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WE ARE JR SHIPPING

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COLOFON



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**YOUR SUPPORT, BY SENDING YOUR ADVENTURES & PICTURES, IS WHAT WE
ARE LOOKING FOR**

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FROM THE EDITORS ...

Dear colleagues — the end of another surprising shipping year is nearby. It is clear that the reality of today is not a guarantee for tomorrow. Many visionary are without work as what they predicted the last years did not become reality. Three years ago the oil prices were at a 50 years high and the last two years almost at rock bottom.

When the Panama Canal was opened for bigger tonnage vessels, it was not foreseen that in a few weeks' time a major part of the Panamax fleet was without work and many vessels were already send to yard to be demolished.

The crisis is behind us and the world is changed, it will continuously change and is for sure ... challenging. We, JR Shipping, are constantly monitoring the commercial market and the technical developments. We carefully consider all kind of projects. It is not a secret that our company JR Shipping, where we work for, established itself as a stable company, which we expect is ready for this challenging future. How we, on our fleet and office, can and have to be ready, is explained by our Managing Owner Sander Schakelaar and his staff in this magazine. Realizing that we all, as we all work for JR Shipping, are a kind of family and that, by cooperation, we can be a step ahead of our competitors.

Robert-Jean has been reading a nice article recently from a technical engineering company. They were asked to tell something about the future ... his answer was ***“we do not see or foresee the future, we just make it!”***

This magazine could not made without your support. So if you have any questions or would like to send us your contribution for next year, 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 have taken the liberty to make adjustments. Off course without changing the actual content. Using WeTransfer you can send us up to 2GB data at once. You only need an internet connection.

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

Merry Christmas and a happy new year to you all.



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FOREWORD BY THE MANAGING OWNERS



It is **my honor and pleasure** - to write here for this special edition of the yearly E-News.

In 2000 a new JR Shipping emerged and step by step a strong and proud company was built up. With a diversified fleet of first class vessels and dedicated and professional staff members on board. A strong multi-disciplined organization representing success factors based on which we have been able to build up our group, survived the recent industry crisis and to develop to where we are today.

All those years, we let ourselves be guided by our company's motto, the self-image of what we wanted to represent, being:

'Excellence in short sea shipping'

Which translated in striving for:

- ⇒ Excellent vessels
- ⇒ Offering our clients an excellent performance
- ⇒ For which we need our staff members on board to excel every day
- ⇒ And for which we need an excellent management organization

Let me begin by telling you how proud I am of what we have been able to achieve. Together with our shore based staff members in Holland, together with all ship officers and seamen – either from Holland, the Ukraine, Russia, Philippine or elsewhere – we have built up that strong shipping company that we can all be so proud of.

Looking back and being able to feel good about the past is all very fine, but it is no guarantee for success in the future.

Interesting and challenging times are awaiting for those who have been able to survive the crisis. A new era in which the playing field will change and new rules will apply. New financial and commercial challenges will be immense. Financing for new vessels will only be granted to those shipping companies that offer the market real added value. The industry will require more modern and environmental friendly tonnage that is delivering performances to even higher standards. Not only for the sake of our clients but also meeting all safety and environmental criteria.

JR Shipping Group will survive the crisis and will be here to stay. And so we will meet the challenges of the future. We can only do so by investing in becoming even better in what we already do. Again, we will need to strive for EXCELLENCE!

I am convinced that our work will become more complex and challenging. That goes for my job as managing owner, that goes for my staff members in Harlingen and that certainly applies to you as ships crew. And this is positive. It is motivating.

FOREWORD BY THE MANAGING OWNERS

Though we can be proud of what has been achieved in the past and how we generally perform today, we will all be required to do even better in the future. And there is room for improvement.

For example:

We must maximize the risk awareness amongst our staff members on board and avoid unnecessary accidents. Unfortunately, these accidents still occur.

We must minimize the number of unnecessary deficiencies. In a number of cases, port state control established to many of these deficiencies.

We must minimize the number of unnecessary damage cases. The negative financial impact of these damage cases is too much and it disrupts the performance to our clients.

Our mindset should therefore be that simply doing a good job is not good enough. We want to do an excellent job. In every aspect.

And if we want to strive for EXCELLENCE again, there is one thing we cannot do without and that is the right company culture.

We therefore want to strengthen our company culture further.

Building on the solid foundation of what has already been built up. And building on the great spirit and motivation amongst our staff members working on shore and on our fleet of vessels. Visualizing a clear and bright future with our core values as guiding beacons.

To visualize how our core values are important to all of us, we have produced a video that captures all the values we share and are proud of.

This will be the starting point of a company-wide development program to take us to the next level of performance, both from a company perspective - as well as from your perspective as a professional.

We all want to develop further. Respecting each other, communicating with each other and helping each other to do the right things and to do things right! And - of course - in a way that is more fun and satisfying for everyone.

So, without further due, let's have a look at the way we see ourselves.

I proudly present to you: **We are JR Shipping — Be Excellent**



JR SHIPPING MANAGEMENT BOARD

Jan Reier Arends & Sander Schakelaar

NEWS FROM THE WORKERS COUNCIL

Works Council annual review - The year 2016 is almost finished. Part of us is enjoying their family life and others are sailing the winter waves. This year the continuing process of improving the quality of our work has taken a step further. Within our company a group of both sailing and office colleagues are busy since 2014 developing plans to achieve this goal. The physical results of their work you have seen already: JR work clothing and the movie "We are JR Shipping", and a lot more to come.

As Works Council we are very happy with these developments in the company. Attention for the people will not only improve the quality of the work but also the pleasure and satisfaction we have in doing our work. In our competitive business we have to perform. A few competitors in our market did not manage and were facing bankruptcy. By providing the best service to our charterers we have the best chances to stay in business.

We as Works Council follow the company's policy in a pro-active way. Where possible we try to improve, in various ways, the position of our colleagues and contribute to the success of JR Shipping and SeaZip.

Best regards and all the best for 2017,

Best regards,

The Works Council

*Martien Ab, Dennis Boots
Eelco van der Heide, David Janse
&
Roelof Kemker*





WE ARE JR SHIPPING



Workgroup 'Seafarers' - Why was the Workgroup 'Seafarers' established in 2014? Simply said to reach a high performance for our Vessels and Company and to create a good working Environment for Everybody. In the previous years, many seafarers brought up good ideas and issues which should be changed according their opinion. During visits and talks on board it appeared things could be improved. Port State Control Paris Mou started with ranking. Our company scored medium as many other companies. And some accidents happened which could have been avoided.

It was clear it is complex to reach that high performance. This cannot be achieved easily and is related to many subjects. And above all, it should be done all together and the best way was to ask seafarers who were working on the vessels. They have the knowledge of what was going on and how it could be done or should be done. They already brought up good ideas in the past. So seafarers were asked to join the workgroup and their response to this request was great and the workgroup was established and commenced.



Together it was analysed what is going on, why do things happen what can we do about it. What is our final goal we want to achieve? Without hesitation, all would go for a high performance for the vessels, company and a good working environment.



In the meantime many ideas came up and at this stage step by step these ideas turn into practical things. For instance, to know our culture, what do we expect from each other, good working clothes, etc. Still a lot is going on but needs time and has to be done one at the time.

One important item is to mention that above all it is supported by our Directors who fully understate the process and support

the taskforce to do what we think is right to achieve our goal.

In this respect, after having determined our mutual goal and key factors to work on in order to establish that goal, we found out that it all starts with a major point, which is the company culture. How is the present culture within the group? Is the culture acceptable and recognisable for everyone?

A difficult topic to get a grip on. Together we have managed to determine both culture and the environment in which we finally would like to work and act in order to reach that high performance. Discussing and describing our principal standards and values resulted in a clear description of these key items.





WE ARE JR SHIPPING



The next step was to make every employee aware of this and to make everybody enthusiastic to participate and to motivate colleagues to act accordingly. Therefore, we have started with much excitement, the introduction campaign "WE ARE JR SHIPPING". We have started with the distribution of the film by a digital postcard on board, together with the placement on social media. The film brought up enthusiasm, recognition and pride, as we learned from the first replies so far. Together with other interventions we can conclude that the campaign

made results: enthusiasm and participation. The spirit to reach together for the goal for the best performance is there!

The taskforce expects to need one more year in order to finalize the introduction and set up of continuous monitoring of main values and policies. In the meantime, the other interventions will be conducted during the year. When the goal has been reached, another platform shall be created for continuation.

Looking over the whole process, we can conclude that the reactive attitude has turned into a proactive one. Deficiencies are recognized and dealt with in advance, instead of afterwards. The commitment to the team and colleges is higher on board and at the office than before. The mutual focus to improve processes is strong. Having said that, we all express to be proud to be a part of this success so far!



Sjoukje Postma





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JR Officers days Harlingen and Odessa - in 2016 JR Shipping has organized a total of five JR Officers days in Harlingen (3) and Odessa (2). We look back to 5 successful events in which both seafarers and office staff participated.

Kick off and introduction

The goal of all 5 events was the introduction of our campaign “We are JR Shipping”. This campaign is a result of the Seafarers work group which was established in 2014. The goal of the workgroup was clear: to further increase the performance of our company. This is necessary even though we can be proud of what we have achieved in the past years. Because the shipping industry is changing, we must change and improve too.

Sander Schakelaar (in Odessa) and Jan Reier Arends (in Harlingen) did the kick off of the campaign. In a short speech they stated how important it is to continuously improve our company and strengthen our company culture. After this speech our movie “We are JR Shipping” was shown. In the meantime this movie has also been distributed on board and it is shown to all new employees who join JR Shipping. We were happy to see that many recognize what they saw in the movie and feel inspired by it.



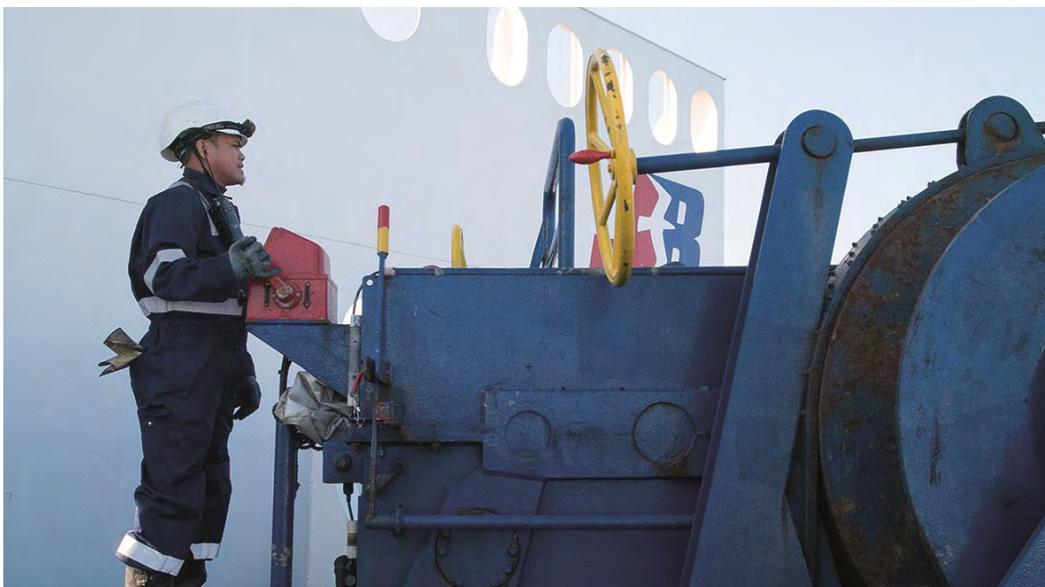
Communication

Key in having a strong company culture is communication. It is important to address each other in a correct and effective way. For that reason we organized a workshop during the JR days about behavior and communication. We are all used to doing training courses that increase our expertise regarding the ‘hard skills’ of our job. Training the soft skills is something we are not so much used to. However, communication is a skill that can contribute to a better performance and better

teamwork in almost any situation. Not just on board, but also on shore and in the cooperation between ship and shore organization

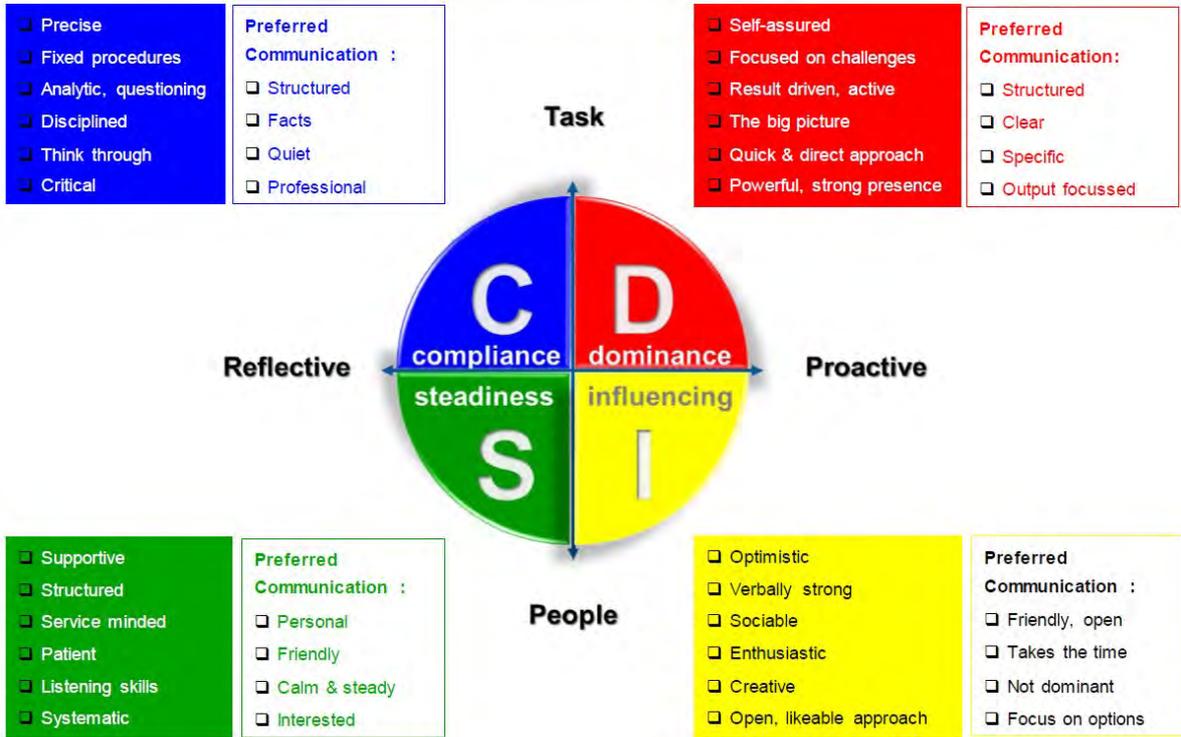
DISC profiles

All participants filled out a questionnaire prior to the JR day. From this a personal report was generated that tells something about communication and behavior preferences of the person concerned. People tend to score high of 2 (and in a few cases 3) colors. This tells something about the preferred way of communicating and also about the way they like to be addressed. See Image 1 and 2. In the workshop we learned to recognize this and to learn how you can be more effective in communication with this knowledge.





DISC features & communication



No right or wrong, just different communication styles

It was emphasized that there is no right or wrong and neither that one behavior style (color) is preferred over another. We have learned that it is important to realize that people have different preferences when it comes to communication. Success is in many cases a result of effective cooperation and communication. This also means failure can come from not communicating effectively rather than somebody is judged as being incompetent.





DISC styles - Do's & Don'ts

Communicate with D



Do's

- Be specific and to-the-point
- Keep it professional
- Be prepared

Don'ts

- Talk about irrelevant things
- Be vague and leave things unspoken
- Appear to be unorganized

Communicate with S



Do's

- Start with a personal remark
- Present your arguments in a friendly manner
- Ask open questions to obtain an opinion

Don'ts

- Get straight to the point
- Be Dominant and demanding
- Push for fast decisions and responses to obtain your goals

Communicate with I



Do's

- Create a friendly environment
- Don't go into too much detail
- Ask questions that give room for feelings, when asking for opinions and comments

Don'ts

- Be too direct, cool and abrupt
- Dominate the conversation
- Only consider facts, figures, alternatives and abstractions

Communicate with C



Do's

- Be well prepared
- Keep a professional approach
- Be accurate and realistic

Don'ts

- Be casual, informal and noisy
- Push too much
- Be unorganized and messy



Practical training — After the theoretical explanation a practical part followed. This was a role play in which the theoretical part was exercised. It was good to see that everybody actively participated and tried to bring the theory into practice. This was not always easy, clearly people had to come out of their comfort zone a few times. But in the end it was useful and constructive. We received positive feedback and people told us they do like to spend time and effort on the subject of communication. Because we spend so much time on 'hard skills' soft skills are a bit neglected even though they are just as important.

We are JR Shipping

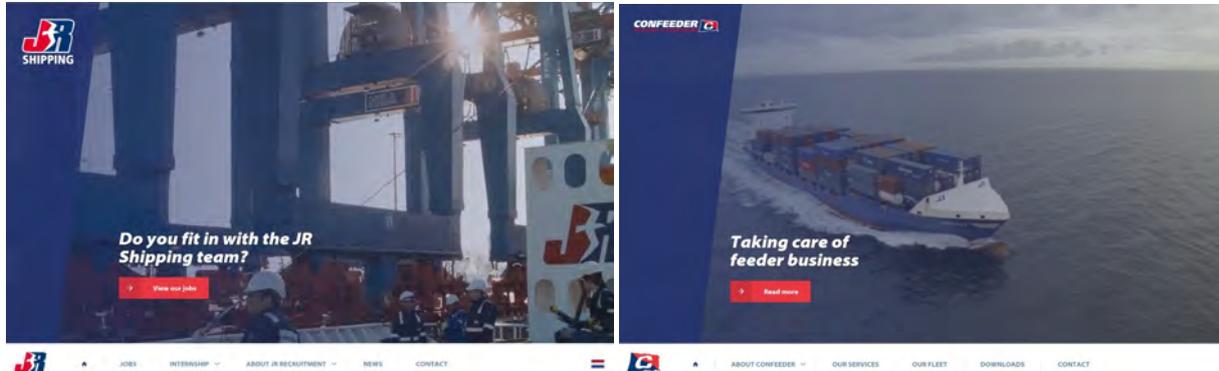
As already stated many times, we can be proud of what we have achieved but we cannot stop to improve our company. Continuous improvement can only be done when we work together as a team: ship and shore, officers and ratings, Dutch, Ukrainian, Russian, Filipino and so on. That is the reason why we have chosen the motto 'We are JR Shipping' and the JR Officers Days were used to introduce this motto and to emphasize the importance of communication in regard to this.

Teije Velds

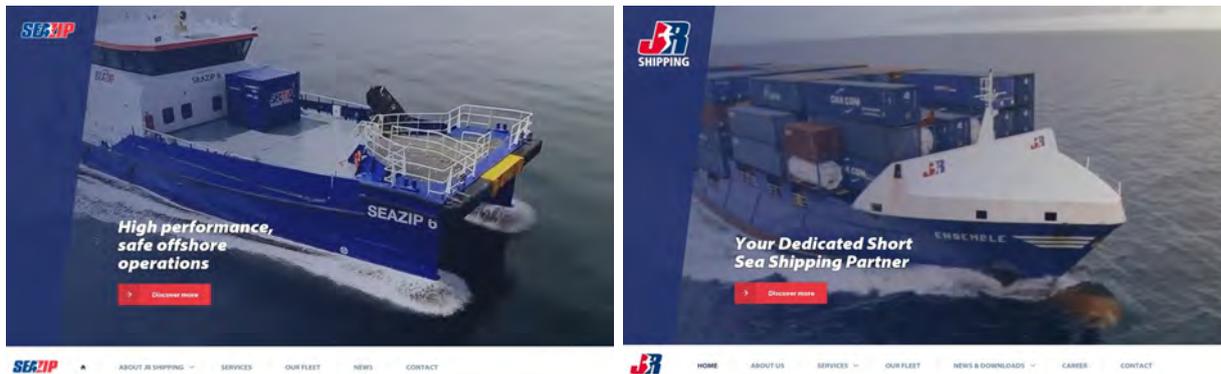


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SOON LIVE! We will keep you informed...



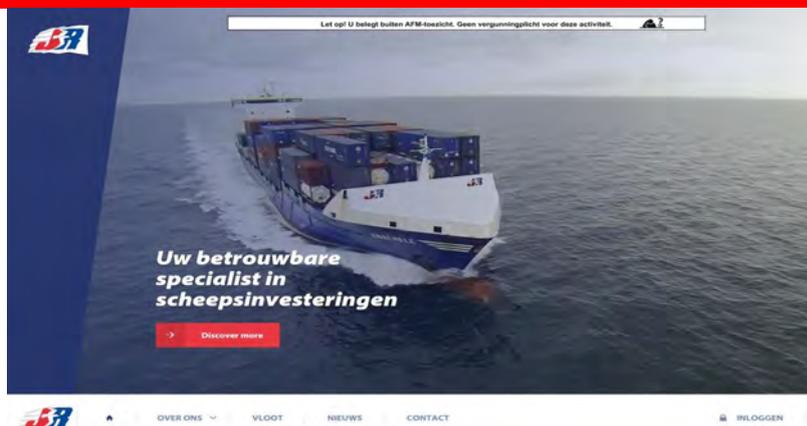
We are together A-team, so we also need your help

Upload your most beautiful, funniest, best pictures of your vessel, view, work aboard or at the office to our new Instagram account www.instagram.com/jrshipping

This Instagram account is also linked to the new website: www.jrshipcrew.com.

We count on your cooperation and commitment to our team! The best 3 pictures in the next three months (January, February and March 2017) will be rewarded with a price for you and your colleagues aboard or at the office.

We are JR Shipping!



Since last publication of E-News in 2015 the shipping world and markets have seen some important developments...



Both in dry cargo and container shipping we have seen takeovers, mergers, new joint ventures, bankruptcies and shifted alliances.

We have seen Hapag Lloyd announcing their intended take-over of United Arab Shipping Company, we have seen CMA CGM snapping up OPDR and NOL/APL, while COSCO has teamed up with China Shipping Lines into CCL and very recently we also noted the intended merger of K-Line- MOL and NYK into one big Japanese joint venture.

Old vessel-sharing and slot-sharing Alliances are broken up and new Alliances are formed leading to new schedules and trade patterns. Very soon the major deep-sea trade lanes will be dominated by 3 new alliances which will be called **Ocean Alliance** (CMA, CCL, OOCL and Evergreen), **The Alliance** (Hapag Lloyd-UASC, MOL-NYK-KLINE and Yang Ming) and **2M** (Maersk and MSC). This last mentioned alliance will probably be joined by the now largest Korean operator Hyundai Merchant Marine provided HMM succeeds to overcome its financial problems. Outsider Hamburg Süd has not been nominated so far to join any to the Alliances while Israeli shipping company ZIM is expected to sell their entire global shipping network in order to concentrate on the regional (Mediterranean) container trade.



Missing from the above list of course is **Hanjin Shipping Company**, the once biggest Korean operator that, faced with a debt of USD 5,7 Billion (!) had to file for court receivership in September this year. The collapse of Hanjin Shipping caused a total chaos in import and export traffic while many of their 140 operated vessels were stopped at sea and not allowed to enter ports or even when in port were not discharged by terminals until some \$100 million was finally released by the Hanjin Group shareholders in order to put ports and terminals in funds to accommodate and discharge the vessels. Export and import stacks were piling up and cargoes, worth millions of dollars, were stuck on board the Hanjin

vessels and did not reach their receivers in time but were discharged in a few selected ports instead. Export bookings were rolled over to competitor shipping lines resulting in a sudden very sharp (but also very temporary) increase in freight rates.

For the deep-sea charter market the collapse of Hanjin Shipping did not do much good either. Many of the chartered vessels were redelivered to their owners to become idle in a market that already was suffering from the lowest charter rates since the crisis of 2009.

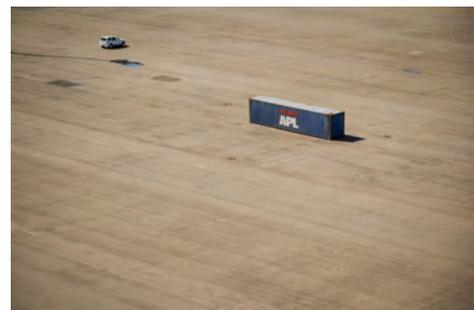


The opening of the **expanded Panama Canal in June 2016** enables vessels up to 14.000 TEU to pass the locks whereas the limit for passing the Panama Canal used to be with vessels having a max capacity of around 5000TEU. This caused further pressure on these former Panamax vessels which saw their charter rates go down to unsustainable low levels of just above USD 4000 today. Although the actual massive scrapping of this “old” Panamax tonnage should bring some relieve to this embattled sector, the ongoing ordering and launching of new and bigger vessels will not easily allow the ocean freight rates (and charter rates) to go up to more acceptable levels.

On the positive side this year there was the SOLAS implementation of the VGM, the **Verified Gross Mass** of loaded containers, the use of which should finally bring an end to the ever existing doubts of seaman about the exact weights that *‘those charterers are loading onto your good vessel’* and which should be a big worldwide contribution to the safety of vessels and crew at sea.

Whereas the implementation of the VGM can be considered the only positive note for deep-sea container shipping during this last year the North European short sea container segment initially noted another positive development. Whereas the charter rates in deep-sea shipping plummeted to an almost all-time low in 2016, the increase in charter rates for our dedicated shortsea container vessels continued to increase further during the first half 2016, which showed again the independent and different structure of these two charter markets. Of course an increase in freight rates for deep-sea haulage would certainly be beneficial for the charter rates in short sea feeder shipping, but the current low levels paid for deep-sea container transport do not have the same huge impact on the European short sea trade as it has for deep-sea shipping. Major reason of course is that a structural part of the modern dedicated continental feeder tonnage is employed by short sea operators for local door-to-door transport which does not have any involvement in feeding or transshipping of deep-sea cargoes at all.

During the summer of 2016 the charter rates for container feeder vessels stopped increasing and finally fell down to levels last seen in the 2015. Although this was not a nice development the downfall of short sea charter rates was much lower than those for deep-sea tonnage. While the overcapacity of tonnage in deep-sea trade still continues to grow year by year due to the huge number of new builds still on order, the supply side for feeder tonnage has hardly seen any newcomers. Fact is that the downfall of feeder charter rates in 2016 was only caused by 2 global operators that unexpectedly redelivered a considerable number of feeder vessels to their owners, causing a massive panic and disruption to the market.





CMA CGM, one of the biggest takers of feeder vessels, unexpectedly tendered redelivery notice for almost all their chartered feeder tonnage with the purpose to save costs by outsourcing all their feedering activities to dedicated independent short sea operators like Unifeeder and Xpress Containers (Sea consortium). Coincidentally at the very same time operator Hapag Lloyd decided to redeliver dedicated Baltic feeder tonnage to their owners in order to partly replace the vessels by cheap own tonnage; old and big inefficient 2500TEU ice class vessels that were getting redundant in their Canadian ice service. Although from a cost saving perspective, both moves soon turned out to be not very successful; it did cause major harm to the short sea market which suddenly saw a rapidly growing number of idle tonnage around the Continent.

Characteristic for the difference between the (continental) short-sea and deep-sea market however is the positive fact that today, almost 5 months after this “collapse” almost all idle tonnage at the continent found employment again, at considerable lower rates than were fixed during the first half of this year. Although CMA GCM said to quit short sea trade they were found to be snapping up much of the idle tonnage through their recently acquired short-sea branch OPDR, and same was practised by their other short sea-arm MacAndrews. Saving massive costs by outsourcing CMA CGM’ feeder activities simply appeared to be impossible since the exceptionally low freight rates proposed by CMA CGM to the feeder operators appeared to be just too unattractive for them to accept.

More than ever this year the contrast between the dedicated Continental short sea market and the global container shipping market was displayed. Despite the stall turn in charter rates for feeder tonnage at the Continent it was clearly shown again that efficient short sea transport requires dedicated tonnage which has its own market factors and its own rate levels. It will be very interesting to see what decisions the newly formed joint-ventures and Alliances will take in the next year with regard to the arrangements for transshipping their deep-sea cargoes. Will they decide to outsource their feedering activities again or will these shipping-majors jointly enter the feeder-market and take up the short sea transports themselves? Whatever they will decide interesting times are ahead!

Marcel Huijser



JR Ship Investments - Is a subsidiary company of JR Shipping Group. 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.

In 2015, in its role of bond issuance expert and fund manager, JR Ship Investments already provided arguable added value during the River vessel project. In the face of its disappointing outcome for the investors, contacts remained respectful, information sessions proceeded positively and damage to the reputations of the bank and the sector was kept to a minimum. Many partners have revealed that they do not rule out investments in shipping projects in the future.

As the fund manager, JR Ship Investments of course also maintains contacts with investors who have interests in JR Shipping's own fleet. The shipping group has retained over three thousand more or less regular investors - limited partners; through thick and thin. The confidence shown by these investors was crucial when measures were taken to see the JR Shipping fleet through the crisis.

Investors in shipping projects, including JR Shipping's limited partners, had to accept heavy losses. Because of transparent information and communication and commitment to the course steered by the shipping company, investor confidence remained unaffected. This was convincingly shown in 2015. Spread over the year, there were four issuances, namely the issuances of participations in four new SeaZip offshore service vessels which are deployed for providing transport services in the interest of wind farms at sea. As recently as early 2016, investing partners of the shipping group cast an unparalleled vote of confidence. In record time, €2,490,000 in JR Shipping Bonds were placed. Such confidence is critical for future projects which require dynamism and resilience built on a solid financial foundation.

Eelco van der Heide





SeaZip 6 is working at the Wiking Offshore Farm -located 20NM North East of Rugen, Germany. The port of operation is Sassnitz. The wind farm is still under construction, SeaZip 6 is with four marine crew deployed for 24/7 and is supporting cable installation.

The main work of SeaZip 6 is to bring tower teams (cable pulling or Mobilization or Demobilization) back and forth to the Jackets. Besides this the SeaZip 6 is doing personnel and cargo transfers back and forth Project Vessels or the Substation 24/7. Occasionally we are also shuttling between the shore and the offshore-site for crew changes.



Although we are again working for another customer the funny side of starting on a new project is that it is always nice to be reunited with some buddies you have met on previous projects. During times off we try to keep up with the SeaZip traditions like playing the guitar or PlayStation and Monopoly.

Kind regard,
Captain,

Fred Teaben





An offshore wind farm jack-up barge - has capsized off the coast of Denmark one week after running aground in a separate incident.

A2SEA has confirmed that its jack-up *Sea Worker* capsized overnight Tuesday due to harsh weather. As of Wednesday morning no pollution had been detected from the vessel. The offshore wind service provider said focus remains on preventing any oils or fuels from leaking from the vessel. The company has the vessels *Esvagt Connector* and *Emile Robin* on-site and following the situation. Also the pollution control vessel *Gunnar Seidenfaden* is on standby in the Port of Hvide Sande and ready to respond if needed.

A2SEA added that the next step is the removal of all oil and fuels from the jack-up as soon as weather permits. The capsizing comes exactly one week after the *Sea Worker* ran aground off the coast of Nymindegab, south of Hvide Sande, after breaking free from a tug during a transit to Esbjerg. In that incident, all workers were evacuated by a lifeboat without injury.

It is unclear if today's capsizing is at all related to last week's grounding.

Rig removal in progress — the work to remove the "Sea Worker" by the Dutch company DISA is progressing, but it will only complete in spring 2017. Since late August salvors really got things moving, and the work is now in full using the calm late summer weather which is a key condition for the work. Actually salvors are removing parts from "Sea Worker" and right now working to remove portions of the accommodation unit that has fallen off and was resting on the bottom next to the wreck as well as the crane boom, also located on the seabed. Currently on scene are the British work boat "Walsa Lass", 255 gt (IMO:9633812), the Dutch crane ship "Cormorant", 1505 gt (IMO: 7328073), which has been called from Terneuzen and was fitted out at Esbjerg from Aug 26 until Sep 5, the British work boat "Voe Earl", 200 gt (IMO: 9639983), the salvage ship "Offshore Beaver", 856 gt (IMO: 8918564), and the guard ship "SeaZip 4".





SHIP MANAGEMENT

Clipper “Stad Amsterdam” & JR Shipping, teamwork — the Clipper Stad Amsterdam started her 17th sailing season last summer and has made numerous wonderful and challenging international sailing trips before she started her 17th season. Many guests and passengers have been on board and have enjoyed her beautiful ambiance when she is under sail, having a cocktail on deck during sunset or when dining while she was at anchor. All this can be experienced during a luxurious cruise or during one of the business events that the Stad Amsterdam can be chartered for. During Sail Amsterdam 2015 the Stad Amsterdam had the honor to be the Flagship of the event for the fourth time. In that same year the Clipper Stad Amsterdam celebrated her 15th anniversary. The Stad Amsterdam has experienced many highlights in her 15 year existence of which the “Beagle”-voyage was one of the most special challenges. The Stad Amsterdam has sailed the route of Mr. Darwin completely and is beautifully documented in a documentary by the Dutch Television Company VPRO. This documentary was broadcasted in 7 episodes on the Dutch Television in 2009.



The annual sailing program consists of a variety of voyages. From beautiful luxurious cruises in the Caribbean to adventurous sailing trips and a training voyages for the Oman Navy. Besides the sailing trips and voyages the Stad Amsterdam can be chartered for in port business events, team training and meetings.

The owners of the Clipper Stad Amsterdam, the city of Amsterdam and Randstad, use the Stad Amsterdam for their Public Relations activities not only in the Netherlands but worldwide like the United States and the countries around the Mediterranean. The Stad Amsterdam can also be chartered by other customers as a hospitality ship for their business activities.



Also this year the Stad Amsterdam has visited the Caribbean, the east coast of the United States and the Mediterranean. At the beginning of August this year the Stad Amsterdam was part in the “Gay Pride” in Amsterdam and the “Olympic Experience” in Scheveningen. For 2018 the sailing programme will lead the Stad Amsterdam through the Panama Canal, the West Coast of the United States and we plan the Stad Amsterdam to be present during the finishing stage of the Volvo Ocean Race in Scheveningen.

The cooperation between the Stad Amsterdam and JR Shipping is already in her fourth year. JR Shipping provides technical support and support for the ISM/ISPS and MLC management systems of both the Stad Amsterdam and the Rederij Clipper Stad Amsterdam. Cooperation between the three has always been good and forms a solid basis for the future. The Stad Amsterdam and the Rederij Clipper Stad Amsterdam value the relationship with JR Shipping and the dedication of the JR Shipping staff to support the execution of the world wide sailing programme in such a way that continuity is guaranteed. The specific regulations, such as the US Hygiene regulations and additional Safety regulations for a Passenger vessel like the Stad Amsterdam make it a challenging vessel to support. Together we assure that the Stad Amsterdam is now, and will be in the future, able to execute a worldwide sailing programme where continuous improvement is paramount.



SHIP MANAGEMENT



30 November 2015 16:00 33°20'N 009°24'W¹

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

persons 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 Kuhlensäumer. There are some changes in the officers ranks too and next year will arrive some fresh wind in the hospitality department.

After passing the CVE 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. 4.5kts. 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 hoop that the Dutch people keep the spirit to organise 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, your always welcome to have tour around the ship.

Fair Winds all the time!

Andi Manser

Captain "Stad Amsterdam"

¹This article was intended to be published in the E-News 2015 "Christmas Edition", however it did not make it to the printed version. The editors find it appropriate to publish it in this edition.



Press release:

Vessel purchase and flag changes for Hagland Shipping - 27 May 2016 Hagland Shipping announced that day that it has agreed to purchase "Hagland Captain". The vessel was built in India in 2012, and has since then been chartered from a Dutch company to Hagland Shipping. JR Shipping managed the vessel from new building till the delivery to the new owners.

The announcement was made during an informal ceremony regarding the flag change of the vessel "Hagland Bona", while she was discharging cargo at FMC Biopolymer's facility at Vormedal just outside Haugesund. The flag change follows recent changes in regulation for The Norwegian International Ship Register (NIS), which among other things allow NIS-registered vessels to sail between Norwegian ports. Hagland Shipping has welcomed these changes and as a result has transferred three of its vessels to NIS.



Also Hagland Captain will be registered in NIS, and will be Hagland Shipping's fourth vessel flying the Norwegian flag and having Haugesund as its home port.

Editors Note:

The Hagland Chief, presently managed by JR Ship Management BV, will remain in management by JR Ship Management BV.



Hagland Chief presently managed by JR Ship Management BV

ESPERO

Mv Espero was built—on the shipyard Chowgule and Company PVT Limited in May 2013 and on launching she received name Flinter Ridhi. She was one of the sister ships constructed for Flinter Management BV. Vessel has a length of 101,15 m, breadth 14,40 m, GRT 3603, NRT 1910, summer DW 5636 mt, engine – MAK 6 M 25C , 1986 kW.

Normal trading area for the ship was Europe and North Africa, North Sea, Atlantic ocean and Mediterranean. She had to carry steel coils, steel constructions, wind mills and some different bulk cargoes. From 24 of October this year the vessel has joined JR Shipping Management B.V. and has been renamed. She received the name “Espero”.

Now the vessel makes her first voyage for JR Shipping from Iceland to Rotterdam with her cargo of scrap in bulk. I hope it is only beginning and mv Espero and her crew will have possibility to work for JR Shipping for a long time and will proud flying under JR Shipping and Dutch Flags.



Captain Alexey Vasilchenko





MV Endeavor (Graham Ekins)

MARINE life Report: JR Shipping (MV Endeavor) - Dublin – Bilbao - Liverpool (18 – 23rd April 2016)

Mid-day on Monday 18th April we left our hotel in Blanchardstown and arrived at Dublin Harbour Marine Terminal, the staff were aware of our arrival and quickly organised our transfer to the MV Endeavor. The second officer showed us to our large and well-appointed cabins followed by a security and safety briefing and a tour of the ship.

After an excellent evening meal we went up to the bridge where Captain Andrey Zuyonok and his first Officer made us very welcome. We watched this large ship being manoeuvred and make its way eastwards out of the harbour, an impressive piece of ship craft. As we left the harbour mouth we were able to see our last Pale-bellied Brent Geese and summer plumaged Black Guillemot. From then until dusk we were kept very busy logging large numbers of auks, Kittiwake and large gulls. We even had a distant fly past of 4 Manx Shearwater, an Arctic Skua and also logged a single Harbour Porpoise.



Common Dolphin (Graham Ekins)

Tuesday 19th April 2016

We were up on the bridge by 06.00 on a beautiful sunny morning with not a breath of wind. Within minutes we started to see cetaceans, the first of which were Short-beaked Common Dolphin quickly followed by Bottlenose and 2 superb Risso's Dolphin.

For the rest of the day we then had a steady stream of sightings of Common Dolphin, the majority coming into our bow-wave.



Meadow Pipit (Graham Ekins)

As we approached the channel between Lands End and the Scilly Isles we were kept very busy recording a stream of Guillemot, Kittiwake, adult Great Black-backed Gull and Gannet. We then started to see our first passerines which were a pair of Linnet heading north.

As we continued south towards the Brittany Peninsular we recorded Goldfinch, Meadow Pipit, 2 Yellow Wagtail, all 3 hirundine (Sand Martin, Swallow and House Martin), Skylark and Blackcap, the latter landing on the ship.

As we passed south circa 60 miles west of the Brittany Peninsular we had a steady stream of land birds either circling or passing the ship with some dropping on board, they included Redstart, Willow Warbler, Wheatear and unexpectedly a Nightingale. This was almost certainly due to the strong easterly wind which blew all day. We logged an impressive six wader species heading rapidly north east low over the waves and across the bows. The highlights being 3 Little Ringed Plover and 3 Dotterel. It was a truly memorable and exciting day.

Wednesday 20th April

This was rather a quiet day with a strong Easterly wind blowing and frequent rain squalls making observation challenging. At 06.20 Stephen picked up a Turtle Dove roosting in the shelter of one of the containers.



Turtle Dove (Graham Ekins)

We guess it had found the ship during the night. This bird stayed with us until we were just a km from Bilbao port when it took off, flew around the ship then headed off SW. We also logged small groups of Common Dolphin and a superb Risso's Dolphin to starboard.

Birds were few and far between with just the occasional Gannet, Lesser Black-backed and Yellow-legged Gull. A few adult Yellow-legged Gull came out to the ship as we approached the Bilbao breakwater.



Griffon Vulture (Graham Ekins)

After a very enjoyable evening meal we set up the telescope on deck to view the nearby hillside. We were not disappointed as both Red and Black Kite put in an appearance after just a few minutes. We also had a migrating Honey Buzzard and several views of Raven. A search of the sky to the east resulted in finding 2 soaring Griffon Vulture and nearer to the boat a Southern Great Grey Shrike perched on a tall twig. For the rest of the evening I wrote up the blog and analysed images while Stephen entered data on the spreadsheet.

Thursday 21st April

After breakfast Stephen and I took the shuttle bus to the port entrance. Here the staff kindly called a taxi for us. The driver took us close to the telephone / radar tower on the top of the ridge viewable from the port. It was a cool but clear morning which was great for walking. Almost immediately we had superb views of migrating Griffon Vulture and the local Raven. We then saw the first of many wall butterflies and Bath White, followed by a pair of Crested Tit that showed well in the first patch of conifers below the summit. As we walked downhill we observed large numbers of Blackcap and Garden Warbler while below us 2 Black Kite drifted along the ridge. Stephen then found a photogenic singing male Cirl Bunting while the female was busy nest-building in a large bramble clump. By the end of the morning we had seen several pairs. We were delighted to see a Perez Frog, an Iberian speciality in a small pool by the side of the road. The grassland was full of spring flowers while a nearby flowering cherry had a couple of Ilex Hairstreaks nectaring. We also had great views of the Iberian alpinus form of Red Squirrel. This is much darker than our animals in the UK with longer tufts on the tips of the ears. In the more open areas we found a pair of handsome Iberian Stonechat and a couple of Serin, while in nearby trees a Pied Flycatcher.

Towards the lower end of the road a lot of tree planting has been completed, this semi-open area had Black Redstart and a pair of White Wagtail.

After this very enjoyable walk we made our way back to the entrance gate where the security staff called the shuttle bus to take us back to the Endeavor.

Friday 22nd April

We had left Bilbao harbour mid-evening and by morning were over deep water in central Biscay. This was another memorable day with almost flat calm conditions until mid-afternoon when a light NE breeze started up. It was also the warmest day at 24°C by 13.00.



Cuvier's Beaked Whale (Graham Ekins)

We started with groups of Common Dolphin all around us with hundreds logged by evening, many were fishing and attracted in groups of migrating Arctic Tern and the occasional Common Tern. We also found an energetic group of Striped Dolphin. We then had a pod of 6 small whales on the starboard side. We identified them as the rare Cuvier's Beaked Whale. Shortly afterwards we picked up 2 adult Purple Heron that came in from the SW and continued their leisurely migration north east, we were 120 miles off shore at the time.

Shortly afterwards, another group of Striped Dolphin rapidly passed the ship and then Stephen picked up a distant large whale. An hour later this was repeated with more Striped Dolphins and I then found 2 large whales which were almost certainly Fin at a distance to the south east. Frustratingly I could not find them through the scope or pick up the blow.

As we continued north we had Meadow Pipit, Yellow and White Wagtail passed the ship, all seemed to take a quick look and then continue their migration.

For a couple of minutes late morning a female Merlin roosted on one of the containers before setting off rapidly north in the light breeze. Early afternoon saw the arrival of an exhausted Woodpigeon that dropped onto a container and drank from a puddle.



Merlin (Graham Ekins)

Later that afternoon, a Collared Dove appeared and for a while the pigeon and the dove roosted together. During the afternoon we continued to log large numbers of Common Dolphin, many of the adults had well grown calves with them. As in the morning feeding groups of dolphins attracted passing flocks of Arctic Tern.



Puffin (Graham Ekins)

We were then amazed to see a black mass of small birds in the distance. Through the scope we could clearly see it was a group of c.100 Storm Petrel roosting in a tight group on the sea, something we had never seen before. As we approached they took flight and rapidly dispersed. We came across another roost of 100 about 20 minutes later followed by a smaller group of 20. We also had distant views of several others. We also logged several Great Skua including an interesting bird in full wing moult which proved to be in its second calendar year. Towards evening, 10 Sanderling flew past heading north east while several more Common Dolphin were recorded as well as a few Puffin.

Saturday 23rd April

This was to be our last full day surveying. We were in the Celtic Sea steadily moving north. From first light the sea was alive with Manx Shearwater zipping across the bows.

There were also many Gannet and Guillemot passing to and from distant Grassholm and Skokholm Islands. Stephen picked up several small groups of Common Dolphin, then as we headed into the Irish Sea they were replaced by Harbour Porpoise. The further north we went the quieter the seas became.

With a light north east and clear skies we had several land birds pass the ship, they included Meadow Pipit, Swallow and a House Martin. In the evening as we rounded the north-western tip of Anglesey the wind picked up and we started to see increasing numbers of Manx Shearwater, Guillemot, Kittiwake a Sandwich Tern and a Harbour Porpoise.

That night we anchored off Liverpool and in the morning passed up river and through the lock to Gladstone Dock. This was the end of our very enjoyable and fascinating survey. Before we left the MV Endeavor we

thanked Captain Andrey Zuyonok and his crew for their friendliness and hospitality. We also thanked the cook for providing such superb food. For a full summary of the species seen during this survey please visit: <http://www.marine-life.org.uk/sightings>

**Research Surveyors for MARINELife
(Registered Charity No. 1110884)**



Gannet (Graham Ekins)

Stephen Dunstan and Graham Ekins

Our vessel the Bermuda Islander participated in the program “Educational Passages” and launched three models. These models send a GPS-position to the shore and the children can plot the position of the model on a chart. This way they can see where their boat. Some of these models have ended in Ireland and Portugal. See below the article that was published on the Royal Gazette website.

The project was a simple one— have students make model boats and then track them as they make their way across the Atlantic. Shipping pilot Andrew Parish had the bright idea to pair the Bermuda Islander with the initiative. The container ship is now a launch pad for the scheme solo sailor Dick Baldwin started to teach schoolchildren ocean science eight years ago.

More than 40 boats made their way to Europe, West Africa and South America. Mr. Parish was approached after one of them washed up stateside instead. Dick Baldwin was trying to help the children understand oceanography, weather, currents and he was building drift buoys which then became drift models,” he said. “You want to get the model boat in the Gulf Stream currents to get it moving. If you put it west of the Gulf Stream it will go back to the US coast and it doesn’t do what it’s supposed to do. The Bermuda Islander is the one that was in here every week; easy to get a hold of. These models all give exposure to the places they come from, but the great thing is they give exposure to an industry that most people don’t know about.”



The boats measure just over 1.5m and are equipped with GPS tracking devices. The models send a signal up every 12 hours, so the students can chart its position. A watertight compartment acts as a “message in a bottle” that students can fill with whatever they choose — thumb drives, school shirts, stickers or magazines.

“On the back of the model there are instructions to take it to a local middle school, so they can make contact,” Mr Parish said. “All of a sudden you have a pen pal. We’ve seen them landing in the Azores, Canaries, Brazil. They’ve landed in Ireland, Portugal, France. They don’t know where it’s going.

“It depends on the winds, the tides, the weather, the current. It has its own mind.”

His 13-year-old daughter, Adison, and some of her classmates built a model for their Maryland school. The boat was one of three launched by Bermuda Islander captain Dirk Veldhuijsen on June 15.

Mr Parish passed them as he sailed here with the Newport Bermuda Race last month. His wife couldn’t wait to tell him the news once he arrived on the island. “She tells me we sailed right through the middle of them, between the three models,” he said. The 46-year-old has been in and around the water his whole life.

“First time I came to Bermuda I was 11 weeks old. I was put on a 13-metre sailboat in 1970 and I sailed home back to the States,” he said. His father, a marina operator, was transporting the boat back to the US with his mother as crew. “As my father likes to say: ‘Where the cow goes the calf has to follow’.” He said he’s thrilled that “Bermuda Islander” was willing to be part of the initiative. “The captain and the shipping line have been very generous with offering us a launch point for these models,” he said. “The hospitality and the willingness of the community to support education, to support the children, and to go out of the way to do something that’s not in a business routine ... it’s not something that makes any money and I thank any programme that is willing to promote education. “I guess now the rest of the story starts. “The children have put their hands to it. They’ve built the model. They’ve painted the model. They’ve collected all the information to go into the watertight compartment.





MACANDREWS

In 1696 William MacKAndrew (*sic*) lived in Elgin — Scotland. He was the 4x great grandfather of Ernest George MacAndrew of Pallinghurst. The family were glovers.



The Scottish family moved south to Merseyside and London, William McAndrew founding the shipping company William McAndrew & Co in 1770, at the beginning of the rise of Liverpool as a port in the Industrial Revolution. Importation of fruit was an early specialisation. His son Robert (*right, in 1853*), who mainly ran the London end of the business from his home in Wandsworth, Surrey, was a noted

amateur marine biologist who undertook numerous scientific dredging trips, and who was accepted as a Fellow of the Royal Society in 1853. He became interested in the shells on the seabed, and pursued his hobby as a keen sailor travelling all over Europe and Turkey.



NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Robert Alexander McAndrew, George MacAndrew, and Charles William McAndrew, carrying on business as Merchants, at Suffolk House, Laurence Pountney-hill, Cannon-street, in the city of London, under the style or firm of Robt. MacAndrew and Co., and at 5, Chapel-street, Liverpool, and at Barcelona, Seville, Tarragona, Valencia, Denia, and Malaga, all in Spain, under the firm of MacAndrews and Co., and at Smyrna and Sochia, in Asia Minor, and at New York and Newark, New Jersey, in the United States of America, under the firm of MacAndrews and Forbes, has been this day dissolved, by mutual consent, so far as regards the said Robert Alexander McAndrew.—As witness our hands this 30th day of June, 1892.

ROBT. ALEX. McANDREW.
GEORGE MACANDREW.
C. W. McANDREW.

The 1892 London Gazette notice, left, gives some idea of the global reach of Robert MacAndrew & Co.

NOTICE is hereby given, that the Partnership heretofore subsisting between us, the undersigned, Ernest George MacAndrew, Vernon William MacAndrew, Edward Farquharson Johnston, Wilfrid James MacAndrew and Douglas John MacAndrew, carrying on business as Merchants, at Suffolk House, Laurence Pountney-hill, in the city of London, and at Liverpool and elsewhere, under the style or firm of "ROBERT MACANDREW & CO." and "MACANDREWS & CO.," has been dissolved by mutual consent as and from the thirtieth day of June, one thousand nine hundred and seventeen. All debts due to and owing by the said late firm will be received and paid by the said Vernon William MacAndrew and Edward Farquharson Johnston.—Dated twenty-first day of June, one thousand nine hundred and seventeen.

E. G. MACANDREW.
VERNON W. MACANDREW.
E. F. JOHNSTON.
WILFRID JAMES MACANDREW, by his Attorney, Vernon W. MacAndrew.
DOUGLAS JOHN MACANDREW, by his Attorney, Vernon W. MacAndrew.

The 1917 London Gazette signed by among others

large house, now divided into apartments, but still in countryside

Some confusion in spelling the name occurs, generations earlier becoming McAndrew, but changing to the present spelling of family and company in the 1860s, it is said, by George, because the Spanish could not pronounce 'Mc'. This was a high point in the company's history, 27 vessels were built for them 1863-70. Trading mostly with Spain, the company remained independent until 1917. MacAndrews & Co Ltd survives today as part of the CMA GGM Group, the third largest container shipping company in the world. *See appendix below for fuller company history.*

A century after MacAndrews' founding, in 1871, Robert's youngest son, George MacAndrew, general merchant in the family company in Birkenhead, married Flora Valentina Morice in Wandsworth, and in 1873 she gave birth to her second child (eldest son), Ernest George. The MacAndrew's lived in Bebington, Merseyside and Pale-wall House, Mortlake, Surrey, where they were for Ernest's christening in 1874. In 1881, the family eventually settled near Dorking, Surrey at Juniper Hall, Mickleham, now a Field Centre. There were four sons and two daughters. Ernest attended Charterhouse School near Godalming. He left in 1890. He and his family were out of the country in 1891.

In 1901, Ernest George MacAndrew, now 27, and already a merchant & ship owner, on his own account, for Robert MacAndrew & Co, was boarding with John & Amelia Beckwith at 9 Highfield South, Tranmere, Birkenhead. John was a retired produce broker. They had a daughter Katharine May the same age. A year later Ernest and Katherine were married in Birkenhead District. They were both born in Rock Ferry. In a 1905-6 directory, they were living at New Hall, Neston, on the Wirral, and the telephone number was Neston 7. New Hall is a



MACANDREWS

he first child, Roderic O'Neill was born in 1904 in the Wirrall. Their second child, Donald Bruce was born in 1906 in Charlwood, Surrey, and in 1908 their third child Katharine Flora was also born there. The births were at Gatwick Manor (postal address Horley), where Ernest still lived up to 1919, and which they rented. Gatwick Manor is now a hotel, trading on its location near the airport. Lt Ernest MacAndrew is said to have served with the Surrey Yeomanry in the 1st World War, and was stationed on the south coast, but I can find no record of him doing so.



Roderic and Donald were photographed 1914 in kilts

Appendix: History of MacAndrews

1770:At the age of just 18, William McAndrew from Elgin in Scotland, started trading; importing fruit from mainland Spain and Portugal, and the Azores. He opened offices in London and Liverpool.

1850s:Two of William's eight sons, Robert and William Peter, were running the offices of William McAndrew & Sons in London and Liverpool, respectively. With the passing of time, Robert concentrated on shipping and shipowning under the name of McAndrew & Co in London. His brother, William Peter, established a trading company in Liverpool with John Cunningham, under the name of McAndrew & Cunningham.

1857:The first McAndrew Line steamship; the 315 gross tons Acor, was built in Glasgow. She transferred to Spanish registry in 1859 and changed her name to Cervantes

1863:John Cunningham set up a subsidiary company in Seville - Juan Cunningham y Compañía ("JCYC") – which concentrated on fruit exports and was later acquired by Robert McAndrew & Co.

1860s:Robert McAndrew & Co embarked on an extensive expansion programme, opening branch offices throughout Spain, as well as building and acquiring new vessels which were registered in Spain. 27 new ships were contracted for, most ranging in size from 600-700 gross tons.

1870:It is believed that Robert's son, George, incorporated the vowel "a" in the company's name to make it easier to pronounce in Spanish and Portuguese. So McAndrew & Co became MacAndrew & Co.

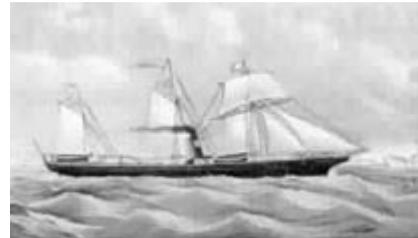
1900s:As more ships were added to the combined fleets, services were increased, but the general pattern of London and Liverpool sailings remained the same as it had been 10 years earlier.

1917:The fourth generation of the McAndrew family sold the business to Royal Mail Group and a fleet replacement programme began in 1919.

1920s:Express services were inaugurated from London and Liverpool to Barcelona. The company's first motorships, Pizarro and Pinzon were launched in 1921. Cisneros, the last of the long line of MacAndrews steamships, was built and continued to trade until the early 1950s. All subsequent additions to the fleet were motor ships.



1939, MacAndrew Line 'Polzano' at Purfleet.





MACANDREWS

1935:The company was renamed MacAndrews & Company Limited when it was transferred to Andrew Weir Shipping.

1937:Pozarica, of 1,893 gross tons, was launched and served as a fruit carrier for MacAndrews. Unfortunately, she was sunk by a torpedo off the North African coast in 1943.

1939:On September 3rd 1939, the fleet consisted of 20 vessels. Of these, five motor ships and four steamers were lost and one ship, Florentino, was taken over by the government and sunk as a blockship at Zeebrugge in 1940.



Pozarica

1950s:MacAndrews invested in 'explorer-type' vessels, modified and improved to suit the specific requirements of the Spanish and Italian trades.

1968:Cervantes entered service, bearing the same name as the company's first steamship.

2003:The company was acquired by [CMA CGM](#) from Andrew Weir Shipping, and presently serves via weekly and bi-weekly services, utilising specialised 40' and 45' high cube pallet wide containers and Reefers, its core geographic sectors of the UK and Ireland, Spain, Portugal, Holland, Poland, Scandinavia, and Russia..

2004: MacAndrews & JR Shipping investigate for the first time a cooperation

2008: The Encounter was chartered in 2008

MacAndrews is a modern and competitive ship agency organisation, which provides essential services to the shipping and travel industry throughout the Iberian Peninsula.

The core activities of MacAndrews are:

container liner services (volume exceeding 100,000 TEUs per annum), intermodal and logistics services, including air and sea freight forwarding under the brand name MacLogistics, and essential ships husbandry and ground handling services to the cruise industry, served through MacAndrews' Cruise&Travel.

The agency organisation is comprised of six strategically located offices in Spain and Portugal, and highly qualified subagents at all other leading ports. The MacAndrews' agency team totals 150 experienced and professional staff using innovative programmes specially designed to provide instant response.

Furthermore, the MacAndrews' organisation is the officially appointed Lloyd's Agent at a number of offices in Spain and provides survey and claims adjustment services to Lloyd's of London and to over 250 insurance companies world wide.





MACANDREWS



Name	Cervantes		
Type:	Steam merchant		
Tonnage	1,810 tons		
Completed	1919 - H. & C. Grayson Ltd, Garston, Liverpool		
Owner	MacAndrews & Co Ltd, London		
Homeport	London		
Date of attack	27 Sep 1941	Nationality:	 British
Fate	Sunk by U-201 (Adalbert Schnee)		
Position	48° 37'N, 20° 01'W - Grid BE 1939		
Complement	40 (8 dead and 32 survivors).		
Convoy	HG-73		
Route	Lisbon - Liverpool		
Cargo	500 tons of potash and 400 tons of cork		
History	Completed in July 1919		
Notes on event	<p>At 02.08 hours on 27 Sep 1941, U-201 fired a spread of two torpedoes at a steamer of 5000 tons and a corvette in convoy HG-73 north-northeast of the Azores, observed a bright flash close to the escort and a steamer sinking immediately. In fact, one torpedo apparently detonated prematurely close to the Leadgate in station #41 but the other hit and sank the Cervantes (Master Henry Austin Fraser) in station #53. The day before the ship had picked up three survivors from Avoceta after she had been sunk from the same convoy by U-203 (Mützelburg). Three crew members, two gunners and three passengers were lost. The master, 27 crew members, three gunners, one passenger and the three rescued survivors were picked up by the British steam merchant Starling from the same convoy and landed at Liverpool on 1 October.</p> <p>The ship was repatriating four survivors (DBS) from the Ciscar, which had been sunk by U-201 (Schnee) on 19 August.</p>		

PERSONNEL FLEET



Jubilees—5 years

Alfred Gronvenstein, 1st of September 2016
Thymen Bouma, 5th of November 2016

Jubilees—12,5 years

Robert-Jean Dupuis, 27th of January 2016
Peter Kijzerwaard, 1st of February 2016
Anneke Boswijk 1st of February 2016
Bart Lautenschutz, 6th of April 2016
Arie Bruins, 1st of August 2016
Tjeerd Schippers, 18th of August 2016
Matthijs van de Berg, 18th of November 2016

Jubilees—15 years

Peter Jaspers, 1st of March 2016

Jubilees—10 years

Jan de Groot, 5th of Januari 2016
Hendrik Douma, 20th of March 2016
Michel van 't Riet, 27th of April 2016
Harm Mulder, 1st of May 2016
Erik Pannekoek, 17th of May 2016
Dirk Veldhuijsen, 27th of July 2016
Tanja Nijboer, 5th of December 2016

Birth

Roy Zijlstra— son of Wouter & Karin, born on
22nd of June 2016
Sven Slagter— son of 2ENG Dirk and Marijke
Slagter, born on October 20th 2016

Marriage

June 25th, 2ENG Arend Pannekoek
April 2nd, CHENG Onno Hoornweg van Rij

Employed

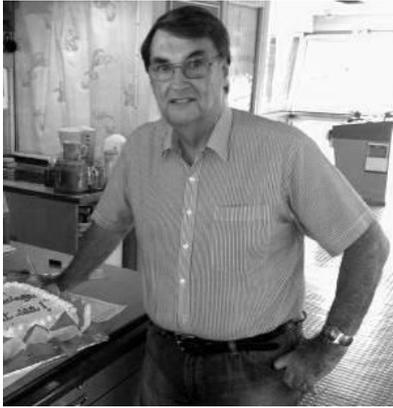
3OFF Tim Douma, September 7th 2016
2OFF Ruud Kathagen, September 5th 2016
3OFF Daan Groenewegen, September 26th 2016
3OFF Inge Riemersma, December 2016
3OFF Mick Rozemuller, October 23rd 2016
3ENG Wouter van den Broek, September 30th
2016

Retired

Chief Engineer Ed Engel, May 2016
2nd Engineer Hendrik Doouma, November 2016
Office Staff, Betty Markenstein



IN MEMORIAM



On Saturday the 19th of November 2016 Captain Reinder Ouwinga passed away - Rein was born on the 30th of September 1943 in Leerdam, The Netherlands.

After High School he went to the Maritime Academy in Den Helder. During his education he sailed from 1961 till 1962 as an apprentice mate on board of the mv Loppersum, which was owned by the Stoomvaart Maatschappij Oost-zee.



ms Loppersum

In the years '63 till '70 he sailed for Chevron on several tankers, from which the ss Caltex Madrid was his first vessel. Via shipping company Oldendorf in Luebeck (Germany) Rein worked with Dirkzwager as pilot and 'yard captain' for all kind of sea trials.



ss Caltex Madrid

Due to the crisis in ship building there was less work what forced Rein to re-enter as a Captain and started to work for Leonhardt and Blumberg in Hamburg. In 2002 he retired from this company. As we all know Rein could not sit still and decided to re-enter as a Captain. At first via Wagenborg and after that he started on board the MV Energizer via a Crewing Agency. Soon thereafter he was employed by JR Shipping and joined the MV Eclips in the Caribbean where he sailed until the ship was sold.

In 2011 Rein celebrated his' 50th year at sea. This memorable event did not pass unnoticed and the maritime magazine "Schuttevaer" published an article about Rein. His answer to the question: "What attracts and connects you to the Seafarers Existence" was "The fellowship on board a ship is something that you will not find elsewhere. But what attracts me the most is the endless freedom that you will only find at sea. I wouldn't want to miss for anything in the world!"



On 11:00 on 23rd of November 2016 in position 58-26.6N 020-49.1E - the crew of the OOCL Rauma, the vessel where Rein last served, observed a moment of silence to remember Rein. We all remembered Captain Rein Ouwinga and the last farewell was given to him.



I only sailed a short time with Captain Ouwinga - and it was always pleasant to sail with him!

He always had nice stories from the past and enjoyed sailing he never skipped his duty even at his age! Even in the past when he was home he made some trips for 'Dirk Zwager'!

Mates always allowed to do the maneuverings in port them selves because he had done it enough he sad, but always kept an eye on it and gave advice!

Often you could find him in the galley because if the food wasn't ok then there was trouble, he was also willing to teach the cooks some tricks of the trade and said he was going to stop doing that because he done it for a long time, but I think he said that already for a really long time!

Paul Tebbe

INTRODUCING



My name is Diederik Graafland — and I come from a seagoing family (father and grandfather were both captains..... so I was infected with the merchant navy at a very early age). As a young boy I frequently joined my father in order to spend my complete school holidays at sea. During my own career at sea, approx. 11 years, I sailed on a variety of vessel types, from container, general cargo, livestock, ro-ro, reefers to chemical/product tankers (see some example pictures below).



In 1999 I became a P&I surveyor, where I gained a lot of experience with references to all kinds of cargo and ships damages, salvages etc, etc. As I was well familiar with the P&I side I decided at a certain moment to



become a cargo surveyor for a well-known insurance company based in the UK in order to get familiar with cargo owners side.

In 2010 I moved from the western part of Holland towards the north east part of Holland (small village near the German border), where deers and squirrels frequently passing my house (the country side).

In the same year I joined the shipping company named Feederlines, where I was part of the QHSE department. Since 01 May 2016 I started with JR Shipping as a QHSE manager.

I look forward to meet you all, as WE ARE JR SHIPPING.

Kind regards,

Diederik Graafland

My name is Nathalie Sijbesma - With this short note, I would like to introduce myself. My name is Nathalie Sijbesma and I am a mother of five children.

Before I started at JR Shipping as a receptionist, I had several jobs. One of them was working as an employee at the Accounting Department of a health care provider.



I also worked at JR Shipping on a project basis between 2006-2007 which was a highly satisfactory experience for me. Therefore I am pleased to be a part of this company again.



In my spare time, I like to work at the school of my children as a volunteer to support the teachers with their activities.

My hobbies are running and creative activities such as crochet and sewing.

I am looking forward to working with all of the colleagues at JR and hope we will have a nice time together. Probably when you call JR Shipping, I will be the one whom you will be talking to!

Nathalie Sijbesma

APPRENTICE ADOLPH MARQUEZ



After finishing my academic requirements in Palompon Institute of Technology - and as a first block cadet in Marlow Navigation Philippines under the prospective officers training program, I was thrilled and ready to join my very first vessel assignment as an engine cadet in a very prestigious company, the JR Shipping. I was very privileged to be a part and have my learning experience in one of the company's vessel MV ESPRIT.

Optimistic and very eager to have a glimpse of the world that I dreamt of, I couldn't wait any longer. The day came, the agony was gone. The crew onboard welcomed me, the Dutch Captain was very nice and friendly together with the Chief Engineer whom I'll be working with. I was a first timer and a student, I absolutely have no concrete idea if what are these things around me. I just knew them generally. After familiarization I already had a hint of what to do and how does engine room operate. Since it was just me and the Chief, I started to do jobs that are more likely belongs to me. Every morning I do the standing orders of the engine room which is found on the checklist together with the daily readings and soundings for monitoring of engine room equipment's. After that, reports to the Chief Engineer if we have something special for the day. Normally if there is to be done I always assist and at the same time learn. As I go around the engine room I started to ask, I got curious about everything urging myself to know and discover new knowledge in this profession. So the Chief showed me the manuals and gave considerable time and effort in answering my questions and explaining to clear confusions up assuring everything was understood. He was so clever, so competent that I wanted to be like him or even more than him as I go on my journey. I took my turn, I digested the details and information that he taught me so it will be stored in the corners of my brain. Due to the fact that I was still a student Chief also treated me like one. He was very supportive with the tasks in my ISF which I brought from school and training record book. Slowly we tackled each tasks available. I never let a day pass without learning something.

But learning does not just come from reading, experience was also the best teacher. Throughout my stay, I also learned practical things. We overhauled separators, auxiliary engine, change and overhaul fuel injectors of the main engine, changing mechanical seals of pump, welding pipelines, overhaul hot water heater burner and electrical trouble shooting which the most challenging of all. Every time I was warned about the dangers in carrying out the job, the precautions to be done like tagging out on power sources to avoid accidents and items enumerated on the checklist before and after the job. Planning and checking of spare parts was also a vital thing to consider. That is why the company strives to provide the orders and requests of the vessels in the fleet at any circumstances possible.

To sum up, my time as a cadet was an adventure and also not that easy, with the seasickness bunkering until morning and waking up in the middle of the night because of alarms. But yeah afterall, it was fun and full of learnings. I even consider myself lucky being with the JR family for they gave me the chance towards the realization of my dreams. A chance that not everyone could have, that's why I'm very thankful. More powers to JR Shipping the office and the crew.

Adolph Marquez



APPRENTICE MARLOES MUIJSKENS



My name is Marloes Muijskens — 21 years old and I am living on the island Terschelling, one of the Frisian Islands of the Netherlands. I study maritime technology at the NHL in Leeuwarden, this study is part of the Maritime Institute Willem Barentz (MIWB). Because of that I got the chance to do my minor at the MIWB. My minor is about getting more knowledge of the shipping industry and less based on engineering the ship which is usually the case throughout the study. During this minor I follow a few courses at the institute and I have to do a research for a shipping company. Maybe you guessed it already but this shipping company is JR Shipping.

The lessons I have at the institute are based on the new technologies that have to be used on board as an effect of the new IMO rules concerning the environment. But also to get knowledge of the steps to create a system, they call it system design.

At the office I am doing a research on implementing a ballast water treatment system aboard the ship. I'm looking for the perfect system that has to be implemented on board, or maybe not to install a system at all. First I did some research on the rules of the Ballast Water Management Convention and looked up some system that might fit in the ship. After the

research at the office I will go board a vessel within the fleet of JRS to look for some space to implement the ballast water treatment system.

Next to studying and working hard during the week I do some sport exercises to stay healthy and to have a little fun during the study I joined some committees. For sports I take a swim in the swimming pool with a friend on Thursdays and on Saturdays I go to the fitness school to build up my muscles.

One of the committees I joined is for the sponsoring of the Race of The Classics (ROTC), in this committee I am the chairmen and I will look after all the students who join the committee. The ROTC is a student sailing competition. Around 500 students are boarding classic Tall ships in the harbour of Rotterdam on the first week of April. They all want to set sail to England but sometimes if the wind is not in their favour they will sail to other harbours in the Netherlands or Belgium. At the end of the week the total fleet will berth in Amsterdam for the awards ceremony. In 2015 I also joined the ROTC.

With the other committee we are organizing a sailing camp for 14 and 15 year old children for the summer of 2017. Most of the time this week is full of sailing, laughing and getting to know each other, the task of the committee is to make this week unforgettable for these children.

With kind regard,

Marloes Muijskens



APPRENTICE INGE RIEMERSMA



Apprentice ship on board of mv Elan and mv Encounter— for my study to become a maritime officer I had to find a shipping company, with a Dutch flag, that was suitable for me. My classmate told me about JR shipping and after some research on the internet I got enthusiastic and wanted to give it a shot. The company was not too big, the ships had nice sizes, and they still had some Dutch officers.

I wrote the company an email and after an intake with Mrs Gritter I was crew of JR shipping! First I was planned on the Ensemble, but after a few weeks more, in January, I was changed to the Elan, for the 12th of March 2015. Their trade was Rotterdam, Antwerp, Le Havre, Vigo, Tanger and Casablanca.

I remember arriving on the quay in Rotterdam, together with my mother and my sister. We were all very impressed by the size of the Elan. She was so much bigger in real! After bringing my luggage on board, I was

sent to the bridge to meet captain Lautenschutz. During my stay on the Elan he learned me a lot about the ship, how to communicate with the crew from different cultures and about how to behave on a ship.

My mentor on the Elan was Chief officer Kovalenko. He was introducing me with the cargo related stuff. Teaching me about the loading plan in Baplie, about how to use the loading program, the heeling system, and ballast system. All things that were completely new for me.

In May of that year we went to dry-dock in Pernis. For me it was a good opportunity to check out the ship and its secrets under the containers. The captain, Bulat, allowed me to go home and pick up my car, so I could take the crew on a tour in Rotterdam. So I stacked 5 Philippine guys in a small Fiat Panda, and went off



to the city centre! I showed them the Coolingsingel and we ate at the Burger King.



During the stay in the dry-dock I was “Multi Purpose”. I was set where I was needed. So in the first days I was chipping the manholes, and after a few days I changed to the engine room to assist with changing the intercooler together with Chief engineer Stepchuk and Ryan the wiper. I also vacuum cleaned the boiler, so I can tick that one off my bucket list too.

After the dry-dock the temperature was rising, especially near Morocco. I decided that we needed a swimming pool!!! So I went to the shop and bought a large children’s pool. We installed it on the aft and filled it with sea water. Perfect to sit in together with the other engineers and drink an ice cool beer after a warm day in the engine room.

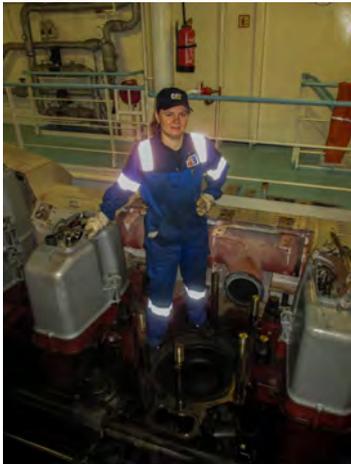
The time flew and soon it became August, time to go home...

A few months later, the 30th of November, it was time to go to my next ship! This time it was the Encounter. I heard “the stories” about the 750’s so I didn’t know what to expect of it. At arrival captain Johannes expected me at the gangway. I had to put my luggage in my cabin, change, and come to the deck where second Officer van Koppen had his duty. I got my familiarisation and we left Rotterdam. The trade of the Encounter was Bilbao, Liverpool, Greenock, Bilbao, Tilbury and Rotterdam. But it also temporarily changed to Bilbao, Dublin, Bilbao, Liverpool, Avonmouth and Bilbao. For the past 3 months we are sailing on Bilbao, Liverpool, Greenock only.

In the winter the weather was... quite interesting... Everything flying around, even me...

The route changed 3 times a day, but in the end we celebrated Christmas at anchorage near Lynas, with turkey, new year’s eve at Dublin, with cycling pig, and my birthday, the 9th of January, at sea with a huge cake!

APPRENTICE INGE RIEMERSMA



The trip continued and I learned more and more. I did the communication during mooring, the navigation was for me, the paperwork from the cargo, and all the safety jobs, I had some fixed jobs in the engine room too such as rotor caps check, cool water test, and off course the daily round.

During one of our trips from Greenock to Bilbao one of the cylinder heads of the engine started to leak. So in Bilbao, together with chief engineer Stepchenko and second engineer Tribushnii we replaced the cylinder head with a spare one. It was really interesting for me because it was the first time to see the heart of the main engine.

To bring us back on schedule our charter decided to put us on a 5 day lay by in Bilbao. I discovered that the Endeavor arrived the next day, so I wanted to make a visit to check out our sister ship. I drink a cup of coffee with the Chief officer and spoke with the crew. They were very welcoming. I assisted a little bit on the deck and after a few hours I went back to the Encounter.

The day after my visit to the Endeavor the Enforcer arrived. Aboard of the Enforcer was the second officer, Perez, who had also worked on the Elan. So I texted him on Facebook and went over for a cup of coffee. I met the engineers and they showed me the engine room. Officer Perez didn't have so much time because the cargo operation was almost finished, so I decided to assist him. Quite interesting to see the differences aboard of these ships!

That Saturday we had a barbeque in the ships garden. We installed a radio on deck, putted some tables and fired the barbeque. The cook already prepared a nice salad and some nice meat. We had a nice evening!

Back on schedule, we met the Enforcer and Endeavor again in the Biscay. We called them on the VHF and had some conversation. That is the nice spirit that I like in JR shipping!

In the end of May we had the dry dock in Santander. During this dry-dock I assisted in the engine room and on deck. Most of the time I was busy assisting RSS with the replacement of the hydraulic cylinder for the hatches. After the dry-dock I went home. I enjoyed my time on the Elan and the Encounter and hope to return at JR shipping.



Inge Riemersma



P&I Club Market Reference

The International Group of P&I Clubs and the shipping line members - of the Cargo Incident Notification System (CINS) have recently produced a new set of guidelines for the carriage of calcium hypochlorite in containers. UK Club risk assessor, David Nichol, discusses why it was considered necessary to update guidance for a cargo with a history of being implicated in ship fires as well as the wider problem of the misdeclaration of dangerous goods.

If a fire breaks out at sea, the crew do not have the option of simply evacuating the building and waiting for the fire brigade to turn up. The crew have to deal with it themselves. Locating the exact source of a fire on board a fully laden container ship and fighting it with the limited manpower and



resources available is a daunting task for the crew. It is imperative for the safety of the ship and crew that all necessary steps are taken to handle and stow dangerous goods in such a way that reduces the risk of an emergency incident and that in the event of fire, the crew have the information they need to respond quickly with the appropriate fire fighting measures. To enable this, a ship's master must be provided with a correct, universally recognized description of the goods and the potential hazards they may present.

During David's time as a ship surveyor, he was involved in the investigation of a violent explosion and fire on board a container ship transiting the Mediterranean Sea. The incident led to the deaths of a number of crew members and caused extensive structural damage to the ship. It was determined that the explosion was the result of inflammable gas within one of the holds which was ignited by the crew performing maintenance on deck. The gas had leaked from a number of containers stuffed with Expandable Polystyrene Beads, which may not seem particularly hazardous to the layman but is a material containing heavier than air pentane capable of being released during storage. Although this was a cargo requiring particular carriage requirements and precautions, it had not been properly declared or labelled as such by the shipper.

Ship owners have always faced the possibility of shippers presenting goods that are unsafe for sea carriage. It is an established principle in maritime law as enshrined in the Hague Visby Rules that a shipper is under a duty not to load dangerous goods without the carriers knowledge and consent. The master of a ship cannot be an expert in this respect and his practical ability to assess the safety of a commodity is heavily reliant upon its description as furnished by the shipper and its apparent external markings and condition.

If a fire breaks out at sea, the crew do not have the option of simply evacuating the building and waiting for the fire brigade to turn up.

Shipping cargo in closed containers, which may be stuffed at locations remote from sea ports well beyond the control of the carrier means that the master is as dependent as ever upon the accuracy of the cargo description.

The IMDG Code

All packed dangerous goods must be carried in accordance with the provisions of the International Maritime Dangerous Goods (IMDG) Code, being a comprehensive set of globally accepted rules that enables packaged dangerous goods to be carried safely by sea. As around 10% of all container cargoes constitute dangerous goods, virtually all container ship services fall within the scope of the Code. The Code requires the shipper to provide a description of the product and classification of any hazards such as toxicity or flammability. It sets limits on the type and size of packaging, specifies warning marks and labels, establishes rules for co-loading in one container and describes a system of documentation that requires shippers and packers to certify in writing that they have followed the rules of the Code.



IN THE NEWS

Additionally, there are provisions for correct stowage and emergency instructions for dealing with dangerous goods incidents on board ship. The IMDG Code enables the carriage of dangerous goods to be acceptable under managed risk conditions and, provided the ship is fully aware of the hazard, the packaging is adequate and intact and the stowage and segregation is carried out in accordance with the Code, the ship should be able to deal with an unexpected incident.

Why do incidents occur?

It is not usually the product itself but the failure to comply with the IMDG Code that causes incidents. Calcium hypochlorite, has a known history of causing serious incidents on board ships but is by no means the only cargo which has an unenviable reputation. The following factors contribute, either individually or in combination to cause incidents:

- Misdeclaration or non-declaration by shippers
- Quality and selection of packaging
- Provision and accuracy of documentation and labelling
- Professionalism of the container packing process
- Human factors – regional, cultural and company attitudes to good practice and compliance
- Unchecked irregularities in the product production process
- Mis-handling or dropping containers

A shipper may misdeclare dangerous goods either as a deliberate attempt to deceive or out of ignorance. An intentional misdeclaration by way of describing the cargo as a product which would ordinarily be considered harmless may be made to avoid additional freight charges or the more strict carriage requirements prescribed in the IMDG Code.

Analysis of data captured by CINS over the period 2013- 2014 indicates that 27% of incidents in terms of detected causation were attributable to cargo being mis-declared, second only to poor packaging (CINS membership includes almost 70% of the global container slot capacity).

The failure of shippers to properly declare dangerous goods is a continuing challenge for ship owners and has been a significant contributory factor in a number of high profile shipping casualties involving loss of life and severe structural damage, not to mention numerous lower intensity incidents and near misses. Worryingly, the IG Clubs have in recent years observed an apparent increase in container fires involving calcium hypochlorite which, in the majority of cases was found by investigation to have been mis- declared by shippers.



Ca(ClO)₂ Calcium Hypochlorite

This is a chemical used extensively for purifying water supplies, as a disinfectant in swimming pools and as bleaching agent, carried as a white or yellowish solid in powder, granule or tablet form. Calcium hypochlorite is an oxidizing agent and is designated a Class 5.1 oxidiser in the IMDG Code. However, it is also unstable and undergoes exothermic decomposition at elevated temperatures, releasing chlorine, oxygen and heat or in the presence of impurities such as powdered metals or certain organic compounds. The rate of decomposition increases with temperature and is exacerbated where heat is not able to escape from within the material. The release of heat and oxygen in a self-accelerating reaction has resulted in serious fires and explosions, with the oxygen sustaining and intensifying any fire already caused by the decomposition reaction. The release of toxic gaseous chlorine is also an additional hazard to personnel.



There are varying descriptions for calcium hypochlorite with corresponding separate UN numbers as listed in the IMDG Code. However, calcium hypochlorite may be mis-declared as calcium chloride and other names encountered have included BK Powder, bleaching powder, CCH, disinfectant, Hy-chlor, Chloride of lime or Chlorinated lime. It is a requirement of the IMDG Code that cargoes are declared by their "Proper Shipping Name", to combat issues of mis-declaration. Calcium hypochlorite is a Proper Shipping Name and as such should only be carried under that name with the appropriate UN number.

The new guidelines for the carriage of calcium hypochlorite in containers are the result of working groups set up by the IG Clubs and CINS members sharing their views and experience and undertaking a thorough review of the previous FAQ's produced by the IG Clubs in 2010. The guidelines can essentially be considered "IMDG Code plus precautions" in that they include selected provisions from the IMDG Code plus additional precautions consistent with advice from consulting scientists. It is hoped that these new guidelines will be seen as providing a clearer and more logical step by step guidance from issues surrounding cargo hazards, categorisation under the IMDG Code, container selection, container packing and stowage on board ship.



INTO THE NEWS

Panamax' Containerships – Old Soldiers Disappearing Away... - back in 1951, in his 'farewell' speech, US General Douglas MacArthur famously noted that "old soldiers never die, they just fade away". In the containership market, the aged soldiers are to be found in the 'old Panamax' sector. Charter rates rest at rock-bottom rates and the fleet is in steady and perhaps terminal decline, with scrapping at record levels. Is the battle now lost?

Old Workhorses

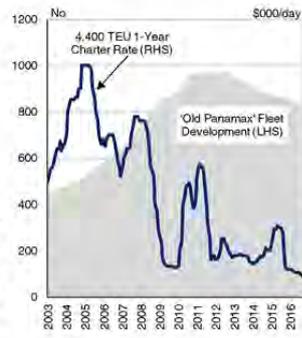
In the 1990s and into the 2000s, Panamaxes (as they were correctly known then) were the classic 'workhorse' of the containership fleet. Designed with dimensions to transit the (now old) locks at the Panama Canal, in their heyday they proved extremely popular with the number of units of 3,000 TEU and above able to pass through the canal peaking at 969 in 2012, boasting back in 1996 a 32% share of containership fleet capacity. At the peak of the charter market in 2005, the one year timecharter rate for a 4,400 TEU Panamax reached \$50,000/day. Although designed with canal transit in mind, Panamaxes became deployed widely. At the start of 2016, 17% were deployed on the Transpacific (mainly through the canal to the USEC) but 17% were deployed elsewhere on the mainlanes and 28% on north-south trades.



Graph of the Week

Losing The Battle? The 'Old Panamax' Boxships Under Fire

The graph shows the size of the 'old Panamax' containership fleet in numbers and the one year timecharter rate for 4,400 TEU 'old Panamax' vessels back to 2003. The fleet statistics are calculated on the basis of vessels of 3,000 TEU and above capable of transiting the old locks of the Panama Canal.



Source: Clarksons Research

Battling On

These old soldiers have battled away bravely. In the 2000s 'wide beam' ships, of similar box capacity but with shallower draft, came into prominence but the 'old Panamaxes' held their own. The last orders for vessels of over 3,000 TEU of 'old Panamax' dimensions were actually placed in 2012. Even with heavy scrapping in 2013, the 'old Panamaxes' received a spur when increased numbers began to be deployed on parts of the intra-regional trade network, with their share of deployment there rising to over 30% in 2014, supporting a relative pick-up in earnings, with the one year charter rate for a 4,400 TEU vessel bouncing back from rock-bottom levels to over \$15,000/day by early summer 2015.

Beating A Retreat

However, this may have been the last hurrah for the 'old Panamaxes'. In June 2016 the new locks at the Panama Canal opened, allowing much larger ships to transit on the key Asia-USEC trade. Over 150 'old Panamaxes' were deployed on that trade back then and the total is down to about 70. Slow growth on north-south trades isn't helping either, denying an easy retreat from the battlefield. This has led to the onset of major scrapping, with 55 sold for demolition this year, and 217 since the start of 2012. Rates have crashed (to levels below those for smaller ships) and asset prices have also hit the depths with a 10 year old at \$6m, basically down to scrap value.

Leaving The Battlefield?

So, although plenty of 'old Panamaxes' are out there battling on, things are only going one way at the moment. The fleet has fallen from 969 units in 2012 to 796 at the start of October. If vessel deployment opportunities globally increase, a 'rising tide' might even support some of these ships, but in general a decline now appears to have set in. Like old soldiers, they may not all die at once, but it does look like many more 'old Panamaxes' are still set to fade away. Have a nice day.

Spot the resemblance!



For over 3 years JR Ship Management is maintaining, beside the Technical support, an ISM Management system on board the Stad Amsterdam (left). In May 2016 JR Ship Management has delivered an ISM Management system on board a luxurious yacht (above).

Resemblance: Both were berthed at the Scheepvaart Museum (in the background) and both have been delivered an ISM management system produced by JR Ship Management.

Traveller en Tina onbereikbaar op VHF

Tuchtcollege pakt onveilig kruisen verkeersscheidingsstelsel aan

Door Lies Russel

AMSTERDAM Foutief kruisen van het verkeersscheidingsstelsel heeft vrijdag 8 januari de eerste stuurman van de Traveller van BigLift voor het Tuchtcollege voor de Scheepvaart gebracht. De stuurman van de Tina van W&R Shipping was voor eenzelfde fout gedaagd, maar hij verscheen niet.

Dit was er aan de hand op 5 februari 2014: de Traveller was met een bijzonder transport, twee hoge walkranen, door het Engels kanaal onderweg van Antwerpen naar Puerto Cortes in Honduras. Het weer verslechterde, de golfhoogte nam toe en gezien de hoge lading besloot de kapitein om te draaien en daarna - via het kruisen van de zuidwest-gaande baan - het VTS te verlaten om onder de Engelse kust voor anker te gaan. Op dat moment had de tweede stuurman nog de wacht. Na het omkeren verliet de kapitein de brug. Het schip voer toen in de noord-oost-gaande baan. Niet lang daar

na, om 16 uur ging de wacht van de eerste stuurman in.

'Aanvaringskoers'

'En nu willen wij weten hoe u de wacht overnam', zei plaatsvervangend voorzitter mr. J.M. van der Klooster. 'Dat weet ik nog wel', zei de eerste stuurman. 'Ik nam over van de tweede stuurman en die zei dat hij intussen de koers had gewijzigd (voor de oversteek - red.) en drie schepen (zuidwest-gaand) had geplot. Ik zag al vrij snel dat we op aanvaringskoers lagen. Ik heb de tweede gevraagd op de brug te blijven en het radiocontact af te handelen. Ik ben drastisch koers uit gevaren, sb, bewust richting de kont van de Endurance om hem achterlangs te kunnen passeren.'

Voorzitter: 'U heeft niet gevraagd: joh, er komen drie schepen uit tegenovergestelde richting, waarom heb je nu al koers gewijzigd? En heeft u de kapitein hierin nog gekend?'

Stuurman: 'Niet over nagedacht. Ik vond dat er na mijn koerswijziging geen gevaar voor aanvaring

meer was. En we waren met twee man op de brug. Ik ben op de kont van de Endurance aangevaren en we zijn hem gewoon rood op rood gepasseerd.'

Dover ontstemd

Voorzitter: 'Hoe had de Endurance moeten weten dat u van plan was hem te ontwijken? Want dat radioverkeer lijkt niet helemaal goed te zijn gegaan.'

Stuurman: 'Ik heb niet continu de VHF-kanalen in de gaten gehouden. Later, toen ik Dover opriep....'

Voorzitter: 'Daar was men behoorlijk ontstemd.'

Stuurman: 'Ik had wel wat anders aan mijn hoofd.'

Wat allemaal, dat zagen alle aanwezigen in de raadszaal vervolgens op de Engelse radarbeelden van dat moment, met bijbehorend radioverkeer.

Stuurman: 'Dit geluid is niet wat wij op de brug hoorden.'

Kan kloppen, vond een van de leden van het college, kapitein J. Berghuis. 'Ik veronderstel dat de VHF toen op de kanalen 6 en 13

heeft gestaan in plaats van op 11 en 16. 'Vandaar dat u 12 maal verkeers bont opgeroepen. Luister technisch voer u op blind.'

'Had geschied'

Goed uituisteren van de VHF had hem waarschijnlijk dat Engelse verbaal geschied, plus een hoop toestand bij kustwacht en de (ook Nederlandse) Endurance, aldus kapitein Berghuis. En uiteindelijk had hij dan waarschijnlijk ook niet voor het tuchtcollege hoeven verschijnen. De kapitein van de Traveller had dat mogelijk ook een rechtszaak in Nederland geschied, want het OM heeft de kapitein gedaagd.

Dat het niet tot een aanvaring kwam, was volgens inspecteur Martijn Schipper eerder te danken aan het handelen op de Endurance dan op de Traveller. Hij stelde het college voor de stuurman een straf op te leggen van vier maanden ontneming vaarbevoegdheid, waarvan twee voorwaardelijk.

Drijvend ding

De eerste stuurman van de

containerfeeder Tina van rederij W&R Shipping was gedaagd voor het niet volgens de regels kruisen in Off Texel. Het werd een verstekzaak, want de betrokken stuurman A.S. bleef thuis in Oekraïne. De kustwacht Den Helder zag de Tina zonder waarschuwing kruisen, ook al waren geen schepen in de buurt. 'Eigenlijk gewoon een verkeersovertrekking', sprak inspecteur Schipper, 'maar je mag er niet mee weggelaten.'

Ook in dit geval was geen radiocontact mogelijk. Achteraf vertelde de stuurman het tuchtcollege dat de reden van koersverandering was 'een onbekend voorwerp, drijvend in noordelijke richting'.

Volgens de inspecteur is nergens een dergelijk incident gemeld en 'dit soort bijzonderheden dient zeker in het journaal te worden opgetekend'. Hij stelt voor een straf van twee weken voorwaardelijke ontneming Nederlandse vaarbevoegdheid. Uitspraak in beide zaken op 17 februari.

This article describes the situation between the MV Traveller and the MV Endurance (JR Shipping). The article is published in the Schuttevaer on 16 January 2016. The full English report on the incident can be downloaded from STAR IPS.



THE PASSENGER

A busy midwinter Sail on MV Emotion - 15 ports in 29 days

Between January 13 and February 11 I had the pleasure to be the guest of captain Joop and his officers and crew, on Emotion's route through the Baltic Sea and the Gulf of Bothnia. It was a trip full of exciting experiences. I watched the container business from up close in fifteen ports, we survived a force 10 storm on the North Sea and literally broke the ice in Sweden, Finland and Russia. On the bridge I had nice chats with more than thirty pilots about the most important economic facts of their country and the best sightseeing near the port area, which I tried to visit, time permitting. Each port provided new surprises.

Text and photos by Els Kroon

After a long flight from my home town on the island of Curaçao I'm very happy to see the blue bow of the Emotion at Hamburg's CTB just before sunset. Once at the gangway I am warmly welcomed by 2nd mate Sergiy Krisan. Freed of my luggage I climb the five times 13 high steps to my stateroom, which easily resembles a suite on a cruise ship. With a view in three directions I feel right at home. After greeting the captain and the other fourteen crew members, and a light supper I try to overcome my jet lag. Tomorrow I have to get up early to capture the departure from Hamburg.

The next morning I'm the first to enter the bridge at a quarter to five, but according to the new plan, the departure is postponed to six, just a quarter after the first pilot entered the bridge. He would soon be followed by a handful of his colleagues on our way to Bremerhaven, our next port. Talkative pilots, which amply supply me with information about "their" port. At 6:30 we start maneuvering gently sideways to turn the bow towards the Elbe estuary.



The stay in Bremerhaven is short. And it's cold and wet, but I decide to brave the harsh weather conditions to pay a visit to the seafarer's club for a badly needed sim card for my phone. Just at the moment that I'm ready to the last gaiter button, two enthusiastic volunteers of the Seafarer's Mission board the vessel with the desired item and I can share my tribulations on board with family and friends right away. And there is quite something to report. While temperature in Curaçao is about thirty degrees, we find ourselves among the first ice floes in the harbor of the Swedish port of Halmstad, after we have rounded Skagen. The North Sea shows off its best side. The water is oil

slick flat and we see hundreds of Danish and Swedish windmills generating the much desired green energy.

In Halmstad we prevail, being the largest ship in port during the entire weekend. For two days we only see a snowplow, destroying the beautiful "love letters in the snow," for which the crew have braved minus 10 degrees. But no worries; by then the digital evidence already is on its way to the Philippines and Ukraine. The long weekend is an excellent opportunity for some monthly exercises like the M.O.B. As we gather at the boat after a short briefing in the cargo office, a new and heavy snow storm leaves us with cold temperatures and a slippery deck. Fortunately, everyone is dressed in weatherproof suits and my camera can take a beating. The exercise provides me with beautiful pictures, including those of the intensive evaluation on the bridge later that day. On Monday morning, the port of Halmstad finally comes to life. After the transshipment all preparations for our trip to Rauma in Finland are quickly made. Rauma will be our most northerly destination on the 61th latitude.





THE PASSENGER

The increasing wind chases the thickened floes over each other. This is very promising for Gävle and Norrköping, two Swedish ports we will visit later this week. We continue our route through the narrow and shallow Sound between Denmark and Sweden. The dredged trench has to be carefully monitored. The lower speed and the reduction of water in the ballast tanks are helping to safely steer the vessel through. This stretch requires supreme alertness of the master and officers on the bridge because they also must consider treacherous currents. Eventually we still have more than two meters under keel clearance, and Emotion smoothly sails through.

When we arrive in Rauma just after midnight it is minus 15 degrees, but as the day begins, the sun also breaks through, and with the absence of wind it is pleasant enough to explore the UNESCO-recognized historic city. I rejoice in the company of first mate Michel, who has lived in Finland for ten years and is proving to be a fantastic guide. Rauma steals my heart, albeit with tingling toes.



Heading for Gävle we just have to cross the Gulf of Bothnia. The calm sea provides a great opportunity for the next exercise.

After the alarm sounds, I'm about to find my place in the freefall boat and get along with the crew to the forecandle for fire alarm instructions by the security officer.

The sun in Gävle makes the fresh snow sparkle like diamonds. The road to the shopping center at the Ikea store is littered with roundabouts with remarkable works of art, accentuated by additional snow. The same happens to the stern of our ship, which shows a beautiful snowy mustache on arrival.



When the sun rises the next day, we pass the Fjord of the Swedish capital Stockholm. In a southwesterly course we are heading for the coast of Norrköping where we will take the pilot on board at 14:00. The morning hours are spent on the monthly general meeting in which all crew personnel - except the third mate - participate.

Captain Joop discusses all rules and procedures, which are also covered by ISM/ISPS/MLC audits, so that each individual crew member is well prepared. In the more than an hour-long meeting, among others, safety on board and the procedures during exercises pass in review, as well as personal

hygiene, cleaning the hut, the economic impact of container shipping, and the drug and alcohol policy. The master deepens all points to the minutest detail. For me it's a *deja-vu*. I saw him do this before with the students of the Maritime Academy.

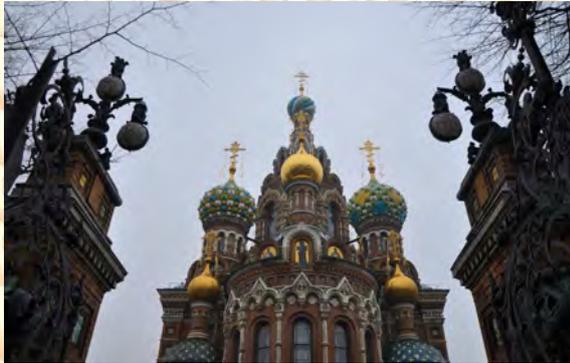
There are four nationalities among the relatively small crew of 15. All together they manage to create a pleasant atmosphere on board without lacking discipline. As the sole woman on board they allow me to fit in seamlessly. The following two consecutive days at sea among this crew is interesting and fun. Never a dull moment on board.

A gray Sunday at sea is the perfect time to start cooking with the chef. I'm allowed to use his domain to bake a cheesecake for the Sunday dessert. If I have to value the meals, cooked by our Filipino chef Khristian his creations are worth a nine-and-a-half. Not only for the quality of the dishes he presents three times a day, but also for the way he does. Always in a good mood, often singing in the kitchen if he thinks he's alone, and very service minded around the clock. He is creative with the product range and distribution, taking individual preferences into account. The galley, where he clearly rules, is always tidy and clean looking. I've seen otherwise.





THE PASSENGER



The Time flies when you are having fun. The initial plan to cruise the double FIX route is changed midway. While most of the crew think differently with the extensive paperwork in St. Petersburg in mind, I feel delighted. Especially St. Petersburg is high on my wish list, and I consider it as a bonus that we'll add Gdynia (Poland), Riga (Latvia) and Helsinki. Four additional ports in three countries I've never been to. It sounds too good to be true. The new route brings the total to ten different ports.

Eleven days have past when we are approaching Gdynia. At a quarter to six, the Polish pilot appears, a big cheerful man who complains about the excessive heating on

board the pilot boat. To our surprise he feels comfortable in a t-shirt, while we cherish our thick sweater. Like many pilots he starts talking about the refugee problem, which holds the minds in many European countries. He doesn't have the time to elaborate further on this because duty calls. Our ship must be safely piloted into the extensive landscaped port of Gdynia.

The short visit doesn't restrain part of the crew of a quick shopping session at the prestigious Riviera mall where everything is cheaper than in the other ports. Even the taxi fares are very affordable here.

After our port call to Gdynia Emotion once again has to sail around Skagen instead of crossing the Kiel Canal due to our heavy load. We're not too happy about that. The predicted southwesterly force nine gale that lies ahead in the North Sea hits us even harder. Although even force ten doesn't cause seasickness to lucky me, twenty-four hours of pitching and rolling are very tiring. But the pictures of the fierce waves over our bow and forecastle make up for the lack of sleep. Back in Hamburg we are kept awake again by the noise of containers that are being discharged, and a bit later by the sun, which seems to go an extra mile to make us forget the annoying rain and storm of the previous day. On board, everyone is busy. Hamburg is the turning point of the ship with plenty of container movements in two separate container ports. It's also the port for a crew change. We say goodbye to second mate Segiy, a promising twenty-five year old talent from Ukraine.



After passing the famous anthem restaurant along the Elbe and a short and rainy visit to Bremerhaven we finally set sail for the Kiel Canal, which we unfortunately fully pass in the dark. The city lights of Brunsbüttel provide for some acceptable pictures, but the ten bridges over the canal are only visible through their faint lights and shadows. But there maybe a second chance on the way back. On the Rex route everyone is busy, myself included. The follow up of the ports takes place in such a brisk pace that I must keep up with my journal every day to prevent a mix up of experiences. The amount of new impressions is huge,

and there is no time to properly make them my own. In addition to ten different cities, I also discover ten different seas, each with its own characteristics, depths and weather conditions.

It's Sunday, but we hardly notice. My third Sunday at sea is a day like any other. When I enter the dining room a little early chief engineer Valerijs paces up and down. When I ask him how he's doing, he draws a thoughtful face and says succinctly 'not good'. That 'not good' does not refer to himself but to the engines, which he dutifully cares for in the course of the past six years. A technical story is about to follow from which I conclude that the necessary replacement of a component cannot be done on the high seas. And that means extra work when we are moored in Gdynia. No opportunity to disembark for the chief and his team, but making sure that the ship is back in top condition when we have to break the thickened ice in St. Petersburg.



THE PASSENGER



It's not my first time aboard a freighter. More than an average 'landlubber' I know what a setback could mean on board and which responsibilities are resting on the shoulders of the officers on board. But also the other duties, mostly done by the Filipinos are important enough that falter cannot be tolerated. I have been told that the salaries of the crew are the biggest financial accounts of container shipping, so there is not one man superfluous on board and working hours are sometimes very irregular. This also applies to the captain who might be longing for his bed even more than myself after 35 hours of continuous duty in and around the Kiel Canal.

Entering the eastern part of the Gulf of Finland in the dark provides a strange sensation. After hours of staring into a dark sea, we suddenly are surrounded by bright spots at three sides, as if there were three suns setting at once. St. Petersburg is approaching. Despite the gloomy weather I still get the chance to experience and photograph some of the highlights of the city, thanks to chief Valerijs, who knows the city well and willingly chaperones me as he did in Hamburg. A comprehensive description would carry too far here, but I can tell –without compromising the rest of the enchanting city- that the visit to the Hermitage and the famous photogenic Church of the Savior on the Spoiled Blood has enriched my life..

Helsinki, the next port appears to be attractive to seafarers. The city can easily and safely be explored in a short time and with an inexpensive ticket for bus and metro. That cannot be said of each port, not even of Hamburg, the city which has Germany's largest harbor within its borders and shows the eagerness of letting the whole world know that they lead the way in port technology. Getting seafarers to and from their ship is something they obviously have to work on.

One thing I particularly noticed on this trip: you cannot nearly capture everything on photos, not the atmosphere on board, not the long and irregular working hours and not the beautiful and special things that you see and experience abroad. That is reserved to those who wholeheartedly accept the seafarer's life as it is: exciting and rewarding for the hard daily work while showing respect to the peculiarities of all crew members.



A life style that is difficult to understand for non-seafarers.

Els Kroon is a retired Dutch teacher. Since 1998 she provides as a freelance photo journalist articles and photos to several nautical journals, magazines and Dutch and local newspapers in Curacao, her home since she moved with spouse and children from the Netherlands in 1992. In her journalistic career she sailed on many and various vessels, ranging from recreational motor and sailing yachts to the largest cruise ships, and from Dutch, American and German navy frigates, supply and research vessels to commercial ships. The recent stay on the Emotion re-enriched her nautical experience.



THE RETIRED

HOW A PENSIONADO LIVES AFTER HIS WORKING LIFE - In the beginning, it's a strange feeling, no more telephone calls from the office, to let me know, that there is another ship waiting for me and then leave house and wife for about 8 weeks, most of the time a little bit more, but that is a part of the job. I enjoyed the farewell party at the 7th of April 2013, at the office in Harlingen.



So what are we going to do now?

First of all, long holidays. The first holiday after my pension was in Croatia and underway we stayed for about 14 days in Slovenia, in a place called "Ankaran" and that was just opposite the port of Koper, very close to see ships coming and leaving. I did the same many times with the Evolution, that is what it made so special and happy not to be on one of the ships.

On the first picture you can clearly see the harbour.



The campsites in Croatia are very nice, but the laundry is poor at times so we made our own drying system.

So that is what we do every year, in very early summer, traveling through Europe, every year on other destination.

When everybody is on holiday, we stay at home, too busy everywhere.

In the month of September we are traveling around in Holland, I have seen the whole world, but not my

own country, so now there is plenty of time to do so.

But we cannot stay away the whole year, traveling around, a social life at home is also very important and do some maintenance at the house and garden.

The social life consists of practice some sports, like tennis, cycling, the distance is about 100 km's a week, w.p. (weather permitting) and last, but not least the France game of Jeu de Boules.

Maintenance at house and garden. Takes a lot of time, but I like to do it. So did I renew the front- and the backside of the house. The old wood was still from 1936, with single glass, now it is all up to date. Painting is also an always returning job.





THE RETIRED

The garden did also get a face-lift, as you can see on the next pictures.
Because I am not a carpenter, it takes a little bit more time but it still not blew away because strong wind.
Furthermore my hobby is making "Stained glass".
After visiting a workshop, to see how it works, I started my own little workshop.
After some practicing, I started my own little projects. The house , we live in, did have a lot of stained glass, from origen, and now it is all in the original oldness. A lot of tools are needed for different types of technics

If the weather is too hot, we find our way to the "Nieuwe Waterweg" in Vlaardingen, sitting in the sun, watching ships, which are passing by, is very nice to see.
Sometimes, a JR-ship is passing, on her way to the "Waalhaven". Last Wednesday, we saw the "Elite" on her way to the WH, as you can see on the next picture.

So far how I spend my free time.

Furthermore ,it is important, to keep going and healthy.
Seaman life was nice, but this life is also not too bad
(Fortunately, you cannot see my big smile).



Joop Klouwens



Happy holidays to everyone - I would like to use this opportunity saying thank you to my two captains; capt Arjan and capt Niels, my officers and crew of m/v Encounter.

For all the happiness and memories we share... Hoping all these pictures of smiles will remind us all the days of blessings that will be kept in our mind and heart forever... From the superintendent and staff of jr shipping thank you for your abundant generosity through this way, we from m/v encounter hoping one day we have a chance to share our smile with you. All pictures taken from birthday celebration of all crew on board.

Norel Fariolan



SAILING SCHEDULES TILL DECEMBER 2016



Sailing Schedule

- **Encounter:**
UK—Spain—NL
- **Enforcer:**
Cont—UK—Ireland
- **Energizer:**
UK—Spain—NL
- **Endeavor:**
UK—Spain—Ireland
- **Ensemble:**
UK—Spain
- **Endurance:**
Rotterdam—Dublin
- **Elan:**
Rotterdam— Spain—Portugal
- **Elite:**
Rotterdam —Spain—Portugal
- **Bermuda Islander:**
Salem - Hamilton
- **Emotion:**
Baltic—Germany
- **Empire:**
Baltic—Germany
- **Evolution:**
Continent—Baltic
- **Evidence:**
Canary Islands
- **OOCL Rauma:**
Rotterdam—St Petersburg — Hamburg
- **Esprite:**
North sea
- **Estime:**
Mediterranean Sea
- **Epero:**
North Sea
- **Hagland Chief:**
Spitsbergen
- **Seazip 1:**
North sea—Harlingen
- **Seazip 2:**
North sea— Harlingen
- **Seazip 3:**
North sea —Harlingen
- **Seazip 4:**
North sea
- **Seazip 5:**
North sea
- **Seazip 6:**
North sea
- **Stad Amsterdam:**
Leixoes
Las Palmas
Martinique
St. Maarten



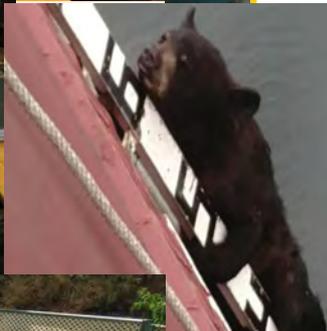
FUN PAGE



Dorota



florentyna



FUN PAGE



How the customer explained it



How the project leader understood it



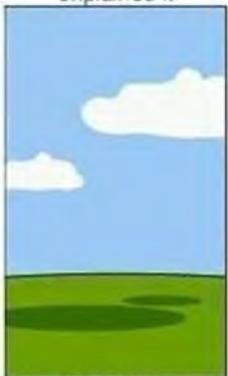
How the engineer designed it



How the programmer wrote it



How the sales executive described it



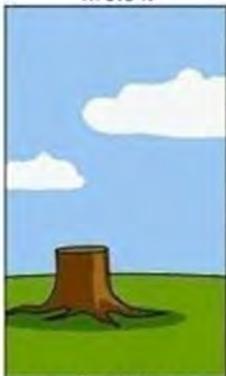
How the project was documented



What operations installed



How the customer was billed



How the helpdesk supported it



What the customer really needed



more awesome pictures at THEMETHAPICTURE.COM



Best pictures by Dirk Slayter

FUN PAGE



Mention the mistakes made in the galley. When you have all items found send your findings to: enews@irshipping.nl !!!

FUN PAGE—PICTURE CONTEST



Mark Bodewes made the picture, proving that working for JR is great!



PORT KNOWLEDGE

TEST YOUR PORT KNOWLEDGE AND SEND YOUR ANSWER TO: enews@jrshipping.nl



Port A is



Port B is



Port C is



Port D is



Port E is

WE ARE JR SHIPPING



**MERRY CHRISTMAS,
A HAPPY NEW YEAR AND
GOOD SAILING**

GRAFISCHE
VORLAGE:
WING-ONTWERPSTU.