Ridge project was going to be NW of Shetlands, so after one day at the port of Lerwick, Heerema MC requested us to proceed to Scalloway, a small port on the west coast of the Shetlands.

We started the engines and let go all lines. Just outside of Lerwick we were going to pass the anchorage with the Dockwise ships. So to get familiarized with them we called them by VHF and requested permission to do a push on, just for trials. First the Black Marlin, we sailed around it to spot the positions where we could make safe boat landings.



We found a good spot for this. Now it was time for a real boat landing. The weather conditions were perfect so we approached their main deck. As we approached immediately their crew came on deck and started to remove railing work (a steel wire). Once we made our boat landing and were nicely pushed on with the bow, the crew from the Black Marlin requested a super intendant, which we did not have, of course. So we made all our checks and left the Black Marlin, now their crew is really confused. Why push on, but not deliver a super intendant. Also by VHF they asked us where their super intendant was, we tried to explain that it was only a "test push" for us, and that we had no knowledge of any super intendant. So leaving them with many question marks, we went on to the next....

Also here we sailed around her and check for the best positions for boat landings, after that also here we did a test push, which only resulted in crewmembers with camera's.



.... the Mighty Servant.



As we were getting close to the south end of Shetlands we could see the waves of the Atlantic rolling, breaking and they were pretty big. The moment we start turning onto the Atlantic we were moving forward at dead slow. Just to see how it goes with 5 knots only. Funny thing we thought was that the waves were so high for us but we just went up and down the waves. Other thing for us was that the waves are very long so not bad for us at that time at all. Slowly we increased the speed and kept on experiencing the behavior of the SeaZip 4, just to see how it went.

Moments later we were flying with 24 knots on the Atlantic with confident and no problems at all. It was great fun actually flying with this speed over big Atlantic Ocean rollers with our 25 mtr SeaZip 4 on our way to Scalloway.

At Scalloway we berthed for the night. Next day we received orders to transport 6 passengers from port to the Thialf. Once the passengers were on board we left the Port Scalloway heading towards the Thialf. This was a 3 hours passage dealing with the Atlantic swell. On arrival at the Thialf, we pushed against their second column, a crew basket was lowered by their crane and safely transferred all passengers.





Next was a stand by position, waiting for the Black Marlin to arrive on site. With their arrival on the site they connected their bow with the pre laid anchor. The stern was being controlled by an anchor handling tug (Bylgia). Our job was to transfers personnel between the Thialf and the Black Marlin who had to assist with connecting to the anchor and tug boat.

Once all this was done, the positioning and lifting of the heavy lift started.

The Black Marlin was set at a certain heading with the tugboat. The Thialf approached with DP from her SB side. Once against the Black Marlin mooring lines were made fast, so the Thialf was moored against the Black Marlin.

Then the Big Cranes of the Thialf were placed in correct position and the steel wires from the heavy lifts were hooked in by the crane. Next all lashings were removed and the Thialf started to hoist the heavy lift. Once the lift was free from the Black Marlin all mooring lines were let go and the Thialf proceeded to the Jacket. To get in exact position she operates on DP. Once in position the lift is placed on the jacket. On the Jacket a few personnel checked if all was in position. Our job was to bring these people to the jacket, as the Thialf was approaching.

All and all it was a very interesting experience for SeaZip and for us as crew....

Small boat Small crew Big Projects High quality Large achievements

Capt Fabian van Wijk





SHIP MANAGEMENT

History of the clipper Stad Amsterdam

A sailing trip on the Stad Amsterdam is an unforgettable experience for every tall ship enthusiast. In the nineteenth century, life aboard a clipper was rough. The slim, fast vessels were built for trading non-perishable goods with a high profit margin, such as tea and spices. The ships also transported passengers and post. Competition was severe. To keep the ships profitable in this tough market, crews were cut down in size. Food was often poor, and working conditions harsh. When hoisting sails, all hands formed a line on deck and pulled at the lines. All work on the masts and rigging was manual. Pumps were often manned day and night in order to keep the ever-leaky vessels afloat. Especially when seas were high, or when a ship was poorly maintained, the work was hard.

This age gave birth to the traditional seaman's shanty. These work songs offered some relief during the heavy labour, and they are still performed by choirs at nautical events to this day.

Sailing race: Cutty Sark vs Thermopylae

Trade and the merchant fleet were big stories in the newspapers of their day. In 1872 the world famous tall ship race between the clippers Cutty Sark and Thermopylae took place. The owner of whichever clipper could get a cargo of Chinese tea from Shanghai to London fastest, was entitled to a considerable sum of money. The race was a 'hot topic': a large audience followed every step and all the papers covered it. The Cutty Sark lost her rudder in a severe storm, and completed the trip in 122 days. Thermopylae was seven days faster and therefore won the competition.

The idea...

Once upon a time, fast and agile clippers ruled the waves, quite a few of them Dutch. In the nineteenth century, these then state-of-the-art sailing vessels picked up cargos of Chinese tea and spices. Although its East Indies Trading Company had folded a century before, Holland was still a mighty seafaring nation. Though crews had to work hard under harsh conditions, today we still appreciate the romance and take pride in the history.

Similar thoughts occurred to Frits Goldschmeding, founder of the Randstad employment agency, during Sail Amsterdam in 1995. The audience marvels at the magnificent tall ships, but the Netherlands aren't really represented. He considers this unworthy of an old seafaring nation which gained prominence through its trading mentality. Goldschmeding and the council of Amsterdam work together at a great plan: a beautiful historic clipper, the Stad Amsterdam.

Merchant trading vessel De Amsterdam from 1854 serves as its inspiration. Stad Amsterdam is, however, more than a copy: it has been lovingly hand-crafted, working from plans of authentic nineteenth clipper ships, but also offers the most advanced technology on board.

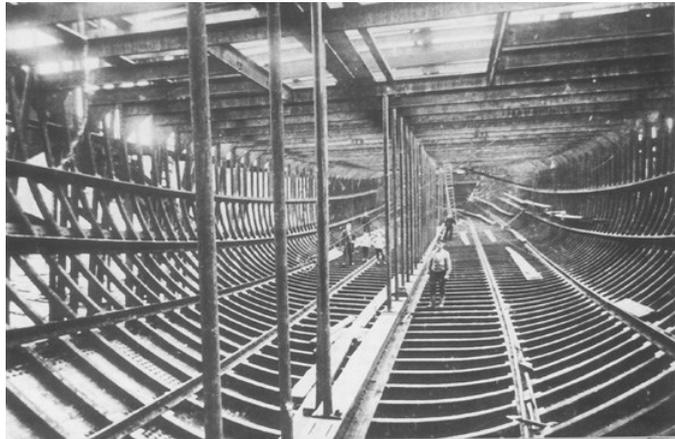




SHIP MANAGEMENT

...the execution

Making plans is all fine, but after that the real work starts. After Goldschmeding and the Amsterdam council completed the financing, the actual work commenced. Shipbuilder and former professional sailing champion Gerard Dijkstra designs a ship that is built for top performance underwater and captivates sailing enthusiasts' hearts and minds above the water line. In December of 1997, work on the steel hull commenced at the Oranjewerf dockyard in Amsterdam. This was completed in December 1998 and the frame moved to the Amsterdam Scheepvaartmuseum, a nautical history museum,



where the rest of the ship was built. Her radiant woodwork, lavish copper trimmings, impressive circular staircase and gracious details all demonstrate modern craftsmanship as well as respect for the magical atmosphere of a Victorian vessel.

Goldschmeding enjoyed the building process and, as is his style, made sure the project offered opportunities to young people leaving school and the unemployed. The chance to work with master craftsmen provided them with a set of skills that would help them find new positions.

...Action!

In 2000 the Clipper Stad Amsterdam is completed. Rita Kok, wife of the then prime minister Wim Kok, christens the ship and the Clipper is presented to the audience for the first time during the Sail Amsterdam 2000 event. Press and public are enthusiastic: at last, Holland had its own historic flagship.

From that point on, things started to happen fast:



In 2001 Stad Amsterdam won the Cutty Sark Tall Ships Race for the first time.

In 2005 she sailed the river IJ as flagship of the Sail Amsterdam event, with Crown Prince Willem Alexander at the helm.

In 2009 the Stad Amsterdam was commissioned by the VPRO national TV network to depart from Plymouth for an eight month voyage commemorating the two hundredth birthday of Charles Darwin, world famous biologist, natural scientist and geologist. From 1831 to 1836 he sailed around the world on board of the Beagle, a journey replicated by the Stad Amsterdam. His theory regarding the evolution of species driven by natural selection was extensively developed during this legendary journey.

As a training vessel and passenger ship Stad Amsterdam takes guests across the world's seas each year. Additionally, she frequently participates in Tall Ships Races and sailing events and is rented for business events.



Clipper "Stad Amsterdam"

30-11-2015 16:00 33°20'N 009°24'W

The world biggest mosque was the last thing visible at the horizon after leaving Casablanca. The Clipper Stad Amsterdam started the yearly ocean crossing to the Caribbean. 552 hour are available till we have to enter Fort de France in Martinique. This means an average speed from around 6 kn for the 3300 mile trip. Once reached the trade winds it will be a piece of cake. Setting once sail and get it twenty days later down again. Nice sunny and warm weather, no gales and a soft ocean swell makes this trip interesting for everybody. All 50 person on board are looking forwards to this adventure. Sail handling, helming, relaxing and a little maintenance will be the main activities for the passengers and crew from eleven different countries. After Christmas the cruise season 2016 will start for the clipper.

Looking back this year I must say we had quite a different year than normal. The 1st of January the shipping company get a new director Evert van Dishoeck. After 11 year sailing on the Stad Amsterdam, captain Richard Slootweg stopped and made space for the former 1st officer Moritz Kuhlenbäumer. There are some changes in the officers ranks too and next year will arrive some fresh wind in the hospitality department.





SHIP MANAGEMENT

After passing the CVE there was a short period without guests on board. A great opportunity to do some sail training with crew only. During this training week near St. John we get the crew so far, that we could recover a MOB in time, without starting the engine. A 3 mast full rigged ship gives so many possibility to manoeuvre with sails and we are grateful that we still may practices this skills. A great highlight in 2015 was the "Sail Amsterdam". Proud and glory owners were present during the Sail-In. As the leading ship of the parade we had the challenge to show the ship in the most beautiful dress, which means all sail set and keep it safe with the parades compulsory speed from ca. 4.5 kt. With a handy trick (a little tuck boat at the stern, slowing us down) we managed to fulfil both requirement's. The "Sail 2015" was a great success for all involved parties. Let's hope that the Dutch people keep the spirit to organize this kind of events also in the future. After a visit in Scandinavian and the Baltic sea, the Clipper "Stad Amsterdam" sailed back to Amsterdam for the yearly maintenance in the shipyard. With new stamped certificates we left begin November the Netherlands. Heading south, towards the sun and nice weather. If you see the ship in a harbour, you're always welcome to have a tour around the ship.

Fair Winds all the time!

Ardi Marser

Captain "Stad Amsterdam"



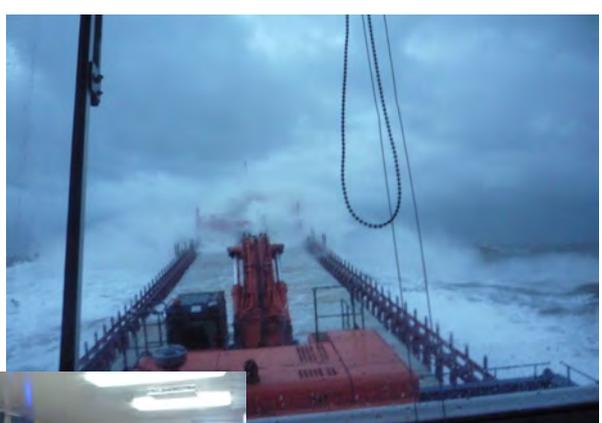
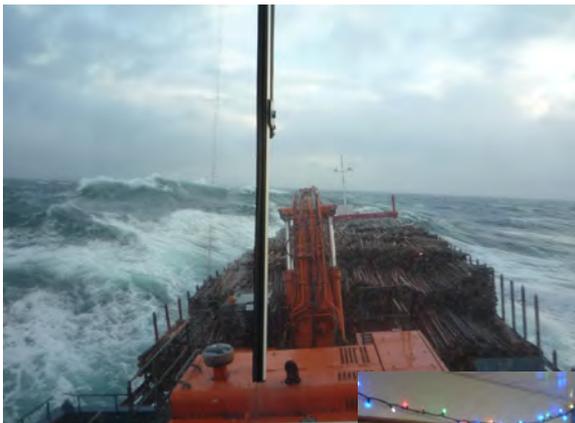
A DREAM OR REAL



New Container-Cruise Ship Sails South Pacific The half container — half ship cruise, Aranui 5, has arrived in Tahiti to begin service. The vessel will be homeported in Papeete, the island nation's capital, and will sail between the Marquesas Archipelago and the Tuamotu atolls of the South Pacific. The vessel was ordered from China by the French Polynesian shipping company Compagnie Maritime Transport Polynésienne. The 3,300 dwt vessel is 126.1 meters (410 feet) long and has a shallow draft of 5.2 meters (17 feet). There is room for 191 containers, loaded by two onboard cranes, and accommodation for up to 254 passengers in 103 cabins. Besides a restaurant (260 seats) and two lounges, there are also two meeting rooms, three bars, a disco, a swimming pool, a shop and rooms for massages and sport. The **Aranui 5** will complete a circuit of 2,200 miles leaving from Papeete and traveling to inhabited islands in the region. It will be the only vessel to serve some very small harbors in the South Pacific including Nuku Hiva, Ua Pou, Hiva Oa, Fatu Hiva, Ua Huka, Rangiroa and Bora Bora. The vessel carries supplies, fuel and other staples to the remote island ports and also receives imports from the islands in the form of dried coconut, citrus and fish. The **Aranui 5** replaces the Aranui 3. The most obvious difference is in the quality of the accommodation. The Aranui 3 looked more like a cargo ship that could carry passengers, rather than **Aranui 5** which was conceived to clearly be half a cruise ship. French Polynesia is divided into five groups of islands: The Society Islands archipelago composed of the Windward Islands and the Leeward Islands, the Tuamotu Archipelago, the Gambier Islands, the Marquesas Islands and the Austral Islands. Among its 118 islands and atolls, 67 are inhabited. Tahiti, located within the Society Islands, is the most populous island and the seat of the capital. **Source: MAREX**



The life on board of a Hagland vessel trading in the Northern waters



*Merry
christmas*



*& prosperous
2016*



APPRENTICE

Fuel consumption research and sailing experience

As a student naval architecture at the Leeuwarden University of Applied Sciences it is not only important to know how to build a ship, but also know how to use them during operation. My intention is to get some knowledge about life at sea and participate in the design of better ships in the future. In the future ships should be more efficient, comfortable, safe and cleaner for the environment. To gain this knowledge there is no other possibility then experience the life as a sailor by myself and sail for a few weeks.

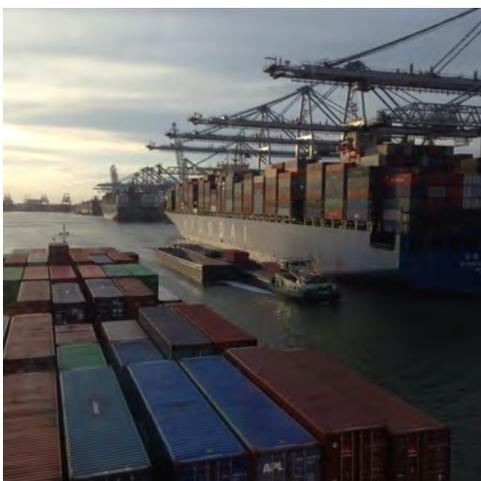


From January 1st 2015 the North Sea, English Channel and the Baltic Sea became SECA (sulphur emission controlled area). This means ships emissions contains no more than 0.1 % sulphur. JR shipping has to deal with this problem, they can choose to fit scrubbers or sail on a fuel containing less sulphur like gas oil. They concluded that scrubbers are out of the question and choose to sail on fuel containing less sulphur. The disadvantage of another fuel is the higher price and they have to refit the fleet to make the fuel switch possible. That mean JR shipping have to save fuel in another way.



During my internship I investigated a ship running in combi-mode to discover the benefits. That means the engine speed is variable and the propeller pitch is variable. The main question is, what is the effect on the fuel consumption when the engine is running in combi-mode? I took some measurements on the Energizer with Capt. E. Pannekoek and on the Ensemble with Capt. B.G.M. Lautenschutz. In the office in Harlingen I processed the results of this investigation and take it into a rapport.

On board of the Energizer— Monday October 20th I came on board of the Energizer at the Maasvlakte Rotterdam for a trip to Aalborg (Denmark) and Goteborg (Sweden) and in the and back to Rotterdam. At 15.15 we left the terminal for a journey to Aalborg (Denmark). We were in a hurry because the weather forecast was bad, next day they predict a storm with a force of 10 Beaufort from the North-West. That Tuesday we had no problems with the storm, because the waves came from stern, so we were lucky because there was not much rolling. During the sailing captain gave me more information about sailing in combi-mode and about the measurements and I tried to discover as much as possible about the vessel.



Wednesday October 22th we arrived in the port of Aalborg approx. 09:30 in de morning and the discharge of the vessel starts. The picture is taken at the moment we enter Limfjord Denmark, it's a very beautiful area. We should stay in Aalborg for one night and leave the next day in the afternoon to Goteborg. This gave me the opportunity to go ashore with some guys of the crew and get some drinks in the bar. The next day we left in the afternoon to Goteborg and arrived late in the evening. The area is very different comparing to Denmark; there are a lot of rocks in the water. On Friday we left Goteborg and sailed back to Rotterdam. On Sunday we arrived back in Rotterdam in the morning. It was a nice trip and I learned a lot of the ship and of the systems on board.

APPRENTICE

On board of the Ensemble— Friday November 14th, this is the day I came on board for a week on the Ensemble to do some measurements of the fuel consumption in combi-mode. The Ensemble has a trade from Rotterdam to Bilbao and across Thamesport back to Rotterdam. We left Rotterdam Shortsea Terminal on midnight to sail to Bilbao. The next day in English Channel we took some measurements sailing in Combi-mode, because it was a very beautiful day and there was no swell and just a small wind, so the conditions for the measurement were almost perfect. On the Biscay the weather changed, we had swell of a few meters entering the vessel from starboard, so the vessel starts to roll. That Monday early in the morning a pilot came on board and we arrived in Bilbao.



They had a nice mountain bike on board I could borrow to discover the area and do some good exercise through the Spanish hills. That day we left Bilbao about midnight, in the port was a lot of swell, but we left the port without any problems. The next day we sailed back on the Bay of Biscay, the weather was unusually for this time of the year. It was very sunny and almost no swell, so I was very lucky. On Wednesday we arrived in London Thamesport, a very busy terminal 'take this with a grain of salt'. There were not much vessels in Thamesport and not much containers ashore. We were the only vessel charging at this terminal. One of the stevedores destroyed some cell guides and wouldn't sign the papers. So Captain stopped the process in the middle of the night approx. 3 O'clock. Next day they started the charging progress again, because the stevedore signed the paper. On Friday November 21st we arrived back in the Rotterdam Shortsea Terminal and I went back to the office.

I learned a lot during this internship and it was a good experience for me. Thanks to the crew of the vessels they were very helpful and also thanks for the people of the office for this educational experience.

Hielke Reitsma



APPRENTICE COENRAAD KEUNING



My name is Coenraad Keuning - 20 years of age and living in Harlingen, The Netherlands. At the 'Friese Poort' College at Leeuwarden I currently follow the education to become ICT manager.

I really enjoy this college and now at second grade I need to do an internship at an approved apprenticeship. After search I ended up at JR Shipping and quite surprised what I had to do here.

At the ICT Department I noticed you need to be all-round. One moment your busy with maintaining monitors and printers and the other moment the ICT specialists fly to the other side of the world to solve issues or perform ICT jobs on board a ship.

What I learn now is how to order standard ICT materials and what to do to prepare them with standard software and hardware before sending to the ship. I also learn how to deal with problems from a distance by means of email and telephone which is quite difficult sometimes to talk about the same. If a problem cannot be solved from a distance I learn now what to investigate before going to the ship by plane or car to solve the problem on the spot.

At office my day starts at 08:30hrs/lt, first with a nice cup of coffee and processing incoming emails. After that I surf around different forums checking news and updates from Microsoft, Apple, etc. to learn and be informed about how the technology grows day by day. I am very curious about how it changes every day.

A project I am focusing on now is to update the JRS social media sites that are in use like Facebook, Twitter and LinkedIn. In this project I work closely with JR Investments to get our social media optimized for the end users.

One day was really great for me because I got the change to visit mv Elite. Maybe not that excited for the colleagues I joined with, but for me actually visiting a ship for the first time in my life, it really was. To me the crew was very friendly and got the change to check the engine room, the engine control room and many more.

Coenraad Keuning



APPRENTICE SARA SCHEFFER

Hello, let me introduce myself - my name is Sara Scheffer and I study naval architecture(*) at the NHL in Leeuwarden. I follow an internship at JR Shipping; the subject of my research is maintenance. I am trying to find possibilities for a ship owner to improve the required maintenance time and costs aboard of a ship.

As daughter of a shipbuilder I know the ins and outs of a shipyard. In a previous internship I worked as a welder at a shipyard in Harlingen. I became one of the guys and I merged in perfectly fine. One of the biggest lessons that I have learned is to just listen to each other in order to have a great collaboration. After all, you need each other to build a ship.

As a naval architect it is important to design and optimize a vessel. A shipbuilder will especially focus on newbuilding, therefore maintenance is not very important. However, a ship owner has to deal with maintenance. During my internship I hope to learn more about oncoming maintenance and designing a ship knowing what maintenance issues will be of great influence.

Kind regards,

Sara Scheffer



(*) Naval architecture — also known as naval engineering, is an engineering discipline dealing with the engineering design process, shipbuilding, maintenance, and operation of marine vessels and structures. Naval architecture involves basic and applied research, design, development, design evaluation and calculations during all stages of the life of a marine vehicle. Preliminary design of the vessel, its detailed design, construction, trials, operation and maintenance, launching and dry-docking are the main activities involved. Ship design calculations are also required for ships being modified (by means of conversion, rebuilding, modernization, or repair). Naval architecture also involves formulation of safety regulations and damage control rules and the approval and certification of ship designs to meet statutory and non-statutory requirements.



**NOORDELIJKE HOGESCHOOL
LEEUWARDEN**



ESPRIT the RUBBER DUCK



For everybody—who like to read a bit more about our fleet multi-purpose vessels adventures the story continues as following.



Many times during our voyages, we receive some questions from Vertom (Dry Cargo Chartering) about possible next cargos. Mostly the questions are about our maximum intake in tons at a certain draught. Occasionally we also receive questions about more specific cargos, and always we do our best to answer as accurate and quick as possible. Despite the answers very often the cargos are passed to other / better suitable vessels at the end due to various reasons. In August 2014 we received the question to check the possibility of loading a “stealth” trimaran Casco for the navy of Mozambique. We answered as usual but we did not really expected that our vessel would be the appointed carrier. How big was the surprise that the voyage was fixed for our vessel at 15th of September 2014.

The trimaran Casco weighted 30 ton, (43.6 by 15.2 meter) and is made of an epoxy composite at a shipyard in La Ciotat, France. And it was the first ready, of three in total to be shipped in a 3 months interval. The Casco needed to be shipped to Cherbourg, where she will be fully equipped and made ready for operation.

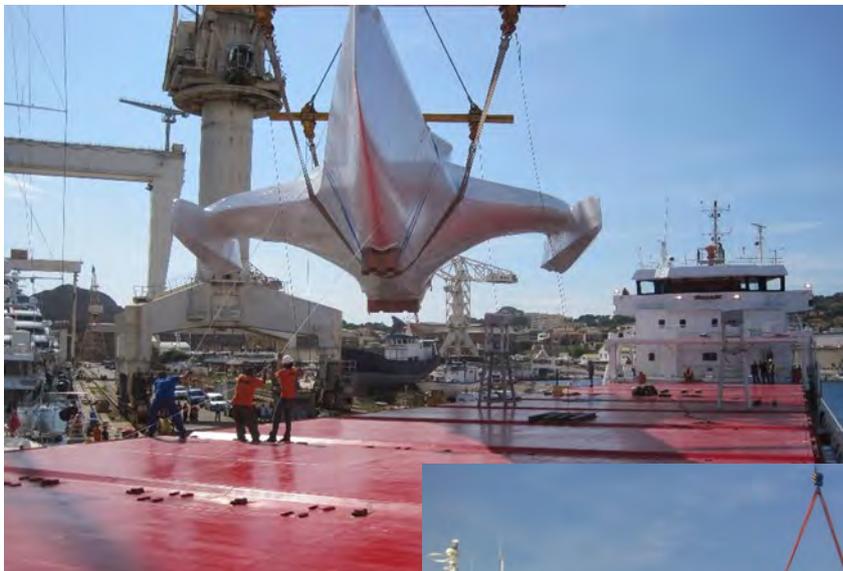
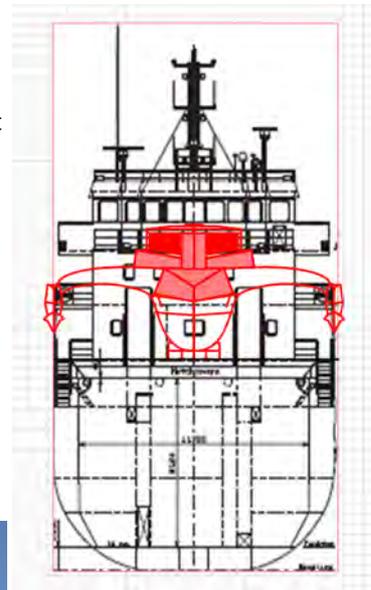


ESPRIT

As this job is out of our routine, we experienced a little excitement. But at the end all went very smooth. By using our common sense, and also combined with a lot of additional knowledge from three surveyors from different interested parties, the trimaran was loaded and lashed to our full satisfaction at the late evening of the 15th of September.

Undersigned was relieved from his responsibilities at the same late evening, as Captain Dmitry Savinov arrived fresh from home. He took the vessel under his command to Cherbourg. The Esprit arrived safely at Cherbourg 23th of September 2014. All in good order, and the trimaran was taken of at the same day.

Captain Ben Lenting



BERMUDA ISLANDER

Review regarding rescue operation in which the Bermuda Islander was involved.

On Friday 17 Oct. 2014 on our way from Hamilton to Salem NJ, we received at 09:15 Lt. Local Time = - 3hrs. UTC, (Capt. duty / sea watch) a distress call on ch. 70 dsc / vhf, checked the position of the distress call and it was an undesignated distress call from a vessel 20 nm from our present position 20nm South of us, start calling the vessel in distress, no reply, we altered course to the distress position and I asked the Ch. Off. come to the bridge for assistance, in the mean time I start calling Bermuda Radio on SSB radio on the 2182 Khz. frequency, but no reply, then I called Bermuda Radio by Satellite phone they reply and we discuss the situation and try to switch over to Radio communication on SSB 2182 Khz. (they were struggling with the radio communication, due the Hurricane Gonzalo was approaching Bermuda and there was a lot of disturbance, but during the whole operations the communication by radio was good no any problems.



A little later I informed JR Office, spoke with QHSE department that we are involved in a rescue operation, also informed the Charterer.

When we get closer to the scene all crew standby for lookout, we prepare in case of the mob boat and the spare cabin, after a while we managed to contact the boat, it was a sailing boat with 2 persons on board a man and a woman (his wife) they were from Germany and the last port was Norfolk Virginia and bound for Bermuda, they want to abandon the yacht named; Troll, due his wife was very sick and weak and getting worse, also he was not able to maneuver anymore his rudder was damaged and he was not able to repair it. in the meantime another vessel gives acknowledge and also proceeding to the scene, she was further away about 40 miles from the distress position, this vessel was a big Gas Tanker BW. Birch, 250 mtrs length.

While proceeding to the scene, I discuss with the crew the possibilities on which way to take the people on board, it was no case we could lower the mob, due a huge swell 5 meters high coming from the South East, Hurricane Gonzalo the center was 300 nm SE from our position, the weather was fine, wind : NW 2-3 Bf. sea: calm, cloudy and a very high swell, due the swell we were rolling heavily and we were not able to lower the mob in this conditions, when we arrived at the scene on 12:15 Lt. I discuss the matter with the man from the sailing boat, the Tanker BW. Birch listen to the conversation between me and the sailing boat on ch. 16 vhf. I discuss the matter with the Capt. of the Tanker, he decided that he will take the people on board, due he is much more bigger so he can give a good lee to the sailing boat and he was fully loaded so according him he was not rolling that much, but that was a mistake / underestimation from the Capt.



BERMUDA ISLANDER

The Capt. of the Tanker discuss with the sailing boat the way he will try to get the people on board , what they did ; they shooting a line to the sailing boat with the line throwing apparatus , the sailing boat catches the line so there was a connection , the Tanker send lines/ropes to the boat , and when the lines were secured to the sailing boat the Tanker start pulling the sailing boat to his lee side by winches , they used the lines like “painter lines “ , with this they were able to keep the sailing boat on a safe distance from the hull of the Tanker , the Tanker rolling also in the very high swell , to me it was clear that it will be very, very difficult to get the people on board , the Tanker has a very high freeboard , at first they lowered the gangway , but later on they heaved up again the gangway , it was too dangerous to use due Tanker and sailing boat rolling heavily , sometimes even the Tanker disappeared behind the high swell.

All the time there was radio traffic with Bermuda radio the ROC. What they did next; they lowered the Pilot Ladder to try to get the people on board by this way, which will be very difficult also , imagine to climb up a pilot ladder on a ship with a high freeboard in normal conditions it’s already something to do , and now you are on a rolling vessel , and the pilot ladder is swinging in and out against the hull , and I was wondering how the sick and weak lady gets up the pilot ladder ? After a while I called the Tanker and asked; all ok ? the Capt. told me that they were struggling to get the people on board but that he keeps trying , there is no other way. after several attempts they managed somehow to get those people on board , for the woman they used a “safety -harness “ and somehow she made it . at 17:00 Lt. the rescue operation was completed , Distress traffic closed and we continue our voyage to Salem, the Tanker continued his voyage to Vlissingen , I spoke with the Capt. and he told me that the people from the sailing boat are fine now and that he will disembark them in Vlissingen which is 9 days to go.

The way the Tanker did it, we couldn’t, we can’t pull a small boat/yacht alongside due we have only a very low freeboard, with this very heavy rolling, by the first wave the yacht will be on our deck (it will be a mass) so this is no option for us , one option is they jump into a life raft if they have one on board and we try to pull them alongside due we have not a high freeboard, it’s more easier to get on board, but still very difficult due we both rolling, the tanker was 250 mtr. long so he could give a better lee, but we are much more smaller, and even the Tanker was struggling. I experienced now that it’s very hard to get people on board on your ship, the conditions were not that bad, there was no gale, weather was fine, only the swell was huge.

Another question, what will happen when you failed in a case like this? Are you to blame? I remember some rescue operation in the Mediterranean sea by the Dutch heavy lift vessel from Jumbo a few years ago? They failed to safe all the people who were in distress, they couldn’t safe all of them, and they went to court, interesting question for insurance department. Fortunately there were no casualties .

Capt. D.J. Veldhuijsen

M/v. Bermuda Islander.



JR MASTER CLASS

JR MasterClass - This autumn we continued the JR MasterClass with the Maritime Institute Willem Barentsz. In November and December, the students embarked on MV Empire, Emotion, Elan, Elite, Elan and OOCL Rauma. JR Shipping is proud to have been able to offer this experience to the students and in this way 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 we hope to interest students in merchant shipping in general and promote JR Shipping as company for trainees.



This year's MasterClass voyages have not been completed yet, but we have already received some feedback from the crew and the students. In general we can say the comments are quite positive. The students seem to enjoy their time onboard and are learning many things in practice. This is exactly the reason they are on board and we thank the crew for their time and effort to make the experience worthwhile.

We would like to share a few pictures, because they say more than words. We think this clearly shows that the students both are learning a lot and are having a good time as well.

OFFICERS DAY ODESSA

On May 21st 2015 JR Shipping organized the JR Officers Day in Odessa—This was the 3rd JR Officers day in Ukraine and after we were forced to cancel the event in 2014, we were happy to be back in a sunny Odessa this year. Again the organization was arranged perfectly by Marlow Odessa and with 30 participants the attendance was even bigger than the previous years. The purpose of this day was to meet with our Ukrainian seafarers, share information, goals and developments. And last but not least to have fun together which gave the day both a social and formal character.



For JR Shipping Harm Mulder (operations manager), Sjoukje Postma (head of QHSE dept.) and Teije Velds (head of crewing dept.) traveled to Odessa. For Marlow Netherlands Bas Mourits was present. And of course the people of Marlow Ukraine office were there and participated during the day. We were met in a welcoming atmosphere. After exchanging the latest developments in both JR Shipping and Marlow Ukraine we had dinner and further prepared for the program for the next day.

We started the JR Officers Day with a short explanation of the program and a group photo. The program started with a presentation by Harm Mulder about the achievements of the last 2 years, the recent developments in the company and the operational goals for the near future. After years of short term crisis management and the search for new business opportunities, we finally had a breakthrough when a German bank requested that we take over the commercial, operational and financial management of the CVs of six container feeders at the start of 2015. With also the delivery of two new built crew tender vessels to Seazip we had a significant extension of our fleet. Although the crisis is still not over and charter rates are still low, we can shift our focus to more growth which is needed for the future of our company. After a coffee break the program continued with the main topic of the day: the JR company culture and how this should lead to a better overall company performance. The message was clear: measured by the present Company

OFFICERS DAY ODESSA

performance index (Paris MoU), JR Shipping is a medium performing company and at the moment the statistics do not indicate improvement, unfortunately. In our opinion, in the near future only shipping companies that deliver an excellent performance and 'score' a minimum of deficiencies will be successful and will have a chance to grow in a

competitive market. Companies who fail, will diminish and eventually disappear.

The JR Seafarers Workgroup (seafarers and office staff) has put its' effort into a plan to improve our company performance.

Main conclusion; we need a stronger company culture that supports our goal to be a high performance company and set clear goals and expectations for all employees, regardless of rank nationality and both for office staff and seafarers.

OFFICERS DAY ODESSA

On June 16th 2015 the annual Officers Day for the Dutch crew of JR Shipping was held—We were happy to welcome almost 20 seafarers to our office. The program was more or less the same as it was for the Ukrainian Seafarers in Odessa. In addition the managing owners gave presented the update about the developments within JR Shipping and Seazip.

After this update the program continued with the main topic of the day: the JR company culture and how this should lead to a better overall company performance. The message was clear: measured by the present PCS index, JR Shipping is a medium performing company and at the moment the statistics do not indicate improvement, unfortunately. In our opinion, in the near future only shipping companies that deliver an excellent performance and 'score' a minimum of deficiencies will be successful and will have a chance to grow in a competitive market. Companies who fail, will diminish and eventually disappear. The JR Seafarers Workgroup (seafarers and office staff) has put its' effort into a plan to improve our company performance. Main conclusion, we need a stronger company culture that supports our goal to be a high performance company and set clear goals and expectations for all employees, regardless of rank nationality and both for office staff and seafarers.

The result of what the JR Seafarers Workgroup has described as the needed company culture, was handed out to all participants. After the lunch break the group was divided into smaller groups and during group meetings the JR Company Culture was discussed in three rounds:

- What is the present company culture?
- Is the company culture, as described by the Workgroup, what we need to improve?
- How can we turn the described company culture from paper into reality?

The question how to improve the working culture and which tools to use. One important issue mentioned here is that everyone should take his own responsibility to this and act accordingly. Giving the right example is probably the most effective. Some other remarks mentioned were:

- Be stricter and carry out controls.
- Act according the desired culture, just do it
- It is difficult to change people who do not want to socialize.
- Talk to each other about expectations because we sometimes forget to realize that everyone is different.
- More positive feedback should be given.
- Repeatedly discuss the subject.

Same as in Odessa, it became clear that company culture is not an easy item to discuss. In general we can say that people recognize the fact that we have to improve. Various reasons were mentioned which were in line with the conclusions of the JR Seafarers Workgroup. People agree with the culture which was described by the workgroup. The question how we can turn the desired culture into reality. On paper it looks like an easy job. In reality we have to deal with sometimes conflicting priorities like commercial/charterers demands, personal safety, maintenance and other operational matters. However, we have to realize it is an important issue which has priority in the coming period to turn it into reality.

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The question remains is how we can turn the desired culture into reality. On paper it looks like an easy job. In reality we have to deal with sometimes conflicting priorities like commercial/charterers demands, personal safety, maintenance and other operational matters. However, we have to realize it is an important issue which has priority in the coming period to turn it into reality.

After an intensive program during the day, we traveled by bus to a bar/restaurant at the Black Sea for an informal closure of the JR day. Certificates of attendance were issued to the participants. The rest of the evening was filled with nice food, drinks, a magician and dance. All together it was an evening to remember. We thank all seafarers for their attendance at Odessa, input and making the JR day 2015 a success. We look forward to continuously working together for a long time and we hope to meet you at a next JR day or of course on board.

All in all we look back to a successful JR day 2015 in Odessa and we already look forward to 2016.

Teije Velds



AN OLD ACQUINTANCE

From JR Captain to Elbe pilot — On September 10th in 2012 I signed off as Captain from M/V Ensemble, this had been my last journey as a Captain in my seagoing career, also for the company JR.

Since the first of October in 2012, I started the education to become a pilot on the river Elbe, and become a member of the Pilot Association, Lotsenbruderschaft Elbe, in Hamburg. Before this all started, lots of things were already arranged, such as introducing myself to the Ministry of Transport and the council of the pilot association and several meetings with representing partners and a tough psychological tests and a health surgery.



After being accepted as an apprentice pilot, I also had to find a place to live in Germany. The town Itzehoe looked nice to me and this place is situated between Hamburg and Brunsbüttel. I spent several days to find a suitable apartment and then had to bring some furniture in there.



Especially in the beginning I experienced it all as very tough and had my doubts if I could succeed, as everything was thought in German of course and we had to study very hard. A whole amount of information was provided which we had to absorb and know! Also the grammar in German writing had to be perfect.

The practical part, which is making journeys as a trainee pilot on ships, for me was more relaxed than the theoretical days. Also helicopter training, a radar course and a simulator course were part of this all.

After 8 months of training, studying and making about 150 journeys, I had to pass an exam in Kiel, this was done by 5 examiners, partly from the pilot association, the government and official parties, and I passed!! This was such a relief and already the next day I started as a pilot category 1, this means ships till 120 meters length.

On the river Elbe there is a lot of traffic with many different types of vessels, such as tugs, coasters, container feeders, general cargo vessels and very large bulk carriers and the enormous large container vessels of 400 meters length!

As a new pilot you have to make a certain amount of voyages until you will get the upgrade to the next level; category 2 which is to ships of 140 meters length, then followed by category 3; ships till max 170 meters length, category 4 till 220 meters, category 5 till 270 meters length, width 42 meters and max draft of 12, 80 meters. As from June this year I reached already category 5, then it will take me 3 more years until I'll reach the status as so called "Vollotse" then I am allowed to pilot any vessel without restrictions.

In between there are still training sessions and courses to keep us updated and skilled.

At the moment I am already allowed to join on the very large container vessels as second pilot, as they have to use 2 pilots, this is quite an experience, on a ship of 366 meters length, (more than 3 football fields together!) over 50 meters wide and a draft of more than 14 meters, plus standing on the bridge at a height of about 50 meters above sea level! All this really made me proud of myself, but I couldn't have done this all without the support of my partner and since October 2013, my lovely wife Jane!!

The period to arrange and achieve all this has been very hard and stressful sometimes and I am very grateful to have nice colleagues, who helped and supported me.

As a pilot, every day is different and you get to meet a lot of people from all over the world. One of the biggest advantages now is the paperwork, which on board of ships has become a job of its own. As a pilot it is just a fracture of what it was as a Captain;-)



AN OLD ACQUINTANCE

Every now and then I have to board a JR vessel as a pilot, or join as a passenger pilot and this pleases me a lot, especially when former colleagues or crew are on board. Recently I joined on the Emotion and when the pilot tender was approaching the vessel, the AB on deck recognized me and shouted "hello Captain", then the AB on the tender replied: "this is your pilot now, not your captain!". It also pleases me to see that the JR vessels are maintained very good compared to other ships that I meet nowadays. In the region where I live now, Schleswig Holstein, life is good and German people are very social and friendly, so all together I am very satisfied with my life now.



They also have the vegetables Grünkohl, or in Dutch boerenkool which is eaten as a separate vegetable with potatoes, but in Holland known as a so called stampot boerenkool, this will remain my favorite in the Dutch way.... With a real unox rookworst!

Wishing all JR personnel and crew all the best.
Best regards,

Gert Rotteveel-Scipio



RENA CLEARED FOR USE AS DIVE SITE

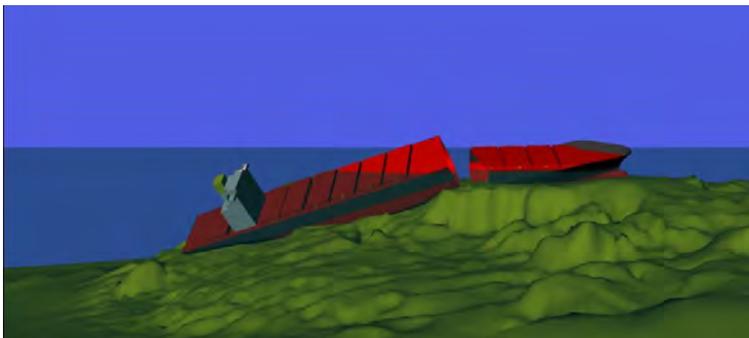
MV Rena was a 3,351 TEU, 236- metre Panamax container ship owned by the Greek shipping company Costamare Inc. through one of its subsidiaries, Daina Shipping Co. The ship was built in 1990 as ZIM America for the Israeli shipping company Zim by Howaldtswerke-Deutsche Werft AG in Kiel, Germany. She was renamed Andaman Sea in 2007 and had sailed under her current name and owner since 2010. Her breadth was 32.2 metres, and fully laden she had a draught of 12 metres. Her gross tonnage was 38,788 (net tonnage 16,454). MV Rena was served by a crew of 20.

On 5 October 2011 the Rena ran aground near Tauranga, New Zealand, resulting in an oil spill. On 8 January 2012 the Rena broke in two after enduring heavy winds and seas overnight. By 10 January the stern section had sunk almost completely.

Now the "Rena" wreck has been cleared for use as a dive site, should the owners and insurer's application to leave the remainder of it on Astrolabe Reef be approved by the Environment Court. The Tauranga commercial diver, wreck explorer and underwater photographer Shane Wasik, who after considering the risks concluded diving the "Rena" will be safer than other New Zealand wreck dives.



People will be able to dive to the wreck if the decision is made to leave it where it is. The hazards of diving the wreck by recreational divers, acting within safe diving practice guidelines and within the limits of their level of experience, were not considered to be significant when compared with other wrecks already in New Zealand. Mitigation measures along with wreck access management procedures, education materials and monitoring – as detailed in the consent application's Wreck Access Plan and Monitoring Plan - will make sure that divers of average experience can explore the wreck in relative safety and the site is left in a responsible manner with more mitigation than other accidental wreck sites in New Zealand currently provide. With the accidental nature of the Rena and challenging environmental conditions at Astrolabe Reef, there are potential risks to divers. The expectation is that divers should already be adequately prepared to dive there.



The "Rena" hasn't been artificially prepared and scuttled as a diving attraction, so will have potential risks common to other accidental wreck sites that recreational divers visit in New Zealand. Since the ship struck the reef an exclusion zone has prevented any recreational diving at the site. The exclusion zone will be lifted and public access restored, as part of the consent proposal.

RENA CLEARED FOR USE AS DIVE SITE



The wreck only occupies a small part of the total reef, so those wishing to explore it and not undertake a wreck dive will still be able to do so once the exclusion zone is lifted. The "Rena" site is the biggest, has the greatest depth range and gives the easiest access to depths exceeding recreational limits of all other New Zealand wreck dives. The wreck site, including debris field, is estimated to be over an area of about 10,000m² and ranges from about one metre at the bow section to 56m in depth at the lowest point of the aft section.

As part of the proposal, a Wreck Access Plan is to be provided which includes measures such as vessel maneuvering arrangements and moorings, safe diving areas, safe boating guides and recommended operating conditions. Implementation of this plan is considered to minimize many of the potential dive safety hazards to recreational divers on the wreck of the Rena, particularly immediately after the exclusion zone is lifted and interest in diving the wreck is likely to be at its highest. The wreck and debris field occupy less than two per cent of the entire area of Astrolabe Reef. Even if the area above the normal 30m maximum recreational diving depth of the reef is considered, the wreck still occupies a very small proportion of the reef. Normal diving exploration of the reef will continue much as it had before the "Rena" grounded. Following the grounding and break-up of the ship, work was done to reduce the bow section to one metre below low tide. What remains of the bow is now in several sections. The proposal is to leave these sections on the reef. Debris field: The proposal is to leave the structural hull parts, equipment, containers and cargo in the debris field surrounding the wreck, following further clearance to remove where practicable: TCCA canisters, aluminium ingots, inorganic material, entanglement and other hazards to a depth of LAT -30m.

Aft Section, including any remaining cargo: Parts of the hull structure of the aft section have broken off and part of the accommodation block has been removed. The proposal is to leave what remains of the aft section including structural material, equipment and cargo still within it, the engine room and accommodation block to the level of D Deck. (Source: Vesseltracker; Photo: Sunlive).





THE FOUNDER OF CONTAINER SHIPPING

This article is placed here in the Enews as it will be on the 4th of May 2016 50 years that the first container vessel "FAIRLAND", arrived in the port of Rotterdam.



The Truck Driver Who Reinvented Shipping— Malcolm P. McLean (1914-2001) hit on an idea to dramatically reduce labor and dock servicing time - Malcolm P. McLean, a truck driver, fundamentally transformed the centuries-old shipping industry, an industry that had long decided that it had no incentive to change. By developing the first safe, reliable, and cost effective approach to transporting containerized cargo, McLean made a contribution to maritime trade so phenomenal that he has been compared to the father of the steam engine, Robert Fulton.



"FAIRLAND" arrived in Rotterdam 04.05.'66

As a youth growing up on a farm in a small town of Maxton, North Carolina, McLean learned early on about the value of hard work and determination: His father was a farmer who also worked as a mail carrier to supplement the family's income. Even so, when young Malcolm graduated from high school in 1931, the country was in the midst of the Depression and further schooling was simply not an option. Pumping gas at a service station near his hometown, McLean saved enough money by 1934 to buy a second-hand truck for \$120. This purchase set McLean on his lifelong career in the transportation industry.



McLean soon began hauling dirt, produce, and other odds and ends for the farming community in Maxton, where reliable transportation was hardly commonplace. Eventually, he purchased five additional trucks and hired a team of drivers, a move that enabled him to get off the road and look for new customers. For the next two years, his business thrived, but when poor economic conditions forced many of his newly won customers to withdraw their contracts, McLean scaled down his operation and got behind the wheel again.



Not just one trailer, or two of them, or five, or a dozen, but hundreds, on one ship.

During this setback in his life, when he almost lost his business, McLean came across the idea that changed his destiny. The year was 1937, and McLean was delivering cotton bales from Fayetteville, North Carolina, to Hoboken, New Jersey. Arriving in Hoboken, McLean was forced to wait hours to unload his truck trailer. He recalled: "I had to wait most of the day to deliver the bales, sitting there in my truck, watching stevedores load other cargo. It struck me that I was looking at a lot of wasted time and money. I watched them take each crate off the truck and slip it

into a sling, which would then lift the crate into the hold of the ship." It would be nineteen years before McLean converted his thought into a business proposition.

For the next decade and a half, Mclean concentrated on his trucking business, and by the early 1950s, with 1,776 trucks and thirty-seven transport terminals along the eastern seaboard, he had built his operation into the largest trucking fleet in the South and the fifth-largest in the country. As the trucking business matured, states adopted a new series of weight restrictions and levying fees. Truck trailers passing through multiple states could be fined for excessively heavy loads. It became a balancing act for truckers to haul as much weight as possible without triggering any fees.



THE FOUNDER OF CONTAINER SHIPPING

McLean knew that there must be a more efficient way to transport cargo, and his thoughts returned to the shipping vessels that ran along the U.S. coastline. He believed "that ships would be a cost effective way around shoreside weight restrictions . . . no tire, no chassis repairs, no drivers, no fuel costs . . . Just the trailer, free of its wheels. Free to be lifted unencumbered. And not just one trailer, or two of them, or five, or a dozen, but hundreds, on one ship." In many ways, McLean's vision was nothing new. As far back as 1929, Seatrain had carried railroad boxcars on its sea vessels to transport goods between New York and Cuba. In addition, it was not uncommon for ships to randomly carry large boxes on board, but no shipping business was dedicated to a systematic process of hauling boxed cargo.



Seeing the feasibility of these types of operations may have inspired McLean to take the concept to a new level. Transporting "containerized cargo" seemed to be a natural, cost-effective extension of his business. McLean initially envisioned his trucking fleet as an integral part of an extended transportation network. Instead of truckers traversing the eastern coastline, a few strategic trucking hubs in the South and North would function as end points, delivering and receiving goods at key port cities. The ship would be responsible for the majority of the travel—leaving the trucks to conduct short, mostly intra-state runs generally immune from levying fees. He needed to convince lots of customers to rely less on his former business, trucking.

With the concept in mind, McLean redesigned truck trailers into two parts—a truck bed on wheels and an independent box trailer, or container. He had not envisioned a Seatrain type of business, in which the boxcar is rolled onto the ship through the power of its own wheels. On the contrary, McLean saw several stackable trailers in the hull of the ship. The trailers would need to be constructed of heavy steel so that they could withstand rough seas and protect their contents. They would also have to be designed without permanent wheel attachments and would have to fit neatly in stacks. McLean patented a steel-reinforced corner-post structure, which allowed the trailers to be gripped for loading from their wheeled platforms and provided the strength needed for stacking.

In a classic effect, increasing the nodes in the network increased the capabilities — and therefore the value — of every other part of the network. The U.S. military's need to supply troops across the Pacific during the Vietnam War also provided a big push for containerization. And it proved the container ship in international rather than just domestic, coastal trade.

About 90 percent of global cargo is now carried by containers. Automobiles are the biggest exception, but thanks to refrigerated containers that plug in to shipboard electrical systems, food is not. The average cost of shipping a product overseas has fallen from 15 percent of retail to less than 1 percent. There's less breakage and theft, but there is a downside. Ports handle more cargo, but there aren't as many jobs for dockworkers. And low-cost goods from overseas have cost millions of jobs in developed economies.

At the same time, McLean acquired the Pan-Atlantic Steamship Company, which was based in Alabama and had shipping and docking rights in prime eastern port cities.



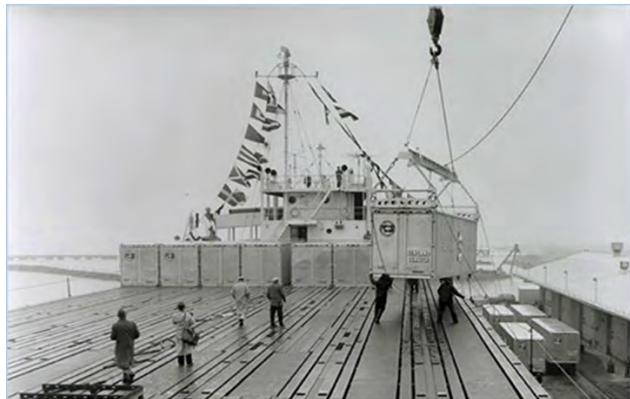
THE FOUNDER OF CONTAINER SHIPPING



Buying Pan-Atlantic for \$7 million, McLean noted that the acquisition would "permit us to proceed immediately with plans for construction of trail-erships to supplement Pan-Atlantic's conventional cargo and passenger operations on the Atlantic and Gulf coasts." He believed that his strong trucking company, combined with newly re-designed cargo ships, would become a formidable force in the transportation industry. Commenting on McLean's controversial business plan, the *Wall Street Journal* reported: "One of the nation's old-

est and sickest industries is embarking on a quiet attempt to cure some of its own ills. The patients are the operators of coastwise and inter coastal ships that carry dry cargoes." The cure, the article noted, was business operators like McLean who were breathing new life into the shipping industry.

Though McLean had resigned from the presidency of McLean Trucking and placed his ownership in trust, seven railroads accused him of violating the Interstate Commerce Act. The accusers attempted to block McLean from "establishing a coastwise sea-trailer transportation service." A section of the Interstate Commerce Act stated that it "was unlawful for anyone to take control or management in a common interest of two or more carriers without getting ICC's approval." Ultimately unable to secure ICC's endorsement, McLean was forced to choose between his ownership of his well-established trucking fleet or a speculative shipping venture. Though he had no experience in the shipping industry, McLean gave up everything he had worked for to bet on inter-modal transportation. He sold his 75 percent interest in McLean Trucking for \$6 million in 1955 and became the owner and president of Pan-Atlantic, which he renamed SeaLand Industries. To achieve the dramatic reductions in labor and dock servicing time, McLean was vigilant about standardiza-



The maiden voyage for McLean's converted oil tanker, the *Ideal X*, carried fifty-eight new box trailers or containers from Port Newark, New Jersey, to Houston in April 1956. Industry followers, railroad authorities, and government officials watched the voyage closely. When the ship docked in Houston, it unloaded the containers onto trailer beds attached to non-McLean owned trucking fleets and its cargo was inspected. The contents were dry and secure. McLean's venture had passed its

first hurdle, yet it was just one of many obstacles that he encountered. He needed to convince lots of customers to rely less on his former business, trucking. McLean also needed to persuade port authorities to redesign their dockyards to accommodate the lifting and storage of trailers, and he needed to rapidly expand the scope of his operations to ensure a steady and reliable revenue stream. Securing new clients proved the least difficult, since McLean's SeaLand service could transport goods at a 25 percent discount off the price of conventional travel, and it eliminated several steps in the transport process. In addition, since McLean's trailers were fully enclosed and secure, they were safe from pilferage and damage, which were considered costs of business in the traditional shipping industry. The safety of McLean's trailers also enabled customers to negotiate lower insurance rates for their cargo.



THE FOUNDER OF CONTAINER SHIPPING

McLean's next challenge was convincing port authorities to redesign their sites to accommodate the new intermodal transport operation. Although he received his first big break with the backing of the New York Port Authority chairman, McLean continued to run into resistance. The tide did not change until the older ports witnessed the financial resurgence of port cities that had adopted containerization. His business got an additional boost when the Port of Oakland, California, invested \$600,000 to build a new container-ship facility in the early 1960s, believing that the new facility would "revolutionize trade with Asia."

The labor savings associated with McLean's intermodal transportation business was a major victory for shippers and port authorities, but it was a huge threat to entrenched dockside unions. The traditional break-bulk process of loading and unloading ships and trucks necessitated huge armies of shore workers. For some ports, the real threat to the industry was not McLean but other modes of transportation that were making ship transport obsolete. By endorsing McLean's business strategy, port officials believed that they were protecting the future of their business. If that meant fewer workers, so be it. They reasoned that it was better to have fewer workers in a prosperous enterprise than many in a declining one.

To achieve the dramatic reductions in labor and dock servicing time, McLean was vigilant about standardization. His efforts to increase efficiency resulted in standardized container designs that were awarded patent protection. Believing that standardization was also the path to overall industry growth, McLean chose to make his patents available by issuing a royalty-free lease to the Industrial Organization for Standardization (ISO). The move toward greater standardization helped broaden the possibilities for intermodal transportation. In less than fifteen years, McLean had built the largest cargo-shipping business in the world. By the end of the 1960s, McLean's SeaLand Industries had twenty-seven thousand trailer-type containers, thirty-six trailer ships, and access to over thirty port cities. With a top market position, SeaLand was an attractive acquisition candidate, and in 1969, R.J. Reynolds purchased the company for \$160 million. When he set out to gamble on his idea of containerized cargo, McLean probably did not realize that he was revolutionizing an industry. McLean's vision gave the shipping industry the jolt that it needed to survive for the next fifty years. By the end of the century, container shipping was transporting approximately 90 percent of the world's trade cargo. Though we have coded McLean as a leader in our research, some of his approaches and characteristics have more of an entrepreneurial flavor.

There is often a fine line between creation and reinvention, and though the lines sometimes blur, we have generally tended to cite individuals as leaders when their innovations help restructure or reinvent an industry rather than create an entirely new one.



When McLean died at his home on the East Side of Manhattan on May 25, 2001, age 87, the U.S. Secretary of Transportation made the following statement:

"I would like to extend my deepest sympathies to the family of Malcom McLean. A true giant, Malcom revolutionized the maritime industry in the 20th century. His idea for modernizing the loading and unloading of ships, which was previously conducted in much the same way the ancient Phoenicians did 3,000 years ago, has resulted in much safer and less-expensive transport of goods, faster delivery, and better service. We owe so much to a man of vision, 'the father of containerization,' Malcom P. McLean."

Norman Y. Mineta, Statement of U.S. Transportation on the Death of Malcom P.

McLean died in relative obscurity, although he was influential in the world's economic growth in the 20th century. In an editorial shortly after his death, Baltimore Sun stated that "he ranks next to Robert Fulton as the greatest revolutionary in the history of maritime trade." Forbes Magazine called McLean "one of the few men who changed the world." On the morning of McLean's funeral, container ships of the company around the world blew their whistles in his honor.

McLean is seen as a visionair.

By Harvard Business School's Anthony J. Mayo and Nitin Nohria.

A SADLY MISSED SILHOUETE ON THE CLYDE

Photo's : Iain Forsyth ©

The **FLYING PHANTOM** was a tug built in 1981 for the Clyde Shipping Company and based in Greenock in Scotland. As a consequence of business take-overs and mergers, by 2001 she was owned by Svitzer Marine Ltd of Middlesbrough, though still based on the Clyde.



Happier times returning to Victoria Harbour Greenock after docking Queen Elizabeth 2 at the Container Base



She sank in the River Clyde at Clydebank on 19 December 2007, with the loss of

Stephen Humphreys (captain), **Robert Cameron** (engineer) and **Eric Blackley** (deckhand) with only **Brian Aitchison** surviving. She was one of three tugs assisting the bulk carrier **Red Jasmine**. On the night of the accident, there was extremely poor visibility, due to heavy fog.

Following the incident the Marine Accident Investigation Branch carried out a full investigation on the accident, and their report was published in September 2008. The MAIB concluded that failings in the safety regime of the harbour authority Clydeport, as well as operational shortcomings by the tug operator, contributed to the capsizing of **FLYING PHANTOM** and the loss of the three crew-members.

Earlier reports that criminal charges had been laid against Clydeport and Svitzer were confirmed on 22 April 2013. In October 2013, Svitzer pleaded guilty to breaching health and safety laws, and was fined £1.7 million. In September 2014 Clydeport was also fined.

The **Phantom** carried four company liveries in her life, **Clyde Shipping Company, Cory Ship Towing, Wijmuller Marine** and lastly **Svitzer Marine**.



*A forlorn sight **Flying Phantom** lying at the top of King George V Dock Glasgow with her top monitor cut away during the salvage operation.*



PERSONNEL FLEET

A banner with the word 'JUBILEE' in large, colorful letters (J, U, B, I, L, E, E) on sticks, set against a white background.

Jubilees—5 years

01-07-2014 – Roelof Kemker
08-10-2014 – David Janse
02-11-2014 – Betty Markenstein
18-12-2014 – Martien Al
01-06-2015 – René van der Pol
07-06-2015 – Eelco van der Heide
01-09-2015 – Marcel Huijser
11-09-2015 – Arend Pannekoek
04-10-2015 – Ylja Lamberts

Jubilees—12,5 years

14-10-2015 – Erica Bijlsma

Jubilees—15 years

01-06-2015 – Arjan Gritter

Birth

Maren Anna, daughter of Eelco and Marianne van der Heide born at October 17, 2015.

Jess Bennet, daughter of Corina van Oosten (Marlow Navigation) born at February 2, 2015.

Elles Kooistra, daughter of Rob and Kim Kooistra born at November 1, 2014

Bradley van Ieperen, son of Ricky Rouss (Marlow Navigation) born at October 25, 2014.

Chiel Slagter, son of Dirk and Marijke Slagter born at September 15, 2014.

Jubilees—10 years

22-07-2014 – Arnoud van den Bos
01-08-2014 – Sjoukje Postma
06-12-2014 – Ben Lenting
14-12-2014 – Richard Stern
14-01-2015 – Wilbert Kluiters
24-02-2015 – Marco Schutte
01-03-2015 – Wouter Zijlstra
01-03-2015 – Gerard Noordstra
31-03-2015 – Sjouke Weima
10-07-2015 – Paul Tebbe
17-07-2015 – Koos Ransdorp
27-07-2015 – Mark van Riessen
22-10-2015 – Onno Hoornweg van Rij
28-11-2015 – Olien Gritter

Marriage

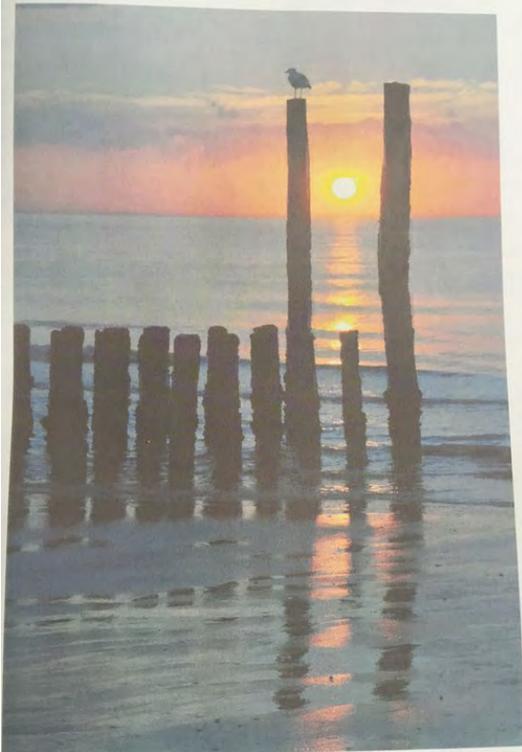
Martijn and Angela Bakx married at May 1, 2015.

Dirk and Marijke Slagter married at June 19, 2015.

Employed

2OFF Wouter van Koppen, July 21, 2015
MAROF Jorrit Prins, April 21, 2015 SeaZip
CPT Bart van Wijk, April 15, 2015 SeaZip
CPT Niels Gort, April 7, 2015 SeaZip
CPT Fred Teuben, March 30, 2015 SeaZip
3ENG Jelle Bartelds, December 15, 2014
3OFF Milan Claassen, September 22, 2014
CPT Fabian van Wijk, September 1, 2014
SeaZip

IN MEMORIAM



Het is goed zo - eindelijk rust

Onze zeeman is niet meer!

Net begonnen aan een lange herstelperiode in Beatrixoord te Haren (Gr.), kwam tot ons grote verdriet in de vroege ochtend van 7 februari 2015 het bericht dat onze broer en zwager

**Adrianus Marinus Heijndijk
Rien**

geheel onverwacht is overleden.

Geboren op 14 augustus 1946 te Purmerend.

Lida en Klaus †
Mar en Cor

Het samenzijn voorafgaande aan de crematie wordt gehouden op zaterdag 14 februari om 13.00 uur in de aula van crematorium Hoorn, Berkhousterweg 26 te Hoorn.

Daarna ontmoeten wij u graag in de ontvangkamer van het crematorium om met elkaar herinneringen te delen.

Correspondentieadres:

M. Heijndijk | Beneluxlaan 473 | 1966 WJ Heemskerk

On the 7th of February my good old friend and colleague of the first hour Rinus made his last voyage. This time the sea was too high. Rinus was straightforward and had a lot of humour. After his retirement in 2006 we stayed in touch and he always asked about the company and its employees. Till the last moment he was loyal to me and his friends.

Rinus I will miss you and your old seaman stories.

Fred de Hoogh



INTRODUCING



Since April 1, 2015 I have been working— at JR Shipping's crewing department as a Crew Manager. My name is Margo van Drooge, born at May 8, 1972 at Harlingen The Netherlands where I still live.

I am a mother of two sons, Lars and Jens Switynk and live together with Sipke Anema, a self-employed welder/welding inspector.

Before I started to work at JR Shipping I was in employment at Unisea Shipping / Focus Ship Management for over 6 years. I have also worked

and lived for several years on board of cargo ships, mv Skylge and MV Ameland. That's why I will regularly be visiting JR ships to get a better insight of how the crews are doing on board.

It will be a while before I know everyone on the ships but I'll certainly do my best and am looking forward to a good cooperation with all of you.

Margo van Drooge



On April 1, 2015 I started with JR shipping - as a technical superintendent. Before I joined JR Shipping I worked for almost 3 years as technical superintendent at Jack-Up Barge in Sliedrecht. This off-shore company offers hydraulic lift platforms with a large crane capacity [300 to 1000 ton] which are used for construction of off-shore wind farms or are employed as accommodation units next to oil drilling or production platforms.

I started my career at Wagenborg Shipping where I worked at sea for about twelve years as maroff,

second and chief engineer. During my work for Wagenborg I have also been active for the off-shore division in Kazakhstan as superintendent for ice breakers/suppliers, tugs and accommodation barges in the North Caspian Sea.

In between, I have worked one year at the coffee factory of Douwe Egberts in Joure. There I was team leader technical management, with a team of about 17 mechanics and work planners we took care of all daily and preventive maintenance of all technical equipment in the factory.

I live in Beetsterzwaag, a nice small village in the middle of Friesland. I have three children who I see every other weekend because I am divorced. In my free time I like to go out on the Frisian lakes with my motor boat. Further I have a road bike and an off-road bike which I do not use as often as I want to, to go cycling in the country side around the place where I live.

I look forward to a nice and long-lasting cooperation within the team of JR Shipping.

Diederik van den Berg



INTRODUCING



Hereby I like to introduce myself - as new/old superintendent at JR.

For all who do not know me yet, I will start from the beginning.

I was born and raised at Sneek, The Netherlands and grew up with water and boats. After high school I was educated as Maritime Officer, specialized as engineer. I studied for one more year and got also my bachelor in Engineering Management in the nice city of Groningen.

Most time spend at sea I was an engineer at Dockwise heavy lifting. It was a great time were I learned a lot. In 2005 I started at JR as engineer, first ship to join was the Encounter, boarding at Cape Town, South-Africa. Some of you will remember that this was not a very successful charter (they got bankrupted). After a second trip I was asked to work at the office temporarily, to set up and introduce the AVECS maintenance system. JR was growing, superintendents needed, so temporarily changed to permanently. At that time I also met a nice girl, and we got married in the summer of 2006. In 2007 our first daughter, Eeke, was born and in 2008 our son Jelle. So at home it was very busy, and not always easy to combine with the unpredictable job of a superintendent.

From 2009 I worked for 3 years at Rederij Doeksen as superintendent. Doeksen sails with ferries on the islands north of Harlingen, Vlieland and Terschelling. At that time also our third child, a daughter named Pieke was born. Doeksen was better for our family live, only maybe a little bit to dull. Something complete new came up the road, and I decided to give it a try as maintenance engineer in the Philips Shaver factory in Drachten. On this plant 2000 people are working, and on the part I worked we made the shaving cap only, 900.000 a week. The only plant of Philips producing shaving heads worldwide with highly specialized technics. I had to get familiar with a total new organization, technics and shaver related technical jargon. It was very interesting and educational period.



After three years at Philips I came in contact with JR again by coincidence, and looking deep in my heart I missed the maritime industry. Since this year also our youngest daughter started school, and live is a bit more easy at home. So the decision to come back was made quickly, after the approval of my wife of course. Now I am working already a half year again at JR with a lot off pleasure. Several things changed and are more professionalized now, but it felt like coming home again. To all it did not met yet, I am looking forward to work with you (again).



Bas Koudenburg

APELLIDO ADONIS

How do you describe the past 10 years working at JR?

Answer: Working at JR for 10 years was great started from A/B lead man to my present position, for every contract on board a new ship it means new colleagues and a new captain, it was a big challenge that sometimes it's quite interesting for me on how to handle and deal to overcome all of this. JR shipping management never turn his back on me for any matters. I needed them in terms of family necessities. This was the reason why I am still with JR for 10 long years. And I will stay as JR crew as long as they need my service.



The strong points of JR?

Answer: For me the strong point of JR shipping, is looking forward to be one of the best in shipping industry, not only for the interest of the company alone, but for the whole system including crew.

The weak point of JR?

Answer: Weak point of JR is that sometimes the management can be overruled by others.

How do you see your role as officer?

Answer: As an officer of JR, I'm doing my job not only based on my job description onboard but also as a role model crew/officer and neutral leader.

How you apply what you learned in your daily work?

Answer: By doing my job as what I planned on that day, with the agreement of the captain and chief officer, and also with using the knowledge of deck crew.

What has motivated you to go sailing?

Answer: Not only because this is what I wanted to be as a seafarer but also for salary. Money to earn to support my family needs and savings for future seek,

What is your biggest frustration?

Answer: I am so frustrated why we always start blaming each other whenever there are things that went wrong onboard the vessel, instead of helping one another to solve the problem. Because onboard we are like one family living under the same roof.

What makes your function optimally onboard?

Answer: Navigation, safety/maintenance officer, and to teach/train any of the crew who wants to learn more onboard. Being able to give safety advise while they perform their daily job.

Describe your most remarkable experience at sea?

Answer: M/V Encounter at Bay of Biscay, weather condition was not with us, all crew helped together to control the flooding of deck workshop, through the good team work the flooding into the workshop was stopped.

What is your personal attention for the near future?

Answer: To be a chief officer of JR shipping.

What would you like to tell your colleagues to learn about?

Answer: To be patient and obey orders willingly with passion to avoid unnecessary mistakes, presence of mind and think safety first. Be a part of a group and if you are in doubt don't hesitate to ask questions. Respect your colleague's opinion and share your thoughts or ideas that could be of improvement something onboard. In this way you might be promoted without asking the help of the captain nor your officer.



To mention:

I am so thankful to Captain A. Van den Bos and Captain A. Gritter, with their great help. I became as what I am now, and to others many to mention. To all crew of JR ships from Captains, Officers and Ratings; Bon Voyage and May GOD guide and bless us all, always!

BIRTHDAYS' ON BOARD MV MEKONG RIVER

Well, attached pictures made on Birth day's Party, 13.06.15, which I promised to send.

We've got unique case to celebrate at once birth days of 3 our crew member. There were 10th, 13th and 14th of June accordingly birth day. So, we decide to make party on 13th.

Before I've got discuss with our Ch. Cook the plan for performance of party, and we decide to purchase in Auckland some sea food(fresh salmon and shrimps, staff for sushi preparations, etc.) to be sure that it's fresh and not a "cat in bag". There is suckling piglet was ordered from local ship chandler in Auckland by occasion.

Actually, in our plan was to make surprise for our birthday's men. It was announced that we going to make an ordinary BBQ. In reality on morning 13th appointed crew start to grill the



suckling piglet and other kind of food. Indeed, the birth day's men were not a blinked and sow how the crew making preparation, but it was real surprise when all crew invited in officer's crew mess for start celebrates of great party, found congratulatory posters, funny furni-

ture. I made small speech with congratulations of our "guilty of celebration", on behalf of JR company, crew and myself wish them all the best in theirs life. At the end, our nice Ch. Cook made great surprise for Birth Day's men – it's a funny birthday's cake. There was awesome! All crew has sing a song "Happy Birth Day to You" and ignite the cake's candles to our gents. Afterwards, we all has seats in officer's crew mess, as one family and



BIRTHDAYS' ON BOARD MV MEKONG RIVER

shear the testy food all together. Luckily, the weather was good and we spent very good time with friendly talks about our families and friends at home. Hope, sometime, there will be opportunity for company to organize some recreation equipment delivery for crew. At the present time, as said during your audit, there is nothing for crew to have an entertainment time on board. It will be other msg with some more pictures, due to big volume of pictures. That is how we manage on board and keep the mood of crew on good level as much as we able. Don't think that this is some extraordinary to be posted in yearly magazine. Believe, that same doing on all vessels where crew living in sense of respect each other with no matter of rank.

Have a safe life and nice time of day!

Capt. Aleks



IN THE NEWS

ISPS: Security vs Safety

An article was found on the web after a vessel was hit by a container fire, stating— “A CARGO ship caught fire while docked at the Manila International Container Terminal in Tondo, Manila on Sunday.....Cruz said it took almost nine hours to stop the fire as responders were unable to immediately penetrate the lower deck, being unfamiliar with the ship. They were even asked by the crew to show IDs first before they could get inside, he added.”

It appears that the Security of the vessel was of a higher priority than the Safety.



SHIP ON FIRE Firefighters battle a fire aboard the container ship MV Cape Moreton at the Manila International Container Terminal in Tondo, Manila, on Saturday. It took nine hours to put out the fire, which reportedly broke out after an explosion in the vessel's cargo hold. No one was reported injured. MARIANNE BERMUDEZ

*<http://newsinfo.inquirer.net/721565/9-hr-fire-hits-cargo-ship-docked-in-manila>

Taken from the IMO Lessons Learned Presentation for Seafarers (FSI20) **COULD THIS HAPPEN TO US???**

Very serious casualty: falling from height during inspection of water ballast tank

What happened?

On board a 37,000 gt containership whilst at sea, the chief officer entered into a water ballast tank for a routine inspection. Before the entry, he measured the tank's atmosphere. He descended through the open manhole into the darkened tank, holding the lit torch in one hand. The bosun stood at the tank access monitoring the chief officer's progress and an AB stood behind the bosun. The chief officer stopped at the fifth or sixth rung of the vertical ladder, almost level with a transverse stringer through which the ladder continued. He took another reading from the gas analyser and informed the bosun that the oxygen level was between 20.8 per cent and 20.9 per cent. The chief officer then stepped to his left onto the stringer. At the same time, the bosun stepped back from the access and started talking to the AB. A few seconds later, there was a loud crashing sound in the tank. The bosun illuminated the tank with his torch and saw the chief officer lying at the bottom of the tank. The officer was recovered and air-lifted to the hospital for medical treatment, but was declared dead before arrival. As the chief officer stepped onto the stringer moments before he fell, it is almost certain that he fell off its un-guarded edge, possibly as a result of slipping on the sludgy coating while holding his torch in one hand and the gas analyser in the other.

Why did it happen?

The precautions taken by the Chief Officer before entry into the tank fell significantly short of the requirements of the vessel's procedures, the expectations of the vessel's managers, and industry best practice. The chief officer did not follow the permit to work system on board for entering into enclosed spaces. The danger of falling during tank inspections had not been recognized or considered as no permits to work aloft were issued for tank entries on board.

What can we learn?

It is important to follow the permit to work system for entering into enclosed spaces on board and that if there is a danger of falling from height, the precautions for working aloft must also be considered.

This article has been published by The Royal Gazette (October 21, 2014 at <http://www.royalgazette.com/article/20141021/NEWS/141029949>)

The Royal Gazette

Bermuda Islander helps in sea rescue of yacht's crew



As Hurricane Gonzalo tore towards the Island - the crew of the Bermuda Islander were involved in a dramatic rescue out at sea.

The container ship had left Bermuda early to avoid the Category 3 hurricane, but changed course to come to the aid of a stricken sailboat.

The yacht, Troll, got into difficulties at around 10am on Friday some 200 miles north west of Bermuda and the two-strong crew wanted to abandon their vessel.

The Bermuda Islander was first to arrive at the yacht's location and relayed valuable data back to the

Bermuda Maritime Operations Centre to help coordinate the rescue.

A second ship, BW Birch, that was on its way from the US to Europe also joined in the operation.

Due to the bad weather conditions the Bermuda Islander was unable to pull up alongside the sailboat.

However, the BW Birch was fully loaded and lower in the water, and was able to come alongside Troll at 2.25pm.

At 4.55pm the uninjured crew members were plucked to safety in winds of force five with a four- to five metre swell.

The BW Birch resumed her journey to Vlissingen, Netherlands with the two rescued sailors, while the Bermuda Islander continued her journey to New Jersey.

Denis Rowe, Chief Maritime Operations Controller, praised the crews of both rescue vessels for their actions.

"The Bermuda Islander and the BW Burch should be commended for their efforts during this very difficult rescue," he said.

"The Islander's ability to find the vessel and relay information was crucial to the co-ordination of the operation. Both ships performed extremely professionally in very tough conditions."



Abandoned Vessel Found in Zakynthos Island

The Hellenic Coast Guard has found an abandoned vessel loaded with cigarettes in Zakynthos island while conducting a regular patrol on Tuesday, December 2nd.

The Palau-flagged vessel *Amaranthus* is believed to have been involved in illegal smuggling of cigarettes as vessel inspection resulted in seizure of considerable quantity of cigarette cartons on board, the coast guard said.



However, it is highly likely that the found vessel is actually the Turkey-flagged vessel *Isik 2*. Namely, documents were found on board referring to *Isik 2*, a name that is also visible on *Amaranthus*' bow under a flawed paint job. The vessel will be towed from the area once the weather permits, the coast guard added. Investigation is underway aimed at determining the whereabouts of the missing crew, believed to be of Ukrainian nationality.

World Maritime News Staff; Image: Hellenic Coast Guard

Introducing Smart Containers

French liner CMA CGM has increased its capital investment in the TRAXENS startup as it strives to introduce the industry's first containers equipped with tracking sensors.

In 2015, TRAXENS, developer of innovative containers monitoring systems, will equip the first CMA CGM containers with its patented technology.



The technology will enable the customers to know in real-time not only a container's position, but also its temperature, the vibrations it will be subjected to, any attempted burglary, the presence of traces of specific substances in the air or even the regulatory status of the cargo.

"With this technology, CMA CGM brings the shipping industry into a new era. In a world where information is key, we are taking a significant step ahead. We will now be able to collect data in real-time, which is equally important to us and to our clients. Containers are becoming "connected devices," said **Elie Zeenny Senior Vice President, Group IT Systems.**

Michel Fallah, Founder and President of TRAXENS said that CMA CGM's support allowed his company to develop a high-valued and unique solution that is attractive to all transport companies.

Two other investment funds – CAAP Création (Crédit Agricole Group) and S.C.R. Provençale et Corse (BPPC Group) – are also part of the initiative.

CMA CGM, third largest shipping company in the world, carries over 12 million containers every year.



WORK IN THE OFFICE

My day at the office — My names is Ylja Lamberts, I live in the beautiful village called Lemmer and live there with my beautiful wife Sylvia and 2 children Amber and Max. In July I will celebrate mine 45 year. Hobbies are diving, computers and reading.

Usually I'm a Captain onboard of one of the JR vessels.

Due to an unfortunate accident during my holiday, I hurt my leg. It was not safe for me to sail on a vessel for this period. Happily somebody at the office had a lot of work and did ask if it was possible to assist them.

Because my next assignment would not be earlier than week 20, I did agree with this question.

The Office, onboard we do think sometimes what the h... they are doing there. Sitting behind computers, little telephoning all day with everybody and drink a lot of coffee.

But during the 4 weeks I worked at the office my thoughts were changing, except the coffee thing ;-).



What you see passing around the tables and hear from Purchasing (because I was sitting opposite of them), I did actually see and hear which kind of trouble they have deal with on a daily basis. With us (the ships) and with the ships handlers on the other side.

At QHSE where I assisted, I did see passing a lot of trouble over the tables from small items to big issues.

There are issues which the most of them aren't necessary, because this is just a solvable item which can be done onboard.

Some points where I really aghast about was, is the money which PSC and Class asking for some simple defect which even can lead to a detention of a vessel. The most things are the rules, onboard we don't like them, and the office needs to send them to the vessels. All the certificates which have to be uploaded in STAR and the monitoring of all expiry dates. Then you hear that on one of the vessels was an accident, so all kind of alarm bells starting to ring. Floris had to arrange a flight to maybe assist the captain in a foreign country. The vessel was lucky because he was on a fix trade and official would come later. Sjoukje had to do the administration side and legal department was on stand-by. Happily vessel wasn't detained but has to check some procedures to avoid similar situations in the future.

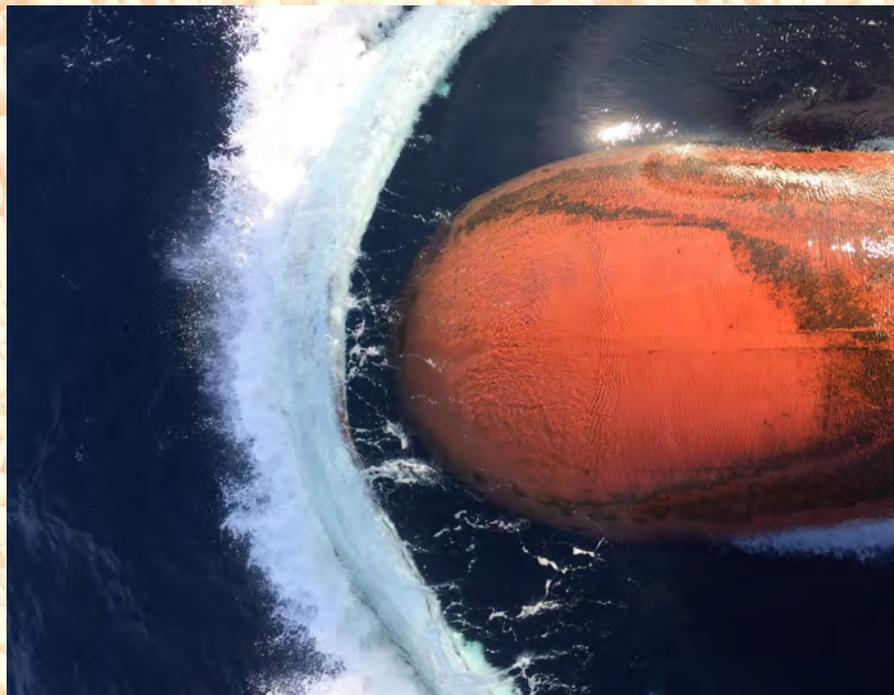
Also with the new 6 "River" vessels with a lot of starting problems. But assistance was coming from these vessels to renew their ISM and procedures to JR standards.

Last but not least it was a very nice experience to see the office from the other side.

Further, let's try to reduce the simple PSC points to a minimum, because a lot of them aren't necessary.

And do not hesitated to ask questions to QHSE even the simple ones.

*Regards,
Ylja Lamberts*





DE LOBBYIST



Lobbyist aan boord—In het dagelijks leven werk ik als public affairs adviseur in Den Haag en adviseer ik de KVNR over de ontwikkelingen in politiek Den Haag en hoe de maritieme sector haar belangen veilig stelt. Dat betekent dat wij scherp in de gaten houden wat er in de Tweede Kamer gebeurt, maar ook pro-actief samen met de KVNR inzetten op concrete dossiers zoals vervuilde bunkerolie en piraterij. Tijdens de jaarvergadering van de KVNR heb ik een tijd met Robert-Jean Dupuis gesproken die mij een beeld gaf hoe een bedrijf als JR Shipping dagelijks te maken heeft met de bovengenoemde zaken. Onder de indruk van deze illustratie stelde ik voor om Tweede Kamerleden eens mee te nemen aan boord en ze vanuit de mond van een reder inzicht te geven in de dagelijkse praktijk. Zelf heb ik meer dan 10 jaar voor een branchevereniging gewerkt en weet ik dat het verhaal vanuit de leden

altijd de meeste impact heeft. Robert-Jean nodigde mij uit om eens mee te varen om dit te ervaren. Omdat ook voor deze adviseur met kinderen het aantal vakantiedagen beperkt is, werd ik uitgenodigd om met de Expansa mee te varen vanuit Moerdijk naar Thamesport. Op woensdagavond 4 maart stapte ik aan boord en werd ik welkom geheten door de bemanning. Mijn voorlaatste maritieme ervaring was aan boord van de Quantum of the Seas, dus dat is nogal een verschil, maar dat had ik verwacht. Het is een no-nonsense schip dat doet waarvoor het gemaakt is.

Een van de bemanningsleden uit De Krim, Oekraïner maar nu Rus, gaf mij een uitgebreide rondleiding inclusief een toelichting op alle veiligheidsuitrusting. Terwijl het schip werd geladen maakte ik kennis met kapitein Mark van Riessen die mij vertelde dat de Expansa vol levensmiddelen heen vaart en leeg weer terug. Dat laatste is omdat de Engelsen meer importeren dan exporteren.

Wat mij als buitenstaander opviel was dat de bemanning ondanks de verschillende nationaliteiten en verschillende contracten toch uitstekend functioneert en iedereen zijn eigen taak heeft aan boord. Vooral de Russische bemanningsleden gaven mij een inzicht in hoe zij het werk in de maritieme sector ervaren. Zij gaven allen op een andere wijze aan erg tevreden te zijn met het contract dat zij hebben met JR Shipping. De kapitein vatte het goed samen: mannen uit deze landen hebben geen bezwaar tegen hard werken, zeuren niet en voeren het werk goed uit.

Extra waardering kreeg ik voor deze heren toen zij mij lieten zien hoe zij de motor onderhouden. Nu schijnt de motor van de Expansa niet de grootste of ingewikkeldste te zijn, maar als niet-technicus kan ik er alleen maar respect voor hebben.

Ik had het genoeg om met uitstekend weer te varen. Dat kwam de nachtrust ten goede. De volgende ochtend was ik onder de indruk van de gigantische windmolenparken op zee. Je weet dat ze er zijn, maar om ze vanaf zee te aanschouwen vond ik erg indrukwekkend en soms surrealistisch. Het is een politiek veel besproken onderwerp en op 25 maart jl. is een belangrijke stap gezet om de verdere ontwikkeling van deze parken in Nederlandse wateren mogelijk te maken. Daarom des te belangrijker om politici ook bewust te maken van de spin-off die dit heeft voor Nederlandse reders.

De aankomst in Thamesport verliep vlekkeloos mede dankzij het werk van de loods aldaar. Er is vaak kritiek op het loodswezen, maar een goede ontwikkeling is dat een kapitein, zoals Mark, de gelegenheid heeft om na een examen zelfstandig de haven binnen te varen.

Een goede zaak die wat mij betreft nog wel wat eenvoudiger kan.

Ik dank JR Shipping voor deze bijzonder leerzame ervaring en kapitein Mark van Riessen voor de gastvrijheid aan boord. Ik heb nog meer respect gekregen voor de maritieme sector en de mensen met vele verschillende nationaliteiten die hier dagelijks hun boterham verdienen.

Pieter Walraven





THE ENGINEER

Here a some common machinist terms explained

- Machine - A mechanical device for the removal of redundant parts of the operator's anatomy. It is fitted with various lethal weapons, known as tools.
- Machinist - A person suffering from the delusion that they control the above machine. Chiefly employed in exhibiting grossly inflated wage packets to non-engineering friends.
- Tool Setter - An interesting animal kept by the management and trained to replace broken tools, etc. Is very docile when deprived of sleep.
- Q.A. Inspector - A survivor of the Spanish Inquisition. His chief function is to weaken the machinist's nerve, thus rendering him easy prey to the machine. This is done by informing him that certain dimensions are oversize and, after adjustment, are then undersize by the same amount.
- Estimator - An illiterate whose mental processes cannot assimilate the fact that there are only 60 minutes in an hour.
- Tool-grinder - Someone who can grind a cutting edge on a tool and leave it in exactly the same state as before.
- Reamer - A device for producing various patterns on a bore surface.
- Tap - like a reamer but much more brittle
- Test Gauge - An instrument made of metal which has the peculiar property of momentary expansion or contraction
- Chargehand - Strict caution to be taken with this individual. From his frequent inquiries as to the number of hours you have worked, it must be assumed he is connected to the Income Tax authorities
- Laborer - This specimen has no ambition, does nothing all day and stays on overtime to finish it. Always missing when wanted. Very obliging a week before Christmas.
- Foreman - Very rarely seen except when you pick up a newspaper or fill in your football coupon
- Wagepacket - delayed action bombshell
- Bonus - Latin name for carrot
- Scrap - See Swarf
- Swarf - Chief product of engineering
- Component - By-product of the manufacture of the above
- Finish - An abstract term used by the Q.A. Inspector and something that is never good enough
- Bolt - A cylindrical piece of metal with a helical screw on the outside that is either under or oversize
- Nut - Something that never fits the above
- Location diameter - A size that is never right and is always produced by another department
- Faulty set-up - An accomplishment always achieved by the opposite shift
- Model - A standard of excellence produced accidentally
- Coolant pump - A device so designed as to deluge the machinist with oil or water when he is not looking



Q: *When does a person decide to become an engineer?*

A: *When he realizes he doesn't have the charisma to be an undertaker.*

Q: *What does an engineer say to a deck officer working ashore?*

A: *"One Big Mac and fries please.....!"*



THE ENGINEER

Top Ten Reasons to Date An Engineer

- 10) They are used to all niters
- 09) They get to learn what all those buttons on your calculator are for
- 08) They are always willing to experiment
- 07) They know how to decrease and increase friction
- 06) They know all about heat transfer
- 05) They do it with more torque
- 04) Engineering couples have better moments
- 4b) They know how to deal with stress and strain
- 03) They know how to test their rigid cantilevers
- 02) "Lubrication, Friction, and Wear" is really a class

and the number one reason to date an engineer....

- 01) They design and build larger erections!

WHY I WANT TO BE A SHIP CAPTAIN* - "I want to be a Ship Captain when I grow up because it's a fun job and easy to do. Captains don't need much school education; they just have to learn numbers so they can read instruments. I guess they should be able to read maps so they won't get lost.

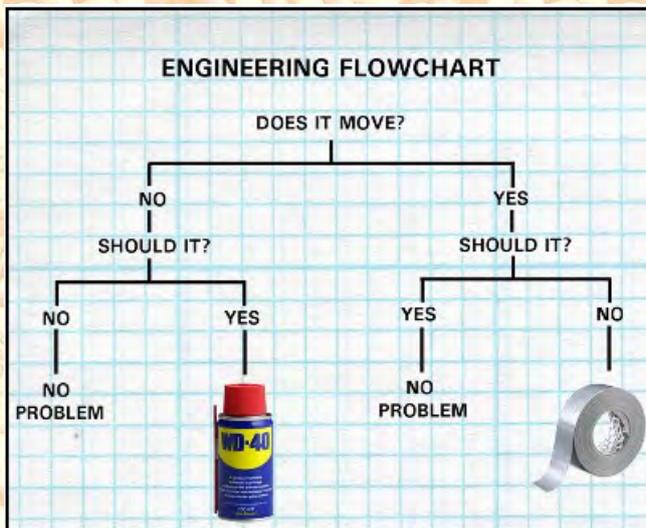
Captains should be brave so they won't be scared if its foggy and they can't see; or if the propeller falls off they should stay calm so they know what to do. Captains have to have eyes to see through the clouds and they can't be afraid of thunder or lightning because they are closer to them than we are.

The salary that Captains make is another thing I like. They make more money than they can spend. This is because most people think captaining ships is dangerous, except captains, because they know how easy it is. There isn't much I don't like, except girls like captains and all the girls want to marry a captain so they always have to chase them away so they won't bother them.

I hope I don't get sea sick because I get car sick and if I get sea sick I could not be a Captain and then I would have to go out and work."

Written by a 10 year old schoolboy: Acknowledgements to the Journal of the AMOU, the IFSMA Newsletter and Bow Wave, Vol. 6, Jan '95, Issue 1

Newton Asked : How To Write 4 In Between 5 ?
1) Medicine students Said : Joke !
2) Science students Said : Impossible !
3) Management students Said : Not Found On The Internet
4) Engineering students Said: "F(IV)E"
.....
Publish This If You're Proud To Be An Engineer !!!



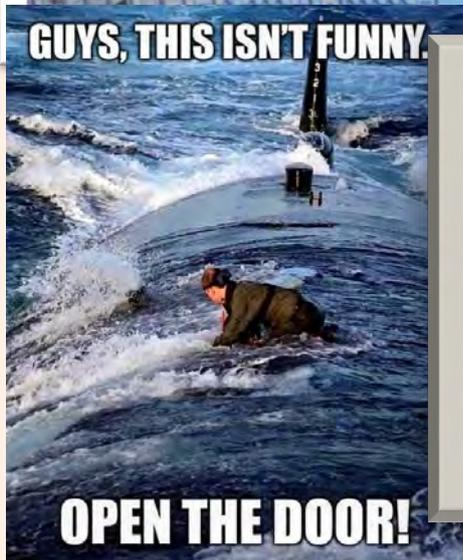
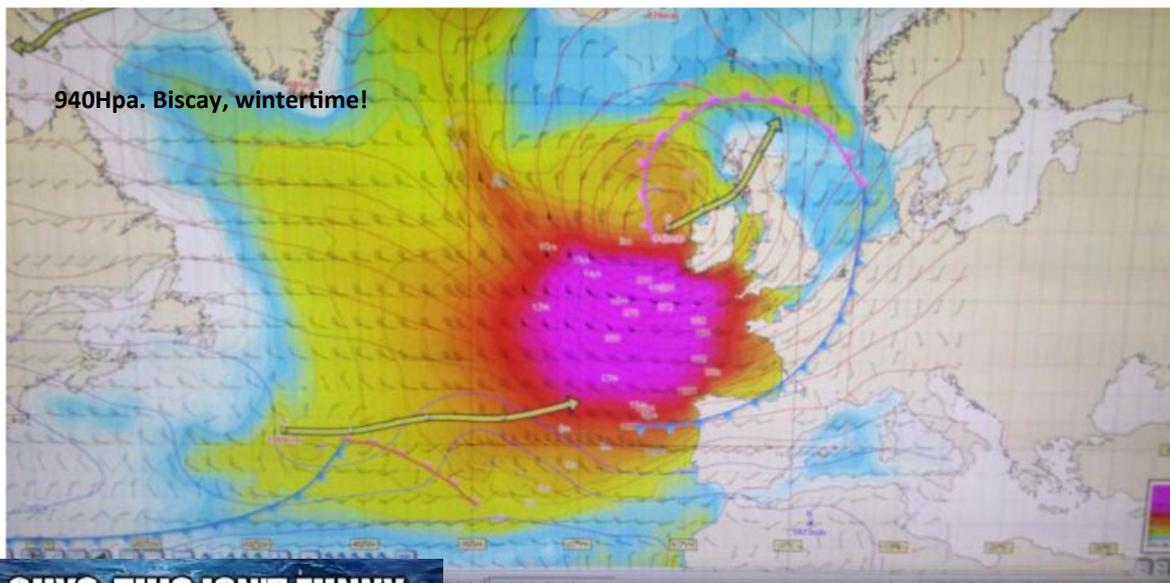
SAILING SCHEDULES TILL 01-11-2015

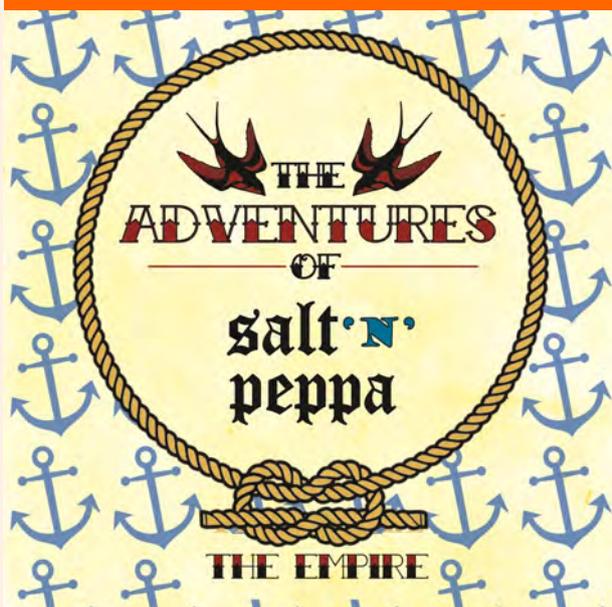


Sailing Schedule

- **Encounter:**
UK—Spain—NL
- **Enforcer:**
Cont—UK—Ireland
- **Energizer:**
UK—Spain—NL
- **Endeavor:**
UK—Spain
- **Ensemble:**
UK—Spain
- **Endurance:**
Rotterdam—Dublin
- **Expansa:**
Moerdijk—Thamseport
- **Elan:**
Hamburg—Rotterdam—Baltic
- **Elite:**
NL —Spain—Portugal
- **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:**
North sea
- **Hagland Captain:**
Norway
- **Hagland Chief:**
Norway
- **Seazip 1:**
North sea—Harlingen
- **Seazip 2:**
North sea— Harlingen
- **Seazip 3:**
North sea— London Array
- **Seazip 4:**
North sea— Luchterduinen
- **Stad Amsterdam:**
Casablanca







HEY! WE ARE SALT N PEPPA AND WE'LL TAKE YOU THROUGH OUR AWESOME ADVENTURE ON MV EMPIRE.



...AND THE ENGINE ROOM. IT WAS INTERESTING AND NOISY



THE CHIEF ENGINEER LET US HAVE A LOOK IN THE CONTROL ROOM.



THE CAPTAIN WAS KIND ENOUGH TO LET US NAVIGATE A PART OF THE TRIP.



WE KEPT A SHARP LOOKOUT IN THE WHEELHOUSE!

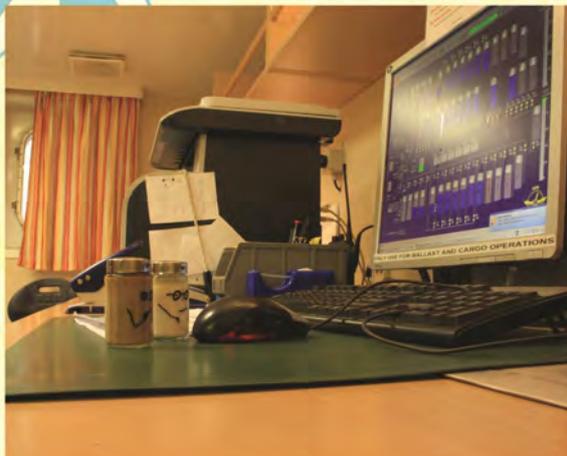


FUN PAGE



**WE TRIED TO CONTACT THE EVOLUTION,
BUT IT WAS WITHOUT SUCCESS.
WE WONDER IF THEY EVEN MISS US.**

**THE BALLASTING PROGRAM LOOKED
VERY COMPLICATED...**



**WE HAD A VERY GOOD TIME WITH THE
CREW OF THE EMPIRE.**



**THE CREW ARRANGED A VERY
COMFORTABLE CABIN FOR US TO
SLEEP IN.**



**BUT WE ARE HAPPY TO GO HOME TO
THE EVOLUTION!**



**LEAVING THE EMPIRE MADE US VERY
SAD...**



FUN PAGE



Our JR Shipping IT department is warning all employees for a persistent virus that unconsciously haunts



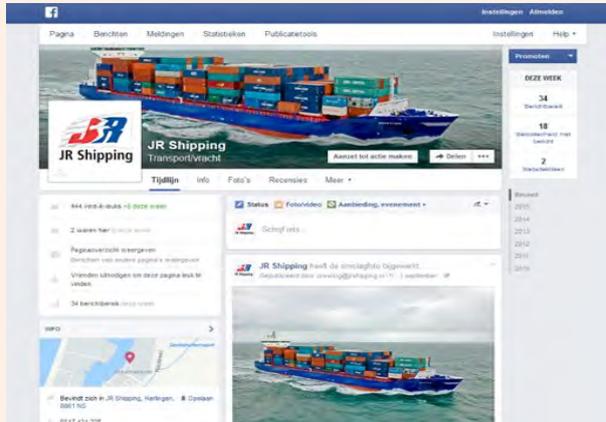
FUN PAGE—PICTURE CONTEST



SOCIAL MEDIA

A few weeks ago we started to update the social media webpages from JR Shipping — our goal was to give it a fresh look, and we wanted to be more active with our partners, colleagues and more.

My first project was to update the **Facebook** page, what I wanted to do was to update the profile picture and the cover photo, I also added a location to the website. If you want to update your status you can tag JRShipping now as your current location if you are near the head office.



Next up was **Twitter**. I had the same goal as the Facebook page, only I had to update the “about” section. Just like the Facebook page, I updated the profile picture and the cover photo.

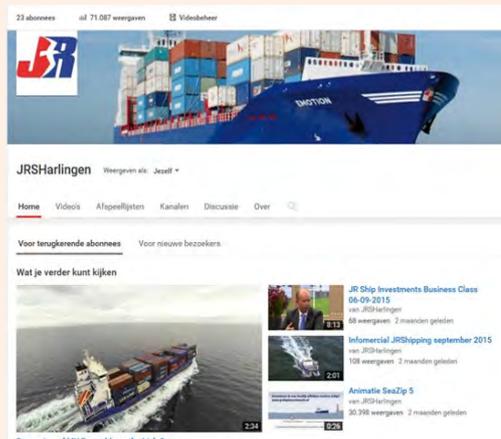


The hardest part was to update the **LinkedIn** page. I had to keep the social links between company and colleagues and had to convert the group page to a company page, at the same time.

I made an advertisements account and administrator accounts in order to maintain the LinkedIn account.



Finally the **YouTube** and **Google+** accounts. For the YouTube account it wasn't that excited to do except for the part where you can upload video's from Ship side.



Come and join us!

Coenraad Keuning

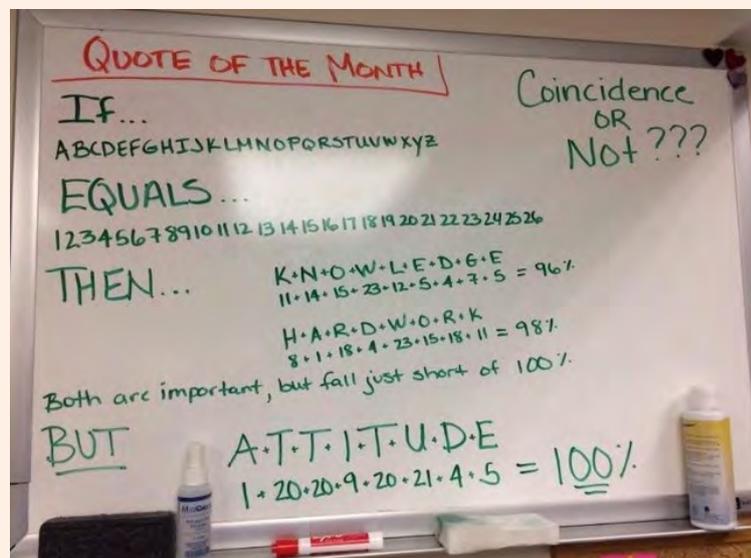


TRUE OR FALSE

Send in your answers—per ship and before 1 Feb 2016, to qhse@jrshipping.nl and win.....!

1. It's okay to defrost perishable uncovered food like frozen chicken and beef on the kitchen counter or in the sink. 
2. Emmanuel "Manny" D. Pacquiao, also known as Pac-Man, is a Philippine world champion boxer who is also a politician. 
3. Safety is only a matter of the Master and the supervising person. 
4. A Material Safety Data Sheet provides you with information about the technical specification of the product and is not about your safety. 
5. The first Classification Society was Lloyd's Register and is started by customers of the Edwards Lloyd's Coffee House. 
6. You must wear safety goggles, gloves, helmets, and safety shoes, on the job if required by policy. 
7. The colour of the starboard navigation light is red. 
8. You must wear hearing protection when the noise level exceeds 85dB(A) and when a space is marked with regardless of the time you are exposed to the noise. 
9. Our container vessels Evolution and Evidence are equipped with 2 main engines. 
10. The latest Port Security Advisory is 3-15. 
11. Painter lines should be used when necessary. Especially when the load is being lifted higher than 2 meter in the air. 

As seen on Social Media



2-SLAG ERVARING?

**HWTK'S MET VOORUITZIENDE
BLIK KIEZEN CARRIÈRE
BIJ JR SHIPPING.**



JR Shipping is een vooruitstrevende rederij. En dus een aantrekkelijke werkgever. Want JR Shipping werkt met de nieuwste schepen en techniek. Een wereld waarin ambitieuze HWTK's zich thuis voelen. Zeker met het oog op de mogelijkheden om carrière te maken. En natuurlijk de gunstige werkschema's. Ontdek onze voorsprong dagelijks via ons nieuwe weblog jrrecruitment.nl. Over vooruitziende blik gesproken!



JR Shipping BV

WWW.JRRECRUITMENT.NL