By the time you read this, we have left an energetic sportive summer behind us in which important sport events like the Olympic Games, Tour de France and the European Football Championship were predominantly in the news. We hope that amongst all readers around the world a fair spread of medals was obtained; congratulations!

This leaves us with a broad range of expectations in the run up towards the year end.

In some cases, these expectations have to do with the ending wheels of the Mayan calendar in December 2012. Theories vary from a doomsday prophecy to a more positive transformation in way of change and growth. On a less spiritual level, the eyes are on the presidential elections in the United States that will take place early November. Nearer to the Seatrade home, Eurozone forecasts continue to give reason for concern with more and more countries finding themselves pleading for financial support and an electorate in dismay.

The shipping industry continues to go through painful periods. The global market is still disturbed and depressed. Based on expectations for continuous growth many have ordered new vessels, which are being delivered at the worst time one can imagine. This is creating oversupply, negative stress on the market and consequently lower income.

The reefer industry has felt this pressure mainly through steady encroachment of container lines in the traditional reefer segment. The first part of 2012 was seriously affected by this behaviour of the container lines and lack of fruit from Argentina, Ecuador and Costa Rica resulting from adverse weather conditions. In order to restore the equilibrium between supply and demand owners and operators started to recycle a significant share of the older fleet.

At Seatrade, the first quarter did not live up to expectations as well, which hampered our cash flow. In order to restore a healthy vessel’s portfolio, we also decided to recycle a number of ships, including, the good of legendary Spring types. To put it differently, generally non-profitable units have to go in order to have a solid base for the future.

But, after three painful seasons characterized by the combination of an oversupply of reefer capacity and heavy, price-based competition from the container lines the specialised sector is on the verge of stabilization and recovery.

Meanwhile an improved market came about, generated by a better balance between supply and demand. Container lines made huge losses and bailed out of certain non-profitable services. This had a positive effect on our trades. Simultaneously, serious investments were made. We bought mv Cool Express, mv Pacific and three Phoenix types. The Atlantic and Pacific Reefer were successfully lengthened and upgraded at the beginning of this year. Meanwhile proudly sailing, these so-called hybrid reefers have generated quite some excitement in the industry. A desirable vessel type that has been patented by Seatrade!

Our spin-doctors have shown great skills in many areas. On initiative of the shareholders, a number of projects were facilitated including the design of the ’reefer ship for the future’. Another new item is the kick-off of a brand-new IT structure. The implementation of a uniform IT system on a corporate level, extending into the worldwide agency network, is on its way. Also in other areas the various offices accommodate each other. We see employers being exchanged and knowledge and activities shared; all to benefit mutual understanding and a more efficient performance on a corporate level.

One of Charles Darwin’s famous quotes says: ‘It is not the strangest of the species that survives, nor the most intelligent that survives. It is the one that is the most adaptable to change.’

With all this in mind, rather than a global apocalypse, we at Seatrade opt for a positive transition and renewal with the polis in favour of reefer shipping. Can we make this happen? With your votes: Yes, We Can!
Blast from the Past
To the Bridge and Back Again

The Golden Gate Bridge magnificently spans the Golden Gate Strait at the entrance to the San Francisco Bay from the Pacific Ocean. The strait is approximately three-miles long by one-mile wide with currents up to 7.5 knots. John C. Fremont named the strait “Chrysopylae”, or Golden Gate in 1846 as it reminded him of the estuary named Chrysoceras, or Golden Horn, that bisects the city of Istanbul. The Golden Gate Bridge’s 4,200-foot long suspension span was the longest single span in the world from its completion in 1937 until New York City’s Verrazano Narrows Bridge was opened in 1964. While enjoying the Bridge’s recent 75th anniversary fireworks with my family from the “deck” of our tenuously loaded 10-foot Avon bobbing around in the middle of San Francisco Bay, I recalled other encounters with San Francisco’s most recognizable landmark.

The closest and most harrowing encounter occurred perhaps 30 years back while the usual crew of suspects and I entertained our London underwriter and his wife on an afternoon sail from our Sausalito berth via the “Pacific” (sailing under the Golden Gate Bridge) to the St. Francis Yacht Club for dinner followed by an evening reach back to Sausalito.

The beat to the Bridge into the teeth of prevailing 30-knot afternoon “breezes”, frequently on beam ends with salt spray constantly whetting our appetite for more, can be a bit unsettling for anyone who hasn’t bought into the “fun” of the experience.

Our underwriter’s wife made known her belief that we were on the verge of capsizing. In attempts to allay her concerns, our Captain Bleicher, who apprenticed on tall ships, attempted to explain to her the physics of sailing beginning with “My dear, you must learn to rationalize your fears.” Incredibly this approach worked like a charm; our guest immediately set aside her concerns for our collective safety and focused instead on chastising our good Captain Bleicher for patronizing her.

Shortly after passing under the bridge westbound, we fell off to a comfortable broad reach and set course back under the bridge towards the City shore with our underwriter at the wheel. As I was engaged in my primary duty of distributing beverages and snacks to guests and crew, I commented to our helmsman that we were uncomfortably close to the south tower of the Bridge and suggested that he alter course to avoid collision. With a hint of panic in his voice he advised that he had tried steering left to no avail. On taking the wheel I found that indeed we had no steerage and that the swell was carrying us towards the tower at an alarming rate. I, in desperation, let loose the unresponsive wheel at which point the vessel spun around to starboard, jibed and cleared the bridge abutment by very few feet. I have yet to understand the physics behind this incident.

After dinner our guests declined to accompany us on the moonlit reach from the City back to Sausalito in favour of the “more direct” taxi ride to their hotel. Our friendship and business relationship endured, although perhaps they relegated us to the “damned lucky” category.
With pain in our hearts we said farewell to our colleague Ben Brosens on 4 May 2012. Ben had died unexpectedly one week earlier. He was 32 years old.

In the seven and a half years since joining Seatrade Antwerp Ben had grown from a somewhat shy and silent young man to a hardworking operator with a passion for his job, his trades, his ships, and always willing to lend a helping hand.

With a warm and ready smile, twinkling eyes, and a great sense of humour Ben was a deeply valued colleague and friend.

Thank you, Ben, for touching our lives. We miss you.

We were concerned that San Francisco’s famous fog might roll in and enshroud our subject. Due to its Mediterranean climate, San Francisco experiences frequent summer sea fog that obscures the Bridge as it pours through the Golden Gate. This advection fog results from the lateral transfer of temperature when wind blows over cooler water. If the water is cool enough to lower the temperature of the air to the dew point, fog is generated. To improve the odds against fog, Seatrade requested the vessel to adjust speed to arrive 09:30 at Pilot Station (about 11:00 under the Bridge). Little did we know that San Francisco’s ‘natural air conditioning’ would prove the least of our concerns.

On Wednesday morning Tom Paiva dropped the disappointing bombshell that, despite his best efforts, he could not contract a helicopter for Thursday morning. He had just learned that the company with whom he normally contracted went out of business within the month due prohibitive liability insurance premiums.

On completion of our assignment we repaired to the St Francis Yacht Club Grill to chart future adventures in and around the shadows of our monumental Bridge.

Paul Clark
Marlogic
POMEGRANATES

In our “health-conscious” times, we seem to be looking again for fruits which our forefathers and ancient cultures never abandoned. Many of us who enjoyed our childhood in the 60’s and early 70’s and for whom, maybe many of us, a carbonated drink such as Fanta or Coca-Cola was only reserved for special occasions, we could always resort to have some “grenadine”. I do believe that by then the original ingredient was long gone and it definitely contained sugar and colourings which by today’s standard would have been a complete no-no, but for sure there must have been a good reason for the fact that “grenadine” was so entrenched in many households. And there was!

Pomegranate is the fruit from which grenadine was made (or in those days supposed to be made of), and today everybody is buying the overpriced yuppie juice which is good for you!

Of course, you can also drink red wine to achieve some of the benefits of pomegranates, but we do not always want or need to drink alcohol. Originating in today’s Iran and Iraq pomegranates are grown in the Mediterranean, from Turkey and the Middle East eastwards across Asia, in tropical Africa and also towards the west in places such as California, Peru and Chile.

I guess all fruits want to claim their place in the health cabinet, as does pomegranate plus it claims its place in many cultures and civilizations as well as in many religions. Pomegranates were associated with fertility, nutrition, peace, indissolubility of marriage, and a long etcetera!

Eating a banana is simple and straightforward, as goes for many marriage, and a long etcetera! were associated with fertility, nutrition, peace, indissolubility of marriage, and a long etcetera!

As this issue of Simply Seatrade was going to press, all eyes were on London for the 2012 Summer Olympic Games - marking the third time that London has played host to the modern Olympic games. London welcomed more than 10,000 athletes from 204 different countries participating in 26 different sports. With national pride on the line, the world’s elite athletes took to the stage.

Since the first modern Olympiad in Athens in 1896, 42 different sports - spanning 55 different disciplines - have been included in the games at one time or another. Over the course of the history of the games, certain sports made only a single appearance. The 1900 games saw the inclusion of cricket, croquet and Basque pelota. Those events disappeared by the 1904 games, though croquet was replaced by roque, a slight variation on the game - which, in turn, was gone by the 1908 games. Jeu de paume (an early precursor to today’s modern tennis) made a single appearance at the 1908 games, together with rackets (a distinctly British game described as a much faster version of squash). 1908 was the last Olympiad to see the inclusion of lacrosse and water motorsports (motorboat racing).

Rugby sevens (a seven-on-seven version of rugby) will mark its debut at the 2016 games. As well, golf will return to the games in 2016, having last been included as an official sport in 1904. Karate, squash, roller sports, baseball and softball (the latter two being dropped after the 2008 games) failed to garner sufficient support for inclusion in the 2016 games.

While fan favourites such as the various track and field events, swimming and cycling appear to be locks to remain an integral part of the games well into the foreseeable future, organizations affiliated with diverse sports and disciplines are constantly lobbying the International Olympic Committee (IOC) to include their sport. In 2007, the IOC adopted more flexible rules to add new Olympic sports.

The increase to 28 events at the 2016 games and beyond provides a bit more diversity to the world’s athletes but hardly scratches the surface of the diversity of sport competition around the globe. The fact that a sport like baseball, which is still considered America’s national pastime and is highly popular in parts of Asia and Latin America has failed to retain its place on the Olympic roster, provides some insight into the highly politicized selection process.

The sporting life

As an Olympic advocate, I believe that the juice could work against prostate cancer, common cold, reduce stress, reduce blood pressure, and a whole lot more.

This is not a high volume fruit when it comes to transportation but nevertheless Seatrade is regularly carrying small volumes of pomegranates from Chile and Peru to both Europe and Russia, as each paillet and each container counts for us!

Philipp Gray
Seatrad Antwerp

The heavier the fruit the juicer it will be. The arils can be frozen if desired. To open a pomegranate:

1. Score the pomegranate so it opens easily and submerge in a bowl of water
2. Break open the pomegranate underwater to free the arils (they will sink to the bottom of the bowl and the white membrane will float to the top)
3. Discard the membrane
4. Sieve the remaining liquid and put the arils to one side

Oh but finally we should not forget why we eat a fruit or drink its juice. Personally, I believe you first go for taste/texture and convenience, and then we can list the good things...

Vitamin A, C, E, iron, ellagitannins, flavonoids (antioxidants), and advocates of this super fruit are making clinical trials as they believe that the juice could work against prostate cancer, common cold, reduce stress, reduce blood pressure, and a whole lot more.

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Of course, national pastimes are by their very nature an intrinsic part of the culture of a specific nation. A number of countries have gone through the legislative process of officially declaring official national sports. In some cases it’s an obvious choice. As an example, ice hockey is a Canadian national sport officially sanctioned as same in 1994 by virtue of the National Sports of Canada Act. What may be a surprise to some is that Canada actually has two national sports. Ice hockey is the official winter sport, but Lacrosse is the official summer sport.

In 1993, the island nation that is the Bahamas officially declared sloop-sailing as its national sport. In 1995, the nation of Sri Lanka declared volleyball as the national sport and since 1983 field hockey has been the official national sport of Pakistan.

Some national sports are a bit less obvious to the casual observer and pay homage to the history of the country and its people. Despite the passion of the local fans, one would be wrong in making the assumption that football (soccer) is a legislated national pastime throughout much of Latin America. Surprisingly - at least to outsiders - equestrian events dominate much of the region. The Chilean Rodeo has been the official national pastime since 1962. Similar rodeo style events are the national sports of Mexico - where Charriera was declared the national sport in 1933 and Uruguay - where Destrezas Criollas (which roughly translates to ‘gaucho skills’) has been the official national sport of Pakistan.

Pato was banned several times during its history due to the violence - not only to the duck; many gauchos were trampled underfoot, and many more lost their lives in knife fights started in the heat of the game. In 1796, a Catholic priest insisted that pato players who died in such a way should be denied Christian burial. Government ordinances forbidding the practice of pato were common throughout the 19th century.

During the 1930s, pato was regulated through the efforts of ranch owner Alberto del Castillo Posse, who drafted a set of rules inspired by modern polo. The game gained legitimacy, to the point that President Juan Perón declared pato to be Argentina’s national game in 1953.

In Colombia, the origins of its national game date back more than 500 years. Officially named the national sport in 2000, tejo is a throwing game similar to North American horseshoes or the traditional European game of quoits. It’s played by throwing a metal plate or disc, named a tejo, at a target area filled with clay. Within the clay target area are a center metal ring known as the bocin while at the same time clipping a mecha and detonating it.

In Brazil, capoeira, a form of martial arts which is frequently defined as a blend of dance and fight - which incorporates rhythmic drumming and chanting - has been officially recognized as the national sport since 1972. The history of capoeira dates back to the slave trades and distant African roots, but it was truly developed in Brazil. Once banned as an illicit activity associated with gangs and punishable by prison and torture, its history is a result of its use in direct confrontation with the authorities.

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Vazresh-e Bastani, Persian for ‘ancient sport’, is a traditional style of folk wrestling that has been the Iranian national sport since 1976. Varzesh-e Bastani combines elements of pre-Islamic culture with the spirituality of Sufism. It places emphasis on spiritual and moral purity. Every session begins with pious praise of the prophet and his family. The main session is dedicated to gymnastics or calisthenics, notably using a pair of wooden clubs (mil) and metal shields (sang) and bow-shaped iron weights (‘kaman). The exercises also involve acrobatics like Sufi whirling (spinning in place) and juggling. The sessions end with submission wrestling known as the Koshi Pahlavani.

In 1972, the government of Bangladesh named Kabaddi its national sport. It’s a popular Asian game with its roots in India. Basically it is a combative outdoor sport, with seven players on each side. Before the game begins the two teams each elect a member to toss a coin and see who will start first. Whichever side wins the toss both sides will send one of their teammates or a ‘raider’ over to the opposing team’s side, repeatedly calling out the name of the game. Before the raider runs to the opposite team he must first take a deep breath and then in that one breath try and touch as many of the players on the opposite team as possible, while chanting, before heading back to his side. Every player that the raider touches is then considered out.

The challenging team’s aim is to try and capture the raider. If they are successful in capturing the raider and preventing him from going back to his team before his one breath is up, he will be considered ‘out’. Once the raider from the one team has either successfully returned or was captured then the next team sends a raider to do the same. Members on either side can also be considered out if they touch either the boundary line or the ground outside of the boundary line with any part of his body. The only time this does not count is if the Raider is struggling to get free from his opponents.

1. EXTREME IRONING

Extreme ironing might be the coolest sport that didn’t make it into the Olympics this year. Started over a decade ago by UK knitwear factory worker Phil Shaw, it requires four simple criteria: a man, an iron, an ironing board, and a crazy natural environment that makes people think, holy crap! I can’t believe he’s ironing on that thing! Shaw calls extreme ironing “the latest danger sport that combines the thrills of an extreme outdoor activity with the satisfaction of a well pressed shirt.”

It sounds silly, but some people take it very seriously, training for competitions by lifting irons like dumbbells and bench-pressing ironing boards. Not only do you have to have the stamina and athleticism to reach extreme conditions, but when you get there, you have to iron with finesse - it’s a performance art, like dancing or gymnastics. Can you focus on a tiny crease in a shirt sleeve while balancing on one leg on a tree branch jutting out over a cliff?

2. WIFE CARRYING

If you believe the Sonkajärvi (Finland) locals, there used to be good reason to develop some wife-carrying skills. Back in the nineteenth century a dodgy bandit known as Ronkainen started a trend of raiding outlying Finnish villages by night, grabbing wives from men’s beds as they slept and running off with them into the hills. The sport of wife-carrying has come a long way since the early days, and the 21st century version is more to do with entertainment than kidnapping. Although you’re still allowed to carry other people’s wives as part of the contest, it seems they all have to be returned at the end. In fact, it’s not even necessary to be married, as long as “wives” are over 17 years old, and weigh more than the minimum 108 pounds (about 49 kgs).

The course is 279 yards from start to finish, including a water obstacle and two wooden hurdles. Back in the 19th century a bandit winning the wife-carrying race got to keep the woman as a prize. The modern-day, overall winner receives the weight of his wife in beer. How’s that a race worth running!
3. SHIN KICKING
Shin kicking (or ‘hacking’ as it has been known in other contexts) is one of the oldest, and bloodiest, of the physical contest sports. And whereas boxing or wrestling had their rules codified at a relatively early date, giving rise to widespread and unified successes, shin kicking was simply considered too wild and barbaric for any comparable attention.

Originally a working man’s contest in many parts of England, Wales and North America, reports abound of blood gushing from the legs of hobnailed (or clogged) competitors, often in the nude, with individual contests lasting up to forty-five minutes. Not surprisingly, shin kicking gained a reputation somewhat akin to that of cock-fighting, and died out with the dawning of a more genteel age in the nineteenth century.

One of the traditional homes of competitive shin kicking is the Cotswold Olimpicks (sic), a fun day of sporting contests initiated by a certain Robert Dover, with royal approval, in 1612. The Olimpicks, annually held, brought upwards of thirty thousand spectators to Dover’s Hill in Gloucestershire, attracted by such events as The Pig Race, Backswords, Spurning the Barre (an equivalent to caber tossing). But it also suffered under the heavy-handed Puritan government’s desire to protect the people from pointless frivolity and was abandoned upon the death of the founder, at the time of the English Civil War.

Restarted after the Restoration, the Olimpicks (or ‘Dover’s Meeting’ as it then came to be known) grew to the vast popularity which eventually proved its downfall. Because the festival, of which shin kicking was a mainstay, attracted such numbers of ‘the riff-raff of society’, it became a bother and burden to the local hosts, who finally disbanded the Games in 1852, not to re-emerge for a century.

But the Cotswold Olimpicks was not forgotten. A revival was staged in 1951 as part of the Festival of Britain, by which time the modern Olympics was firmly lodged in the public consciousness, and the traditional Cotswold spelling added to the uniqueness of the lost event. The Games were permanently re-established in 1963, with shin kicking providing a unique centrepiece: the only annual tournament of the sport in the world.

4. CHESS BOXING
Chess Boxing was a hybrid sport imagined by cartoonist Enki Bilal. He drew a sketch of it for his graphic novel Froid Equateur. Iepe Rubingh was the first person to actually create a chess boxing match, he fought under the name “Iepe the Joker”. He is also the person who created the official rules to chess boxing, seeing as a boxing match followed by a chess match (as described in the graphic novel) did not seem so practical.

Iepe the Joker won the First World Chess Boxing Championship in 2003. By 2005, the first European Chess Boxing Championship took place, won by Atanassov Dovramadjiev of Bulgaria. Since then the sport has been growing steadily, with clubs opening up in Russia, Germany, London, and the United States. More countries are soon to follow as Chess Boxing expands in popularity.

5. ZORBING
Did you ever have a pet hamster as a child? Did you put that hamster in one of those plastic hamster balls and think, “Wow that looks like fun?” Well, apparently Dwane van der Sluis and Andrew Akers from Auckland, New Zealand did and, in 1994, the ZORB was created.

Zorbing entered the “Concise Oxford English Dictionary” in 2001 with the definition of a sport in which a participant is secured inside an inner capsule in a large, transparent ball which is then rolled along the ground or down hills.

Over 700 participants from around the globe rolled into Duluth, Minnesota this past July for the first ever Zorb 10-miler. The highly competitive field of international athletes competed not only for a cash prize of $10,000, but also for the highly sought after title of World’s Best Zorber.
6. BUZKASHI
Buzkashi is a Central Asian team sport played on horseback in Afghanistan, Kyrgyzstan, Tajikistan, Kazakhstan and Uzbekistan. The people of grassland were skilled riders who could grab or snatch a goat or calf from the ground while riding a horse at full speed. The aim of the player is to grab the carcass of the headless goat or calf and get it clear of other players and pitch it across a goal line into a target circle.

The calf or goat in Buzkashi game is normally beheaded and disembowled and has its limbs cut off at the knees. It is then soaked in cold water for 24 hours before play to toughen it. Sometimes sand is filled in it to make it heavy. Players may not strap the calf to their bodies or saddles. Though a goat is used when no calf is available. A calf is less likely to disintegrate during the game.

Professional Buzkashi players train intensively for years and many of the masters (chapandaz) are over forty years old. Good play requires specially trained horses that know to stop still when a rider is thrown and to gallop forcefully when the rider gets hold of the calf.

7. CHEESE ROLLING
If you've never heard of cheese rolling before, you might assume it's a civilized event. Alas, cheese rolling is anything but civilized. It's a bone-crushing race where people run, stumble and slide down a steep hill to catch massive rolls of cheese. The most famous event is Cooper's Hill Cheese-Rolling and Wake, held in Gloucestershire, UK, where competitors vie with 8 lb Double Gloucester cheese rounds. The first person to grab the cheese wins and gets to take it home. Hundreds of participants, spectators and media flock to Gloucestershire from around the world for this unusual event.

8. NOODLING
What is Noodling? Noodling is a method of catching a catfish with one's bare hands or feet. No bait or rod is used. Other names for the sport include handfishing, catfishing, grabbling, graveling, hogging, dogging, gurgling, tickling and stumpling.

The process of noodling includes:
1st - Noodler discovers a catfish hole/cavern/nest.
2nd - Noodler submerges under the water and waits for the catfish to bite his/her hands or feet.
3rd - A spotter helps the noodler catch the catfish with a rope.

The annual Okie Noodling Tournament, Festival and Fish Fry is the event created for the documentary Okie Noodling (2001) that started it all. This is a once-a-year chance for noodlers and handfishing enthusiasts to compete and meet-up in Pauls Valley, Oklahoma for the world's largest noodling contest. The character of this event, much like the original documentary, is steeped in backwoods tradition given modern cultural relevance. The crowd in attendance is a unique concoction of local fishing enthusiasts from around Oklahoma, curious folks and media from around the globe.

This tournament has been the pulse of the noodling community and has served to inspire television shows, feature films and books. This event is the only sponsored noodling tournament in the world and has resulted in the sports recent popular success through shows like Hillbilly Handfishin' (Animal Planet) and Mudcats (History Channel.) Past years have brought The BBC, National Geographic, The New York Times, ESPN, Sports Illustrated, and The Discovery Channel to cover this unique festival.

Last year, the tournament was the largest and most successful to date, with over 200 noodlers, 10,000 spectators, and of course some gigantic catfish.
9. MOBILE PHONE THROWING
The Mobile Phone Throwing World Championships have been held annually since 2000 in Savonlinna, Finland. It is a sport in which participants throw mobile phones and are judged on distance or technique.

The first national competition was held in Trondheim, Norway, in June 2004, with several other countries across Europe also staging their own events. The first winter championships were held in Stoos, Switzerland, in February 2005. Commonly, the prize for first place in a national event is entry to the world championships, and the grand prize for winning the world championships is a new mobile phone. Many events are supported by mobile phone recycling organizations and promote the recycling of the phones.

In August 2012 the new world record was set by a teenage Finn at an amazing 101.46m.

10. BUN CLIMBING
The annual Cheung Chau Bun Festival is held on the eighth day of the fourth month in the Chinese calendar. Thousands of locals and tourists gather on the tiny fishing island of Cheung Chau in China to celebrate the festival and watch the bun climbing in amazement. The Bun Mountains are 60-foot-tall steel structures covered with delicious, decorative steamed buns and bamboo scaffolding. Men compete in a race to climb up the towers and grab as many buns as possible. The person with the most buns wins. This peculiar sport shouldn’t be taken lightly though, as potential bun climbers must take a training course to learn basic mountaineering skills. At the end of the training period, 12 finalists are chosen to compete in the bun climbing competition. For safety reasons, fake buns are now used to stop the possibility of climbers slipping.

There is certainly no shortage of odd and unusual sports proliferating around the globe. As the saying goes, beauty is in the eye of the beholder and for that local athlete tossing a tuna further than anyone else in your village or being first up the greased pole is much more important than how the Serbian men’s water polo team placed at the London games. Though many of us probably won’t be around that long, it would be fun to have a time machine and see what sporting events will be Olympic-worthy 40 years from now.

Howard Posner
Seatrade USA

VIEXU FORRT
13°46'N 60°57'W

Vieux Fort is located in the southern part of St. Lucia. It is the second-largest town on the island. In the second half of the 18th century, Vieux Fort was the centre of St. Lucia’s sugar industry; today it is more industrial.

Part of Vieux Fort is called Black Bay. It got its name because legend has it that the infamous pirate Blackbeard used this part of the country to stash his ill-gotten gains.

During the Second World War, Vieux Fort became a base for American troops. Some of the evidence can still be seen around town, such as the underground tunnel that runs from Clark Street all the way to St. Judes Hospital in Augier. This tunnel was used for storage of supplies and also a quick route to the hospital. Many people who reside in Vieux Fort today have no idea about such a tunnel.

In recent years a new modern part of Vieux Fort has been erected to reflect the modern world, yet if you walk along Carl St and its surrounding roads, you will still see what is known as The Old Town. Here you will see historic colonial houses that give Vieux Fort a touch of Old England and France (albeit they do need a bit of renovation now). In recent times Black Bay has become a haven for expatriates.

CASTRIES
13°9'N 60°45'W

Castries was founded by the French in 1630 as ‘Carenage’ (meaning safe anchorage), then renamed in 1756 after Charles Eugène Gabriel de La Croix, marquis de Castries, commander of a French expeditionary force to Corsica that year. The earlier settlement across the harbour at Vigie, started in 1651, was abandoned after a devastating hurricane in 1780. From 1805 to 1844 the British made the town a major naval port and built fortifications on Morne Fortune, the mountain which overlooks this important harbour. By 1844, Castries had a population of 4,000. By the end of the century it had become a major coaling station, because it was the only port in the Caribbean capable of accommodating the Royal Navy.

Castries is the major tourist area in St. Lucia. Cruise ships dock at Pointe Seraphine, to the north of the harbour, which is also a duty free shopping centre. A taxi service is readily available to take visitors on tours to the rest of the island or the city. There is also a water taxi available to take passengers from there to the city.

This issue we will give you some easy travel tips if you are at the ports of Castries or Vieux Fort on the Caribbean island of St. Lucia for a short period of time. These ports are called by the ships on charter to Geest Line.

St. Lucia is a sovereign island country in the eastern Caribbean Sea on the boundary with the Atlantic Ocean. Part of the Lesser Antilles, it is located north/northeast of the island of St. Vincent, northwest of Barbados and south of Martinique. It covers a land area of 617 square kilometres (238.23 square miles) and has a population of 174,000 (2010). Its capital is Castries.
PORT TRAVEL GUIDE
Castedes and Vieux Fort, St. Lucia

EXCURSIONS
* Rainforest Skydive - Located in the Village of Denney. Activities include ziplining and hiking. Park is located approximately 45 minutes from Vieux Fort port and one hour from Castries. Ziplining through the park will take a minimum of 45 minutes.
* Vieux Fort Kite Surfing - Reservations must be made with The Reef Kite Surfing. Located in Vieux Fort Sandy Beach and is approximately 5 minutes driving from Vieux Fort Port.
* Climbing the Soufriere Piton Mountains - This is an activity best done early in the morning. Please reserve a minimum of 4 hours for this activity.
* Waterfalls in Soufriere, Canaries - Reserve minimum of 1 hr 30 min includes hiking
* Botanical Gardens, Soufriere - Reserve a minimum of 1 hour
* Sulphur Springs, Soufriere - World’s only drive-in Volcano. Reserve a minimum of 1 hour for this excursion

N.B. the Village of Soufriere is located approximately 40 minutes from Vieux Fort port and 1hr 30 minutes from Castries.

RESTAURANTS
VIEUX FORT
* Debbie’s Restaurant - Located in the Quarter of Laborie adjacent to Vieux Fort. Approximately a 15-minute drive by taxi. Cost is medium
* Kimratrai Hotel (Restaurant) - Located within walking distance from Vieux Fort port. Cost is cheap. WiFi available
* The Reef - Located on Sandy Beach. Vieux Fort and is approximately a 5-minute drive by taxi. Cost is cheap

CASTRIES
* The Coal Pot Restaurant - Located in Garter’s Bay Castries approximately 7-10 minute drive from the city centre. Cost is medium
* The Pink Plantation House - Located on top of the Morne Hill overlooking the city of Castries. Approximately 10-minute drive from the city. Prices are medium
* Rituals - Located in Blue Coral Mall (city centre) walking distance from the port and Choc Bay. WiFi available. Prices are low to medium

N.B. The majority of fine dining restaurants are located in the Rodney Bay area in the north of the island. There is a wide variety to choose from. Listed below are some of the more popular ones: Big Chef Steakhouse, Chef Xavier’s, Fire Grill, The Buzz, Ku-de-ta.

BARS/CLUBS
VIEUX FORT
* Coconut Bay Resort - Nightclub
* The Reef Bar
* Kimratrai Hotel (Bar)

CASTRIES
* Rodney Bay Village - Entertainment capital of St. Lucia. Located in the north of the island approximately 20-minute drive from the city. Bars located in this area along the Rodney Bay Strip
* Delirious Restaurant and Bar - Most popular. Prices are medium to high
* Tequilla Joe’s Restaurant & Bar - Prices are medium
* Rodney Bay Marina Bar - Prices are medium
* Santic Night Club - Prices are medium
* Club Liquid - Prices are cheap

MEMORABLE DAYS
* St. Lucia Carnival - Every third Monday and Tuesday in July. Carnival activities commence from the beginning of July. This Festival starts at Choc Bay and culminates in the city centre (approximately a 2-mile stretch). This is 10 minutes walking distance from Castries seaport.
* St. Lucia Jazz Festival - Usually held the second week of May each year and culminates with a grand finale show at Pigeon Island on Mother’s Day. Pigeon Island is located in the far north of the island and is approximately a 25-minute drive from the city centre (Castries seaport).
* St. Lucia Creole Festival (Jounen Kweyol) - Last Sunday in October. This is held in various rural communities and changes on a yearly basis.

In each Simply Seatrade we present one of the vessels managed by any of the pool members; the ship’s particulars and the present crew will be introduced. This issue we turn to mv Fortuna Bay, managed by Reederie Triton GmbH.

MEET THE CREW
On mv Fortuna Bay the full crew is Filipino. We asked them the following questions:
1. Where do you come from? Could you tell us something about this place?
2. When did you start sailing on Seatrade managed vessels?
3. What is your favourite Seatrade/Triton vessel and why?
4. What do you like most about your job?
5. What is your favourite port and why?
6. What is your advice to young seafarers?

In the Picture

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6. What is your advice to young seafarers?
1. I am from the Philippines, province of Cavite, located south of Manila where the agricultural and industrial sectors are the major sources of livelihood.
3. No favourite Seatrade/Triton vessel, like them all.
4. I do enjoy managing personnel at sea and ashore. The everyday challenge in vessel’s operations.
5. Vancouver, Canada. Extension of our home, family circles and friends outside Philippines.
6. Give yourself a break, a reward of something to inspire you.

4. The very thing I like about this job is that I could travel around to the central park.
5. I have boarded, because all of them I like all the Seatrade vessels that I’ve been on.
6. The ship is very easy, and the place is very near, very nice and when you love doing it.

1. I come from the small town of Barogo, Leyte and the source of income is mostly in agriculture, like rice planting and hog raising.
2. I’ve sailed many places, since 2006 on-board mv Falcon Bay as deck cadet, and until now work on Seatrade managed vessels.
3. I like all the Seatrade vessels that I have boarded, because all of them give me a lot of experience.
4. You travel for free, learn about different cultures and traditions of different countries and earn a good income.
5. With all the ports that I’ve sailed, my favourite is Davao, Philippines, because I’m close to my loved ones and they can visit us.
6. First have faith in the Lord, have a good attitude, be flexible, be happy, take care of your health and lastly save money for the future.

1. I come from the small town of Isabel, Leyte, the industrial capital of the province, where people mostly are worker/employed in the smelter/ferro alloy and fertilizer plants, where also big bulk carriers and tankers call.
2. In August 2007 I joined as a cadet on this vessel, and became part of the Seatrade/Triton company up to the present.
3. My favourite Seatrade/Triton vessel is herself my Fortuna Bay, for she has the nicest way through the waters; she can move swiftly during bad weather.
4. The very thing I like about this job is that I could travel around the world for free, as well as getting paid for it.
5. My favourite port is Vigo, Spain, because the port itself is near to the central park.
6. Love your job for it is worth working for and save well for the future.

1. I was born in the city of Iloilo, Island of Panay, western Visayan region, but I’ve grown up in the town of Tanjay, a province of Iloilo. There’s nothing big about this town, but the vast area of rice fields which span as far as your eyes could see, that’s why it is considered to be the rice granary of Iloilo.
2. I started sailing in 1981 as cadet engineer with a local shipping line in the Philippines known as Negros Navigation Co. Inc. Then moved to overseas and managed through the ranks in various ships from bulk carriers, container ships, product tankers, VLCC, chemical tankers and car carriers, and finally the revery vessels of Seatrade, sometime in 2007.
3. Being a chief engineer is not easy but having a great responsibility and chance to manage and train young engineers is something I am proud of and enjoyable only when you love doing it.
4. My favourite port is Portsmouth, because going out was very easy and the place is very near, very nice and there’s free internet which is just a hundred meters away from the ship.
5. I like all vessels I’ve been on.
6. It makes the investment that is worth staying.

1. I come from the province of Capiz (town of Dumalog) where I was born. Our city is Roxas City which is known as the seafood capital of the Philippines. Sugar cane plantations and rice production are the main sources of livelihood in our place.
3. I like all vessels I’ve been on board.
4. I like very much my job as a mechanic both at sea and on land, where I work to repair my farm machines and automobiles.
5. I come from the peaceful place of Ormoc City, Leyte.
6. I started sailing in the year 2004 and I was on board mv Eagle Bay, one of the vessels which is managed by Seatrade.

1. I come from the peaceful place of Iloilo Province, the Philippines.
2. I’m from Medina Misamis Oriental, I have 4 brothers and 2 sisters, all are professionals, and I have family in Davao, Tami. I’m married to a very nice and peaceful person, I have 3 children: 1 girl and 2 boys. Davao is a peaceful place amidst the Muslim area.
3. I started with Fil-Japan in 1990, then after 4 years I transferred to NYK Shipping Agency, after which I transferred again to Scammar Shipping Agency from 2004 up to the present.
4. In order to be of great help in vessel’s operations and the job itself.
5. My advice is that you have to be a positive thinker and also don’t forget God, always give thanks to your eyes could see, that’s why it is considered to be the rice granary of Iloilo.
6. To the young seafarers out there, I would like to advise you to make a lot of experience, happy moments even worst also, I cherish it in my heart, and I learn so many things there which is useful enough to be a seafarer.

1. I’m from the small province of Marinduque, this is also called the heart of the Philippines. Way of life and people is very nice and peaceful, because far from the city life, the cost of living is very cheap, that’s why I love it.
2. I started my career in this company. I sailed from Nov. 2010-11 for my experience and after this is my second vessel. It is an honour to be a member of this company all because of the companionship and the job itself.
3. Even though this is my 2nd vessel but again my Emerald is my favourite because lots of experience, happy moments even worst also, I cherish it in my heart, and I learn so many things there which is useful enough to be a seafarer.
4. I like and love my job, because I can help my family even though sometimes it is not easy to be here, things are sometimes rough for me but I must go on for tomorrow is another day again.
5. I like Portsmouth the most, though we have no call right but the place is nice and also a good place.
6. I advice is that you must be a good sailor, a good person, always study hard to become an officer someday. Welcome aboard.

1. I come from the beautiful place of Balayang, Batangas, Philippines. It is considered to be the blades capital of the Philippines since people mostly are blacksmith. We also have beautiful beaches.
2. This is my first vessel. In my career and the first with Seatra- de/Triton company.
3. This would be my favourite vessel for the moment.
4. I like most of my job especially maneuvering and mooring operations because I know that at last port is coming, be ready to go ashore.
5. Rotterdam, Netherlands because it is a nice place and the people are kind and good.
6. My advice is work hard and love the job.

1. I come from the small town of Aguilar, province of Pangansinan. It is just a simple, beautiful and peaceful town. Most of the people there are just depending on farming, cultivating rice, corn and vegetables. I am very proud to say that my father is one of the farmers in my place.
2. I started sailing on my first vessel from October 2007 till November 2008, on my Polar stream where my cadetship was.
3. I like all my past vessels including my Fortuna Bay but my favourite vessel is mv Emerald because it is a nice vessel, with nice accommodation and most of all its treatment and boarding of all crew and officers.
4. I like my job because you can travel the whole world for free, and earn money as well.

1. I come from the small province of Sta. Rita Aplaya Batangas City. I reside 50min away from the seaport which is also near to the Caltex Chevron refinery, our place considered to be one of the progressive places in the city. People also are very friendly and hospitable.
2. I started sailing in the year 2000 for a different company and since 2004 with Seatrade/Triton company.
3. My Eagle Bay was my favourite because I learned a lot of things on that vessel.
4. I like my job for I can give ample support to my family and travel for free around the globe.
5. I like all the ports I’ve been because I like to travel a lot.
In the Picture

My Fortuna Bay

1. I come from the small town of Sara in the city of Lave, Iloilo city where the people are faithful and have respect for other people. Our town is in the centre in the 5th district of Iloilo, which is far from the sea. The products that we have in our town are mainly rice and corn. Actually, this is the first vessel I am onboard.

2. Fortuna Bay, of course!!!

3. I like every vessel of Seatrade and the galley is big enough, very comfortable to do my daily routine.

4. I like all aspects of my work, and can go travel around the globe for free and meet a lot of different people.

5. Sta. Marta, Colombia because it is just a walking distance to unwind yourself.

6. I think positive. Don’t lose hope, always do what you think is right, and always think positive.

Ryan Quinal, EWD

Mark Alyd Briona, Wiper

Joel Tobias, Fitter

Arkheen Espos, E/Cadet

Cecilia Florent, C/Cook

Ryan Quinal, E/WD

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IN THE PICTURE

6. To the young seafarers, be very sure that you take this profession not under the influence of others, take this as a man or woman who never backs down, be responsible enough, be functional and always adhere to ships regulations and think safety whenever onboard ships.

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1. I come from the beautiful place of Ormoc City, it is crowded but clean, only few places where it is good to unwind or hang-out with your friends.

2. I started sailing here with Seatrade my first contract was on mv Carabao City, province of Pangasinan.


4. I started sailing on domestic passenger ships for Negros Navigation, for a sea trip as school requirement for 8 days. I started sailing on Seatrade/Triton here on Fortuna Bay, the first vessel in my career.

5. As of now I like the port of Rotterdam, because it’s clean.

6. I can’t say that mv Fortuna Bay is not my favourite because this is my first vessel with Seatrade/Triton. Maybe someday, I meet that vessel so I want to experience different vessels of Seatrade/Triton.

1. I come from the provincia of Southern Leyte, Philippines, I was born and raised there. It’s a nice and amazing place because there are a lot of waterfalls along the river.

2. I started sailing in 2007 in Scanmar Crewing Agency and transferred to Seatrade last 2009 up to the present.

3. Eagle Bay because that is my first vessel with Seatrade and the galley is big enough, very comfortable to do my daily routine.

4. I like all aspects of my work, and can go travel around the globe for free and meet a lot of different people.

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6. Be hard working and respect your co-workers and their cultures.

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Dutch Night Party in Moscow

The hot summer night of 5 July caught some of us enjoying the beautiful view of Moscow—and sharing the pleasure to see each other—from the 34th floor of the panoramic bar “City Space”.

Since 2008 we have been greeting our valued Russian guests on board of the Neva river boats, enjoying St. Petersburg’s White Nights together. This year we decided to follow President Putin’s move, leaving St. Petersburg for Moscow and impress our guests with stunning views of the Russian capital by night.

We are happy to report that Seatrade’s activities in Russia are steadily expanding and its position on the Russian market is strengthening. More spot vessels have been chartered out, and more liner services have become available for our customers; this year our liners from Morocco steamed to St. Petersburg following the services from Chile, South Africa and Continent.

Dutch Night in Moscow became a privileged moment to celebrate the success of our cooperation with both our long-time and brand new clients.

We thank all who could attend our annual event and looking forward to seeing you again next year. Where: in Moscow or St. Petersburg? We will see... The other 364 days of the year our partners are most welcome on board of our vessels from all over the world.

Katherine Korzh
Seatrade Baltic
After studying business practices in shipping companies, the company’s founders believed that simplifying the Disbursement Account (DA) process could help enhance knowledge worker productivity. So, they created an independent DA service—not owned by port agencies, agents or shipping companies—that provided a transparent, automated DA process. That was in 2001. Today DA-Desk provides its services to more than 160 customers around the world, employs more than 350 operations staff and executives, maintains a database of more than 10,000 agents and around the world, employs more than 350 operations staff and executives, maintains a database of more than 10,000 agents and during 2011 processed more than 100,000 port calls on behalf of its customers.

Seatrade was the company’s first customer.

DA-Desk was founded on two main principles: that increasing the productivity of knowledge workers is the most important contribution management can make in the 21st century and that transparency and independence are critical ingredients in port cost management.

DA-Desk and Seatrade help each other

Imagine 100,000 individual pieces of paper stacked on your desk. That’s the number of invoices you’d have for the 5500 DAs per year from the 200 different ports in the 75 countries where Seatrade’s vessels dock. Now imagine an administrative team checking those 100,000 individual invoices, handing them over to busy operators to check tariffs and other details, who then hand them over to the accounting department to check balances and proffer payment. That was the DA process before DA-Desk.

As the company’s first customer, Seatrade gave DA-Desk the opportunity to put its theories to the test and to implement its process. DA-Desk in turn gave Seatrade more time to focus on its core business.

The DA-Desk process

PortSpend Management, as the solution is now known, fully automates the Disbursement Account process, including cost verification, documentation, rebilling and follow-up with agents. The four parts to the process include: DA-NOMINATION™ which deals with agent appointments but does not provide recommendations, only information; DA-PROFORMA™ which obtains, screens and approves Pro Forma Disbursement Accounts (PDA) within 24 hours of agent confirmation; DA-FINAL™ which checks every estimate on the PDA against every charge on the Final DA (FDA) and then enters the FDA into the system; and DA-COST ACCOUNTING™, which completes the audit trail from rebilling owners and charterers through archiving all port call documentation. Simply stated, PortSpend Management makes those 100,000 pieces of paper disappear from the desks of administrators, operators and accounting—but gives them the information they need to do their jobs.

Implementing PortSpend Management

Since PortSpend Management is web-based, there is no software to install. When the solution was introduced to Seatrade in 2001, IT Project Coordinator Sammy Tijsmans had never seen an easier transition to a new process. Employees in Seatrade’s administration, operations and accounting departments continued to monitor the process quite closely, but quickly gained confidence in the DA-Desk solution.

Earning that confidence was essential for DA-Desk, since they have access to some of Seatrade’s private information. And, having that access is precisely why DA-Desk chose to be transparent and independent from port agencies, agents and shipping companies.

Reaping the benefits

The major benefit that PortSpend Management provided for Seatrade was time. Time for operators to focus on the crucial business at hand - vessel operations; as well as time for administrators and accounting to work on other business tasks. Equally important was dramatically improving the time it took to close a voyage. That was cut in half. The bottom line: saving time meant reducing costs, which meant making each voyage more profitable.

Adding PortPayables to the mix

DA-Desk added a second service, PortPayables™ to its offerings, which Seatrade began using in 2009. PortPayables is a cash management service that provides favourable banking terms and exchange rates made possible because of the volume of payments DA-Desk consolidates through its banking partners.

All tasks related to payment, transfers, confirmation, netting, accounting and reconciliation are managed through the PortPayables process, which includes DA-ACCOUNT™, DA-FOREX™, DA-LIQUIDITY™ and DA-COMPLIANCE™.

DA-ACCOUNT™ offers daily reconciliation of bank accounts, a complete statement of accounts and service center resources. DA-FOREX provides substantial savings through competitive exchange rates, no transfer and account fees, faster payments to agents and access to up to 125 currencies. DA-LIQUIDITY™ provides more accurate cost estimates, more precise advances to agents, a faster payment cycle, and faster voyage closure. And DA-COMPLIANCE™ makes certain that the company complies with Sarbanes-Oxley, ISAE 3402, SSAE 16, J-SOX/E-SOX and OFAC/International Sanctions.

Seatrade makes approximately 5,000 payments per year based on DAs. Using PortPayables means saving on bank expenses, but even more importantly, it again means saving time. The accounting department no longer has to transfer funds to 75 different countries or figure out the correct tariffs, for example. PortPayables does that automatically.

Great service completes the picture

A great process doesn’t matter if you can’t access it or you can’t get a question answered or an issue resolved. And even the most secure sites go down from time to time. If you can imagine the 100,000 pieces of paper on your desk, you can also imagine how frustrating it is to wait on hold for a long time to speak with someone live or to send an email and not get a response.

Just as DA-Desk removed that giant stack of papers from your desk, they also took away interminable waits for help. According to Sammy Tijsmans, DA-Desk’s service is—in a word—great. DA-Desk’s team solves issues very promptly with a high level of quality. Everyone in the company likes working with DA-Desk.

One last word

DA-Desk recently celebrated its 10th official year in business and its 10th anniversary with Seatrade. The first decade was dedicated to freeing up the time of knowledge workers—especially operators—by taking non-core processes off their desks. This next decade is beginning with a focus on empowering those knowledge workers with more information.

DA-Desk looks forward to its next decade with Seatrade!

Ken Anderson, Operations Director
The 20th edition of the Brussels Seafood Show, or officially European Seafood Exhibition & Seafood Processing Europe, took place at the Brussels Exhibition Centre 24-26 April 2012.

With GreenSea as the main sponsor of the stand, the stand held a new fresh white & green appeal, that drew existing customers and potential ones during the three-day fair – or was it the Belgian beer on draught?

Highlight of the event was of course our traditional, and as usual well-attended, Happy Hour hosted in the stand on the opening day.

While we missed some industry friends at the fair, we did meet up with a potential new client - he remained somewhat secretive about his mission though, so we are not (yet) convinced about chartering a ship to his group...

Julián and Joaquín Azulay (a.k.a. Gauchos del Mar) are two Argentinian brothers that made a trip across the American Continent with a pick-up truck starting in Los Angeles, California and finishing in Buenos Aires, Argentina, surfing the American Pacific coastline. Their dream of surfing America lasted 403 days, during which they drove more than 30,000 kilometers across 13 countries.

They see the American continent as a whole, through its different cultures, towns, villages, food, people, animals, and landscapes while camping and surfing perfect and remote waves on their way back home.

Half way through their adventure they found out they couldn’t drive all the way to South America because the road ends at the Darien Gap, a very dense and dangerous jungle between Panama and Colombia. After searching and walking around in Puerto Limon, Costa Rica, for two weeks, they were able to board with their pick-up truck on mv Green Chile, operated by Seatrade. Thanks to the assistance of Ricardo Sternette and Pieter Hartog they left...
Their documentary, produced by Julián and Joaquín, has a strong social, cultural, and surfing content, in which they transmit messages of simplicity, freedom, passion, brotherhood, environmental awareness, and social responsibility apart from showing that life in the city is an option, but not the only one.

Sometimes dreams are not as easy as they seem. These two brothers overcame their adversities during 13 months in order to achieve theirs.

Their documentary has been premiered in USA, Spain, Argentina, back in the 1960’s.

The documentary, produced by Julián and Joaquín, has been premiered back in 1963, as so as to put their trip in context to their dad’s legacy for today’s audience, they have introduced in their documentary about this trip B- and 16mm footage on how surfing started in Argentina.

In the course of the years Dammers specialised itself in the management of refrigerated vessels and many reefers were built for the company.

Delen 1 en 10:
Passagiersvaart
Deel 3:
Kleine Handelsvaart
Deel 4:
Tankvaart
Deel 5, 8 en 11:
Koelvaart (speciale uitgave)

In the series of small photo books about the post-war Dutch merchant marine by maritime author Dick Gorter, a new volume was recently released. The 252-page “special” is dedicated to the Seatrade & Van der Heide. The in 1951 by five Groningers, Van der Heide specialised itself in the management of refrigerated vessels and many reefers were built for the company.

Nederlandse Koopvaardijschepen in beeld, volume 13, Seatrade
Language Dutch
Dick Gorter
Uitgeverij De Alk, Alkmaar, ISBN 978 90 6013 331 6, € 24,90

In 1955 Messrs Dammers decided to adapt one of its small coasters, the Fedala, for the transport of frozen goods after a contract had been secured with the American Army for the carriage of meat from Ireland to the Continent. In 1957 the four sister-vessels of Fedala were turned into reefers as well. Over the course of the years Dammers & Van der Heide specialised itself in the management of refrigerated vessels and many reefers were built for the company.

Scheepvaartkantoor Groningen ordered its first reefer, the Arctic, in the early 1960’s and became, as Seatrade, a major force in worldwide transport of refrigerated and frozen cargo. Dammers was taken over by Seatrade in 1989 and many other acquisitions, among others of the reefer fleet of Vroon, followed.

A short history of both companies is included in the book and of every (part-)owned reefer a photograph is shown with a short history of the vessel.

On 28 June Zespri introduced its new kiwifruit variety, Zespri Sungold, on board an Atlantic Knipper in Zeebrugge. Mustapha Maarouf, Trade Manager for the New Zealand Laver Service on which all Zespri kiwifruit arrives to continental Europe and the UK joined in the festivities.

NEW CREW
Vann
son of Lisa Kirkpatrick, Seatrade New Zealand

NEW CREW
Fienne
granddaughter of Dick Quaak, Greensense Chartering

NEW CREW
Hanna
dughter of Robert-Jan van der Voort, Inchcape Shipping Services Rotterdam (ex Seatrade Antwerp Operations)

NEW CREW
Juna
dughter of Mennon van Gorcum, Seatrade Rotterdam

NEW CREW
Noah
son of Evy Honlet, HR Department Seatrade Antwerp

NEW CREW
ZESPRI SUNGOLD

A quiet member of Antwerp’s secretarial team, Hilde Vandenbroucke was pleasantly surprised on 20 June when a cake appeared and colleagues started singing Happy birthday, for her 60th birthday. I became a little bit suspicious something was going on, when the ladies around me were getting nervous close to 11 o’clock, Hilde confessed later. Not one to seek the spotlight, the gesture was definitely appreciated, as was the cake Hilde surprised her colleagues with the next day.

As the last country to host the official Queen’s Day celebrations (officially on 30 April), the Dutch Embassy in Costa Rica hosted its reception on 2 May in Santa Ana. As a companion with Dutch roots, and with a Dutch Manager, Seatrade Costa Rica sponsored the event. Our Pierie Hartlag was one of the 600 people enjoying the festivities.
I've been a vegetarian for almost five-and-a-half years and in that time span I've found myself in some fairly awkward situations concerning my consumption of meat or rather lack thereof. It all began when I first became a vegetarian and seeing as I was in the fourth grade (9 years old) at the time I was surrounded by fourth-grade boys. These boys found it comical to try and toss chunks of their lunchmeat into my salad. No, there was no way that I saw you put that in there and of course I'm just going to completely overlook it and eat it. How hilarious of you.

Uncomfortable situations surrounding my vegetarianism don't always involve the actual consumption of meat products. Every time I meet someone new, the fact of me not eating meat always seems to weasel its way into the conversation. I would like to add that for the most part this is not my doing. In my experience I've encountered four different types of people who each come with their own set of opinions.

*The first are people who just so happen to be vegetarians, as well. This can be a very, very bad thing. That type of person talks about how much they love the planet and how we are all children of the earth or they could be a self-obsessed hipster who is way cooler than everyone else because they don’t eat meat. There’s also the people in this category that tell you about how they’re only a vegetarian because their parents are and blah, blah, blah will drone on and on about how they totally ate meat that one time at their friend’s cousin’s best friend’s birthday party. I hate to tell you but I honestly could care less.*

*The second type of person is the one who frankly doesn’t give a damn what you do or do not eat. I have to say this kind may just be my favorite. They don’t try and force their opinion on you and you don’t have to give them yours. Sounds perfect to me!*

*The last type of person I encounter – not to sound sexist – is typically male. These are the “I love meat, I love killing animals for fun type of people”. Now this is not an article about why I’m a vegetarian, but I’m sure anyone could guess that this is not my favorite type of person.*

Over the past five-and-a-half years, I’ve gotten myself into some tricky situations concerning the absence of meat in my diet. I’ve learned to just go with the flow and cross my fingers every time I go to a friend’s house or I meet someone new. I hope I don’t find myself slowly digging a hole that I’m unable to get out of or having to go home hungry.

I would be lying if I told you I didn’t have the desire to do a bit of editing. It’s just second nature. That said, the kid did a pretty good job and didn’t use the word “like” once. Of course I figure I had better be nice to her, as she’s my retirement plan. Between her mother’s spending habits, the lousy stock market returns and the eventual bankruptcy of the Social Security system here in the States, I’ll have to settle for a pull-out couch in her living room and a part-time job as a greeter at Wal-Mart.
PUZZLE PAGE
Send in & win

CRACK THE CODE (SUDOKU)
This puzzle is played over a 9x9 grid, in each row there are 9 slots, some of them are empty and need to be filled. Fill in the grid so that every row, every column and every 3x3 box contains the digits 1 through 9. The number should appear only once in a row, column or box. Below you find two Sudoku puzzles. In each of the below Sudoku puzzles three slots are coloured. When you have found the numbers in any of these puzzles, you will have three-digit codes (composed by the numbers in the coloured slots, starting top left and moving horizontally line-by-line ending bottom right). Send us either one, two or all codes, and you might be the lucky winner of an exclusive Seatrade watch!

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Send us your response to this issue’s puzzles and win yourself!

TRIVIA
Did you read this Simply Seatrade?

1. What are the small juicy parts in a pomegranate called?
2. How many players are in the field at the start of a Kabaddi match?
3. From where to where did the Galleons of the Mar sail on which ship?

JOIN THE COMPETITION:
Send us the Codes and/or the answers to the Trivia by E-mail, and try to win one of three Seatrade watches!
Deadline for your response is 11 November 2012. The names of the winners will be published in the next issue of Simply Seatrade.
E-mail: simply-seatrade@seatrade.com

Send us your response to this issue’s puzzles and win a beautiful Seatrade watch, which is exclusive to winners of the puzzles in Simply Seatrade. Out of all correct entries we will also draw a winner of an iPod Nano!

FLEETLIST
Vessels operated by Seatrade Reefer Chartering

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The answers of the puzzle and trivia in the April 2012 issue were: Puzzle: easy code = 286 / hard code = 175 / very hard code: 193  Trivia: 1. 51 December 1844; 2. Shanghai; 3. their burden

Thanks for all the entries! The winners this time are Adriano Peluffo, Master on Gal Pino; (puzzle - easy), Armin Mahalodiong, 3/4 on Timor Stream (puzzle - hard), Theresa Oehlmann, Deck Cadet on Elsebeth (puzzle - very hard) and Carine Van Ham, Seatrade Antwerp (Trivia). They will all receive a beautiful Seatrade watch. The lucky winner of the iPad Nano is Capt. Godwin D’Souza, Master on Ivory Ace. Congratulations!

Send us your response to this issue’s puzzles and win yourself!

Operated by Seatrade on behalf of ASA Lines B.V.

Non-Seatrade vessels managed by Seatrade Grenening B.V.

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* operating in the GreenSea Pool

All particulars believed to be correct but not guaranteed

Operated by Seatrade on behalf of ASA Lines B.V.