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From the editors

It’s quite a varied offering we have for you, our readers, in this
issue of Simply Seatrade. We continue to expand our global
presence, with a new outpost in Peru. The fleet continues
to expand in an unusual way, through a unique extension
of a pair of sisters. We also continue our travels around the
globe - both literally, as with the story of Antonio Pigafetta
and more metaphorically, as we travel down under and walk
across Spain.

Not to worry, there’s plenty of food along for the journey and
a bit of fuel, courtesy of our friends at Bebeka. Speaking of
old friends, we’re sure you’ll enjoy the recollections of a salty
Brit who recently called it a career. There are, of course, all
of the regular features you’ve come to expect. We suggest
you grab yourself your beverage of choice, find a comfortable
chair and spend some time with us.
This Olympic year marks a global contest to cope with the ongoing financial crisis. Competitiveness and growth in the birthplace of the Olympic Games, Greece, and stability in the Euro zone are in the very early stages of restoration. The shipping market is poised for a difficult year with Seatrade actively participating to clear the hurdles for an improved and optimised shipping environment.

Exemplary is the successful lengthening project of mv Atlantic Reefer and mv Pacific Reefer at Cosco Shipyard, in Shanghai, China. Sometimes actions involve less popular decisions, such as saying goodbye to our winners of the past, the Spring-type ships.

In very seldom cases, we are not in control at all, like with the unfortunate incident onboard Breiz Klipper. With the help, dedication and patience of many, this episode got a happy ending. Friday 23 March, on the brink of the weekend, we received the joyous news that Captain Piskus, Chief Engineer Melnikov and Fitter Villamor who were taken hostage on 28 February and held in captivity in the Niger Delta, were released and safely reunited with their loved ones.

The reefer market has been extremely challenging since the start of the year, with both ship-owners and operators having to contend with increased competition from container lines and continued bunker price increases combined with struggling markets and ever increasing stringent environmental regulations.

Banana export volumes from Ecuador and Central America have been poor due to the weak economy and reverse weather conditions on one side whilst on the Mediterranean side weather conditions and political disturbances in North Africa, caused a negative impact on demand for perishables in general. The squid catches in the Falkland Islands were once again disappointing and the poultry market from USA to Russia remained stressed with increased supply through regular container lines.

With market volatility, economic uncertainty and shortage of banana supply still very much dominating the global market place, it is hardly surprising that many in our industry are looking to 2012 with bated breath. The prevailing market conditions have urged various owners to advance recycling their ageing tonnage in response to weak freight rates.

The immediate future of the specialised conventional reefer segment remains challenging. The generally depressed economy, strong competition from the container lines and high bunker prices will contribute to a fast adjustment of equilibrium between supply and demand. This results in further scrapping and lay-ups.

A strong customer relation combined with a flexible service structure (which requires a significant container capacity) are keywords for the near future. Consolidation will obviously also help the industry to adjust to the new realities of the specialised reefer market.

From the outset of 2012, innovation and tradition went hand in hand at the Seatrade offices in Groningen and Leer. We have been catching up with some useful developments in information technology. The preparation of a digital Newsletter to boost archiving methods and get news to the fleet faster is in a warming-up phase still.

Other things never change. The traditional jubilee party at lake-side restaurant “De Twee Provinciën” has been an unparalleled success for years. Crew, office staff, family, friends, young and old alike meet to celebrate jubilee and retirement of our seafarers. Technical maintenance onboard our vessels continues as ever.

In the “Olympic” game called shipping, the Seatrade team aims for a successful second half of 2012. With your continuous support and efforts, we consider ourselves prize winners already. Let the games begin!

The Management
Peru was the seat of several prominent Andean civilizations, most notably that of the Incas whose empire was captured by the Spanish conquistadors in 1533. Located on the west coast of South America, the country borders the South Pacific Ocean, between Chile and Ecuador.

Peruvian independence was declared in 1821, and the remaining Spanish forces were defeated in 1824. Peru’s population is 45% Amerindian, 37% mestizo (mixed Amerindian and white), 15% white, black, and 3% Japanese, Chinese, and others. Languages spoken are 84.1% Spanish (official), 13% Quechua (official), 1.7% Aymara, 0.3% Ashaninka, 0.7% other native languages (including a large number of minor Amazonian languages), and 0.2% others (according the 2007 Census).

The economy reflects its varied geography - an arid coastal region, the Andes further inland, and tropical lands bordering Colombia and Brazil. Abundant mineral resources are found in the mountainous areas, and Peru’s coastal waters provide excellent fishing grounds. The Peruvian economy has been growing by an average of 6% per year since 2001 with a stable exchange rate and low inflation.

Growth in 2010 was above 8% and in 2011 above 6%, due partly to a leap in private investment, especially in the extractive sector, which accounts for more than 60% of Peru’s total exports. Since 2006, Peru has signed trade deals with the United States, Canada, Singapore, China, Korea, and Japan, concluded negotiations with the European Free Trade Association (EFTA) and Chile, and begun trade talks with Central American countries and others. The US-Peru Trade Promotion Agreement (PTPA) entered into force 1 February 2009, opening the way to greater trade and investment between the two economies. Trade agreements with South Korea, Japan, and Mexico also were signed in 2011.
Peru has one of the wonders of the world: Machu Picchu. Incas built on top of the Andes palaces and citadels. Machu Picchu is the sacred city of the Incas and archaeological capital of the Americas.

Every year in June Peru celebrates “Inti Raymi”. It is a spectacular Inca religious tradition that till today is celebrated in Cuzco, the capital of the “Imperio de los Incas”. But not only Machu Picchu is one of the places that tourists visit in Peru. There is more: the Amazon, the Titicaca Lake, Hucarárm, the beaches, its tradition, its Peruvian cuisine, and so much more.

As to food, it is also famous for the diversity of dishes. The Peruvian cuisine is not only the best cuisine of Latin America, but also is amongst the best in the world. Peruvian cuisine is not only known for its exquisite taste, but also for its variety.

The culinary history of Peru goes back to the Pre Inca and Inca times with original products such as potato and corn, which was one of the best contributions to the world.

One of the famous dishes is “ceviche” made with fresh white fish, citrus juice, salt and garlic and for the thirsty you can enjoy “chicha morada” made of sweet purple corn.

The fresh fruit and vegetable exporting business has gained extraordinary momentum in the last few years. Peru’s long coastline and various climates ensure a long export season. But that is not all: a stable economy, a highly motivated and educated workforce and a private sector which, together with the support of government policy towards foreign investment, is giving an impetus towards achieving sustainable and responsible growth.

Traditionally the asparagus has been the banner of agro-industrial drive, but today world class products include organic bananas, avocados, grapes, mangoes, citrus, melons, watermelons and a long “etcetera” which is growing year on year.

On the fisheries, whilst traditionally an exporter of fishmeal, today the added value fishery products are growing to include the entire range of frozen commodities, such as shrimps, giant squid, mackerel, and so on.

Considering this particular scenario, Seatrade landed with both feet on the ground in late 2011. Together with B&I Agencies and their experience and expertise in the local shipping scene, Ankasea SAC, trading as Seatrade Peru, was formed to be part of this growing and exciting reefer market.

At the beginning of 2012 Seatrade’s Rayo Service started to call weekly at Paita. Paita is located on a small peninsula south of the mouth of the Río Chira in the Piura region, and channels exports not only from the Piura region but also Lambayeque, La Libertad and Ancash.

The team of Seatrade in Peru is proud to be the “new kid on the block” of the group and looks forward to contributing to the development of the perishable export business out of our country and to the expansion of Seatrade’s activities worldwide.

Juan Pulgar
Seatrade Peru

The team at Seatrade Peru, l.t.r.: Silvia Alban, Sheyla Rafael, Gert Jan Speld, Monica Torres, Juan Pulgar and Rosa Maria Olortiga
As I contemplate clearing out my office I wonder what have I been doing for the last 38 years, and why have I not got rid of this stuff - so as the moths fly out - is it time reminisce about the glory days?

Some of us still in the business are too stubborn and / or stupid to have stuck it out so long. We had our reasons - some are even valid. One is, we all have some great stories to tell. We are awaiting a great story teller to collect them and put them into narrative form... or serialise them... before our memories fade or...worse.

- Hello Richard Bright?

My transport as a P&O trainee in Dubai, 1972
So a couple of stories which spring from my shaky grey cells.

I started in 1974 with LPR (Lauritzen Peninsular Reefers) in Copenhagen (P&O couldn’t wait to toss me out of London HQ).

I cut my chartering teeth on a full cargo of poppies from Karachi to Amsterdam. I was told it was legitimate cargo - but it is odd no one else in chartering wanted to handle it! I later graduated to frozen beef from Australia - I remember dealing with a trading house, where the charterer was categorized by the meat supplier as - “You know what the softest part of … is?” … “No?”

“His #!%$## teeth”

Subsequently I fixed a vessel on time charter, delivery “taking inward pilot, Fremantle”. Fairly straight forward - except, just before delivery, the pilot cutter crew went on strike - an Aussie union waterfront strike… Yikes - and it was a lucrative charter… Desperate, I looked into getting a helicopter to deliver the pilot on board - to no avail. After a week of that it did get resolved - phew… but hence forth, all deliveries changed to “APS - arrival pilot station”… Yes - our education can sometimes be expensive.

Later I remember a Greek master taking this too much to heart and gave notice of arrival by colliding with the Elbe 1 light ship (the delivery was passing Elbe 1). I can just hear the office yelling “we said delivery was arrival pilot station Elbe 1 - not colliding.

[Expletive deleted]

Our business is full of characters - not faceless corporations; the vessels go to interesting places where even today containers fear to tread. Take Prince Edward Island, where the handsome Prince and beautiful Princess recently came to visit and caused all biz to stop for the day. Shipments usually start in late November and ice was always an adventure, especially deeper in the winter. The islanders had a somewhat sanguine opinion about ice. I remember once I had report back saying “there was no problem with ice when the pilot “walked” out to the ship”.

(this before global warming)

As I mentioned I started with LPR - a joint venture between P&O and Lauritzen, both blue chip companies that took considerable pride in their vessels but even back in that day the business was tough to make money - so who better to capitalize on the downturns than the Greeks. They always had some tricks. One vessel was on economic lay-up in summer in Spain when the port captain thought he was close by, so why not to stop over and see the vessel - and to his surprise it had vanished?! Yes, the owner had spotted an obnoxious but good paying cargo of wet salted hides from Houston and figured while he was enjoying being paid for the strategic lay-up to make a bit of extra cash… it must have been an oversight that he didn’t say anything to the time charterer. 
And not to harp on about the Argonauts - I remember, coincidently, having two vessels on charter one sailing north up the US east coast and one simultaneously sailing south on the same coast... and guess what... both masters reported being in adverse currents! I had a chuckle about that.

One of the said vessels always seemed to be in adverse currents, so I somewhat sarcastically commented it must be the same adverse current following the vessel around the world - thereafter I named the current after the vessel, and whenever the vessel reported in slow steaming etc I would say there is the Fuji current - popping up again.

I later realized be careful before fixing a vessel when the first two letters are FU...

Well I guess those days are over with the improved tracking information, but I am sure creative ways will be found to squeeze some money and survive in the toughest of environments.

So one last story came after getting a call from an old salty dog who ran the New Bedford terminal in Massachusetts - he called saying Kevin Costner is making a film about the Cuban missile crisis and could I find a Russian trampler - “sure I have just the vessel,” thinking of my Russian friends operating old fashioned reefer vessels, “it can be there in 10 days.” I got a call back - “No Kevin will be here next week and wants to start immediately!”

So I mentioned the only vessel that I could think of close by which was the Green Winter - “but it doesn’t look anything like a Russian missile carrying freighter from the 60’s” - “No problem, lets book it.”

Forget about Baltime charter parties, this would be “Hollywood time”. Close the eyes and collect. $$$ were running through the owners’ minds (and mine). We agreed a terrific charter rate and I thought “finally my ship has come in - movies - yeah”.

When they were about to film they gathered the crew around to talk about the film and the director said “you may not know what the film is about, but it is the story of the Cuban Missile

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**Blast from the Past**

Circa 1973 - a free hair cut on board the Mv Dwarka - P&O vessel which used ply up and down from India and Pakistan to the Persian Gulf with all kinds of cargo plus an amazing number of itinerant passengers - they achieved an incredible stow factor which I once calculated was about 2 square feet of deck per person. Not exactly “POSH” accommodation.
Crisis when USA and Russia were having a serious face off about putting nuclear missiles on Cuba - when the captain stepped forward and said “Hold it right there” - I am Russian and ... quote and unquote

“I was there!”

Everyone has a story and a different perspective!

Anyway it all went very well and a good time was had by all. Go see the movie “13 Days” if you haven’t seen it and there you will see our film star reefer vessel - no movie star payouts for the owners, but hey we are not in this business for the money... What a stupid idea?!

As my mate who is in dry bulk and shared space with me for the last 11 years would comment “I don’t get the reefer biz - it seems to be consistently, high risk - low return!!”

But... look at the people we meet, the places we go and the stories we get...

Mike Frost
Seafrost LLC

Anno 2012: Enough - they have come for my desk... Shutting down now

Circa 1975 - hanging out at the LPR office in Copenhagen with Jørgen Poulsen, Mark Dalby, Gunnar Bach and Henrik Wabberom Jansen (on the phone)
The lengthening of two sisters

On Saturday 3 December 2011, the Pacific Reefer arrived in Shanghai and berthed at the Cosco Shanghai Shipyard. Her arrival marked an important milestone of a project that officially started on 30 August 2011 when a design and construction contract for lengthening the Atlantic Reefer and Pacific Reefer was signed with Cosco Shanghai Shipyard.

In short, the lengthening involved the cutting of the vessel just aft of cargo hold number 2 and inserting a 30-meter section with two bays of containers, carried in an open top cargo hold. As part of this project, a new container crane and generator set were installed, the bridge height was increased and the arrangement of the current deck containers was modified to increase the container intake of the vessel.

The preparations and engineering were guided from the Seatrade Newbuilding department, where Marco Scholtens and Jarek Cisek were temporarily backed up by Chief Engineer Kees-Jan Keus who provided indispensable “user experience” in reviewing the more than 150 design drawings created for the project.

The engineering progressed rapidly, so barely two months after starting the first drawings, the steel cutting for the main lengthening section started on 28 October, to allow pre-fabrication of the main steel structures prior to the vessel’s arrival at the shipyard.

Upon arrival of the Pacific Reefer in early December, the first two weeks of the project execution were occupied by all the necessary preparations to start the actual cutting operation. The wheelhouse was emptied of all equipment, the piping and electrical cables in way of the cut were removed, tanks emptied and cleaned, temporary reinforcements were installed in the fore ship and above all, more than 5000 m2 of insulation was removed.

Less than two weeks after arrival of the Pacific Reefer, the Atlantic Reefer moored alongside the shipyard quay, hot on the heels of her younger sister. While the Pacific was in dry dock for the cutting operation, the entire process of preparations, removals and tank cleaning started once more.

The Pacific Reefer entered the dry dock on 13 December for the most delicate part of the operation. The final cutting commenced on 16 December around 20:00 and around 04:00 the following morning, Captain Poryadin became master of the shortest vessel in the Seatrade Groningen fleet for a while. During the morning of the 17th the fore ship was shifted 34 meters forward on its wheeled carriages, well supported on either side by sturdy reinforcements to prevent any mishaps.

When room was made available for the new block, an enormous crane appeared on the scene. On Monday morning
19 December, the crane lifted the ring block, approximately 900 tons, from its fabrication location and transported it to the floating dock, approximately one kilometer further down the river. It was safely set down in the dock around 17:00 in the afternoon.

The Pacific Reefer was welded back into one, much longer vessel, and after the installation of deck reinforcements and a full underwater coating she left the dry dock on 3 January.

The same day, the Atlantic Reefer entered the dry dock to undergo the same process as her sister vessel. The whole process of cutting, moving, lifting and re-installation was repeated. On 18 January, she too, was ready to leave the dock and completed the most spectacular part of this lengthening project.

With both vessels safely afloat again, the long and laborious process of reinforcing, re-installing, re-insulating and re-commissioning started. With work continuing at a high pace during the Chinese New Year season, all efforts were focused on completing the Pacific Reefer for her sea trials on 4 February 2012. When these were successfully completed, the vessel was ready for her first load of cargo. She left Shanghai on the 9 February, carrying 226 brand new reefer containers, destined for Valparaiso, Chile.

Upon completion of the first vessel, the yard had once again shifted its attention to completing the Atlantic Reefer, which, after the same routine of outfitting, tests and trials was finally ready to load cargo on 26 February and departed for Tauranga, New Zealand the next day.

The departure of the Atlantic Reefer allowed our Seatrade site team, consisting of Tienco de Vries, Henk-Jan Kip and Edmundo Tienzo to start packing their bags and return home for a well deserved rest.

Looking back on the project, we can conclude that a complicated, innovative and fast track modification was completed successfully in an astonishingly short period of six months, from the start of design works to the redelivery of both vessels!

This achievement would have been impossible without the dedication, flexibility and (very) hard work of all involved, ranging from designers, model test basin, half a dozen major equipment makers, class society, shipyard, port agents, vessel crew and various departments within Seatrade (including SRC in Antwerp). Obviously, several significant hurdles had to be overcome during this period, but the end result is two highly capable ships that all involved can be proud of!

Marco Scholtens
Seatrade Groningen
The lengthening of two sisters

Disassembling the bridge

Cutting the bottom plate

Insulation from cargo holds stored at the yard

Ring block assembly

Cutting the last metres

New bridge
An indiscreet look into hold No.3

The new block arrives at the dock

A rather tight fit...

New crane housing on board

New deck beam in place

Container support beam installation

Two lengthened beauties afloat again
**What’s for Breakfast?**

**Did you have your breakfast this morning?**
More than 40% of Americans have admitted to eating cold, left-over pizza for breakfast.

For decades, health experts have been touting the importance of having a good breakfast. We’re told that it’s an important way to get our bodies ready for the rigors of daily life. Studies report that children who eat breakfast perform better in school and are typically more physically active and therefore more likely to maintain a healthy weight. In the USA the federal government initiated the School Breakfast Program (SBP) in 1966, as a two-year pilot project designed to provide grants to assist schools serving breakfasts to “nutritionally needy” children. These types of programs continue on today.

When I suggested the subject of breakfast customs around the world, as a topic for a Simply Seatrade article, I had assumed that there would be a natural connection to the perishables trades which are the core of Seatrade’s business. I was thinking fruits and juices, meats, seafood, eggs and the like. In the USA, the overwhelming consumption of orange juice is at breakfast. Statistics indicate that upwards of 80% of the orange juice consumption in the USA is at breakfast (with a big chunk of the balance of consumption being in alcoholic cocktails). In the USA, consumption of fresh grapefruit, bananas, strawberries and blueberries is also highest at breakfast. Since the 1960s, commodity traders have made and lost fortunes speculating on the rise and fall of futures prices on FCOJ (frozen concentrated orange juice) and frozen pork bellies (bacon).

After doing some research and consulting with a few colleagues domiciled around the world, I’ve come to the conclusion that there are very few national customs that are shared across a large geographic area. As with most discussions involving eating, the traditions are more tied to a small community or one’s own family. What you consider as your typical breakfast is probably what your mother served you. By the very melting pot nature of the USA and the size of the country, breakfast customs are as diverse as the people. Personally, it’s always been my favorite meal and often we find ourselves indulging in breakfast for dinner on a late Sunday afternoon. This could involve bacon and eggs or pancakes or waffles or even a simple bowl of cereal.

A new study of clinically obese subjects from Tel Aviv University showed eating dessert for breakfast can lead to weight loss. This surprising conclusion is based on the idea that morning is the best time to consume sweets as the body’s metabolism is most active and we have the rest of the day to work off the calories. Subjects who had dessert for breakfast felt more satisfied and were less likely to indulge in sweets later in the day.

Despite my avowed love for all things breakfast, I must sadly admit that a typical, weekday breakfast for me consists of a prepackaged protein bar and a Diet Coke. This is done both for expediency and portion control. Still, many people simply choose to skip the meal and instead fortify themselves with copious amounts of caffeine. Whatever may be your current preference, perhaps it’s time to rethink that morning meal option and consider what your colleagues on the other side of the world or down under may be grabbing on the way out the door.
A brief history of breakfast

When discussing breakfast, perhaps we should start at the beginning. Other than for reasons of tradition or health, why do we eat breakfast and how did this tradition start?

The word breakfast is not recorded in English until 1463 in a royal account book that records expenses for breakfast, but it is not entirely clear whether this was an early dinner or another meal, the one we now know as breakfast. The word itself comes from the Latin disjejunare, meaning “to un-fast” or break the fast of the evening. Remarkably, the word was contracted to disnare or disner in Olde French, or dinner in English. Thus the word dinner actually means breakfast.

Eating breakfast began in the Stone Age era, when large stones were used to grind grains to make a sort of porridge. Porridge was also a staple of the Roman soldier’s diet. They called it pulmentus. During the Middle Ages, barley and hops were used to make beer, which was served in the morning to hungry peasants alongside oatcakes or porridge. Fermented beverages were much safer than drinking water and provided laborers with basic nutrients to fuel their bodies for long, grueling work in the fields.

Breakfast as we know it began in the early 19th century, when some middle-class men started to work regular hours in offices. Prior to that, people would often work for a few hours then eat a meal at about 10am. Wives or kitchen staff would often serve these 19th century commuters a two-course meal.

Eating breakfast had become a more elaborate act by the 19th century, at least in well-off households. In the 1861 Book of Household Management, the author suggested a daily breakfast buffet that included a cold joint of meat, game pies, broiled mackerel, sausages, bacon and eggs, muffins, toast, marmalade, butter, jam, coffee and tea.

Towards the end of the 1800s, there was a backlash against these kinds of lavish diets. Groups like the 7th Day Adventists protested that meat-based breakfasts were leading to ill health. Over the next few decades, pioneers like John and W.K. Kellogg, Henry Perky and C.W. Post developed ready-to-eat breakfast cereals that would go on to become extremely popular and varied. At the turn of the 20th century, other cereals, such as muesli were being invented in Europe. Breakfast cereals found success when rationing made bacon and eggs scarce during the war. Also, as women entered the workforce, they no longer had the time to cook a full meal in the morning and cereals allowed children to prepare their own breakfast.
Breakfast around the World

As anyone who has stayed in an upscale, American-style hotel knows, breakfast can be an elaborate cornucopia of sweet and savory options. This tradition has been adopted by more and more hotels worldwide, as depending on location or clientele, they will incorporate more “exotic” options favored in Asia or the Middle East.

Of course, not everyone sits down to a bowl of cereal in the morning – or even an egg, bacon and cheese sandwich made ubiquitous by McDonalds. In fact, America is one of the few countries that indulge in a separate type of cuisine for their morning meal. And while Western breakfast traditions have made their way onto tables all over the world, some meal traditions remain the same. From Japan’s morning rice to Egypt’s fava-bean feast, we will explore what’s on the breakfast table across the globe.

**Japan**: But, where exactly do we start on our feast around the world? Perhaps it’s appropriate to start in the land of the rising sun. There’s also a personal connection, as it also marked my first overseas trip about 30 years ago. As nod to western visitors, I vividly recall the breakfast buffet at the hotel including French fries and hot dogs (I’m assuming this was an attempt at hashed brown potatoes and breakfast sausage). Had I been more adventurous in those days, I would have gone for the local fare. The traditional Japanese breakfast consists of rice, miso soup and green tea. In fact, the Japanese word for breakfast is “asagohan” which translates to “morning rice” or “first rice.” Another traditional Japanese favorite is natto. This unique dish is made by fermenting cooked whole soybeans with a bacterial starter called Bacillus Natto. The resulting beans are then mixed with mustard and a Japanese sauce like soy sauce or Tare. Minced leeks or green onions are often added and the whole mess is served over rice. To westerners, the taste of natto may take some getting used to. It’s a bit like musty cheese with a hint of ammonia.

**China**: Moving forward 30 years, I recently visited China and this time I took every opportunity to sample the local food. Chinese breakfast often consists of rice complemented by small amounts of vegetables, meat or fish. Chinese breakfasts vary greatly between different regions. In the north, breakfast typically includes steam buns and pocket bread with meat or vegetable stuffing, soy milk or tea. In central and eastern China, breakfast includes soups with fried tofu and noodles, plain rice porridge, salted duck eggs and pickled vegetables. Congee is popular for breakfast in China and other parts of Asia. This is basically a watery gruel of porridge. It is prepared both savory and sweet and can contain a great variety of ingredients, usually meats, vegetables and herbs.

**New Zealand**: The influence of England and the USA is felt at the breakfast table down-under. Seatrade New Zealand’s Dave Southwood was kind enough to provide the following when asked about a typical Kiwi breakfast, “I was just tucking into my Weetbix topped with banana and milk. Weetbix are an iconic breakfast. For Kiwis, I would say typical is cereal with some fruit or yogurt topping plus toast and spreads along with juice, tea or coffee - for the fuller cooked breakfast, bacon, eggs, sausage, hash browns and tomatoes.” Dave also mentions that eggs benedict and pancakes are popular. We can assume that the aforementioned spreads includes Marmite. Marmite is a rich, dark-brown, yeasty spread for hot toast, spread on wafer biscuits, as a hot drink or a sandwich filling. The spread has a dense, salty flavor. Marmite is made from yeast extract (a by-product of the brewing industry).

**Australia**: An Australian friend reports a typical Aussie breakfast as similar to what is eaten in New Zealand. However, he insists that I mention that Australians will only eat Vegemite – not Marmite. Vegemite is an Aussie product and is said to be less sweet than Marmite. I’ll take his word for it. Additionally, the Aussies seem to have the unusual
habit of eating buttered toast topped with spaghetti (in tomato sauce) for breakfast.

India: Moving further east, on our journey around the breakfast table we find ourselves in India. In Bengal a typical breakfast food includes puffed rice crisps with milk, deep-fried flatbread with vegetable curry or semi-fermented rice with dal and chilies. In South India, the most popular breakfast choice is an assortment of main dishes including chapatis. Curries and breads are popular in Keral. In North India, stuffed paratha breads and spicy vegetables are frequently eaten.

Pakistan: Breakfast in Pakistan is typically a heavy meal. There are several dishes including hlava (a sweet made from semolina), a spicy chickpea and potato curry eaten with deep-fried flat bread, siri paya (a stew made of cow, goat or lamb’s skull and feet) served with naan bread, nihari (a curried stew made from beef or lamb) and lassi (a drink made from milk and yogurt).

Egypt: Ful medames (or simply Ful) is an ancient Egyptian dish with origins that reach back to the time of the pharaohs. This simple dish of slow-simmered fava beans seasoned with olive oil, lemon juice, garlic and spices is the daily breakfast meal for millions of Egyptians. Ful was exported from Egypt to other parts of the Arab world and other parts of Africa and Asia, but particularly to the Levant, Somalia, Eritrea, and Sudan.

Morocco: The basic formula for a Moroccan breakfast is mint green tea with sugar, bread, and olive or Argan oil, butter, Smen (ghee), Honey, Amlou,... or ‘à la Française’, which is café au lait, baguette, croissant. And every combination of these elements you can imagine. That’s the first round, which is eaten at home, as a lot of people take a second meal between 10 to 11 am. Especially in Marrakesh it is composed of a soup called Harira or a cereal soup Bissara, a wide range of Moroccan breads and pastries, e.g. betbout, mlawi, msemmen, beghrir to name a few.

South Africa: Centuries of European rule have left their mark on the “typical” South African breakfast. It’s a tea-and-coffee culture, so breakfast is often a cup of something hot (with lots of sugar added) served alongside something bready. That can be a piece of toast with jam or cheese, a rusk (a thick and tooth-breakingly hard cookie), buttered bread, or even a hot dog bun. The ubiquitous “English breakfast” is also quite popular especially after a long night of watching World Cup at a local pub. Recover with eggs, bacon, sausage (sometimes the greasy local boerwors), sautéed mushrooms, broiled tomatoes, and baked beans.

Russia: A Russian friend reports that there is an old saying about breakfast in Russia that translates something like this:

Eat breakfast yourself, Share dinner with a friend, But give supper to your enemy!

Breakfast is considered the most important meal of the day. It should be eaten, not shared or given away. Breakfast in Russia is usually eaten at 8:00 A.M. and is very filling. A typical Russian breakfast is blini served with sour cream and milk or tea. In 2009, Russian Prime Minister Vladimir Putin invited American President Barack Obama for a traditional Russian breakfast. The Obama Putin breakfast meal was served indoors on an open terrace, with some tables covered with blue, white and red tablecloths in the style of classic Pavlovsky Posad shawls. The menu included smoked sturgeon with pancakes and cranberry sauce, eggs with black caviar and sour cream, and quail pelmeni, Russian dumplings filled with minced meat. Homemade ice-cream and cherry kisel, a sweet sauce, were served for dessert.
**What’s for Breakfast?**

**Spain:** Hispafrio employee and Seatrade colleague, Francisco Perez, was kind enough to provide us with information on his adopted homeland, as well as his native land of Mexico. According to Francisco, a typical Spanish breakfast is almost no breakfast: “only coffee and a cookie. The cookie can be replaced by a croissant, or a slice of bread with butter.” This would constitute the typical “continental” breakfast that is the tradition throughout much of the Mediterranean, as well as portions of South America - an obvious influence of the earlier Spanish colonial period.

Francisco reports that “the schools are trying to change that kids should have a more decent breakfast with eggs and/or fruit. A funny thing of the Spaniards is that when they eat corn flakes or any other cereal, they normally eat it in a cup and with hot milk, go figure!”

Eggs and omelets are more typically eaten as mid-morning tapas in Spain. For this later meal you can find scrambled eggs or omelets. “Another typical for them is the huevos rotos which are two fried eggs on top of fried chips. Also their tortilla de patatas is quite sacred, generally it is just a potato omelet but people can argue for hours about how to prepare or how cooked it has to be.”

A bit of research shows that in central Spain there is the tradition of chocolate con churros – hot chocolate with Spanish-style fritters.

**Chile:** Seatrade employee and native Chilean, Blas Iturrieta advises that a typical Chilean breakfast isn’t much different than a typical Belgian breakfast: sandwiches with cheese, ham and butter. Chileans also eat smashed avocado with a bit of salt and oil. Additionally, they eat a lot of manjar, which is a heated condensed milk that forms into a sweet, brown paste that can be spread on bread. Blas advises that in his youth the grannies and moms would take upwards of three hours to cook the stuff. Today you can buy it ready-made in a Chilean supermarket, but not in Belgium. So, Blas takes the loving care to make it for his children the old-fashioned way.

**Peru:** In some parts of Peru, sandwiches are popular breakfast options. Two of the most popular sandwiches are made with pork. El sandwich de chicharron typically consists of deep fried pork loin served on French bread. Lettuce, tomato, and mayonnaise are commonly added to the sandwich. Buttifarras is another type of sandwich served on French bread and made with Peruvian ham. It is common for salsa criolla, a spicy sauce consisting of oil, chili peppers, onion, and lime juice, to be used as a condiment on these sandwiches.

Another dish often served at a Peruvian breakfast is tamales. These are made by stuffing corn dough with ingredients, such as cheese or meat, and traditional Peruvian cooking spices, which make the tamale slightly spicy. Tamales are baked and
then served wrapped inside a banana leaf. Tamales may be served with salsa criolla.

Other popular Peruvian breakfast dishes include lomo saltado, caldo de gallina, and empanadas. Lomo saltado is a recipe that combines beef with tomatoes, onions, and soy sauce. This dish is typically served over rice with a side of French fries. Caldo de gallina is a rich chicken soup with vegetables and noodles. Empanadas are turnovers that are usually stuffed with chicken, beef, or ham. The meat is usually well-seasoned, and cheese may be added to the empanada filling.

**Mexico:** Once again our colleague Francisco Perez, native Mexican, weighs in on breakfast south-of-the-border:

“Whereas the Spaniards could be happy by having the same coffee and the same cookie the 365 days a year, the Mexicans like variety. It is taken as one of the main meals of the day, together with the afternoon lunch; as normally at night you eat very little, maybe pan dulce with milk or coffee.

The most typical breakfasts in Mexico I would say are the chilaquiles (especially if you are having a hangover), eggs in a zillion ways: scrambled with ham, or with beans, or a la Mexicana (with chopped tomatoes, jalapeño chilies and onions), there are also the huevos rancheros which is a fried egg on top of a fried tortilla and a tomato sauce on top.

Another typical breakfast of course are the “tamales”, this is more typical of the center and the south of Mexico (Mesoamerica) and each region has its own variety and people usually accompany it with “atole” which I think you translate it as hot corn but it is made of many flavors, like strawberry, chocolate, vanilla, etc.

Apart of all these main dishes, in Mexico you have the culture of eating fruit, lots of it. And many people even choose to skip the chilaquiles and the eggs and eat chopped papaya, melon, or any other fruit with muesli, yogurt and honey. Also typical are the turbo charged juices, where you mix several fruits, vegetables and seeds like carrots, celery, beetroot, etc. A good one for instance is to mix pineapple with celery.

Another good breakfast to have is a licuado - which is a milkshake but with fruits like banana or strawberries and people can add muesli, wheat or oat.”

**Jamaica:** A typical Jamaican breakfast is ackee, a tree-grown fruit that bears an uncanny resemblance to scrambled eggs when cooked. If eating a large breakfast it usually begins with a hot beverage (coffee, cocoa, tea, or herbal tea), followed by bammy (cassava bread), green bananas, roasted breadfruit, cornmeal porridge, yam or fried dumplings with salted cod (with or without ackee), herring or mackerel.

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Editor’s Note: Unfortunately we can’t mention every country and every custom in this forum. With the space allowed, we have had to limit this to a maximum of two countries per region. That doesn’t come close to covering all of the weird and wonderful customs and flavors. If we’ve missed your favorites or local traditions, we apologize and welcome you to contact us. Let us know what you’ve been eating for breakfast or what your grandmother used to make for you. We’ll find a forum to post that information.

Howard Posner
Seatrade USA
On 16 December, one week before Christmas, Typhoon Sendong hit Mindanao and the southern islands in the Visayas. Ten hours of torrential rain resulted in landslides and flash floods. As the area is uncommon to be hit by this kind of extreme weather the population in those areas was completely taken by surprise and utterly unprepared for the full vengeance of Sendong. As of today, the death toll of this tragedy has reached 1,500. Most of the casualties were asleep when raging floodwaters pounded their homes from rivers and cascaded from mountain slopes. A total of 5,151 persons have been reported injured while 737 are still missing. The typhoon has directly affected 308,053 persons (66,791 families). Up to this date many of the dislocated families live in temporary shelter.

To help out, a fundraising effort was started in the offices of Seatrade and Triton and on board the fleet. In total an amount of USD 8,265 was raised and this amount was doubled by Seatrade to USD 16,530. Some ships donated direct to the Philippine Red Cross.

Luckily no fatalities were reported among our seafarers and their direct families. However, five families were affected by Sendong and sustained damage to property or were dislocated. They all received support from the funds raised while the balance has been donated to the Sendong Relief Effort of the Philippine Red Cross.

Status update from the Philippine Red Cross:
“Currently, there are more than 26,442 persons still living in evacuation centers, with 33,678 homes partially or totally damaged. PRC has maintained strict 24-hour monitoring of all situations in affected municipalities, with nearly 2,000 PRC staff and volunteers deployed in the field conducting detailed assessments along with relief operations, welfare and first aid services. To date, PRC has set up 27 welfare desks and provided psychosocial support to 4,967 persons and served hot meals to 6,156 persons. PRC has indulged in hygiene promotion activities for 7,630 persons and supplied 3,516,000 liters of water to the affected communities. PRC has provided food items for 123,325 persons, non-food items to 90,090 persons, and water to 87,900 families.

On behalf of the staff and volunteers of the Philippine Red Cross, we extend our sincerest gratitude to Seatrade Groningen BV and all contributors for your generous donation. As we transition from the rescue and relief phases in the aftermath of TS Sendong, we enter the most crucial phase of rehabilitation of the ravaged communities. Your support will go a long way towards rebuilding the lives of those who have been most affected so that they can restore their lives to normalcy and once again live with dignity.

At PRC, we strive to ensure that help is readily available when the need arises. We assure you that your contribution has enhanced the commitment we have in providing humanitarian services to the most vulnerable. You inspire us to perform our sworn duty in alleviating the suffering of those in need. When the world no longer watches, we do what must be done.”

Ana Bandril
Philippine Red Cross
Officer-In-Charge, Director for the Fund Generation Department

“Sendong destroyed my family’s house and their source of income. Thanks to the support given they are now rebuilding and restoring the area for their source of income. So from me and my family we give you our warm thanks for the help and assistance that you have given to us”

2nd Officer Perez (recipient)
And for Sendong…. she will never return to the Philippines as the national weather bureau (PAGASA) has decided to take the name Sendong off the register of typhoon names…

Joost Mes
Seatrade Philippines

RELIEF OPERATION
IN MY COMMUNITY

Early December Mr Edmundo Tienzo sent us his story about a relief operation he organized for his community after floods hit early October, and we promised to run it in the next issue. Little did we know that mere weeks later so much more destruction would follow in part of the Philippines, where so many of our crew come from. Joost Mes reported on that story above.

I left mv Nova Friesia arriving home midnight 6 October and the flood water was just high enough to clear my ground floor. Did not sleep the whole night as I had to check if anything was damaged. Thank God it was safe and sound; then I had to ride my bike to see two of my brothers from whom I heard that they were flooded. At 09:00 I called the office (Manila) and I discussed with Mr Mes that I’m planning to give relief goods to our community, and he pledged $300 on behalf of Seatrade.

The flood was so severe and flood water rose two metres overnight which nobody expected would happen. Most families did not have a chance to salvage their belongings, while the flood lasted for almost a week. They don’t have anywhere to go because only the dike is higher ground.

In my experience, since my mind is open to this world, our place is always hit by typhoons and floods. That’s why before building

my house I filled the area with more than a metre of soil and 1 foot higher than the highest known level of flood waters. Also my house was built with concrete top to bottom to resist typhoons. All my neighbourhood was flooded a meter high, much higher than normal. I remember the feeling of being flooded like that from my youth, when it was the difficult time of begging for relief goods, crossing strong currents of flood water to wherever I heard relief goods were being supplied.

Everybody in my community knows that I am employed in a very good company, so I used the name Seatrade so that this company is not only heard of by words but also by deeds lending a helping hand in case of nature’s acts like these incidents. I managed to give relief goods in a pack (rice, coffee, sugar, sardines & noodles) for more than 300 families and some from a nearby community who came over received two kilos of rice each. Some used clothing from my family was also given to the neediest.

For me it was a wake-up call for everyone, so they will learn to keep something prepared for whatever consequences they might be facing in their future.

Thank you for sharing this message in Simply Seatrade.

Best regards
Edmundo Tienzo
Jente, son of Johan Zwaard, Fleet Support Seatrade Antwerp

Meski, daughter of Eik Schuster, Commercial Manager Seatrade Antwerp

In addition to the new born onesies, the ‘Seatrade collection’ now includes bibs in two colours with different slogans, to serve the not-so-tiny new additions to the Seatrade family!

Michael, son of Katherine Korzh, Seatrade Russia

Hayden, son of Kevin Appleton of Seatrade New Zealand - delighted to present you this bouncing boy who was born at just 25 weeks. Congratulations from all of us at Simply Seatrade also to mother Rachel and big brother Nathan!

Fruit Logistica, the leading industry event for the international fresh produce trade, took place 8-10 February, and so the who’s-who of the fruit and vegetable industry gathered in Berlin for this annual fair. Like every year we participated in the 360 Quality stand, which was well attended throughout the fair. Next edition: 6-8 February 2013.

Arriving the last day of the 32nd Heineken Regatta mv Hope Bay barely avoided being caught in the race!

Here just off the coast of St. Martin’s Kay Bay;

When our esteemed Japanese pool partner and friend, Sadaya Ohno, happened to be in Europe just after reaching a ‘special’ birthday, we could not miss the opportunity to surprise him with a lovely water colour painting of one of his ships.

Jente, son of Johan Zwaard, Fleet Support Seatrade Antwerp

Meski, daughter of Eik Schuster, Commercial Manager Seatrade Antwerp

Michael, son of Katherine Korzh, Seatrade Russia
Meski Schuster, daughter of Eik Schuster, Commercial Manager Seatrade Antwerp, and Seatrade Rotterdam has doubled its football sponsorship. In addition to a Dutch women’s team, they now also sponsor the first team of S.V. Pehchan in the Saramacca district of Surinam. ‘One of our good clients on the Surinam service, Suren Boedhoe of R&R Export, approached us that the team he had been supporting for years needed new outfits’, explains Hans Sijthoff, MD of Seatrade Rotterdam. ‘It was our pleasure to assist with this. Let’s hope that the collection’s name ‘Brasil’ serves as inspiration for the team!’

December 2011, the usual month for 14 days of serious cycling challenges. The “Vuelta de Costa Rica” this year finally called Limon, after more than a decade of absence in the “vuelta”. Needless to say that we had to do something special around and for the Seatrade sponsored team – starting with a long row of Seatrade containers strategically located along national route 32. Port agents Antena and Grupo del Sol hosted a special dinner party for the team while in Puerto Limon. The cherry on the cake for the team was the Circuit Presidente on 25 December: a closed track along San Jose’s central Sabana park, where one of Team Seatrade’s riders crossed the finish line first. Quite a shock for some of the favourite teams from Costa Rica and Colombia to see the Dutch sneak away the special trophy handed by Costa Rica’s president, Mrs Laura Chinchilla.

Well done team, we’re counting the days already for the start of the 2012 edition!

One of Costa Rica’s female softball teams, the Seatrade sponsored “Aguilas” wrote history: they participated for a first complete season. And although they kicked off with an extremely bad start (seven straight losses at the beginning of the season), they managed to turn fate around: after the last match for the 2011/2012 season in March, the Aguilas can now call themselves female national champions! Quite an achievement. Felicitaciones Aguilas!

Seatrade Rotterdam has doubled its football sponsorship. In addition to a Dutch women’s team they now also sponsor the first team of S.V. Pehchan in the Saramacca district of Surinam. ‘One of our good clients on the Surinam service, Suren Boedhoe of R&R Export, approached us that the team he had been supporting for years needed new outfits’, explains Hans Sijthoff, MD of Seatrade Rotterdam. ‘It was our pleasure to assist with this. Let’s hope that the collection’s name ‘Brasil’ serves as inspiration for the team!’
The lost day

“Where did that day end up?”, Antonio Pigafetta asked himself when he was reviewing his meticulously kept logbook of the voyage around the world. According to his log book they arrived in Seville on Friday 7 September 1522, but then heard it was in fact Saturday 8 September 1522. Captain Juan Sebastián Elcano was furious about the bad administration of the days spent at sea, as a difference of a day had occurred.

Pigafetta did not understand where the error came from: he had no clue where his log book entry “this Friday 7 September 1522” had gone to. “I probably must have made an error” was the first thought of the man who kept a log book of the very first sea voyage around the globe. On instruction of the master, Pigafetta recounted time after time his entries, but could not come up with a suitable explanation of the mysterious change of date.

Basque Captain Juan Sebasatián Elcano and the Venetian Antonio Pigafetta had departed on 10 August 1519 with the fleet of Captain-General Ferdinand Magellan from Seville for the Spice Islands in the Indonesian archipelago. The fleet was composed of five vessels with a crew of 270, among them Spanish, Portuguese, Italian, Flemish, German, French, Moroccan (“Moorish”) and African sailors. Goals set for the voyage were: finding a crossing in “The New World” to Asia, confirming whether the world was round, and verifying whether - under the Tordesillas Treaty* - the rich Spice Islands were to be considered Spanish or Portuguese territory.

The expedition was plagued by accidents with a high mortality rate. Ferdinand Magellan himself was killed on the Philippine island of Mactan by tribal leader Lapu-Lapu on 27 April 1521. Only with great efforts could Juan Sebastián Elcano take over the command of the fleet and end the voyage in Seville.

King Charles V was very pleased with the message that Captain Juan Sebastián Elcano had completed the first sea voyage around the world. Even more so was he pleased with the news that the expedition had found a crossing from the Atlantic Ocean to the new sea, which later was called the Pacific Ocean. On top of all, the expedition had found a new archipelago which was not controlled by the Portuguese. This group of islands was called the Philippines, named after the son of King Charles V, Philips II.

With a big smile Charles V received Juan Sebastián Elcano on his estate in Valladolid. Emotional as a result of the successful expedition, he granted the captain an award: a globe with the caption “Primus circumdedisti me”, or “The first who have come around me”.

“What can you tell me about the lost day?” asked the Spanish monarch interested. The captain had to respond that he had no clue.

The round shape of the earth, as well as the lost day of Pigafetta, was hot news in Europe. Sailors kept accurate logs, as they did not want to run the risk of missing a Catholic holiday. The Vatican took the lost day very seriously. After a long study, astronomers of the Vatican issued a statement, in which they claimed: “When sailing westwards around the world, one will lose a day. If sailing eastwards, one will gain a day.” In other words, if traveling in the direction of the sun, you will lose a day and against the direction of the sun you will gain one. Spanish sailors, who always sailed westwards to the Americas, and Portuguese who always sailed eastwards to the Far East, accepted this statement without any doubt.

The situation in the Far East was very complicated for
The first Flemish globetrotter

Roeland van Brugge (Roland of Bruges), also called Roeland van Herregot, was the first Flemish citizen to conclude a voyage around the world on 7 October 1522, when he returned to Seville. He was also the first to spot the Pacific Ocean from Magellan Strait. This man from Bruges, called in Spain Roldán de Argote, was part of a small group of five Flemish citizens which had joined Magellan’s expedition - the other four, one from Bruges, two from Antwerp, and one from Brussels, all died during the expedition.

Roeland was a gunner on Ferdinand Magellan’s fleet. This man from Bruges received the order in November 1520 to find a way out of Magellan Strait towards an unknown ocean. Together with several other sailors they used a small boat to explore the area. On a clear day he climbed a high conical shaped hill and noticed that a navigable channel ended in a large sea. Allegedly when Roeland reported back to Magellan, the expedition leader had tears in his eyes. In Magellan Straits the hill is nowadays called “Campana de Roldán”.

Roeland van Brugge was not part of the group of 18 survivors who arrived in Seville on 8 September 1522 with Juan Sebastián Elcano: Roeland had been arrested on 9 July 1522 by the Portuguese when he went ashore on the Cape Verde islands: Roeland, together with 12 other expedition members had gone ashore at the request of Elcano to search for potable water and food. The hostile approach of the Portuguese caused Elcano to escape with the remaining 17 men to Spain. Roeland was later released by the Portuguese and made his way to Seville via Lisbon.

The Philippines for a long time maintained their own date counting. Only in 1845 did the Spanish colonial authorities adjust their calendar to the rest of Asia, Monday 30 December 1844 was followed directly by Wednesday 1 January 1845 - thus Tuesday 31 December 1844 became for the Spanish colony in southern China a lost day.

The lost day of Juan Sebastián Elcano caused in the end the creation of the international date line, an imaginary line which mostly runs along 180 degrees longitude. West of this imaginary line is the “new day”, east of the line the “old day”. Spain still honours the name of Juan Sebastián Elcano: the Spanish navy training vessel carries his name.

Peter Hattink

sailors and business men until 1845. The Spanish colonized the Philippines coming from New Spain (nowadays Mexico), while the Portuguese colonized Asia from Portugal. As a result of this, Manila - at a relatively short distance of Portuguese controlled Macau - was maintaining a different date than the Portuguese colony in southern China.

* The Tordesillas Treaty of 1494 separated the - still to be discovered - areas of the world between Portugal and Spain. Pope Alexander VI decreed that all land west of 46 degrees West belonged to Spain, and all east to Portugal. In 1529 this was extended by the new Treaty of Zaragoza to the areas in the Pacific Ocean. The Spice Islands, as well as the Philippines were considered Portuguese territory, however the Portuguese never made an effort to control the Spanish Philippines.
Let me introduce you to Bebeka

Bebeka, founded in 1961, and thus 51 years young now, is a cooperative association for the maritime industry based in Groningen, The Netherlands - the same town as Seatrade Groningen.

Being a cooperative, we talk about members instead of customers. All members together “own” the cooperative and as a consequence our focus always is on the needs of our members.

Seatrade has been a key member since the early days of the cooperative and still is today, 51 years later.

What exactly is the value we add for our members?

When it all started back in 1961 the cooperative was founded with the idea to save costs for the members by joint purchase of bunker fuels and lubricants. At present the purchasing of fuels and lubricants on a global scale is still one of our main activities.

Today still a great deal of the Seatrade volume is purchased through the cooperative. By outsourcing purchasing activities, our members benefit from various advantages, such as economies of scale.

Through the years the volume of fuels and lubricants purchased by the cooperative increased resulting in more “buying power”. In the early seventies, when the first oil crisis hit the market, the cooperative was able to maintain supplies where others, including major oil companies, were not able to supply.

As the purchased volume continued to increase, other products and services were added to the portfolio.

What is Bebeka’s mission?

Bebeka aims to offer its members as many advantages as possible by making joint purchases and sharing knowledge. Our core business is purchasing fuels, lubricants and other shipping products. Furthermore we are offering independent operational, technical and legal support. Bebeka operates on a non-profit basis: we focus on the interests of our members. Our goal is to supply our members with products and services of the highest possible quality.

What is our vision; what is it that Bebeka wants to do for its members?

Well, there is a lot that we want to do for our members, let me begin with supplying high-quality products against competitive prices. Furthermore, we offer our service and expertise in the form of good and independent advice and operational support. And we want to be a partner and authority regarding discussions on energy issues. We bring in 50 years’ experience in the oil and shipping industry and we offer specific know-how and expertise. We achieve costs savings for our members by outsourcing their purchasing activities and we purchase and supply on a global scale. Bebeka is an independent non-profit organization with a transparent structure. We provide our members access to
a large network of ship owners, charterers and operators. Our members are involved in determining the course of the cooperative. We offer price comparisons based on the energy value of fuel oil products and we provide sound advice and support. Bebeka stands for reliability, quality and service, and we offer a complete service package. Finally, we share our knowledge and advice on climate neutral products of the future.

**How many members do we have, and in which shipping segments do they operate?**
Currently, Bebeka has approximately 450 members and we purchase for more than 2,000 vessels sailing worldwide. Our members operate in various shipping segments; of course reefer but furthermore dredging, offshore, deep sea, tugboats, containers, tankers, coastal trade and inland navigation.

**What products and services are offered by the cooperative?**
Bebeka can buy and deliver a complete range of shipping supplies thanks to its worldwide contacts with suppliers. Besides purchasing and supplying bunkers, one of our main activities consists of buying lubricants for our members. We have entered into collective agreements with all well-known oil companies. In order to offer our members a complete service package, we buy a lot of shipping supplies on a contract basis. This includes paint, filters, cooling agents and chemical products. Bebeka is entirely at its members’ service. Besides products, we also offer an extensive range of services. These vary from supplying information on price developments to independent advice on legislation. In addition we offer services relating to more concrete matters, from offering seminars, fuel quality testing to checking the quantity of fuel supplied and bunker quantity surveys.

**What are the benefits we provide to our members?**
In order to be able to give independent market advice, Bebeka has an online connection to the oil exchanges in London (ICE) and New York (NYMEX). By using this independent source of information we can advise our members regarding the market movements and the best time to stem bunker fuel orders price wise. As a result of this, our members benefit from significant cost savings.

Of course saving costs on purchases is one of the major benefits for our members. But there is more. First of all independence, Bebeka has an independent relationship with suppliers throughout the world. Secondly, transparency: Bebeka operates on a non-profit basis, our costs are paid by all members but we have no aim to make profit. Third benefit is our complete service package and a worldwide network. And last but not least, our expertise, advice and information about fuel oils, lubricants and developments in the energy markets and our independent advice about current and upcoming legislation and regulations.

**2011, 50 years Bebeka**
On 9 June last year we celebrated our 50th anniversary party in Martini Plaza in Groningen. Our new house style and logo were introduced during a great show and also our corporate video was shown for the first time. Once again, we would like to thank Seatrade for the splendid videos and images of the vessels that we were allowed to use in our corporate video. Looking forward to another 50 years!
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 Sierra Laurel, managed by Seatrade Groningen BV.

Ships particulars
Call sign: 3BRW
Flag: Mauritius
Homeport: Port Louis
LOA: 117.27m
Beam: 17.50m
Hold capacity: 260,050 cbft
Keel laid: 3 January 1997
Delivered: 27 January 1998
Built at: Construcciones Navales P. Freire, Spain

The trade
As the vessel is ideally suited for the tuna trade, mv Sierra Laurel can these days be found in the Indian Ocean where she is operating for a leading food and beverage manufacturer.

Meet the crew
We asked the crew 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?

Arno Durkstra, Master
1. Holland, born and raised in Rotterdam (at that time the biggest port in the world). So perhaps the reason... Now living in the much smaller town of Heerhugowaard, but still only 15 kms from the coast and sea.
2. In the year 1970, at KNSM on vessels with same age as myself at that time. In 1976, at the Dammers Company, which was later fully integrated into Seatrade. Started on...; NO not reefers but chemical tankers which were then also operated at Dammers.
3. This is the hard one! How to choose the favourite of your children - and then to go public with that! Firstly all vessels have their pro and con's, either bigger or smaller, and I have sailed them all over the years. So the favourite is the vessel under your command as need all the attention, etc. Having stated so: I do lean to mv Normandic as an all-time favourite, this being my first vessel as fixed captain. I worked well over three years on her. Not always and only easy times but also to overcome hard times. But we did sail a lot of spot market, lots of new ports (even brand new ones under construction without a nautical chart being available!). But with her size and good main engine (the V12 did run on part seawater/on only 9 units at times!) bowthruster and good crews we could manage to do the job.
4. Not a 9-to-5 job, although my age now starts to kick in after two stormy days. The sense of going out to the open seas, knowing all problems must be solved by the crew and means available on board -> come Hell or High Water. Also the opportunity to visit new countries/places (I have been to the Twin Towers, to name just one) and different cultures is a very attractive part of the job. Only it can turn against you also, as the crew of Breiz Klipper recently found out. Also the officials in countries like USA and Brazil are getting more difficult (no shopping permission, etc).
5. That will be IJmuiden / Beverwijk range, as rather close to my home. Not surprisingly, I guess, visited frequently with the Normandic - as stated above. But most ports have their very own advantages, except West Africa
6. 1/ As to all who choose a profession: Think twice, as it will greatly influence your future.
2/ Listen to the solid advice of older sailors and don’t be hard-headed, as I found out the hard way.
3/ (Optional) Assist in Make Benefit Glorious Company of Seatrade (Free to Borat, as I love a comedian who can make me laugh).
Alexander Matyushko, Chief Engineer
1. My native city is Vladivostok. But a year ago I bought a house and 30 acres of land in the village Il’makovka. What can I say about this place = fine nature!!
2. Within my last holiday at secondary school I worked as OS in 1970. As an engineer I began to sail in 1976. In 1999 I started sailing on Seatrade managed vessels
3. Sure, at present time my favourite vessel is ‘Sierra Laurel’. I think each seaman should like this vessel as she’s an exceptionally inimitable lady
4. I get satisfaction after solving difficult problems
5. My favourite port is Vladivostok (see item 1)
6. Learn, learn and learn and never despair.

Andrey Sysoev, Chief Officer
1. I am from Russia, Vladivostok, a city-port in south-eastern Russia located on Golden Horn Bay, Japan Sea. Vladivostok is a beautiful sea port, located on hills and especially beautiful in summer and autumn
2. I started working as AB in 1987 on a fishing vessel. Then after finishing Marine College in 1992 worked as 3rd and 2nd Officer on fishing vessels. I work as Chief Officer since 2000, and with Seatrade since 2006
3. I like all vessels on which I worked in Seatrade/Triton. The preference depends not on a vessel, but experience with captains, crews and ports of loading and discharging
4. Certainly I like most of all romanticism of this trade and trips round the world
5. I like all ports of the world, except ports in West Africa where dirty, infectious and endangering life
6. I wish young seafarers rejoice, love, and study the world.

Sergey Tarakuliyev, 1st Engine Officer
1. I was born in Vladivostok. This beautiful city is situated on the shores of the Japan Sea
2. I started my sea career in 2003, after the Marine Institute in the rank of 4th engineer. In Seatrade I began working in 2006 on the Condor Bay
3. I do not have a favourite ship, as all ships are good from different points of view
4. Opportunity to go around the world, while earning money
5. The same answer as question
6. If there is no desire, then do not go to work at sea.

Evgeny Kornach, 2nd Officer
1. I am from Vladivostok. I like this entire region (Primorye). Vladivostok—a city and port in the Far East of Russia, the administrative centre of Primorsky Krai. Situated at the head of the Golden Horn Bay, not far from Russia’s borders with China and North Korea. Golden Horn Bay is a convenient place for ships. There are commercial and fishing ports. In August 2012, Vladivostok will host the 24th APEC [Ed. Asia-Pacific Economic Cooperation] summit
2. I commenced my profession in 2005 when I completed my first course at the Marine University. My first vessel was a sailing ship named Nadezda. After that I have been referred for Seatrade since 2006
3. I couldn’t choose my favourite vessel because each ship has its own advantages and disadvantages (such as construction, equipment and housing conditions.)
4. I most like visiting foreign countries and learning a lot of new things
5. My job gives me the possibility to see a lot of countries
6. At the moment my favourite port is Cape Town. (South Africa). Cape Town is often described as one of the most beautiful cities in the world. The city is famous for its harbour and a lot of points of interest (such well-known landmarks as Table Mountain and Cape Point). I got a lot of impressions there. Also I like several ports in Japan like Nagoya, Tokyo and Hakata. They have a well-developed infrastructure
7. Constantly improve yourself and put your knowledge into practice. And also good health and patience.

Alexander Lazarev, 2nd Engine Officer
1. I am from Vladivostok. Vladivostok located in the far east of Russia near China, Korea and Japan
2. I began work in 1993, and for Seatrade in 2007
3. I don’t have a favourite vessel
4. When all regularly works
5. Port of Vladivostok. It is my ‘home’
6. To study and receive practical skills and adhere to safe working practices.

Sergey Chekh, Bosun
1. I’m from Vladivostok. It is a very beautiful town. It is tied on the hills and with a picturesque coastline, and so I love it very much
2. Started in 1981, and with Seatrade since 2000
3. Cool Express because it is very simple in use and very nice ship
4. I like the sea and to be in various countries and cities in the world
5. I like many ports in Europe, mostly in Spain
6. To have a purpose of their work, and use the experience of old sailors.

Renat Salikurzhinov, AB
1. I am from Russia, from Vladivostok. This is a big port and very beautiful place. My family lives in Vladivostok. I love them so much
2. Started in 1985, with Seatrade in 2005
3. Sierra Laurel, because we have...
IN THE PICTURE

Standing f.l.t.r. Cook A. Bezrukavyy, 2/O E. Kornach, C/O A. Sysoev, Capt. A. Durkstra, C/E A. Matyushko, Bosun S. Chekh, 2/E A. Lazarev
In front, f.l.t.r. 1/E S. Tarakuliyev, Wiper A. Kychkin, Fitter V. Bardzheev, AB R. Salikurzhinov, AB V. Marchenko, AB P. Silant’ev

sufficient time for rest between our work
1 I like to travel and see new countries
2 My favourite port is Vladivostok because it is my home
3 Good Knowledge.

Vadim Marchenko, AB
1 I live in Russia, Vladivostok. This is a big port and very beautiful place
2 Started in 1988. With Seatrade in 2004 on the Joint Frost as rank AB
3 Joint Frost. Best line and easy for maintenance
4 Stability and good salary
5 I like all ports in Russia and Ukraine because it is my homeland
6 I want to see all cadets as future seafarers.

Pavel Silant’ev, AB
1 I am from Russia’s Far East coast. It is near North Korea and China. The beautiful sea is connecting us with Japan. We have a unique nature and very joyful people
2 Started in 1995, with Seatrade in 2001
3 My favourite ship is Cool Express, because I was a few times in Russian ports on this vessel
4 I like work at sea. I prefer the smell of the sea, the smell of freedom. In my job I like painting the deck, operating mooring winches, and cargo gear
5 My favourite port is Valparaiso (Chile). This town has plenty bars, shops, pretty squares, museums, monuments and memorials
6 Let all your dreams come true.

Andrey Bezrukovy, Cook
1 I am from Russia’s Far East coast. It is near North Korea and China. The beautiful sea is connecting us with Japan. We have a unique nature and very joyful people
2 Started in 1991, with Seatrade/Triton in 2004
3 ‘Sierra Laurel’ - I have a shower in the cabin, the biggest room-space for recreation, plenty time as my hobbies are reading and fishing
4 I can touch the smell of freedom and create something
5 Vladivostok, because it is my sweet home
6 Don’t be apart from the lovers.

Alexey Kychkin, Wiper
1 I am from Russia. I live in Saratov
2 I began in 2002, and started in Seatrade in 2009
3 Sierra Laurel is the best ship in my work period
4 I like the stability and good salary
5 Port Louis because everything is near the ship
6 To work safely for the profit of Seatrade.

Vasily Bardzheev, Fitter
1 Russia, but my family lives in Chercassy, Ukraine
2 I began to work as turner rank for FESCO in 1985, and started for Seatrade in 2002
3 Sierra Laurel, Prince of Streams, and Nova Caledonia
4 I like difficult job and I carry out any workng
5 My favourite port is Odessa: It is my second home
6 Work, work and work and also constantly study.
This issue we will give you some easy travel tips if you are at the port of Tauranga for a short period of time. The port of Tauranga is called every week between April and July and thereafter every ten days until early October by Seatrade vessels on the New Zealand Liner Service from Europe. In Tauranga vessels discharge cargoes from Europe and the Pacific islands and load kiwifruit and various other cargoes to Europe.

**Port of Tauranga (New Zealand)**
(37° 39’S, 176° 10’E)

Tauranga and Mt. Maunganui are situated in the heart of New Zealand’s Bay of Plenty. So named by explorer Capt. James Cook because of the abundant resources available in the area. The port is Tauranga, however the vessels load kiwifruit on the Mt. Maunganui side of the port which is also the location of the Seatrade New Zealand office.

**Excursions**

Explore **Mt. Maunganui** (Mauao) which has many tracks to the top and also around the base.
Distance: Short 10-15 minutes walk from the kiwifruit berth to the base of the Mount.
Duration: approx. 1 hour

**Mount Maunganui Hot Salt Water Pools**
Distance: Short 10-15 minutes’ walk from the kiwifruit berth to the base of the Mount.
These hot pools are a fantastic place to rest, rejuvenate and revive the body and mind. The five hot pools vary in temperature from 32 to 40°C.
Costs: NZ$10

**Tauranga City** is the largest city in the Bay of Plenty. It’s easy to explore on foot, with lots of shops, bars and restaurants.
Distance: 8 kms (5-10 minutes by taxi)
Costs: NZ$20 each way

**Rotorua** - explore Maori villages and geysers
Distance: approx 70 kms
Costs: approx. NZ$150 each way
Attractions: many attractions available and a tourist mecca

*Mt. Maunganui and its nice beach*
PORT TRAVEL GUIDE
Tauranga, New Zealand

Beaches
Pilot Bay Beach - 5 minutes’ walk from the kiwifruit berth
Main Beach - 10 minutes’ walk from the kiwifruit berth
Both beaches offer safe swimming

Restaurants/Bars
Latitude 37
Location: Main Street, Mt. Maunganui
Price category: medium/high

Taste of Asia
Location: Main Street, Mt. Maunganui
Price category: medium

Mount Bistro
Location: 6 Adams Ave, Mt. Maunganui (opposite hot pools)
Price category: medium/high

Armazem Bar
Location: 5 minutes’ walk from the ship, Mt. Maunganui
Price category: medium

Money and Banking
Local currency is New Zealand Dollar (NZD). Many banks and ATMs can be found around town.
Banks usually open Mon-Fri from 09:00 to 16:30 hrs. Most of them have an exchange service. Exchange rates will be determined by the market and may slightly differ from bank to bank.

Memorable Days
Easter Jazz Festival Tauranga and Mount Maunganui
Voluntary Observing Ships

Why we need your weather observations!

Water covers more than 60 percent of the surface of our globe. The heat transport of the oceans and its exchange with our atmosphere are the driving forces of the weather systems we experience every day. To monitor the processes that are caused by this exchange forms the basis of our understanding and knowledge of the actual weather phenomena and our world climate. The weather observations from VOS (Voluntary Observing Ships) are amongst the most important sources of data on which meteorologists base their predictions and scientists research the development of our world climate. Your participation in the VOS program is therefore highly appreciated by all who are involved in weather forecasts and climate research. Thank you for that!

Port Meteorological Office
KNMI (Royal Netherlands Meteorological Institute)

In 2011 the following observers received a token of appreciation from KNMI

**Golden Medal**
(Most Observations under his supervision and already in the possession of a silver medal)
Captain A. van der Hoek

**Silver Medal**
(Most Observations under his supervision)
Captain P.H. Hagendoorn
Captain E.A. Reiche
Captain G. de Vries

**Barometer**
(Most Observations done by the seafarer in the rank of nautical officer)
Captain E. De Asis
Chief Officer W. Olonan
2nd Officer E. Narra
Captain D. Tejero

**Certificate 500 Observations**
Chief Officer H.P. Gorriceta
Chief Officer V. Quintana
Chief Officer S.L. Regua
Chief Officer Y. Sinelnik
Chief Officer V. Varnikov

**Certificate 250 Observations**
3rd Officer F.A. Arandia
2nd Officer V.P. Atienza
Engine Cadet A.V. Chekalin
Chief Officer V. Kishko
Chief Officer F.T. Octa
Chief Officer W.H. Rasker
2nd Officer A.M. Saliva
Chief Officer E.P.A. Santos
2nd Officer J.C. Yburan

**Certificate 50 Observations**
Officer Trainee A. Aksamentov
Ordinary Seaman Officer Trainee M.S. Abas
Chief Officer V.G. Alvarez
Chief Officer E.O. Artamonov
2nd Officer O. Avdyushkin
2nd Officer D. Bagurov
2nd Officer M.V. Bakshayev
Ordinary Seaman H. Balaan
Officer Trainee M.A. Bringino
2nd Officer B.P. Catulitan
2nd Officer D. Cananga
3rd Officer K. Castro
3rd Officer R. Ceballos

Chief Officer V.G. Cherepanov
2nd Officer S.A. Chichanovskiy
3rd Officer J.R.T. Collado
Ordinary Seaman Officer Trainee K.B. Dmitriyev
Chief Officer F.P. Gordon
2nd Officer M.N. Golubev
Officer Trainee J. Guimbal
Captain A. Klement’yev
Chief Officer A. Knizhnik
Chief Officer A.P. Kuznetsov
Captain R. Lima
2nd Officer A. Makarov
2nd Officer C.S. Mante
Chief Officer I.V. Melnichenkov
2nd Officer A.F. Merin
Chief Officer E.J. Mirador
Chief Officer S. Moroz
Officer Trainee L.P. Orilla

The wife of Captain van der Hoek hands over the Royal Award (Golden Medal) and Certificate to him.

Captain de Vries receives the Royal Award (Silver Medal) from the Secretary of State J.J. Atsma and Director of the KNMI F.J.J. Brouwer.

Seatrade’s Willem Kamps receives the barometers on behalf of the awardees.

Simply Seatrade April 2012 33
For all of my childhood, whenever we had tinned asparagus as a side dish, I hated the smell. As I became an adult I continued to hate asparagus with a passion. The idea of eating those mushy, green tasteless vegetables of my youth did not fill me with joy. Then I discovered fresh asparagus. The crisp flavour and crunchy texture won me over in a heartbeat.

Meantime asparagus is not just for eating anymore. It became a regular passenger on board our vessels from Peru and Central America to Europe.

We are only a few weeks away from the start of another white asparagus season. It is probably one of the few vegetables, which is typical for the time of the year. In Northern Europe we enjoy this delicious vegetable “white gold” from early May until traditionally 24 June.

History teaches us that about 20,000 years ago, asparagus were already eaten in Egypt. It has been used as a vegetable and medicine, owing to its delicate flavour. It is pictured as an offering on an Egyptian painting dating back to 3000 BC. Still in ancient times, it was known in Syria and in Spain. Greeks and Romans ate it fresh when in season whilst they dried the vegetable for use in winter. Romans would even freeze it high in the Alps and numerous kings had special greenhouses built to grow the vegetable.

Asparagus is actually Greek for “sprout” or “shoot”. The Greeks believed asparagus to be a herbal medicine which, among other things, would cure toothaches and prevent bee stings. Second century physicians described asparagus as “cleansing and healing”. Claims for medicinal benefits of asparagus persist to this day. The Romans became great lovers of asparagus, and grew it in high-walled courtyards. In their conquests, they spread it to the French, Germans, and Brits, and from there, the rest of the world.

But talking about asparagus we cannot get around a strange side effect and many have asked the question… Why does my urine smell funny after consuming asparagus?

Most authorities feel that the compound that causes the odour in urine after consumption of asparagus is a kind of sulphur-containing derivative of the amino acid. This is disputed by a few individuals but whatever the cause is, we just have to take it for granted.

Well, it is obvious that taste can change over time and even memories. Contrary to what I remember from my childhood I am looking forward to another delicious asparagus season!

Yvve Buitenwerf
Seatrade Antwerp
Asparagus’ facts

- Asparagus is a member of the lily family. Same as onions, garlic and leeks

- Asparagus spears grow from a crown that is planted about a foot deep in sandy soils

- Under ideal conditions, an asparagus spear can grow 10” in a 24-hour period

- Each crown will send spears up for about 6-7 weeks during the spring and early summer

- The outdoor temperature determines how much time will be between each picking... early in the season, there may be 4-5 days between pickings and as the days and nights get warmer, a particular field may have to be picked every 24 hours

- After harvesting is done the spears grow into ferns, which produce red berries and the food and nutrients necessary for a healthy and productive crop the next season

- An asparagus planting is usually not harvested for the first three years after the crowns are planted allowing the crown to develop a strong fibrous root system

- A well cared for asparagus planting will generally produce for about 15 years without being replanted

- The larger the diameter, the better the quality!

- Asparagus is a nutrient-dense food which in high in folic acid and is a good source of potassium, fibre, vitamin B6, vitamins A and C, and thiamine

- Asparagus has no fat, contains no cholesterol and is low in sodium

- Contrary to popular belief, white asparagus is not a variety. It is simply asparagus spears grown in the absence of sunlight so that chlorophyll does not develop. White asparagus does have a slightly sweeter taste and has less fibre than green asparagus. In parts of Europe, especially Germany and the Netherlands, this is the primary way that asparagus is grown and consumed. Outside Europe it is regarded more as a curiosity or gourmet item.
I think we all know the feeling of waking up one morning realising you are in need of a break. You think to yourself: hey world, stop turning, I want off. Call it midlife, call it a burnout, call it stupid; I don’t mind what you call it. All I know is I needed to escape for a while and I did; I left husband and kids behind for a couple of weeks and just went for a walk.

The main demands for the trip were: it had to be cheap (I didn’t want to cut into the family holiday budget) and uncomplicated (I am not a good planner and unable to read a map), but still a challenge for the sporty woman inside me. That is how Santiago de Compostela sprung to mind. As far as timing goes, because of the workload in our department, I was left with two options: returning before mid March or after the summer holidays. Since I wanted my break rather sooner than later, I decided to jump on a plane leaving from Brussels on 15 February. The goal I had set for myself was to complete a 500-kilometre walk in 20 days.

El Camino, that is how the Spanish call the Saint-James way, is easy to walk and doesn’t require a lot of preparation. Basically every path running in the direction of Santiago is called a pilgrim’s path, but the most popular route is the French one (el Camino Francés). The most common starting points along the French border are Saint-Jean-Pied-de-Port and Roncesvalles, which are both at a distance of about 800 kilometres from Santiago. Since I only had three weeks’ time, I decided to start walking in Burgos.

In rural areas the Camino Frances is marked by means of big yellow arrows, while in the towns and cities the cockle shell signs are used – even for me it was pretty much impossible to get lost.

Apart from clothing, all you need from a practical side is a small walking guide with some basic information on the villages you walk through (and their respective distances to Santiago) and the hostels available en route for accommodation. The Belgian and Dutch guides proved useless, so I decided to buy the French version. Your most important and valuable assets, however, are your walking boots and your backpack. Your backpack should ideally weigh no more than 10% of your body weight and should be equipped with adjustable straps on the hips in order to alleviate the pressure on your shoulders. Characteristic for the Camino is that you find quite a lot of clothing lying at the side of the road, left behind by pilgrims carrying overweight rucksacks.
Walking the Camino you rarely encounter difficulties finding a place to sleep. Quite regularly you come across ‘albergues’ along the way (hostels for pilgrims who carry a pilgrim passport) where you can spend the night at very cheap prices varying from €5 for the public albergues to €10 for the private ones. But you are only allowed to stay for one night in each albergue. The dormitories consist mainly of bunk beds which are distributed on a first come first serve basis. The risk of coughing, farting and snoring pilgrims keeping you awake all night is quite high, so earplugs are not a luxury and to be considered more important than pyjamas.

Some albergues are warm and cosy, others are quite old, often just former schools. Most of them have hot showers, and the private ones even have internet connection. Some have washing machines and some have a kitchen equipped with the necessary tools to cook a nice evening meal, although in most towns you will find a bar that serves the “Pilgrim menu” for about €7 to €10. In general I managed to eat quite well in the evening. Only once did I end up having to settle for a piece of chocolate for dinner, which I had to share with a fellow pilgrim.

This time of year it is rather calm along the camino, and it was always pretty quiet when I was walking. Many albergues were closed, which adds to the adventure in the winter season as you have to try and find out beforehand if the albergue at the next stop is open or not. Nevertheless, I don’t regret my decision and still prefer the winter period over the hot spring and summer months, when thousands of people crowd the walking routes and hostels.

I reached Santiago after an 18-day walk. And although I was impressed with the city’s cathedral, the old historical centre and the big plaza; it really is like they say, it’s not the destination that matters, it’s the journey there. Of course, I was happy to put an end to the blisters, the sore feet and the shared beds and bathrooms. But for me (and most of the people I spoke to during my trip) the true value lies in the experience ‘on the road’.

The ever changing landscape I walked through, the Meseta (the high plains of central Spain), through ghost towns and busy cities, meadows and oak groves, pine and Eucalyptus woods, the Leon mountains, rural and small roads next to the highway, vineyards and Celtic roads in Galicia.
The people you meet along the way. There was a Swiss man who had started his camino experience back home in Switzerland. When I first met him he had already walked 1000 kilometres, and all this time he had been carrying a 1-kilo stone in his backpack which he meant to drop off at the Cruz de Hierro, a massive conical hill made of stones left behind by pilgrims as part of an old ritual. It is said that a stone carries one's burden. His ‘Camino friend’ was a German second officer from a Hapag Lloyd vessel who had decided to take on the camino during his 6-week leave. For a couple of days I also walked together with a recently retired American business man, who had spent his life travelling the world, sleeping in expensive hotels never having been separated from his laptop and mobile. Needless to say the camino was a new experience for him as well. Later on I bumped into two interesting Germans. One was a social worker, the other a convict who had been given the choice by the judge to either walk the camino or spend time in prison. I also met an American couple who were travelling around the world with their papermaking project (www.peacepaper.net), a Catalan music teacher and two Italian friends in between jobs...
The closer to Santiago the more crowded it got.

Although a pilgrimage has a religious sound to it, this holiday for me was never about religion. It was about the physical effort, the adventure, the challenge and having some time off to reflect. When you are ‘on the road’ nothing is mandatory, your agenda is empty, time is powerless; and as the road progresses you come to realize what really matters in life, the things you may have forgotten in the real world. It’s difficult to explain what makes the camino more special than other trails, but I can tell you it is an incredible experience. The most important lesson I learnt is that ‘now’ is the time to live, not later.

Katrijn Dehaen
Ben Brosens
Seatrade Antwerp

For more information check out
www.gronze.com/camino-de-santiago/camino-frances.htm

The scent was sensational in the eucalyptus forest!

Even in the smallest of places you can find the essentials

The pilgrims arriving at the cathedral in Santiago de Compostela on 5 March 2012
The legal age for obtaining a driver’s license in Florida is 16. I know this intimately because my younger daughter turned 15 in early December. At the age of 15, a person can obtain a learner’s permit - which is a provisional license allowing the holder to drive with adult supervision for a period of one year. For the first six months, the permit holder can only drive during daylight hours. From the day my daughter turned 13, she could tell you (and believe me, I heard this every morning for two years) to the day, in “Rain Man” style, exactly how many days and hours it would be until her 15th birthday.

I’ve heard from my European colleagues, how expensive and difficult it is to obtain a license in certain countries. Having recently traveled to China, I heard how expensive it was to obtain just the license plate that goes on the vehicle. In the USA, these laws are set independently by each state and were often established 60 or 70 years ago, when many states were much less densely populated and fewer people were on the roads. Changing laws in this country is a very difficult thing, as there is the immediate assumption that rights are being taken away - regardless of how obvious a change or new regulation may be. As an example, you can ride a motorcycle in Florida without a helmet, but you can’t ride a bicycle without one. Go figure? Along the same lines, you can throw your kids in the bed of a pick-up truck and tool around the state without anything restraining them in. However, it’s illegal to ride around with a dog in the bed of a pick-up truck. Obviously, dogs have better paid lobbyists than do juveniles.

Where I grew up, the legal driving age is 17. I had to take a driver’s education course in school and take both a written and driving test, to obtain my license. The law has been tweaked a bit in the past 30+ years and today there are some restrictions on that 17-year-old, for the first 12 months. When I moved to Florida - after having been driving for about 10 years - I had to take a lengthy written test to obtain my Florida license. My older daughter is turning 21 (I’ll save the legal drinking age subject for another article, but suffice to say she has also been counting the days) and has been driving for about 5 years. She took a driver’s education class in school, which she informs me was nothing much more than watching movies and about a half dozen practices on the road with a trained instructor. Passing the course basically involved showing up and proving you could breathe on your own. When we went down to the motor vehicle bureau to pick up her first license, she was not required to take the official state test. They also gave her the first license for free!

Despite my misgivings (her mother has to take full responsibility for this one), the older one had her own car a few weeks later and about a week after that, her first of five or six fender-benders. My favorite one was when she was driving across one of our longer bridges. The truck in front of her kicked up a rock and put a small chip in her windshield. Her natural reaction was to stop dead right there in the middle of the bridge. Of course, the car following behind her wasn’t expecting this and whacked her nicely in the rear end. There were no bodily injuries, but she was never able to open the trunk again. Granted it was a second-hand car, but she managed to beat the living daylights out of it (and pump about US$5000 of my money into repairs) within three years. She’s on the second car now and seems to have finally learned a bit of responsibility - although I did have to replace the engine two months after she got it (another long story).

Anyway, back to the 15-year-old. Having seen her sister get a car at 16, she fully expects the same. She’s already planning her daily car-pool routing to school. This is a smart kid - she’s in an advanced program that will have her graduating high school as a college sophomore. But she’s also a bit more analytical and certainly a lot more high-strung than the older one, which doesn’t make for a good combination when it comes to driving. Driving is one of those things that you can over-think and I can already imagine this poor kid ending up with a few rear-end accidents as she over anticipates the changing of a light.
Her school offers the same driver’s education course taken by the older one, but because of when her birthday falls within the school year, she was not eligible to take the class this year. That means the job of teaching her how to drive falls fully to yours truly. We started the weekend after her 15th birthday, finding a large, empty parking lot on a quiet Sunday morning. Despite this urgent desire to drive, this child hasn’t a clue what she’s doing. She didn’t know which pedal was which or which way to toggle the turn signal when making a turn. She gets her arms contorted into a pretzel every time she attempts to make a turn, because she refuses to take one hand off the wheel. Keep in mind that we are lazy Americans and here the majority of us drive automatics. Manual transmission vehicles are for gear heads. Plus, we need the hand free for eating and texting.

The stress level limited us to maybe 30 minutes maximum for each of the first three or four times we went out. It wasn’t until the fourth time that she actually agreed to take her foot completely off the brake. By the fifth time, I insisted that she had to actually give it a bit of gas. After the whiplash of the first attempt, she was actually getting the hang of it. At least if it consisted of driving in large ovals with no right turns.

On Christmas day, I took her to a local business park - figuring there wasn’t a chance that anyone else would be there. The business park is made up of about a dozen different office buildings each with their own parking lot and local access roads running between them. We started in one of the lots and she was actually getting the hang of making right turns and even attempted pulling in and out of parking spots. I was feeling brave and suggested she take us down one of the access roads to another parking lot. She was actually getting the vehicle close to the posted speed limit of 30 mph, when she slammed on the brakes. At this exact moment, I was biting down on a Tic-Tac and the force managed to crack my dental bridge. When I asked why she stopped, she told me that she had forgotten to adjust her mirrors before pulling out. We were done for the day and I was $2005 poorer after making my way to the dentist a week later.

We went out a few more times in January, without much progress. She was still over thinking it. I was traveling for much of February. I took her out again the second week of March and after the first 30 minutes she was finally starting to get the hang of it. We still hadn’t ventured out of a parking lot, but she was making right turns and was getting the hang of accelerating. I told her to make a right turn and head towards the adjoining lot. I glanced down at my phone and the next thing I knew my door was hugging a steel barricade pole.

That repair is costing me another US$3000. I’ve been in a rental car for the past two weeks - I guess that they have to get parts directly from the Volvo plant in Sweden. The upside is I can’t take her out to practice in the rental car. The downside is she’s now tallied as much expense as her sister did in three years of driving.

This hasn’t dampened her enthusiasm, as she continues to point out the type of car she wants. I can only hope that the repair shop keeps my car for the next five months, so she can sign up for the driver’s education course at school. That will give me some time to bank a reserve fund for when she hits the road for real.

I could, of course, have my wife teach her how to drive. After all, the woman will tell you that she was born to drive. This is the same woman who has managed, in the past 10 years, to hit a school bus, a garbage truck and the garage door. All more than big enough to get one’s attention within a safe breaking distance.

Howard Posner
Seatrade USA
Send in & win

Trivia
Did you read this Simply Seatrade?
1. Which day was lost on the calendar in the Philippines?
2. In which city were the two sister vessels recently lengthened?
3. What can people leave behind at the Cruz de Hierro?

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!

Join the competition: Send us the Codes and/or the answers to the Trivia by either E-mail or post, and try to win one of three Seatrade watches! Deadline for your response is 20 July 2012. The names of the winners will be published in the next issue of Simply Seatrade.

E-mail: simply-seatrade@seatrade.com
Address: Seatrade Reefer Chartering NV, Attn.: Editorial Team “Simply Seatrade”, PO Box 10.012, 2030 Antwerp 3, Belgium

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

The answers of the puzzle and trivia in the November 2011 issue were:
Puzzle: easy code = 966 / hard code = 358 / very hard code: 262
Trivia: 1) Antwerp; 2) University; 3) Dutch, Russian and Filipino

Thanks for all the entries! The winners this time are Jennie Gillard of Boat Haslage (puzzle - easy), Craig Greenlees (puzzle - hard), 2nd officer Rosalito Eli, mv Elvira (puzzle - very hard) and Leen Edelman of Van der Lans Logistics (trivia). They will all receive a beautiful Seatrade watch. The lucky winner of the iPod Nano is Steven Spleithof. Congratulations!

Send us your response to this issue’s puzzles and win yourself!
### Vessels operated by Seatrade Reefer Chartering N.V.

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### Non-Pool vessels managed by Seatrade Groningen B.V.

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- **Non-Pool Reefers:**

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*all particulars believed to be correct but not guaranteed*
Annual Jubilee Party 2012

Friday the 13th 2012 (April), will be marked as a lucky day in the Seatrade books.
Bosun the Vroom celebrated his 25th anniversary with the company and Captain Speksnijder, Chief Engineer van der Plaats, AB Juff, AB Spencer and AB Valadares celebrated their retirement after many years of loyal service.

The event started with a small reception for family and friends, in the Postillion hotel in Haren after which all guests of honour departed to the party location.

In the presence of family, friends, colleagues from sea and office as well as former colleagues, friends and family, they were put in the spotlights. After enjoying a perfect meal, the guests of honour returned to the hotel for an afterparty until the early morning hours.