

e news

@JR Shipping



December 2017 Number 23 - Volume 16

COLOFON



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

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

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FROM THE EDITORS ...

We are happy to bring to you this edition of the E-news. It is already the 23rd E-news since we and our predecessors started it about 16 years ago. From all directions we were asked when the new edition would come. For us this is a very valuable question and motivation to produce this E-News. Our reply is, when we have enough stories and pictures. For this edition of the E-news we have received many pictures and a little bit less stories but we are sure that the stories exist. You are encouraged to share these stories with us so we can add these to the next edition of the E-news. Your stories can be sent at any time so you don't have to wait to the due date. We will keep these stories in our file to publish these in the next edition of the E-news.

In this edition of the E-news you will learn that a lot has happened in last year and the prospects for the coming year(s). Although the latter is very much liable to change and given the experiences of the last years, almost unpredictable.

Also read the story of Alfred who had a small accident and returned after three years on the Endeavour, our new Colleagues at SeaZip Offshore Services and the stories of our apprentices.

Enjoy reading and we wish you all the best in a good health for 2018!

The editors



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FOREWORD BY THE MANAGING OWNERS



JR Shipping once again perceived a challenging year. After a period of recovery which set in in 2015 and seemed to continue in 2016, the container feeder market in particular saw an unanticipated downswing in the second half of 2016. On the one hand, this was due to the disappointing global trade growth figures, while the unexpected outcome of the Brexit referendum led to additional unrest. On the other hand, the transition and restructuring climate which the shipping industry has been caught in for a while now negatively impacted the results. For the shipping world, last year has been a year of mergers, takeovers and bankruptcies.

While the container feeder market showed a recovery in 2015, that year's market for multipurpose vessels fell short of expectations - as it did in 2016 and in the first half of 2017. This can also be blamed on the combination of disappointing economic growth and the considerable transitions within the international shipping industry.

The third shipping market in which JR Shipping is active, the market for offshore service vessels, also went through an unexpectedly disappointing year. The dynamics in this market are hardly affected by developments on the economic world stage, though. Judging by current insights, it seems that we have suffered an atypical period in between better years. Many projects required a more protracted running-in period. Besides that, some projects were postponed because of signals indicating lower construction and installation costs in 2018. Expectations for the coming years are positive. Our SeaZip fleet, comprising six state-of-the-art offshore service vessels since 2016, allows JR Shipping Group to be prepared for an increase in operations.

Pertaining to special projects and ship management contracts assigned by outside parties, the shipping group made great efforts. They did not always lead to the desired outcomes, though. The often complex pathways towards specific agreements require much time and patience. In 2016, JR Shipping succeeded in adding one management contract for a multipurpose vessel (MV Espero) to its portfolio. In early 2017, the efforts made in 2016 were belatedly rewarded, though, when a leading German shipping bank assigned us a management contract for two container feeders (MV Expansa and MV Externo).

Since the crisis has broken out, nothing seems to be certain in the shipping industry any longer. All along, JR Shipping has proved capable of taking timely and effective measures to cope with the headwind and it will continue to do so, also in view of the disappointing developments in the last year. In the context of the present circumstances, it is not a given at all for a shipping company that it will continue to play a significant role in the transport of commodities, goods and products by sea, because it is a business operation which is as complex as it is vital for day-to-day life and there is no one who can imagine the implications if it should ever come to a standstill. Nevertheless, together with all ship officers and seamen – either from Holland, Ukraine, Russia, Philippine or elsewhere – and together with all shore based staff members in Holland we succeeded to guarantee the continuity, quality and safety of its operational processes to fulfil its unequivocal mission: excellent service provision in short sea shipping.

JR SHIPPING MANAGEMENT BOARD

Jan Reier Arends & Sander Schakelaar

NEWS FROM THE WORKERS COUNCIL

Workers Council annual review - The year 2017 has been a bad year for JR Shipping. In spring of this year, for the first time in the history of the company, office crew had to be fired. Economic circumstances made it necessary to adjust the number of people to match the revenues. Positive is that also in bad times JR Shipping has proven to be a good employer. The process of the reorganization was done with great care and in close cooperation with the workers council. Important in this matter was that the people who had to leave were appointed according the Dutch legal rules. This means in general, last in - first out. The colleagues involved were given, amongst other things, support in finding another job. This helped them to find another employer. Apart from one, the others got another job within a few months.

Another issue the workers council has been involved in is the work/leave schedule of the Seazip seafarers. The work on board the Seazip vessels is season dependable. In autumn and winter there is less activity in building new offshore windfarms and thus fewer vessels chartered. The workers council negotiated with the crewing department a workable schedule for the crew. Helpful was that our new workers council member Bart van Wijk is Captain at Seazip. A challenging start for Bart! It is expected that also in 2018 the work/leave schedule according the crew contracts also cannot be met meaning that another plan must be made.

Fortunately also good events happened in 2017. Since 2014 the process of improving the quality of our work is going on. This resulted in a lot of activities and measures. In 2017 the Masterclass JR Shipping was held at the office in Harlingen. In sessions of 3 days, under the enthusiastic guidance of trainer Selma, Captains and office staff has been trained. Focus of the Masterclass was on Leadership, pro-active behavior & initiative, communication and giving and receiving feedback. All so-called soft skills that enable us to do a better job, or as Selma it designated going from Good to Great!

The Workers Council will continue in 2018 helping to improve the working conditions for all crew and developing our company being the best in the business.

Best regards and all the best for 2018,
The Works Council,

Martien Al
Dennis Boots
Bart van Wijk
Wilbert Kluiters
Eelco van der Heide
(secretary)
Roelof Kemker
(chaiman)



One year ago, in the E-News 2016 magazine, we observed the latest developments in the world of container shipping. Apart from important operational milestones like the implementation of the Verified Gross Mass and the opening of the widened Panama Canal we noted the important commercial tendency of bankruptcies (Hanjin!), mergers and joint ventures and we asked ourselves: **Will this continue in tomorrow's market?**



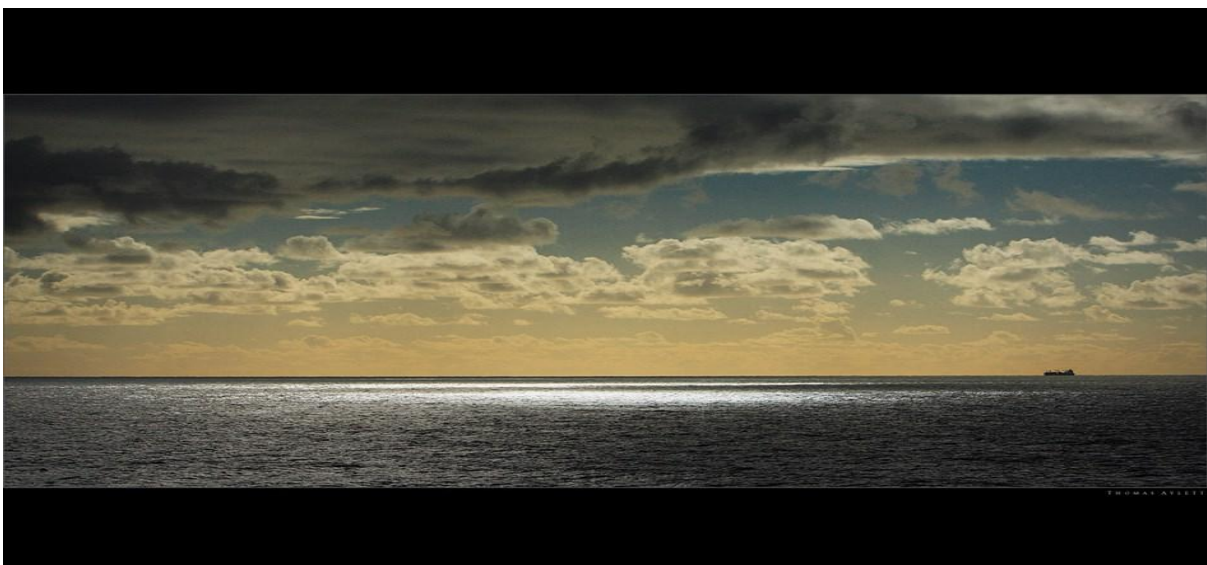
Only one year later, we know that the wave of consolidations continues: the 3 largest Japanese container lines K-LINE, MOL and NYK are merging into one big joint venture called "ONE" (which stands for Ocean Network Express), Hamburg Sud was sold to Maersk while Cosco China Shipping is taking over OOCL.

At a somewhat smaller scale we saw several other epoch-making developments taking place. Trending topics in 2017 were the Rickmers Group that filed for bankruptcy while two other major German owners, Leonhard & Blumberg and Buss Shipping merged and outsourced their chartering activities. For their commercial management they left their traditional brokers Martini Chartering and Walter Moller and turned to another Hamburg based broker Hanseatic Unity, a rather new joint chartering

house that already represented the fleets of Borealis Maritime, Reederei Nord and Reederei Bernard Schulte and now suddenly see a total of 207 container vessels under their control.

In 2017 once again it was demonstrated that since the start of the crisis in 2009 a big shake-up process has taken place and for many established shipping lines, shipping banks, owners and brokers the cards have been reshuffled.

Massive oversupply of tonnage combined with a weak demand has kept charterers in the driving seat for many years; years that were characterized by historical low freight rates (in 2009 and in 2016!) and consequently low charter rates and unattractive chartering terms.



Many traditional shipping companies had to team up or shut down and many older and smaller vessels (and owners) disappeared from the market.

Also in our feeder market we saw liner-operators cooperating and vessel owners teaming up, be it on a smaller scale and with less impact than in deep sea shipping. It cannot be denied however that nowadays most feeder operators are sharing vessel space or are working together on an operational level. **But does this hurt the feeder market for owners?**

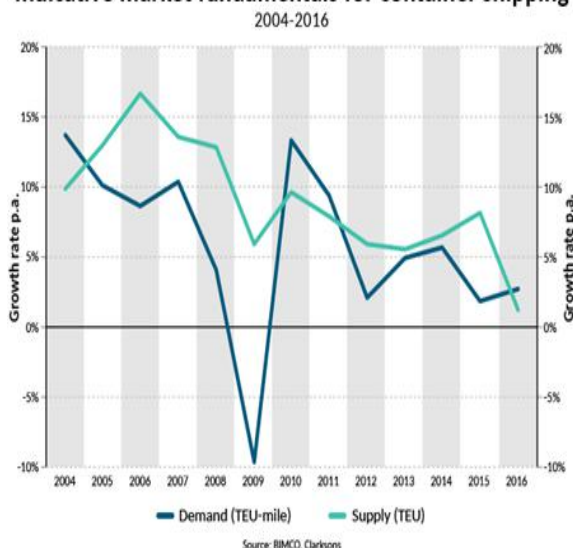
The answer is: **NO**

Of course, it could hurt the market in times of economic depression when less feeder tonnage is required and cheaper but workable alternatives are easy to find for a charterer. This was the situation that we have experienced during the years of the financial crisis and this was still the situation in 2016 when the sharp fall in deep-sea freights dragged down the charter rates for our Baltic Max vessels. Not without a reason 2016 was recently labelled as "the worst year on record for the container charter market".

After many false starts it seems that mutual awareness among charterers and owners has emerged that the bottom has been reached and the only way is up. Although orders for newbuilt feeders are finally getting through, these concern mainly feeders with capacities between 1000 and 3500 teu; most of them destined for the Far East or Africa trade as they were not designed with the high specs that makes them preferred for intra-European feeder trade.

If the continental feeder market will succeed to keep the pace of tonnage expansion subdued and in balance with the forecasted demand than rates can only keep going up, slowly but certainly!

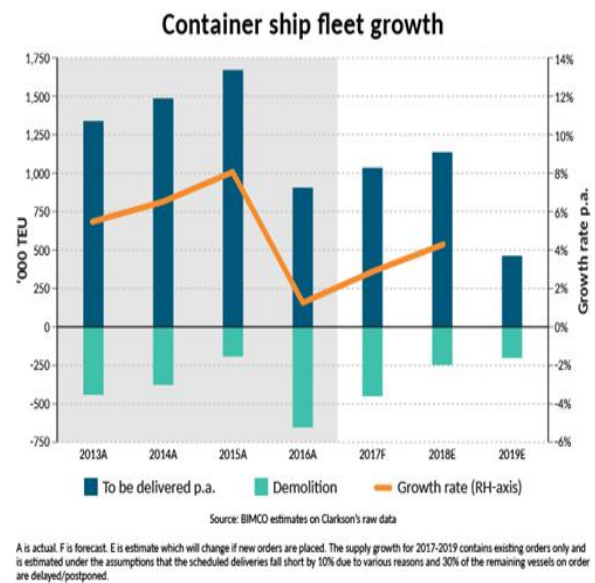
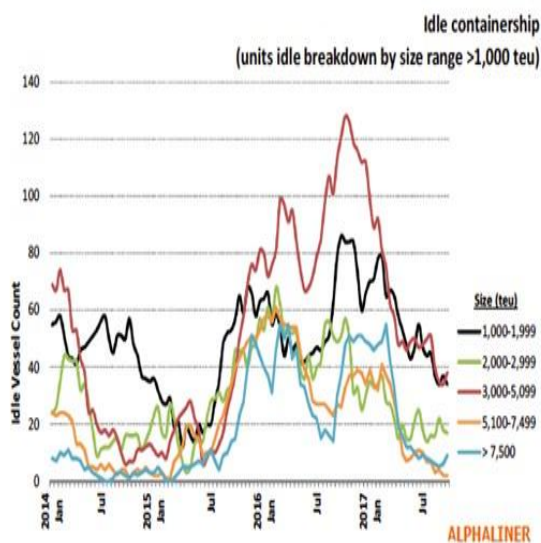
Indicative market fundamentals for container shipping



But in 2017 deep-sea trade and -freight have been picking up again and the allied deep-sea operators have been rapidly expanding their number of sailings and the size of their fleets and vessels. Consequently, the volumes increased and transshipment-hubs got congested which resulted in longer turnaround times and an increased demand for feeder tonnage, despite the intensified cooperation between numerous shortsea operators.

In 2017 it seems a (fragile) balance between supply and demand in the European charter market has been reached again. While older and smaller tonnage has gradually been disappearing from the continental market (either by sale, demolition or conversion) and hardly any new feeder tonnage has been added we finally see a market where no substantial tonnage in Europe remains available and where charterers are pressed (and willing) to fix feeder tonnage at improving rates and better conditions. No longer vessel owners are tempted to comply with charterers' demand for extremely flexible charter periods of 1 up to 14 months at unbearable low charter rates.

For JR Shipping 2017 was characterized by the sale of old lady 'Evidence' to an Asian local operator on the sad side but also by a 100% employment of the feeder vessels and recent rate recoveries bouncing back from the sharp fall in charter rates of more than 10% in 2016.



Confeder Shipping & Chartering

Marcel Hajiser





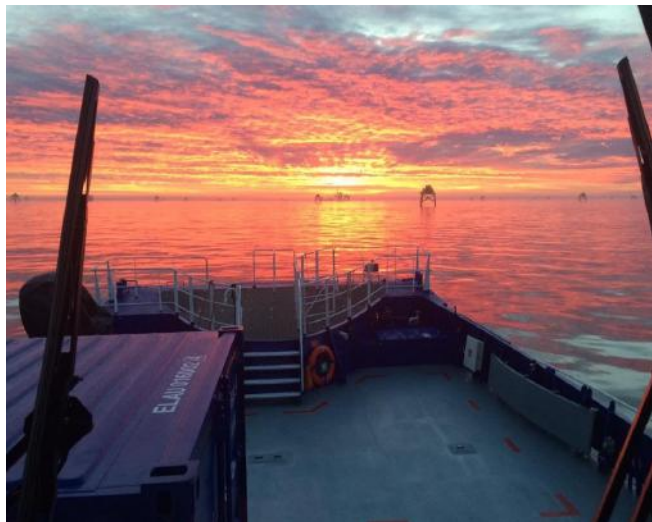
JR Ship Investments



It is a fact that 2016 was the umpteenth financial year in a row — which was extremely challenging. In mid-2016, the 2015 upswing of the markets in which JR Shipping is active, appeared to be short-lived. In particular, the container feeder market saw a steep downward trend. On the one hand, the shipping company blames this on the geo-political unrest, which hampered economic growth. On the other hand, the transition phase which hit the shipping industry hard in 2016 is considered to be the culprit. It was accompanied by radical bankruptcies, mergers and takeovers.

OFFSHORE SERVICE MARKET

The operations of the SeaZip Offshore Service fleet, part of the shipping group, were also disappointing. The core market for these operations, which is the construction, operation and maintenance of offshore wind turbine parks, experienced a kind of 'interim year'. This was not caused by economic factors, though; sector-specific conditions played a role. In 2015, the number of wind turbine parks realised was greater than average and, in many cases, the build-up to new parks required more time than had been expected. Besides that, projects were postponed until 2017 because of anticipated price decreases in the operational sphere. In the meantime, the level of activities has considerably increased again.





JR Ship Investments

CONTAINER FEEDER AND MULTIPURPOSE MARKETS

Pertaining to the container feeder and multipurpose markets, JR Shipping has noticed that the balance between supply and demand has normalised and a considerable market recovery is almost inevitable. At long last, everything points to a lasting economic recovery worldwide. Recovery of the shipping markets will follow in its slipstream. The first half year of 2017 already indicated this, with the qualification that this recovery is still extremely slow.

In 2017, JR Shipping Group continues to focus on:

- consolidation of the container feeder fleet
- controlled growth in the market for multipurpose vessels
- operating state-of-the-art offshore service vessels to support the oil and gas industry and the building and maintenance of offshore wind turbine parks



SHIP MANAGEMENT FOR OUTSIDE PARTIES AND EXTRAORDINARY RESTRUCTURING PROJECTS PERTAINING TO CONTAINER FEEDER AND MULTIPURPOSE VESSELS OPPORTUNITY INVESTMENTS

The shipping group currently operates 15 state-of-the-art container feeders, 4 competitive multipurpose vessels and 6 flexible and sustainably deployable offshore service vessels. For the purpose of any future fleet expansions, the shipping company focusses on 'opportunity investments'. In that connection, JR Shipping issues JR Shipping Opportunity Bonds. At the issue of this press release, a large part of these bonds has already been launched successfully.

PROUD OF CONFIDENCE GIVEN

The bond subscription period closed in July. The shipping company was pleased to identify an amount of € 2.475.000 raised by investors through this issue. JR Shipping is proud of this token of confidence. All JR Shipping Opportunity Bonds are placed! The goal was to finance the vessel to be purchased for 50% by means of the debt capital thus raised. This means that the bondholders took the place of the bank, as it were. They will enjoy a 5% fixed interest on their investment as well as the unique security of right of first mortgage. JR Shipping itself will contribute the remaining 50% using equity financing. At some later date, investors will also be able to participate in this equity capital.





KUHLMAN—REPKO



We are Kuhlman Repko Shipping B.V. - most colleagues at JR Shipping know us about our services to JR Shipping vessels, including the mail room, local port agency and spare parts logistics. Kuhlman has been roaming around in the Harlingen harbor for some time.

In 1872 Coenraad Kuhlman came to Harlingen and started a shipbrod office. From that moment on the shipping agency C. Kuhlman Jzn became a fact. The office became big with the handling, and transporting, of all kinds of raw materials such as coal, grain, sawn wood, vegetables, butter, cattle, meat, etc. In these days less communication was possible. At most a telegram in which an ETA of a ship was communicated. The water companies rowed in their boats to the incoming ships to offer service to the captain, the crew and the ship. The first person to board the ship was most likely to be allowed to act as an agent. We had the fastest rowers and soon C. Kuhlman became Jzn in the international shipping world. The company flourished in the first half of the 20th century. Providing services to the regular shipping service from Harlingen to the United Kingdom was one of the most important activities. Prosperity was also alternated with adversity in this time according to the state of world trade and the two great wars that took place.



In the 1950s Kuhlman took part in ownership of the coaster "JENJO" - 250 Mton. A year later Kuhlman became co-owner of the coaster "FRISIA". New construction orders were placed at the local shipyard Harlingen. In 1957 mw. "HENNIE" (580 dwat) was taken into service. In 1958 followed by m.v. "COENRAAD K" (580 dwat) in 1964 m.v. "Bothnia" (800 dwat) and in the year 1969 mv "Seven Seas" (shelterdecker of 2200 dwat). The newly built last ship was the m.v. "COENRAAD Kuhlman" (2400 dwat) launched in 1975. C. Kuhlman Jzn became managing owner of these vessels and responsible for all crewing matters.



In the mid-1980s C. Kuhlman Jzn and the co-owner decided to sell the ships and stop their management. The office now fully concentrates on the lucrative trade as a ship's agent at that time.

In the year 2000 C. Kuhlman Jzn was taken over by Jan Reier Arends and Rene Buitenwerf. Together they decided to continue as Kuhlman Repko Shipping B.V. This is where the link between Kuhlman Repko Shipping BV and JR Shipping B.V.

From that moment on there has been a major development in the activities of Kuhlman Repko Shipping B.V. Custom expedition originated from the port

agency activities. Through the customs expedition, the company gained experience with international transport by road and water. Thanks to the collaboration with (then) Amels Makkum our specialized support for the Dutch superyacht industry came into being.





KUHLMAN—REPKO



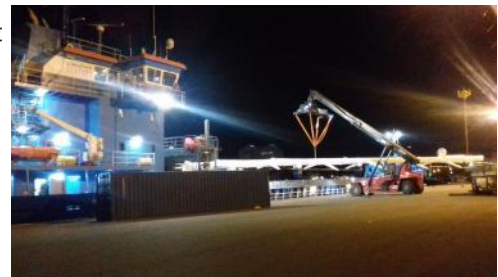
Now & future

Already 2.5 years ago we said goodbye to 100 years of experience when Eva Pennewaard and Rene Buitenwerf retired. Together they have put together and trained a great team. That team is the blueprint for all our activities now and in the future.

Our motto is: Never say no! This means we are challenged to find and organize the right solution for our customers in all situations. We want to distinguish ourselves from the larger logistics service providers by guaranteeing and maintaining personal contact. Operational matters are discussed and decided immediately, and on the work floor. Because of this we learn quickly, we are flexible

and sometimes a bit noisy.

We now produce 2,500 export documents and 1,500 import documents every year. We take care of the handling for about 10,000 containers in Rotterdam. We organize 3000 transports including 2000 containers worldwide. In addition, 4500T project cargo was transported during the last year and we are still coordinating the port activities for the annual seed potato export campaign to Algeria. Furthermore, we are agents of about 15 superyachts under construction or re-fit. And "last but not least" we deliver logistic support to JR Shipping.



Because we were in Harlingen in our jacket threatened to grow, we started in October this year with a branch in Rotterdam. In addition to the development of additional logistics activities, we hope to reduce cargo flows via the port of Harlingen and to revive old times.

Although we are already looking for further expansion, Harlingen is the origin and foundation of our company. From Harlingen we are going to conquer the world. Suksuwat!

Kuhlman Repko Shipping BV

Erno Leguijt



SOMETHING TO THINK ABOUT

During a lost hour at the airport I surfed the internet and came across articles on “Unmanned Ships” - some authors of the articles are enthusiastic about the new develop-

ments while others are more critical. But there is one thing they have in common: unmanned ships will appear on the national and international waters at some point in time. Most of these articles refer to the “Yara Birkeland” which is planned for her first voyage in 2020. She will be the first fully electrical and autonomous ship without emissions and can carry 120TEU. The ship will be controlled from the shore by a “Shore based Master”, if that term can still be used for these kind of ships. A seafarer (including the Master) is defined as: any person who works on board a ship to which the Convention applies”. A suitable term for the “Shore based Master” may be found by that time but I couldn’t think of another suitable term.



Although there are many technological challenges to be dealt with, there are also many other challenges that need to be taken care of. Challenges like: Is the STCW sufficient enough to set a minimum level of training and qualifications of the crew that operates the ship from the shore. Maybe not, and it will probably take many years before this is evaluated, transformed to a new STCW and implemented in the Maritime education systems.

Another challenge is: Is the International Law system prepared for this and what needs to be done to fill any gaps? It takes years for simple amendments to SOLAS from the drafting stage to the final implementation in the International Laws and a few more years before it is finally implemented on board ships. The Ballast Water Management Convention is a good example where it took more than 12 years from the first issuance of the Convention in 2004 and only in 2016 it was ratified by enough Member States.

SOLAS is one thing but will the COLREGs (Rules of the Road) need to be amended as there will always be ships, big or small, with crew at sea. Will Cyber Security become more important when shore based pirates can take over the ship and its cargo by simply hacking the ship-shore connection. At present GPS-signals can be easily jammed from the shore. Imagine where the ship will go after a hijack.

The above may be more on the Higher Management Level but how will it be in our day to day life? How will a Port State Control or a Flag State inspection look like in the year 2027 when there is no crew on board. Or will they visit the Shore based company more and more instead of the ship?



The idea of remotely operated ships is not new. The Danish Navy already uses remote operated drone-ships, without crew, that are sent in the mine danger area to minimize the dangers for the crew. From experience these drones sometimes went their own way and needed to be “reset”. Sometimes crew from

the mothership had to attend the drone before it could continue again. These drones could berth when being remotely operated from the mothership. But mostly the drone was manned before it entered the port or when other specific operations were needed to be carried out.

SOMETHING TO THINK ABOUT

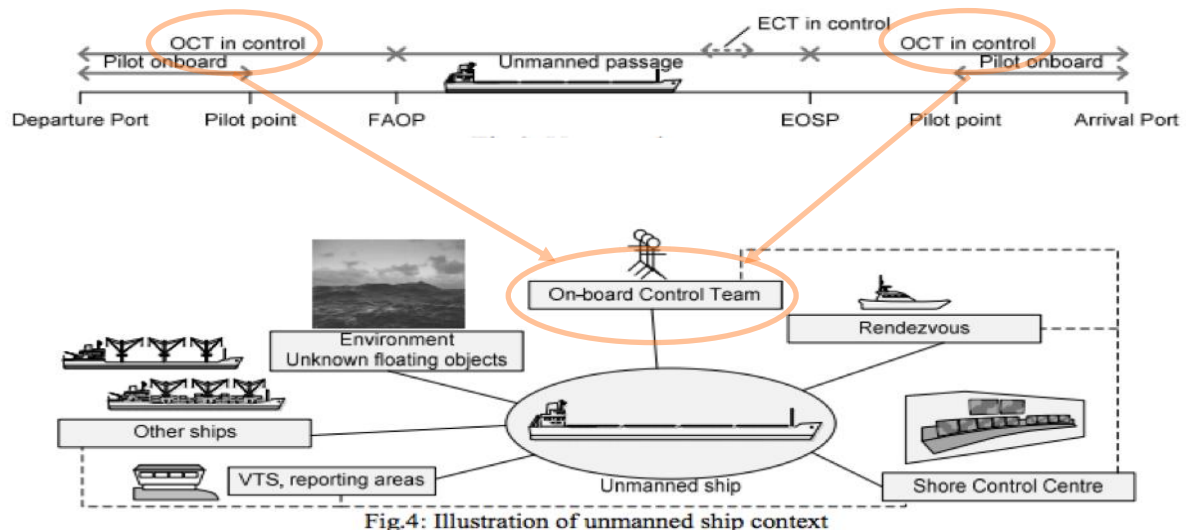
Maintenance and sudden breakdown of equipment may also be an issue which is worth thinking about. How this subject can be handled will probably become clearer during the trials of the Yari Birkland.

All in all there are many subjects, other than the Technological challenges, to think about before these kind of ships will take over the convention fleet.

But how will the future look like for the number of accidents and its consequences. Accidents are mostly the result of Human error as mentioned in the Study "Human Error and Marine Safety"¹. This study shows that more than 75% of the accidents are caused by some form of Human error. By eliminating the Human error this number may come down but accidents will still happen. It is thought by Christian Mathews² that the number of accidents will decrease but the consequences of the accidents will become more severe. As an example the crew can act as a fire fighter and extinguish a small fire before it becomes big. So in summary the number of accidents may come down but it is unclear if the overall risk will decrease significantly.

What I think: With the technological adjustment made, a ship can sail unmanned in a clear and predefined environment. However, well trained crew is still necessary to cope with unclear and undefined circumstances or when entering confined waters. A fully autonomous ship may be the desired end state but will never be achieved as Technology will not be 100% safe and reliable. There will always be a chance, although very small, that equipment fails.

Below pictures³ show two teams. First the ECT (Emergency Control Team) and second the OCT (On-Board Control team). The ECT is capable of reacting to emergencies while the ship sails from pilot station to pilot station. After the pilot has been embarked or before pilot debarkation, the OCT will come on board to guide the ship through confined waters.



Ronnie Neleman

¹"Human Error and Marine Safety" Dr. Anita M. Rothblum (U.S. Coast Guard Research & Development Center). (http://bowles-langley.com/wp-content/files_mf/humanerrorandmarinesafety26.pdf)

²Christian Matthews, "Unmanned 'ghost' ships are coming". (<http://www.independent.co.uk/news/science/ghost-ships-coming-yara-birkeland-norway-maritime-law-changing-fewer-accidents-cheaper-shipping-a7930481.html>)

³Website "More than Shipping" <http://www.morethanshipping.com/unmanned-vessels-navigation-intelligence-networks/>



2018



The year 2018 - is the year that JR Shipping was originated 25 years ago. Needles to say that this will get enough attention. For sure during the Harlingen Sail 2018 where the by JR Shipping managed clipper Stad Amsterdam will be a part of the festivities.

In 2018, Leeuwarden-Fryslân will be Europe's Capital of Culture - In the run-up to 2018 there will already be a great many festivals, projects and events held in Leeuwarden and Friesland. Northeast Friesland will also take part in the preparations.

Iepen Mienskip - in 2018, Friesland will be focussing on Leeuwarden being European Capital of Culture, so, in the run up to this year and 2018 itself, a whole range of festivals, events and projects will be held in Leeuwarden and the rest of Friesland. Northeast Friesland will also be involved in many of these activities. The theme is Iepen Mienskip, also the title of the Leeuwarden's plan of action which led to it being awarded the title of Cultural Capital.

Four fantastic cities and two challenging races

across the North Sea makes the Tall Ships Races 2018 an essential event in the sail training calendar.

Brace yourself for an invigorating voyage across the North Sea, from Sunderland to Esbjerg. The international fleet will then undertake a breath-taking cruise-in-company between Denmark and Norway, before racing down to HARLINGEN THE NETHERLANDS!



"Sunderland will bring a great sense of community to the event. The success of Esbjerg's Tall Ships event in 2014 speaks for itself, with over 600,000 visitors and a media audience reach of over 47,000,000. Stavanger has supported Sail Training for a long time and is guaranteed to welcome the fleet in great style by providing the perfect event backdrop at the end of a fjord. Harlingen is one of the oldest seaports in The Netherlands, and it's the gateway to northern Holland from the North Sea. And, Harlingen won the Host Port Trophy for recruiting the greatest number of trainees ever – a grand total of 337, which is a Tall Ships Races record."

Paul Bishop, Race Director, Sail Training International.



Dear Mr Dupuis,

Thank you for the email. I have to say that the captains and crew of the MV Encounter are most enthusiastic and co-operative within the Plankton Survey volunteer fleet of ships. The flow of information between us is second to none.

Please take a look at our website www.sahfos.ac.uk You will find lots of information here. There are a number of science papers accessible to all. In the "About us" section you can see how we include your ship in Our network of ships page.

Plankton Science for Our Future Oceans

I will show your email to my Laboratory manager and I will ask him to pick out some significant finds that I might send you; and in easily readable form for us "non" scientists. You will be interested to note that last December at the Conference of Parties in Paris (this was the global environmental conference attended by world leaders), SAHFOS data played a significant part within the reports published.

Although we are a small organisation, we do have a world-wide reach in terms of Ocean Health and wellbeing and we would not be able to provide the evidence (good or bad) without the help and co-operation that companies like yours' afford the Continuous Plankton Recorder Survey.

I will email again when I have the specific science data pertaining to the route transited by MV Encounter

Kind regards

Dave Wilson

Ships Liaison Officer

Sir Alister Hardy Foundation for Ocean Science Plymouth

MV Encounter



Ship Details

IMO: 9255775

Towing a CPR on this route since 2012

[View MV Encounter on Marine Traffic](#)



Route Details

Bilbao to Land's End

Route towed since 1958





Vibrio infections on the rise as climate change warms oceans



Climate warming may explain why in recent years more people appear to be contracting *Vibrio* infections from swimming in the ocean and eating seafood. Bacteria represent the largest living biomass in the world's oceans. Most are not harmful to humans, however *Vibrio*—a genus which includes several deadly human pathogens such as the headline-grabbing, flesh-eating bacteria—can be acquired by eating undercooked seafood or exposing an open wound to seawater. With climate warming increasingly linked to rising ocean temperatures, researcher Luigi Vezzulli and colleagues investigated how these changes are impacting marine bacteria. Focusing on the North Atlantic and North Sea, the researchers examined preserved plankton samples, collected between 1958-2011 by the CPR Survey, and reconstructed how *Vibrio* species populations have fluctuated during the last century. Based on statistical



Researchers determined that increases in sea surface temperatures promote long-term increases in *Vibrio* populations

correlations and modelling, the researchers determined that increases in sea surface temperatures promote long-term increases in *Vibrio* populations. Furthermore, these expanding concentrations of *Vibrio* may explain recent increases in human infections, based on an analysis of documented *Vibrio* infections, known to be caused by species contained in the CPR samples, in Northern Europe and the Atlantic coast of the United States. LV & ME

i Vezzulli, L., P. C. Reid, P. Hélaouët, M. Edwards *et al.* (2016). "Climate influence on *Vibrio* and associated human diseases during the past half-century in the coastal North Atlantic." *Proceedings of the National Academy of Sciences*: 201609157.

WE ARE JR SHIPPING

In may 2016 I was asked by JR Shipping - to join the Officers day in Odessa and lead the first workshop on DISC-behavior. This was the first of a series of Officers days both in Odessa as in The Netherlands (Harlingen) that were organized where I was asked to give workshops mainly to stimulate interaction, introducing how to give and receive feedback and provide insights into your own DISC reports.

The management of JR Shipping was very clear in their objectives: To lead in the container business as high performing company and becoming the Number 1 preferred partner to work with means to also invest in leadership, communication skills and self-reflection of all officers within JR Shipping to make that happen.

The way you communicate towards others, the way you show leadership towards your crew and how flexible you are to adjust your preferred style of communication towards others can make the difference in how you perform on board as a team, how clients perceive you and how smoothly you can deal with third parties.

For me as a trainer, it was a pleasure to see the participation during these workshops of officers and captains who were present. The officers were very enthusiastic about the possibility to exchange experiences with each other on HOW you organize your work, HOW you prefer to communicate and HOW you can adjust your style towards other rankings to become more effective.



As a trainer and coach, I believe that before you are able to master others, you need to be able to master yourself.

Apart from the workshops during the Officers days, a leadership program was developed for the captains: the masterclass courses. In 3 days, the captains joined together to discuss how to improve performance on board, to exchange experiences both in problem-solving as well as different styles of leadership.

But mainly, it was continuously looking into the mirror:

- ◇ how do I show leadership towards my crew;
- ◇ how do others perceive me?
- ◇ What are my qualities and my pitfalls in the way I communicate?
- ◇ How do I give feedback and do I also ask feedback from my crew?



WE ARE JR SHIPPING

All these questions were addressed during the Masterclasses held in Harlingen. The feedback of the captains of the first 2 courses was also used to adapt the Masterclasses accordingly and made it possible to include also office staff in the Masterclasses to stimulate interaction and improving the relationships between office staff and captains.

My compliments to all participants for their active participation and openness to share not only the what goes well, but also to address and share what can still be improved when it comes to your own style of leadership and communication.

I believe that once you stop reflecting on your own behavior and on how you communicate with others, you stop improving. Asking others for feedback on how they perceive you can make you even more aware of how to become even more effective, whether higher or lower in ranking.

Many of you have been asked to give feedback on your captains on how they communicate and how they show leadership towards you. This was used during the masterclasses and was the start of making it more commonly accepted to give and ask for feedback, regardless of rank.

At JR Shipping we believe that Feedback is an investment you make to improve the working relationship with others and ultimately improve the overall performance within the company.

I enjoyed contributing to achieve this goal and I have confidence that if you all continue to make that effort to keep looking into the mirror and take action accordingly, you, your crew and JR Shipping will benefit from doing so.

Good luck in continuing investing in yourself, in your colleagues and in JR Shipping and I hope we meet again soon in 2018 in one of the Officers days.



Selma





The best of both worlds: NCAGS* and MRCC training in Kenia and Ghana - In February and March I, Ronnie Neleman, was sent, as a Navy reserve for NCAGS, to Kenia and Ghana to provide assistance in the American led exercises Obangame Express (Ghana) and Cutlass Express (Kenia). The aim of the exercises is to enhance the cooperation between participating countries on issues like illegal trafficking, Search and Rescue operations, piracy etc. Illegal trafficking, illegal fishing and smuggling are growing challenges in these countries.

Mombasa Port (Kenia) is a growing port in Eastern Africa. Together with the development of the port also other infrastructure like railways and roads have to be improved. The railway between Mombasa and Nairobi is opened 31 May 2017 and reducing the travel time from approx. 12hrs to 4hrs. The road from Mombasa to Nairobi is also being rebuild from a two lane road to a six lane road. Both will decrease transport times for goods and will make the port and the back land better accessible. Mombasa is planned to be the hub to other countries like Uganda, South Sudan, Rwanda and Burundi.



The port has a growing need for container space and phase 1 of expanding the Container capacity has been finished in 2017. Phase 2 is planned to finish in 2020 and increasing the Container capacity to 2.5 million TEUs annually.

Tema Port and Secondi/Takoradi Port (Ghana) are the main ports in Ghana and forming the main entrance for goods from the sea. Both ports do not primarily serve other neighbouring countries as Mombasa is.

As with every growing port the challenges for safety, security, smuggling, illegal trafficking and fishing increase. The Marine Regional Coordination Centre (MRCC) plays a main role in providing a safe and secure environment in the port and coastal areas. The MRCC does not have any vehicles, ambulances, fire trucks, people and so on. It has a function of sharing information and coordination between organizations like the Fire department, Port police, Wildlife Services and other beneficiaries. These MRCCs are developing their skills and knowledge on how to deal with these challenges.



I was sent, together with colleagues from other participating countries, to provide tools and guidance on how to guide this process on operator level of Information Sharing and Coordination. Several Information Sharing meetings were held where the beneficiaries were present. The operators of the MRCC were trained during table top exercises focussing on Standard Operating Procedures for several scenarios. In Mombasa, as part of the operator training, the MV Hansa America was visited. The operators could meet the seafarers and got a general impression of the safety and security devices on board (like Metal detectors, Life rafts, Free fall boat, pilot boarding areas etc).

*** NCAGS - Naval Coordination and Guidance for Shipping**



NCAGS



In Mombasa I had the opportunity to work with two Canadian Coast Guard Staff Members. It was good to exchange knowledge and skills. Although our countries differ 80° in Longitude we have similar ways in approaching challenges.

In Ghana I travelled between Takoradi/Sekondi and Tema. During the preparation phase I stayed in Tako-



radi/Sekondi. The second part of the exercise was done in Tema where I had the opportunity to sail on board GNS Chemle, one of their Fast Patrol Boats. The vessel sailed each day for an exercise at sea. This day I could see the counter piracy actions from the Ghana Navy Boarding team and the vessel crew.

It was a good experience where I could exchange me knowledge of the merchant fleet and the military side of it.



NCAGS is a NATO developed organisation and provides the interface between military operations and merchant shipping. This interface involves the provision of military cooperation, guidance, advice and assistance to merchant shipping. NCAGS is employed to enhance the safety of participating merchant ships in the operations area while supporting military objectives (like Piracy Danger Areas in the Gulf of Aden).

Ronnie Neleman



JR Shipping and Anker Crew Insurance share the same conviction:

Providing crewmembers with good care in case of an accident or illness

Everyone at JR Shipping knows that a safe working culture is an important cornerstone of our shipping company. Nevertheless, especially working at sea involves risks and sometimes something goes wrong. To be certain that in case of an accident or illness crewmembers will be provided with proper guidance, JR Shipping has taken out insurance with Anker Crew Insurance: a party speaking our language. In 1907, several shipowners in the north of the Netherlands jointly decided to bear the possible consequences of an accident or illness on board. In this article Egbert Maalderink of Anker Crew Insurance tells you more about the insurer whose motto is: *'People matter most'*.



"As an international account manager at Anker Crew Insurance, I visit the Harlingen-based JR Shipping Group on a regular basis to speak with Robert-Jean Dupuis (head of insurance department) or Teije Velds (head of crewing department) about risks which may arise on board the ships and the solutions we can provide for that purpose. It concerns, for instance, situations in which a crewmember has an accident on board – see the practical example below – or falls ill in the workplace.

My colleagues and I provide advice and assistance to JR Shipping and other maritime employers in the area of crew insurances, which we do worldwide. In addition to customers in the Netherlands, we have customers in countries including Spain, Germany and England, but also in Singapore and in the Philippines. Because we are dealing with different cultures, the discussions we hold are also very different. Apart from shipping companies, Anker has customers such as maritime employment agencies, fisheries undertakings and yacht owners.



What does Anker Crew Insurance do?

As a crew insurance provider for over 110 years, Anker has provided insurance cover worldwide for crew members employed by maritime employers. Anker provides maritime employers with insurance solutions for the consequences of illness, incapacity for work, death and accidents of their crew members. If a crewmember falls ill while being at work or has an accident, we will arrange for him or her to be taken from board and to a hospital, anywhere in the world, where he or she may rely on receiving the best care. In addition to our insurance solutions, our objective is to support maritime employers as much as possible.



For instance, as from January 2018, we will provide absenteeism support services as part of our sick leave insurance. Our work is based on the idea that *'People matter most'*. Our customers, their crewmembers and other maritime employers come first. Therefore, no bureaucratic diversions, we promptly come up with practical solutions. Also – or particularly – in cases which are not so easy to solve.

No bureaucratic diversions, we promptly come up with solutions



Things that can go wrong – and how to solve them

One of our ships is moored in Hamburg to be unloaded. While he is on his way to the barge, a colleague loses his footing on a slippery step and falls down the stairs, and his right leg lands in a strange position. The second mate, who was walking behind him, immediately reports the incident via the walkie-talkie to the ship's master, who contacts the agent. The master and the second mate note that the leg is in a strange position and is probably broken. The agent arranges an ambulance and our colleague is speedily taken to the hospital.



In the meantime, the ship's master has also informed the shipping company of the incident. For safe manning purposes a relief navigator needs to be arranged without delay. Because JR Shipping has taken out an insurance for our colleague with Anker Crew Insurance covering medical expenses and repatriation, the shipping company also informs Anker of the hospitalization, with the question how all this has to be arranged further. The claims handler explains to the shipping company the manner in which our colleague will be assisted.

The Anker Alarm Service will be called in. They perform a pivotal function in relation to the local shipping agent, the hospital and if possible also with respect to our colleague. After being treated in the hospital and having received a fit to fly certificate, Anker Alarm Service will arrange the return journey. Given his limited mobility, our colleague will be escorted by a nurse during the return journey. The nurse will accompany our colleague until he is in the hospital or until our colleague is home again.

By engaging Anker Crew Insurance and its partners, we have organized that you will be properly assisted also in case of illness and/or an accident!

That is how we do things at Anker – people matter most.



PERSONNEL FLEET



Jubilees—5 years

Teije velds	- 01-04-17
Marc de Haas	- 01-05-17
Jetze van der Zee	- 04-06-17
Jelmer Docter	- 01-08-17
Richard Wassing	- 27-08-17

Employment

Siete de Wolf	- 29-09-17
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Jubilees—10 years

Fokke Veenstra	- 01-01-17
Robert Velds	- 23-03-17
Sadiq Hasim	- 13-05-17
Barend van Winden	- 26-06-17
Dik Kuiper	- 01-09-17
Sandra Stienstra Groen	- 01-09-17
Dennis Boots	- 26-11-17
Niels Johannes	- 04-12-17



Merijn
Olivier
Gritter

Jubilees—12,5 years

Sjoukje Postma	- 01-02-17
Ben Lenting	- 06-06-17
Richard Stern	- 14-06-17
Wilbert Kluiters	- 14-07-17
Marco Schutte	- 24-08-17
Gerard Noordstra	- 01-09-17
Wouter Zijlstra	- 01-09-17
Sjouke Weima	- 30-09-17

Retired

Ed Engel
Dirk Velthuijsen
Hendrik Douma

Marriage

Alfred & Marjolein Grovenstein

Jubilees—15 years

Esmeralda Kimkes Blom	- 14-01-17
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Birth

Arjan & Olien Gritter, Son Merijn Olivier.
Born on 19th of March 2017

Niels & Ineke Gort, Son Djurre Jones
Born on the 3rd of April 2017

Jorrit & Marijke Prins, Son Finn Pieter
Born on the 13th of Augustus 2017

Sadiq Hasim, Grand father of Son Mahdi
Born on the 4th of September 2017



PERSONNEL FLEET

JUBILEE



Marjolein & Alfred



Esmeralda



Ed & Dink



Margo & Merijn Olivier



INTRODUCING



Dear Colleagues — this April I have started as Managing partner at Seazip Offshore Services with development of new business as goal. Now, 6 months later I can say that we have created a lot of new business, new clients and with new friends. At this moment we are promoting a fleet of 6 Seazip vessels and 8 vessels of other companies. The idea around the 3th party management is that we can offer a wider spread of vessels which can undertake a larger scope of work in order to receive more enquiries which can lead to contracts. The more the merrier! For 2018 we see much more activity in the industry and this will pay off in terms of utilization and charter rates. We will also continue to find more vessels which we can commercially manage.

Enough about the work, who is Mark. I grew up on the shipyard of my parents near Alkmaar. Later on I joined the seafarers school and after graduating I have sailed for 5 years in the dredging industry. Once I start to work onshore I realized that a management degree would be beneficial for my career so I went back to school to obtain my degree. During that period I worked predominantly in offshore oil&gas related industries, but always on the marine side of the work. This let me into Offshore Wind some years ago working at Acta Marine whom are workboat operators and later on here at Seazip!

At home I am father of 3 kids varying from 14 till 2 years, owner of a dog (American bully) and husband to my lovely wife. We all enjoy sailing the Dutch lakes and canal system with our boat and being outside. We live close to the Northsea beach, you can find me here often as I try to develop a hobby in wave surfing! Enjoy your day and safe travels.

Kind regards,

Mark van der Star



Dear Colleagues — during several trips to Lowestoft it was recognized that having a local colleague would be very beneficial and by spreading this news we were introduced to Tania Plank.

I, Tania, live in Lowestoft and has a background in CTV operations. My last position was crewing manager for Severn Offshore.

It will be both an honour and challenge to help SeaZip expand as we drive forward into the round 3 Offshore Wind Projects.

Whilst commercial pressure has never been greater I believe that by not compromising on standards SeaZip remains incredibly competitive within the marketplace. Being local to East Anglia I am ideally placed to build on the network and connections I already have at this exciting time of massive growth in the region. Lowestoft is proving to be a huge business hub for the Offshore Wind Industry in the East of England and already offers some excellent facilities.

I look forward to meet you in the future.

Kind regards,

Tania Plank

APPRENTICE CARLA VAN DEN BERG



Hello everyone - I'm Carla. 19, Dutch, redhead, vegetarian, girl, cadet at the M/V Empire. I grew up in a small village near the beach in the Netherlands. I always loved the sea, but never really thought of the option to work on a ship at first. I wanted to be a writer, work in fashion or own a bakery. I didn't know you could work on a ship as a girl. In my third year of high school, women working in a 'mens world' visited our school and told us about the possibilities for working in the technical branch as a woman. The woman who told us about working on a ship, immediately got my attention. Working at sea, getting challenged every day, working

with different nationalities and have a diverse job.

My cousin started working as an engineer on a ship and the pictures I saw from him were mostly muscled guys drinking beer and BBQ'ing in the sun. So I thought, hm, I'm a girl, vegetarian, not that strong and I will definitely get sunburned with my white skin. I wasn't sure if I was capable to work on a ship, but if you don't try, you'll never know. So I started studying for Maritime Officer and I've never regretted this choice. Everything is so interesting and I was looking forward to my internship to actually do things which were first just texts in my schoolbooks. JR Shipping gave me this opportunity. Before I went on board of the M/V Empire, I was a little scared and had some doubts if I could do it, not mentally but physically, since I had zero actual experience at sea. Those feelings faded away when I saw the ship, wow!



Then I was on board with all kinds of things flashing through my mind "where to go now?" "to whom to report?" "Should I start working now or can I unpack first?" Thankfully the crew was very helpful and literally everyone has been nothing but nice to me. Two weeks after being on board it was my birthday, so I baked two cakes, see picture (*Grá Mór* is old Irish for 'a lot of love') and my father and sister came for a surprise visit in Hamburg. After that we played some basketball at the seaman's mission with half of the crew.



APPRENTICE CARLA VAN DEN BERG

In Gdynia I was able to meet Frederique (the, other female, cadet from the Ensemble) whom I know from the JR office. We've been in the same port twice now. So, we visited a 'pirate bar' with some of her crew and some of mine.

In Rauma when it was Captain Sjouke's birthday we had a nice (for me vegetarian) BBQ in the setting



sun (did not get sunburned) .

For the rest... we have some 😊 interesting talent shows from time to time. And not to forget work! And those never-ending school assignments.

In the first month, I worked as well on deck as in the engine room for my 'first orientation report'.



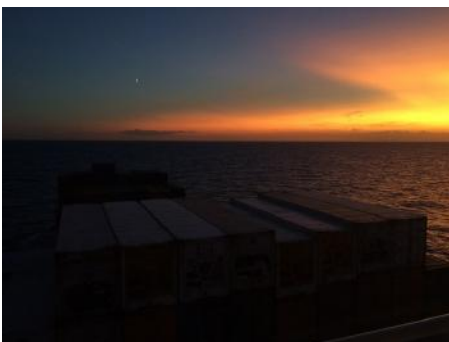
After that I started working six weeks in engine room. All engineers, or actually everyone, is willing to teach me a lot and answer all my questions. We have the motto's: "Everything is awesome" and "it's Christmas everyday". So of course, we start the day with the song "everything is awesome" (from the Lego movie) and "driving home for Christmas", "last

Christmas" and "all I want for Christmas is you" are played at least once a day. Yes, I really like working in the engine room and am seriously thinking of becoming an engineer. But, I still have to work on deck, so let's see what that is like first.

We do so much on board, so there are so many stories to tell and I'm afraid there's not enough space here for it. Let's just say everything is so far so good and: Empire grá mór (a lot of love for the Empire).

A lot of love ,

Carla



FROM THE FLEET

Able to like - 3 years after my thumb accident. I am back onboard ENDEAVOR. First thing I did was a selfie together with the most memorable door of my life, liked it, then whisper "this is going to the E-News"

Accident happens to unfortunate sailors, our bones shatter, our skin splits, our hearts break and every wound will have scar and every scar tells a story.

My story says "My thumb survived and I will continue to sail with it"



Alfred



FROM THE FLEET



There is a short story about a case what happened which I like to inform you.

It is a true story about the fake friendship and assistance in difficulties.

Please have a look at the pictures with the accident happened at RST-N Terminal.

Our good vessel EXTERNO has just arrived at the berth on 28th of October and we were peacefully waiting for stevedores and

commencement of the cargo operations. The weather was not a sunny, but nothing was to estimate of any danger for us.

Our peaceful life was interrupted in one moment. The truck came from nobody knew where and suddenly collided with our good vessel.

The truck driver came to the ship's office shortly after the collision with a lot of insurance papers in his hands.

FROM THE FLEET



The truck driver looked like a rostopian, with the stripped colour wool hat on his head. The rostopian was crying with tears. We were patient. Our Guys and me keep calm and not showed of any smile or laughing. The situation was taking with our serious faces. We went on the quay together with the driver to see how it is. The rostopian-driver was asking me with tears do not make the claim against him. I checked the vessel first and found a scratch of the paint. The truck was damaged well.

I asked the driver: "Man, before I say you that you are free completely, could you please tell me the story, how was that possible? How did you make it?"

He told me:

That he came to the port with the ship's stores for another vessel; He was going to make a turn on the quay but due to his long vehicle and difficulties of viewing he asked of our good RST stevedores for they kindly assistance to watch his safely turn; Few stevedores replied to assist; He started of his turn with the good assistance from stevedores. The good guys call the bad luck driver to make the manoeuvre faster-faster-faster and move to astern – no problem man!!!; The truck just hit the vessel and stopped..... The driver looked for his new friends to say them the good words in regards, but they were not on the quay anymore. New friends have disappeared.

The driver has told of this story and we started crying with tears, but because of laughing. I let the driver go and let him stay with his own problems. That's all.

Best Regards from MV "EXTERNO"

Capt. Bakin Alexander



FROM THE FLEET

During my first week on board mv ELAN - we had an engine failure on the 1st of August 2017.

As we had a passenger and I was just on board we had this morning a fire drill. But at 14:00 the trusted sound of the engine stops and soon the lights go black. The emergency generator takes over and a fire alarm sounds. Confused I did what me was told the same morning, I proceeded with my immersion suit to the muster station. There I found only the passenger waiting. Soon cook arrives on muster station, still waking up from his rest. When he smell's smoke, his eyes become larger and rushes back inside to get his immersion suit. More crew gather at muster station and the counting starts, everybody is at muster station or their designated position. Chief Officer takes charge and makes sure everybody will do their job. The 2nd officer and 2nd engineer took on the fireman outfit and breathing apparatus set to get ready for entering the engine room.

Still I, as an apprentice, was waiting at the muster station with the passenger waiting for further orders. The passenger kept calm the whole time. Giving me the impression that it did not really felt like a dangerous situation to him.

After a while the information came that there was no fire found by the firefighting team. This was quite a relief. No one was injured and no fire. But still we were a drift in the Bay of Biscay. We were allowed to go back to our cabins again. There was a light smell of smoke.

On the 3rd of August 2017 08:00 after two days drifting – and then there she was, the towing vessel ALP Guard was passing us on starboard side. The last two days there was luckily no bad weather. Around 10:00 the connecting of the towing wire starts. The ALP Guard slowly approaches our bow with her stern. 11:30 the towing wire is connected and the towing towards Brest starts. The past two days we had a favourable current with us, we were already getting closer to Brest with 2 knots on average. With the ALP Guard towing us we could get up to 5,5 knots, only the vessel would start drifting again. The captain agreed with the ALP Guard a maximum safe speed of 4,5 knots.

In the meantime, the passenger started to get a little bit grumpy about the situation. Vigo was the destination, and we were heading for Brest. The passenger started to realise more and more that his trip would not go more south than Brest.



The next morning the 4th of August 2017, we arrived in Brest where a harbour tug was already waiting to assist us with manoeuvring. Slowly we were entering Brest with the ALP Guard still in front of us. In the harbour we had to release the towing line with the ALP Guard and connect a harbour tug



to take over. At the berth, with two tugs, we were slowly getting closer. Until the tug at the forward, with a woman behind the controls, decided it was taking too much time. Without an order, she started pushing us towards the berth. But at the end we came alongside and we were safe in Brest

Apprentice

Johan R. Kamperman

FROM THE FLEET

Near Miss “The untold stories” - Everybody has these moments where they think, mmm, I hope nobody saw this.....

I will tell some of these untold stories and probably, hopefully, you will say: been there, done that...

Here my stories will be with Seazip.

No. 1 - We just picked up a team from a tower and had to go to the next tower.

In a windfarm all towers have numbers, to find them more easily.

The team informs me about the next tower, they like to go to tower no. 10.

So full speed we go to tower 10, as fast as possible, because time is money.

On arrival we make the boat landing, perfect, off-course. Now the team can go up to the tower, but all that happens, no movement with the pax (passengers), mmmm, very strange.... I look up to the tower and see number 09, OOPS..... So slowly away again from the tower and on to number 10 and most important, act as if it was a normal procedure and hope that no-body saw it.



No. 2 - It was a very nice day with perfect weather, no waves, no wind, plenty sun.

All the teams are up on the towers, so we can do some work on board.

We decided to have a look into the earth-fault alarms on board. To find where to look we slowly switched off everything, by flipping more and more fuses. After that we started all again. The rest of the day it was nice and quiet, especially on the project radio. I even told the maroff that it was so nice and quiet on the ra-

dio, nobody talked. At the end of the day we wanted to call the teams to check if they were ready for pick up. Just now we noticed that the radio was switched off all day, OOPS..... With switching off all power we turned off the project radio as well. We started the radio again, called the teams and continued as if nothing happened.



FROM THE FLEET

It is fundamentally crazy to build wind farms out at sea. But it works!

Tulsi Tanti

used for a while. This was no problem, because we still had PS engine if I needed one. About half an hour later a fishing vessel entered the port and wanted to take some FW. So they called us and asked if we could shift so he could take FW. No problem off-course, because I still had PS engine. So I informed the Maroff that I was going to shift on 1 engine.

I started PS engine and told the AB to be ready on deck. PS engine was now running and I checked the rudders, OOPS.... Only 1 rudder is working because also only 1 engine is running... SB rudder is not working and after going along-side on arrival I didn't return it amidships, so she was still hard to port, OOPS..... So 1 engine running 1 not running, 1 rudder working 1 rudder not working and hard to port..... But just act as if all is normal and planned. So let go all lines. All lines on deck and full bow thruster to port, OOPS..... if only 1 engine is running also the bow thruster has half power, so almost nothing.....

So slowly we moved out of our berth and shifted to the next. And off-course we acted again as if all was normal. All went oke but slowly.

No. 3 - We were moored in port of Lerwick, a small port on the Shetlands. From the harbor master we got a nice berth directly next to the FW -bunker station. Perfect for us, so we could fill up the FW tank whenever we want. On one day we stayed in port due to bad weather, so the Maroff asked if he could do some maintenance on SB engine, which meant that this engine could not be



Off-course if asked I will always deny that any of this ever happened.

**A NEAR MISS
TODAY COULD BE
AN INJURY TOMORROW**

I hope we can start a new column in the E-news with these stories, because for sure you will have had same experiences, which are near misses, but not to be told. And off course not only within Seazip, but also on the JR-fleet. So send your stories to the E-news with the remark : Near Miss "The untold stories"

Note from the editors:

The name is removed ... so we invite you all to come with your stories!



UFO Collision in Seas! Claims Five Skippers - The adventurers that seek races and records when circumnavigating the world once had only two worries – fierce storms and drifting ice. But a third foe might now be the worst – unidentified floating objects. Even its acronym – UFO – is ominous.

Of the 29 solo starters competing in the eighth Vendée Globe, damage thus far has derailed 11, with UFO collision listed as the cause by five skippers. In one instance the IMOCA 60 was nearly ripped in half by what was believed to be a floating container.



Loss of containers: The loss of containers in transit is nothing new, but the rise in global trade has increased shipping traffic, which by default has littered the ocean with more lost cargo. Is there a solution in sight for this problem? Scott Boye is doubtful.

Here he explains: No shipping line willfully drops containers over the side. The loss is primarily due to storm conditions, and by the time containers go overboard, the ship itself is at risk. In the past thirty years, I've seen two containers awash when sailing offshore. The first was in broad daylight and was obviously a square metal box. It was floating with about a foot of the container visible, waves breaking over the top. The second was in morning twilight and based on the way waves were breaking over it, those of us on watch concluded it was a container. In both cases, the encounters dominated my thoughts for the rest of the race, especially during night watches. I honestly can't imagine the extent of damage a container could do to a fiberglass yacht in a collision.

But I've had experience from both sides of the issue. For years I worked exporting building materials. Think 2×4's and plywood loaded in containers and shipped across the Pacific. I had four containers lost overboard during the time I was shipping materials overseas. All four times were in the depths of winter and every time was an incredible hassle dealing with the shipping line, the freight forwarder, and the insurance company.

From a strict bottom line, I lost money each of those times. The soft costs of time and honor lost with my customers probably doubled my hard costs. It was something that worried me every time we made a shipment from November through March.

I also pondered the irony of possibly hitting one of "my" containers while racing. The chances were incredibly low but it gave me pause while offshore.

The bad news (or good news, depending on your point of view) is that from a statistical standpoint, the issue is minuscule. A report says that on an average 546 containers are lost per year between 2008 – 2013. That's out of 120 million containers shipped. As a result, the outcry for solutions is limited.

Over the years there have been suggestions of some sort of water soluble device that would unlock the doors of a container, allowing the contents to spill out and the container to sink. From a safety standpoint, that seems reasonable to me. From a pollution standpoint, it still puts garbage in the water.

To raise the sides of a ship, to prevent the loss, will raise the center of gravity and decrease ship safety along with reducing containers shipped. It all adds up to higher shipping costs which the consumer will pay for. Bottom line, given the scale of the problem, it is cheaper to lose cargo than prevent the loss.



THE PASSENGER



Aboard of the Energizer from 20 till 25 September 2017 - In the middle of September, I have been given the opportunity by JR to sail along on one of their vessels. My name is Peter Boekhoud and I work at Dutch Marine Insurance (DMI) which is part of the DUPI Insurance Group. I am a marine underwriter in training and I was very happy to hear I could join the Energizer on a voyage to Scandinavia.

As an underwriter I am responsible for accepting marine insurances. Our insurance policies cover against damage to hull and machinery which is an insurance every vessel has got. The most important part of my work is to make a risk analysis for a vessel or a fleet. In daily work, we receive all kinds of data about the performance and details of the fleet to help execute this analysis. The best way to assess the vessel is to see it for yourself. However, we do not get this opportunity that often. Especially not by joining the crew for a few days at sea.

The voyage went from Rotterdam to Oslo, Brevik, Fredrikstad and back to Rotterdam. For me this trip was all about experience and getting familiar with the life and the way of working on board. This week showed me the importance of having an experience crew. Next to that, it was a comfortable feeling to join a captain who knows the route by heart. I liked the atmosphere aboard and along the team. I believe that in any company teamwork is crucial, but especially aboard of a ship.

All though technology such as radar is of help in everyday work, this trip showed me how important human judgment and insight is. This is true at open sea but especially during manoeuvring in harbours. Norway has got a beautiful but rough and difficult coastline. Circumstances such as wind, current and sight can change rapidly and this trip showed me how important it is that the crew knows where and when to expect these rough conditions and how to act accordingly.

Many thanks to JR and especially to the crew for making this trip a fun and learning experience! Save travels to all of you.

Peter Boekhoud



Sjoukje and Sandra with a mission to Uganda - This is no "short" story in the E-news. This is a story of two ladies with a mission .

We have already worked for more than 10 years as colleagues and have a lot of fun together at JR Shipping. In addition to our work we are active as volunteers both in our own way. We are also mother of teenagers/young adults. For a year or so back we said to each other when our youngest have done their school exam then ... Then we'd like to look across the border to do volunteer. We brainstormed in a pub in Leeuwarden. Where do we want to go? How long can we go? Why do we want this? How do we find a good foundation or a good project? Do we have free days enough or can we get unpaid leave? Would our families agree with this and what about our employer? We were very critical in our choice for a project and not without reason. There is a lot of noise in the world about volunteering in Africa.



Donations for which we thank you all

After a lot of thoughts and enthusiastic responses from people around us we made the decision. We would go for 6 weeks to Kampala in Uganda. Volunteering at Wakisa Ministries, which is a shelter for pregnant teenage girls completely managed by Ugandans.

We did our best to involve many people to raise money for the project. We gave various presentations. We were invited to do a radio broadcast to tell our story. We went to flea markets to sell things. We raised money in many ways. And many people were enthusiastic which gave us a lot of confidence. We could use this confidence. We knew our strength but what could we do in Uganda? Were they actually waiting for us? But our mission was clear to us:

We hoped we could help the teenagers and staff by listening, giving confidence, talking, dancing, singing, praying and say that they do matter. We also hoped we could undertake a variety of activities that would bring a smile on their faces.

We knew we cannot change the world, or culture or won't thrill the world news. But we were going to do our best with our heart and hands, committed and with hope to do something good.

And then it was mid-September and we went to Uganda.

We were very impressed. What a beautiful country is Uganda is. Book a ticket and go to see it for yourselves. We have been outside the city in the weekends. On safaris, visited villages and met the locals. There is so much to enjoy. There are beautiful nature and wildlife parks, great animals and very friendly people.



We stayed in the capital Kampala. This is a very chaotic and dirty town but a friendly atmosphere. A city with many colours, a lot of noise, boda's, slumps, churches and markets.

But now about "Wakisa Ministries" because that is where we went. As said this is a shelter for pregnant teenage girls. Wakisa Ministries was set up by Mrs. Vivian Kityo a driven, fantastic and hard-working woman and very concerned about the future of the girls. She has a heart full of love and trust and makes no distinction in race neither faith. The house offers a shelter for 30 girls. Girls, who became unwanted pregnant and in many cases have been raped, aged between 13 and 19 years all driven away from home because of shame to their families.



These girls are surrounded by staff and volunteers from Uganda. The project depends on donations. The girls are only allowed to stay there their first pregnancy which is understandable. Because they often come from poor homes and it cannot be that the shelter is used as a temporarily home to get food and clothes. The Director of Wakisa is very open and shares her thoughts with us and trusts us in a lot of things. Sometimes she asks our view and especially in some cases which she cannot share with her staff. She has a lot of concerns but

has great confidence and is grateful.

Her motto is: the more you give ... the more you get back. And then she is not just talking about stuff and money. We often experienced this in the time we were there. Every now and then volunteers as we come to Wakisa with their heart and hands. We enjoyed our stay at the Wakisa family very much.



To give you an impression we will tell about a day at Wakisa and stories of some girls. Our working day started at 8.30 am but then the girls already had been busy for some time.

05.00: Girls get up, showering, dress up;

06.00: Have breakfast and clean the house;

07.00: Homework.

08.15: Prepare for opening, chairs, djembes, bibles and start with music and singing.

08.10: We take the boda, after negotiation the price, to go to Wakisa and arrive there at 08.25.

08.30: Opening with lots of singing, dancing, Bible reading, praying, explanation and, of course, more singing. Two songs come every day over again, the family song and the song where Wakisa stands for.

09.00: Gym exercises which is a party every day, jumping rope, exercises, games. Pregnant or not ... few days before delivery or not ... everybody's on it. Then in line for a large cup of water.

09.10: Up to 11 hours lessons are given according schedule to the entire group. The lessons the girls get are how to work in "own" kitchen garden, English, mathematics, life skills, Infant care, art & craft, bible study, worship, cooking class, to make clothes, and how to make candles.



11.00: Tea break, they get an enormous sweet tea with sometimes a piece of fried cassava.

11.30: Continue lessons until 13.00 uur. In the meantime 4 girls guided by the staff are cooking lunch. The daily meal exists of brown beans, rice, poscho and a little bit of vegetables. Sometimes they get matoke (kind of banana), sweet potatoes, Irish potatoes and very rare some grown nuts. We eat a little. They eat a tremendous amount. Some use a fork and others eat with their clean hands.

13.00 to 14.00: Lunch, usually everyone is silent. Eating is an important moment.

14.00 to 15.00: Rest hour. The girls usually go to sleep on the ground or hang along with their hug in a chair against each other. Others are knitting. We then reorganize the stores, a chore but very necessary.

15.00 to 17.00: Again lessons.

Every week there comes a dance teacher and we go dancing. Musical chairs are the girls favourite! Also, each week a group of the University comes to sing/pray/carry out some acts and help every now and then with the big spring clean.

This all happens between the walls of the Wakisa house. The girls are not allowed to leave the place. But they also do not want to because around the house it is safe and secure and at the outside they feel uncomfortable because people stare and look down at them. When they are accompanied by us it happens less and we teach them to be proud at themselves, looking in the eyes of people and not to be shy.

What have we done and what could we do?

At first we had to find our way in what can we do and how to use our talents. The first day we did a ball game with the girls. The girls were very enthusiastic and it gave us the opportunity to get to know them already a little bit.



We reorganized the stores which were a mess. No one knew what was inside and it was dirty. Now it is organized and from our reliever we heard it still is and kept. All stores are labelled and you see at a glance what is inside.

We coloured and tinkled with the girls. Maybe it seems not important but it is. Some girls had never been tinkling and we could help them how to do it. They were so proud after their concentrated work after an hour and a half. And we made postcards with them. We coloured baby grosses short with them, kept a girls moment with face masks and polished their nails. Played yes / no game with them a

game with which you can teach life skills. It forces them to choose and to think about an issue if it should be a yes or no. And also practised was how do you say yes or no and what is your body language when saying yes or no. We played a game with words, so they learned and practised spelling of words. And they like these kind of competitive games. We opened / started the day in the way we are used to do this in Holland, with symbols and interaction. We joined the girls to the hospitals for check-ups, vaccines, ultrasound of the baby and deliveries. We could bring some girls with their babies to their new homes. Sometimes they went back to their family in the slumps of Kampala or in a village in the middle of nowhere hours away from Kampala or to another shelter.

Furthermore we could listen and chat with the girls, sometimes hear their personal stories, or their worries, sometimes we could give them a good advice or a hug or embrace them. During the time the confidence between us grew and mostly there was a warm contact.

Girls and some of their stories.

Every girl has a story to tell, we can name them because they are unknown to you so it is ok and more personal.

Teddy, a girl who got pregnant by her father. He had raped her for many years. Teddy ended up in prison because she had stolen a phone. There they discovered that she was pregnant and brought her to Wakisa. During the day she was a sweet girl and also still had humour. Everyone liked her. But every night she woke up and a nightmare began. In her sleep she experienced over and over again that her father raped her. She then woke up and was very aggressive and a danger to the other girls and staff, she started hitting, kicking and tried to climb the wall with glass splinters to escape. Eventually after several attempts to help her she had to leave Wakisa. That happens almost never. And the gruesome is that she could only return to her father. There was no one else and no other shelter to take care of her. These things happen there was no aid for her at all not anywhere which is very sad.



Rebecca, she told her story after we made postcards with the girls. She had written a postcard to her parents asking them for forgiveness. She asked if I wanted to read the card. So I did. After reading the words on the card I thought she must have done something terrible. I asked her about it and so we ended up sitting on the pavement talking and talking. She told me that she was raped for many years by her father but got pregnant by her boyfriend. But why did she want forgiveness?

Years later she told her mother that her father had raped her and that she was frightened he would do the same to her sisters. Of course her father had forbidden her to talk about it and threatened her with terrible things. Her parents were divorced and her mother did not believe her. Her mother chased her away from home and so she ended up at Wakisa. After several good conversations she eventually was convinced that she did not have to ask her father for forgiveness but he should ask it from her. She was very positive to ensure that no one ever will touch her baby girl. She will get a sponsor through Wakisa and can go back to school. Her aunt will give shelter to the baby and take care of her.

Doreen, until 4 years ago she lived a normal family live. At that time her father threw her mother, her and the other children out of the house and they lived a very poor life. She looks like a strong tough girl. Because of the poverty she drugged men and stole money from them in a bar. She slept with them for money which she gave to her mother to buy food. Then she got pregnant from her so called boyfriend. Doreen had a hard time at Wakisa because she did not like the structure but she tried her best. She was not really very tough but just a vulnerable girl.

We can continue like this. Every girl has a story to tell.



Many girls gave birth in the meantime and ended up secure. Maybe in poor circumstances but secure. Of one girl pregnant by her brother, we know that the baby has been given away for adoption. Another girl could not love her baby boy and another girl from Wakisa still pregnant took care of both. Others do love their baby boy or girl and are proud, breast feeding their baby, and taking care of the baby with love as they have been taught.

What happened with the donations?

After two weeks at the project Wakisa at the time that we were convinced of the goodness of the staff and

project we made known to the Director that there was some money raised for them. Donations given by family, friends, neighbours, churches, business relations, rotary clubs and colleges.

And we realized that money is very much needed here.

The foundation we worked for normally only gives money for sustainable investments. But here at Wakisa a lot of money is needed for the running costs such as water, food (the barrels were almost empty), soap, underwear for the girls, mosquito nets, curtains, bed linen, medicines etc. Furthermore a gas cooker has been bought and they are looking for some manual sewing machines.



And to top it all off we went with all the girls to the zoo in a rented bus. We brought some delights with us like chips, chocolate and soft drinks and food prepared by the girls and staff early in the morning. It was such a happy day all girls were so enthusiastic and so were the staff. Only a few girls had ever been to the zoo. Others never had seen the animals living in their own country.

Our mission was more than successful. We are homesick to Uganda but look back with much love.

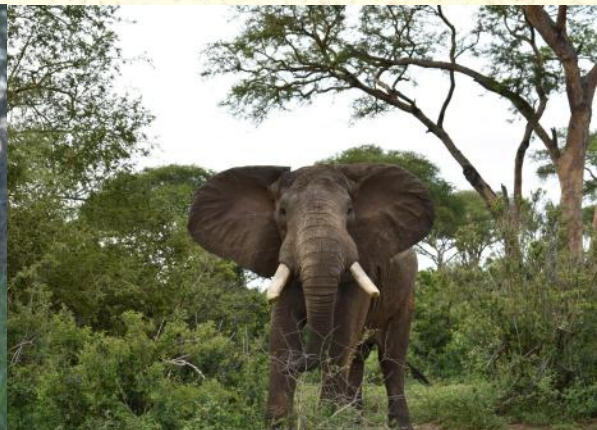
The staff and girls gave us a farewell party including speeches, song and dance. It was so beautiful and thankful. But we are so grateful to the girls and staff and tried to let them know.

The project is solid and the girls are beautiful, brave, firm, with a lot of humour and focused on the future. Beautiful flower buds which slowly but confidently opened.

Many thanks to everyone who has supported us and the project

We have done this trip with lots of love and fun!

Sjoukje & Sandra





ENCOUNTER SAFETY SUITS

When MacAndrews Bilbao - were asked of the best way to dispose 18 thermal rubber safety suits from the Encounter, captain Niels Johannes suggested these could be used by the Nautical School in Portugalete, located near the port of Bilbao.

The 18 suits were expired, but still in very good condition. JR Shipping had sent the replacement suits already on board. Said and done. The School welcomed the initiative and eagerly collected the suits within a week. The container terminal and the customs police were also in the picture to ensure a smooth transfer.

Professor Moreno from the Nautical School received the donation Monday 5th of May. "We are thrilled to be able to make use of the equipment. These survival suits



are very costly for us and will be used in our student training program", he commented.



A few weeks later captain Martien Al, from the Enforcer, asked what to do with the same type of equipment, this time 22 suits. We liaised with Professor Moreno again who collected the equipment 1st week of June. Meanwhile captain Tjeerd Schippers from the Ensemble is also interested in giving the suits a useful new life and the same operation will be repeated when they get the new suits.

Spread the word. JR Shipping have set a good example. The Port of Bilbao is undeniably linked to the Nautical School of Portugalete and their partnership is not new. The School has provided professional staff to port-related entities in the area since the 18th century and it continues doing so to this day.

Photographs:

Year-end training under the supervision of Professor Moreno nearby the Iron Pier, the oldest one of the port.



SAILING SCHEDULES TILL DECEMBER 2017



Sailing Schedule

- **Encounter:**
UK—Spain—NL
- **Enforcer:**
UK—Spain—Sweden
- **Energizer:**
UK—Spain—NL
- **Endeavor:**
UK—Spain—Ireland
- **Ensemble:**
UK—Spain—Sweden
- **Endurance:**
Antwerp—Belfast
- **Elan:**
Netherlands— Spain—Portugal
- **Elite:**
Spain—Portugal—Netherlands
- **Bermuda Islander:**
Salem - Hamilton
- **Emotion:**
Baltic area—Germany
- **Empire:**
Baltic area —Germany
- **Evolution:**
Continent—Baltic
- **OOCL Rauma:**
Rotterdam—St Petersburg — Hamburg—Gavle
- **Expansa & Externo**
Rotterdam—St Petersburg — Hamburg
Rouen—Algiciras—Casablanca—Agadir
Portsmouth—Dunkerque
- **Esprit:**
North sea
- **Estime:**
Mediterranean Sea
- **Espero:**
North Sea
- **Seazip 1:**
Harlingen
- **Seazip 2:**
Harlingen
- **Seazip 3:**
North sea
- **Seazip 4:**
North sea
- **Seazip 5:**
Harlingen
- **Seazip 6:**
North sea
- **Stad Amsterdam:**
Leixoes—Las Palmas—St. Maarten





The Ship Repair man Story – Why Experts get paid more?

This is a really nice story that we received in my email

today. This story demonstrates why the experts need to be paid more for their services and how the power of knowledge is important.

There are probably dozens of variations on this story, but I liked this one the most.

A giant ship engine failed. The ship's owners tried one expert after another, but none of them could figure out how to fix the engine.

Then they brought in an old man who had been fixing ships since he was a young. He carried a large bag of tools with him, and when he arrived, he immediately went to work. He inspected the engine very carefully, top to bottom.

Two of the ship's owners were there, watching this man, hoping he would know what to do. After looking things over, the old man reached into his bag and pulled out a small hammer. He gently tapped something. Instantly, the engine

lurched into life. He carefully put his hammer away. The engine was fixed!

A week later, the owners received a bill from the old man for ten thousand dollars.

"What?!" the owners exclaimed. "He hardly did anything!" So they wrote the old man a note saying, "Please send us an itemized bill."

The man sent a bill that read:

Tapping with a hammer.....	\$ 2.00
Knowing where to tap.....	\$ 9,998.00



ENGINEER FUN PAGE

Make Time For Safety. It Is Better To Be 5 Minutes Late In This Life Than 5 Minutes Early In The Next.



Here to Serve

An engineer dies and reports to the pearly gates. St. Peter checks his dossier and says, "Ah, you're an engineer -- you're in the wrong place." So the engineer reports to the gates of hell and is let in.

Pretty soon, the engineer gets dissatisfied with the level of comfort in hell, and starts designing and building improvements. After a while, they've got air conditioning and flush toilets and escalators, and the engineer is a pretty popular guy.

One day God calls Satan up on the telephone and says with a sneer, "So, how's it going down there in hell?"

Satan replies, "Hey, things are going great. We've got air conditioning and flush toilets and escalators, and there's no telling what this engineer is going to come up with next."

God replies, "What??? You've got an engineer? That's a mistake-- he should never have gotten down there; send him up here."

Satan says, "No way. I like having an engineer on the staff, and I'm keeping him."

God says, "Send him back up here or I'll sue."

Satan laughs uproariously and answers, "Yeah, right. And just where are YOU going to get a lawyer?"



NOTICE

THIS DEPARTMENT REQUIRES NO PHYSICAL FITNESS PROGRAM.

EVERYONE GETS ENOUGH EXERCISE JUMPING TO CONCLUSIONS. FLYING OFF THE HANDLE. RUNNING DOWN THE BOSS. KNIFING FRIENDS IN THE BACK. DODGING RESPONSIBILITY. AND PUSHING THEIR LUCK.

Top Ten Reasons to Date An Engineer

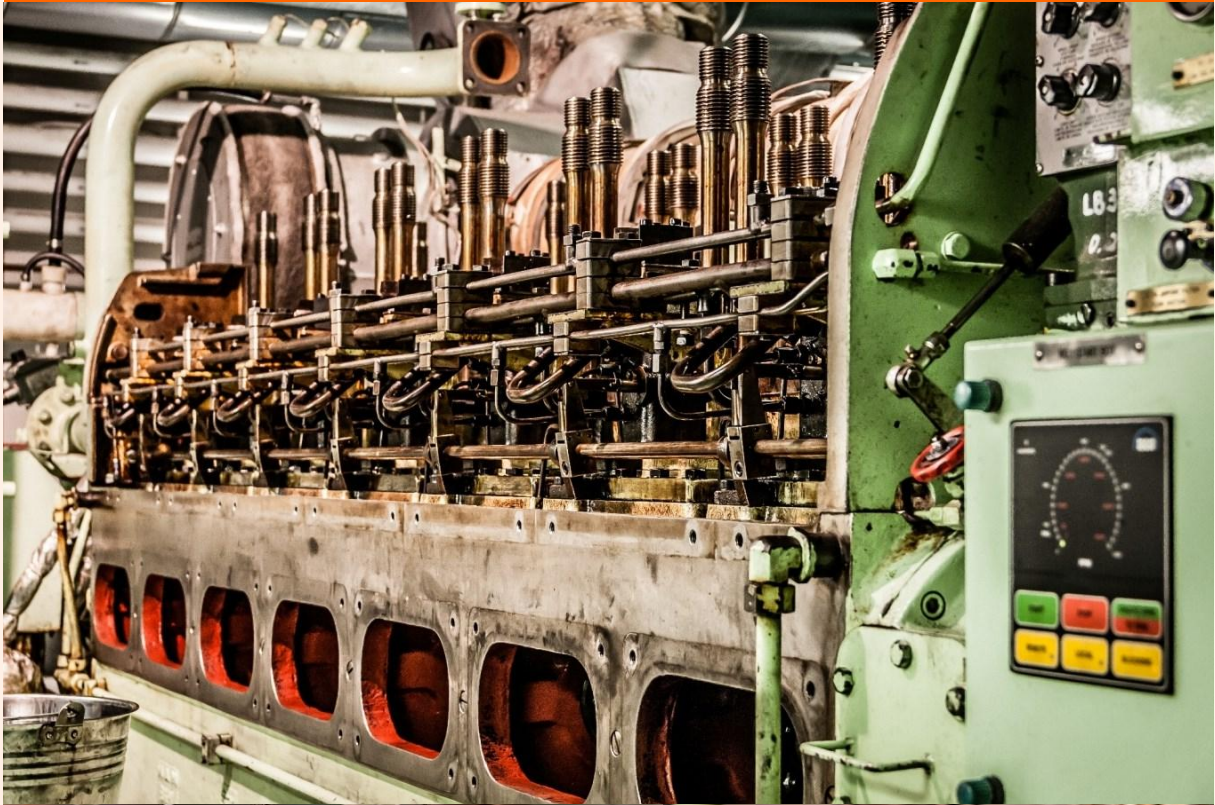
- 10) They are used to all niters
- 9) They get to learn what all those buttons on your calculator are for
- 8) They are always willing to experiment
- 7) They know how to decrease and increase friction
- 6) They know all about heat transfer
- 5) They do it with more torque
- 4) Engineering couples have better moments
- 4b) They know how to deal with stress and strain
- 3) They know how to test their rigid cantilevers
- 2) "Lubrication, Friction, and Wear" is really a class
- And the number one reason to date an engineer....
- 1) They design and build larger erections

The 5 most dangerous things you'll hear on a Drillship

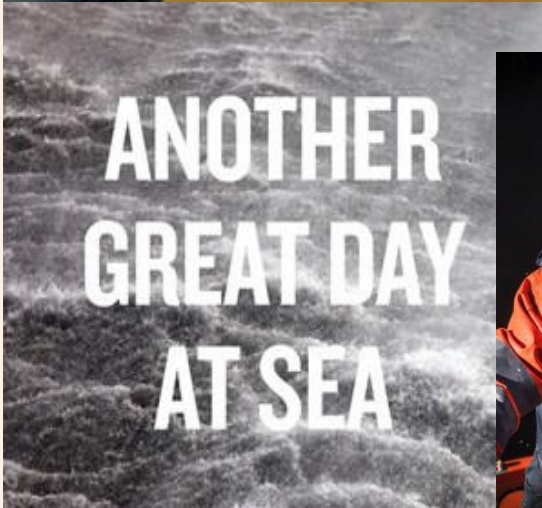
- A Seaman saying, "I learned this in tops school..."
- A crane operator saying, "Trust me..."
- A tool pusher saying, "Run like you stole it"
- A Chief Mate saying, "I was just thinking..."
- An OIM saying, "Based on my experience..."
- The Captain heading to the DP joystick saying, "Watch this shit..."

Best picture by Dirk Stigter

ENGINEER FUN PAGE



FUN PAGE



FUN PAGE

We have some pictures with big result after fishing - It was in February 2017 when we waited discharging berth in Algeciras. Inner road was fully occupied and we in drift about 20 miles from Gibraltar in Alboran Sea. In the evening when darkened, we saw in water of little squids who swam on the light from floodlight. Tunas hunted squids, rushing through crowds of the squids who came on light.



We were then able to catch, suddenly only one tuna. The tuna weighed about 25 kg. Tuna was been cut on several parts. From the head cooked soup. The cook made stakes of fillet for BBQ, & fried, salted one part and other part cut thinly for sashimi.

Crew Espero



Best picture by Dirk Slagter

FUN PAGE

Captain of the Enforcer visits the London office, pictured with the Operations Team

L- R: | Maria Sanchis | Iryna Cherepanova | David Ennis | Hayley Forrest | Alex Ardley | Captain Ilya Lamberts



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ENGINEERING FACT

Nothing makes an Engineer
more productive, than the
"Last Minute"

FUN PAGE—PICTURE CONTEST



Picture of the year 2017 ... mv Empire by Dirk Slagter



OLD KNOWLEDGE

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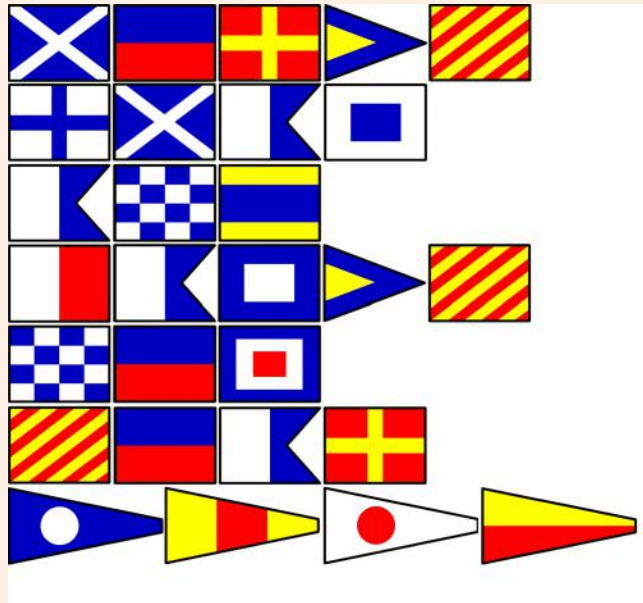
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SEARCH THE DIFFERENCES



JR SHIPPING WISHES YOU ALL



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