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FROM THE EDITORS

We extend greetings to our readers new and old. That being the royal “we”, as the Dutch proudly celebrate the recent coronation of a new king. While we may be lacking an official royal decree stating so, we’re confident that you will find much to entertain and educate you in the pages of this issue of Simply Seatrade.

Once again, we take you around the world, as we introduce you not only to the new monarch, but also explore the intriguing background of his queen. Before we leave Holland, we go underwater at the port of Flushing where we join the Dutch Customs Diving Team, and visit with a celebrated Dutch maritime artist. Keeping with a royal theme, we explore the successful growth of cold treatment fruit coming from Morocco and welcome two Croatian Ladies.

Heading to the tropics, we go to Costa Rica to meet our long-time stevedoring partners. We participate in a film project and much more. We think you will approve.
The Dutch love complaining. They complain about politics, football, family and work. In fact, they complain about everything. Yet, most of the time they complain about the weather. They are even famous for it.

Much to our surprise, the countries around us seem to be smitten with the weather bug as well. Conversations with colleagues from our part of the world consistently start with a litany of complaints varying from perpetual cold in Belgium, epic storms in Germany to barbaric weather conditions in the Giro d’Italia, floodings in Norway and persistent rain at the Roland Garros tennis courts. These talks are usually concluded with a vain hope for better weather. Misery truly does love company...

The weather may have been disappointing, somehow the sun managed to come out. That is, within the Reefer industry and the competitive market segment, in which Seatrade is a key player, in particular. Freight rates are up and the balance between supply and demand has been restored. Forecasts reveal the recycling pace to slow down and even hint towards new tonnage. The first reefer orders have meanwhile been placed.

Seatrade shipmanagement is humming with activity in way of newbuild, rebuild and exploring the second-hand ship market. In effect: two cool additions to our container/refrigerated cargo fleet, mv Messina Strait and mv Magellan Strait, and the acquisition of four chemical/oil tankers, the fierce Helga, Lioba, Palma and Stephanie.

The shipmanagement radar displays many other activities. Feeling the hot breath of the 20 August deadline in our necks, the implementation of the new labour standard (MLC 2006) is well underway. In May, the annual crew agent meeting was successfully combined with the Seatrade Standard workshop in which also ship’s officers and technical office staff took part. They did a pretty good job of Committing, Communicating, Caring, Convincing, Combining and Continuing. All these actions should ultimately result in even higher performance standards. Paris MOU is an important indicator of its success. Therefore crew and office staff receive real time updates on company performance when starting up their VIS.

Flowering times go hand in hand with growth. Over the past months new employees from all corners of the globe were welcomed to the Triton and Seatrade offices.

On top of all this, we will continue to scan the skies for new chances and opportunities in our line of business. And in the process we will carry on complaining about the weather. Simply because those are the two things that we do best...

We wish you a long and hot summer.

The Management
I remember sitting under my grandfather’s desk with stacks of royalty magazines my grandmother had collected, dreaming away from exclusive birthday parties and weddings, holidays at fancy locations or onboard unique yachts. Ever the realist I did understand even at that young age that chances of becoming part of that lifestyle were rather slim...

Nevertheless an interest in all things royal was born, and over the years like most Dutch I have continued to be a supporter of the Dutch royal family, despite all their quirks and failings as they are just as human as all of us, just a bit more privileged!

My interest spiked again, when on 28 January 2013 after years of speculation Dutch Queen Beatrix announced her resignation in favour of her son Prince Willem-Alexander. Ever since his marriage to Argentinean Máxima Zorreguieta 11 years ago people had been speculating the Queen would soon resign. Whilst in many countries monarchs reign until the day they die, Dutch Monarchs seem to have preferred to abdicate in favour of their eldest child. 30 April 2013 would become the day of change, the last Koninginnedag (Queen’s Day), and Kroningsdag (Enthronement Day).

THE DUTCH MONARCHY

Whilst the Dutch royal family can still claim to be related to the ‘Vader des Vaderlands’ (Father of the Fatherland) Willem van Oranje (William of Orange, 1533-1584), the actual monarchy was only established in 1815 when William I proclaimed himself king. Before Napoleon’s invasion in 1795 the country had been a confederate republic with a hereditary leader descending from William or his brother John, since 1566. After years as a puppet state known as the Batavian Republic of Napoleonic France, Napoleon established his brother Louis Napoleon as King of the Northern Low Lands in 1806, who became surprisingly popular with his people, so much so that Napoleon disposed of his brother and made the country part of the First French Empire.

Upon Napoleon’s failed invasion of Russia, and with political influence from Britain, a new leader was sought for the Netherlands, and found in William VI, son of Stadtholder William V who had ruled before Napoleon’s invasion. He was renamed William I, Prince of the Netherlands in 1813. Originally the country was a Principality, but during the Congress of Vienna after the fall of Napoleon William proclaimed himself King in 1815 with the backing of Britain and its allies. And so the United Kingdom of the Netherlands was established.

A COUNTRY DIVIDED

Popularity was not something the first monarchs concerned themselves with. William I held absolute power over the government, and if he did not like their suggestions and decisions
he would just overrule them. On the other hand he did a lot to improve trade possibilities by improving infrastructure, expanding the steel and textile industries, opening the port of Antwerp and constructing new -surfaced- roads. Also the educational system was improved allowing the number of school-going children to double during his reign.

The United Kingdom of the Netherlands was a country divided by language and religion: In the northern part most spoke Dutch and were Calvinist, whilst in the southern part, the majority -including the Flemish middle and upper class- spoke French and were Catholic. Whilst both parts had once been united, the south had been under Habsburg rule for 200 years, and only briefly independent until Napoleon annexed it, and after his fall it was added to the north to create a stronger buffer against France. Feeling they were not properly represented in the governing bodies, as more people lived in those parts but they had an equal number of representatives and fewer ministers in government, some unrest lived in the south. When the king ruled Flemish (Dutch) should be the official -and only allowed- language in Flemish public offices, courts etc, he pushed matters a bit too far, and after some years relaxed those regulations somewhat. The Catholic Church had seen its influence decline with the opening of state schools, where they were no longer the provider of education. In all, this created a big pot of unrest that in 1831 led to the independence of the south, the creation of Belgium. Whilst all powers in Europe acknowledged this new state, King William I refused to acknowledge it until 1839!

**PERSONAL GAIN**

Loosing half one’s country -and industry, and ports, and...- would not improve one’s popularity with one’s people. More than anything else, though, William I managed to get richer and richer by playing his assets in his favour and managed to enrich himself personally twenty-fold during his reign, whilst especially in cities many people were very poor.

In 1840 constitutional changes were initiated following the king’s formal acknowledgement of the Belgian state, which included the introduction of judicial ministerial responsibility. Whilst in effect this changed nothing, for the ultra-conservative
CELEBRATING A NEW KING

king this felt like an infringement on his powers. Combined with the disappointment over the loss of Belgium, and his 'scandalous' intentions of marrying a Belgian Roman Catholic, he wished to abdicate in favour of his son William II.

William II only ruled for nine years until his sudden death in 1849. Whilst he was a conservative, he did not intervene as much with politics as his father had. The highlight during his reign would be the orders he gave for a new constitution following the Revolutions of 1848 all over Europe. Interestingly, that very constitution is still in place today.

William III succeeded his father having contemplated several times whether to relinquish his right to the throne, as he absolutely disliked the constitutional changes his father had initiated; it had limited royal power considerably and oh how he wished to reign like his grandfather had. William III had a volatile character, who pushed his royal powers as much as he could. When the last of his sons from his first marriage had died in 1884, his young daughter Wilhelmina became the heiress presumptive. On his death in 1890, she would become the first queen of the Netherlands, but as she was only a minor her mother, Queen Emma, became Regent and would remain so until 1898.

GIRL-POWER
Just 18 years of age, Wilhelmina was enthroned in 1898 and would remain so until 1948, effectively being queen for 58 years. She lived in turbulent times; during World War I the country had remained neutral, but suffered economically through the allied blockade meant to ensure no goods could be passed on to Germany. With the Bolshevik revolution in Russia in 1917, civil unrest and anti-monarchy feelings rose throughout Europe, and did not bypass the Netherlands. However, the Queen managed to get her people fully behind her by going on a charm offensive with her young daughter Juliana. In the 1920's and 1930's huge industrial progress was made, and vast amounts of land were reclaimed from the sea by polder works. A keen understanding of business and investment made the Queen the richest woman in the world, a status held by her daughter and grand-daughter since.

She was deeply sceptical of the parliamentary system, and tried to control a lot of strings from behind the scenes, which with the right people in power, she managed quite well for many years. As German forces invaded the country on 10 May 1940, the Queen and her family fled and retreated to London. There she immediately took charge of the Dutch government in exile, and throughout the war communicated with her people ‘back home’ through late-night broadcasts - absolutely forbidden by the German occupier of course - and her photograph was a sign of resistance against the Germans.

The rather outspoken Wilhelmina gained worldwide respect during those years; Churchill called her 'the only real man among the governments-in-exile' and she was the first queen to address the U.S. Congress in 1942. In March 1945, before the full liberation of the country, the queen visited allied occupied areas of the country and received an ecstatic welcome.

Whilst in exile, Wilhelmina developed ideas for a new political and social life for the Netherlands after the end of war. In the 1920's and 1930's huge industrial progress was made, and vast amounts of land were reclaimed from the sea by polder works. A keen understanding of business and investment made the Queen the richest woman in the world, a status held by her daughter and grand-daughter since.

While the country struggled to recover, a revolt of independence raged in the Dutch East Indies, a colony that had suffered tremendously under Japanese occupation and now saw an opportunity to get out from under the yoke of imperialism. Receiving a lot of criticism over this, and with her health failing, she chose to abdicate in 1948 in favour of her daughter Juliana.

AN ORDINARY WOMAN
Juliana's reign in 1948 started at a difficult time in a country still
recovering from a terrible war and loosing a colony. Indonesian independence was formalised in 1949, and in 1973 Surinam would also become independent. Juliana was a very down-to-earth woman, caring about her own people, and children and people all over the world. She dressed like an ordinary woman, wanted to be addressed as 'Mrs' rather than 'Majesty,' rode her bicycle for exercise, and would drop in unannounced at schools and institutions. My grandmother who once met Queen Juliana, whilst thrilled of having met her, was disappointed how ordinary she had looked, 'she even had hairs growing from her chin'. Life in court was still lavish though, despite the seemingly simple approach to life of the queen.

During the night of 31 January 1953 a devastating storm raged over the North Sea area creating death and destruction all around. Combined with high tide resulting in a storm surge dikes broke, and massive floods inundated the province of Zeeland and part of Zuid-Holland. Almost 2000 lives were lost and 70,000 people had to be evacuated. Queen Juliana endeared herself forever with the Dutch people by donning Wellies and an old coat and wading through water to reassure people and hand out food and clothes.

When you are in the public eye, everything you do is interesting. And although during her reign, there were no paparazzi like today, there were several scandals that rocked the monarchy. Had she been a mere elected head of state, no doubt these scandals could have ended her career, and as it was they could have led to her abdication if she had not built up so much devotion over the years: The Queen came under the influence of a faith healer, that almost cost her her marriage and caused a constitutional crisis; her second daughter converted to Roman Catholicism and married a claimant to the Spanish throne, without government consent; the crown princess fell in love with a German diplomat and their engagement was announced just over 20 years after the end of WWII. Worse, he had been a member of the Nazi Wehrmacht and Hitler Youth. That this would have been fairly normal for a German citizen in the 1930's was not an acceptable argument at the time, and people were furious that the Queen would allow something like that. Although she did try to have the wedding cancelled, in the end the queen allowed her daughter to go ahead. The final major crisis involved bribes that the Queen’s husband had accepted, and this led to him being stripped of all official functions and offices he had held. Through all these storms she managed to come out relatively unscathed, and in 1980 on her 71st birthday she abdicated in favour of her daughter Beatrix.

While part of the population had been upset with Beatrix choice of husband, and riots took place during her wedding, the nation rejoiced when in 1967 a son Willem-Alexander was born, the first male royal in 116 years. Over the years Prince Claus -the husband- became one of the most popular members of the royal family, showing a good sense of humour and an obvious love for his wife, who during her reign was often seen as a bit stand-offish.

On 30 April 1980 terrible riots took place in Amsterdam marking the investiture of Beatrix as Queen - riots led by squatters using the widely televised occasion to protest against poor housing conditions and against the monarchy in general. Clashes with security forces and police turned violent, and what should have been a great day for the nation left a bitter aftertaste. I remember watching television that day, and wondering why anyone would want to spoil something that so many people had worked hard to organise, and wanting to cry for the new and the old queen that saw their great day ruined.

After her down-to-earth mother, Queen Beatrix looked to be more stand-offish, formal and taken with protocol. However, in hours of tragedy or national euphoria she showed herself to be very compassionate and ‘human’, showing her true feelings of elation, horror or grief. While her husband became a national favourite, she too always did well in the ‘polls’ on the monarchy.
With changing times, the role of monarch became more and more ceremonial and less political. During her reign Queen Beatrix represented the country abroad on state visits, received foreign diplomats and heads of state, and performed public duties opening exhibitions, inaugurating buildings and bridges, and attending anniversaries and awards ceremonies. One of the most important political roles however, was to sign each and every new piece of legislation before it could come into force, and until 2012, she also had to appoint the 'informateur', the person who will lead the negotiations that should ultimately lead to the formation of a new government. During her 33 years as queen, she saw more than a few government elections and formation attempts.

And so, on 28 January 2013 the third Queen of the Netherlands announced her wish to abdicate as 'it was time to place the responsibility for the country in the hands of a new generation'. For the first time in 123 years, the Netherlands would have a king.

A K N A C K  F O R  C O N T R O V E R S Y

Like his mother before him, Willem-Alexander had a relatively 'normal' youth, attending school like other children, performing his military service and going to university while being readied to one day become head of state. Unfortunately a certain type of media that relished to paste everything anyone famous did wrong, across newspapers and magazines had become popular. Things any student would have done unnoticed, became fodder for these rags, and Willem-Alexander had soon built himself a reputation.

While he managed to improve his reputation, he would still get himself tangled in controversy occasionally. In 2001 when his engagement was announced to Argentinean Máxima Zorreguieta, the press and some members of parliament howled bloody murder as her father had been a cabinet minister during the junta regime. That this had nothing to do with who the lovely fiancée was now, seemed irrelevant. In order to placate all opposed it was agreed that Máxima's parents would not attend the wedding.

With her outgoing personality, her ready smile and great sense of style, Máxima immediately conquered the hearts of the Dutch, and most royalty watchers around the world. In the somewhat staid royal family, she brought life and light, and with that of course renewed interest from the press.

A media code was instituted in 2005 by the Dutch Government Information Service (RVD) to strike a balance between the private life of the royal family and availability to the press. Taking photographs was permitted during performance of their duties, and for other occasions (e.g. holidays) a photo session would be organised provided the press leave them alone the rest of the time. In general this seems to have worked out well, and has allowed members of the royal family, including the three young daughters of Willem-Alexander and Máxima, to live their lives away from the public eye.

Interested in water management and having held several honorary positions in global commissions on the subject, Willem-Alexander has travelled the world to create awareness for this issue. Before his accession to the throne he was honourably discharged from the armed forces, as the head of state cannot be a serving member, according to the constitution, and he has had to give up positions held in the International Olympic Committee, and various chairmanships related to water management.

A T I M E  O F  C H A N G E

A first change that was announced already on 28 January was that as from 2014 King’s Day would be celebrated on 27 April, the actual birthday of the king, rather than on 30 April on which Queen’s Day had been celebrated since Juliana became queen.

In a televised interview in the weeks leading up to 30 April Willem-Alexander and Máxima were remarkably open about their lives, family and change.

On Tuesday 30 April, the world watched on television – or as we did in the Antwerp office, through YouTube- as Queen Beatrix
signed the instrument of abdication, co-signed by her heir, his wife and a host of others, and subsequently introduced the new King. In the afternoon the enthronement ceremony took place: The new monarch ascends the throne, swears the oath on the constitution and received homage from the States-General. Much to my children's disappointment no crown was put on the head of the king, although it was present in the church as an attribute.

In the evening the King and Queen, together with their three daughters boarded a boat and took in a multitude of small shows organised for them along and on the IJ, the lake on which Amsterdam boarders. Although the sun was out, the wind was clearly freezing cold. Nevertheless the family clearly enjoyed all they could see, and surprised the nation -and security forces- by getting alongside one of the shows and appearing on stage with DJ Armin van Buuren and the Royal Concertgebouw Orchestra greeting an ecstatic audience.

Clearly a wind of change is blowing through the Dutch monarchy, and it will be interesting to see what's next!

Fiona Schimmel  
Seatrade Antwerp

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**Inauguration of a new monarch**

By Dutch law, inauguration is strictly ceremonial as the successor to the throne instantly becomes the new monarch at the moment the former monarch dies or abdicates. The monarch, the heir to the throne, the royal family and the cabinet led by the prime minister meet in the State Hall of the Royal Palace in Amsterdam. The monarch signs the instrument of abdication, which is then signed by the heir, members of the royal family and members of government. As soon as the instrument is signed, the new inauguration is complete. The previous monarch then steps on the balcony of the palace, where the new monarch is introduced to the waiting public outside.

After the signature, the new monarch proceeds from the palace to the Nieuwe Kerk, where the States General of the Netherlands and the cabinet along with guests of honour have assembled.

Inside the church, symbols of the dignity and authority of the monarch, the crown, orb, sword of state and sceptre, are placed on cushions. The crown symbolises sovereignty and dignity, the sceptre authority and the orb the territory of the Kingdom. The other two regalia – the sword of state (symbolising power) and the standard of the kingdom bearing the coat of arms of the Netherlands – are carried by two senior military officers. Surrounding the royal regalia is a copy of the Dutch Constitution.

The chamberlain announces the arrival of the new monarch, who takes the seat on the throne opposite the regalia. The monarch reads a speech from the throne and solemnly swears to uphold the constitution and protect the people of the Kingdom. This is followed by the exclamation of three “hoera” (hurrah) from the public.

The head of the cabinet calls out each member of the States-General, who swears allegiance to their monarch. They either swear with the right hand raised “So truly help me God almighty,” or take a pledge with a simple “I vow that”.

After this homage ceremony, the monarch then exits the church and returns to the palace. The ceremony is then followed by an official reception at the palace.

*Fiona Schimmel  
Seatrade Antwerp*
Long, long time ago a baby girl was born, that would grow up to become queen of a faraway country...

It may sound like the start of a lovely fairytale - and in many ways it is!

Máxima Zorreguita Cerruti was born in Buenos Aires, Argentina in 1971, daughter of commoners, even if somewhere way up in her family tree there is mention of an Inca princess and a Portuguese king.

Since her engagement to Willem-Alexander in 2001 and subsequent wedding in 2002, she has become one of the royal favourites not only in the Netherlands but worldwide. She is tall, not supermodel slim, well dressed, has a radiant and ready smile, a good sense of humour, is not afraid to laugh out loud, and she surprised all by her (near-)perfect command of the Dutch language as from her first appearance on television at the time of the announcement of her engagement.

Learning the Dutch language is something she stresses as one of the most important points for immigrants to participate and integrate in Dutch society, a topic she has been focusing on since becoming princess. She is an advocate for women’s rights, an open supporter, and one of the few royals worldwide, of gay rights, and on an international level serves as the United Nations Secretary General’s Special Advocate for Inclusive Finance for Development (UNSGSA) and is also the Honorary Patron of the G20 Global Partnership for Financial Inclusion (GPFI). She is definitely more than just a pretty face!
For Argentineans, who have been living for years in a country marked by governmental, financial and economical unrest, 2013 has given them a positive boost. With the election of an Argentinean cardinal, a retired Archbishop of Buenos Aires, as the new Pope and an Argentinean princess’ becoming queen, Argentine media have had something positive to write about. And written they have: all newspapers and magazines published (web) pages full in the weeks leading up to and after the inauguration, with glossy specials covering every aspect of the new queen consort’s life. Memorabilia were sold and the entire event on 30 April was broadcast live on television.

With Seatrade’s Dutch roots and our own link with Argentina, from where we have been shipping frozen and fruit cargoes since a great many years and where we established our first overseas representation through Navisur in 1995, we are pleased with the Argentine addition to our House of Orange and the liveliness she has brought with her. The Dutch monarchy has lost a great deal of its formality, and will be loved all the more for it!
In 2012 we were approached by Chilean visual artist, Enrique Ramirez, who was working on a project related to Dunkirk being a French Regional Cultural Capital in 2013.

His project consisted in the recreation of a trip as undertaken by sailing vessels departing from Chile to Dunkirk as they did in the times of the nitrate run. In those days the ships departed from Iquique, but Valparaiso would serve the purpose.

The idea was to film continuously onboard during the entire transit, creating a sequence film of three weeks, and the total voyage plus a partially postproduced film would be shown at a special location in Dunkirk.

In view of Seatrade’s close ties with both Chile and Dunkirk, we were happy to assist. After obtaining permission from the managers of a Seatrade operated vessel scheduled on the liner service to St. Petersburg, all was set, or so we thought.

This is the introduction he wrote for the book accompanying the film.
ON LAND…
ARRIVAL LOOKS FAR AWAY

Try to imagine how they thrust themselves into the unknown, Not knowing which route to follow, lost in infinity.
Stefan Zweig, Magallan
Paris, 1938

In a few more days I will begin a trip from one continent to another. The departure date is not yet certain, because I have already missed two vessels for different reasons, and I am beginning to understand that my idea of going from one country to another by sea is more complex than I had thought. International waters seem to be full of invisible walls, which make me believe that the sea is less free than many other horizons…. When you imagine walls, you generally think of tall grey physical walls made of cement, embedded in the ground, like obstacles that keep you from going from one place to another, but there are also invisible walls which are imaginary and adjacent, built to safeguard your economy in relation to neighbouring countries, like barely perceptible lines virtually drawn across a surface. But sea walls are new to me, and they seem to be very high and long in Chile…To go across the world on the ocean, it appears you don’t only need a nationality, a passport, and residency, but you also need to have a biochemical analysis, sharp vision, a tonal audiometric exam, a complete urine exam, an electrocardiogram, a chest X-ray, an Enzyme-linked immunosorbent assay (ELISA), photographs with a dark blue background, a non criminal record, an onboard safety and familiarization course…. But the only certainty for now is that I need the support, the conviction and the guidelines of many people who have crossed my path and whose perseverance accompanies me while I try and am able to get on a cargo ship to go out and navigate on international waters so that I can film… It seems like a utopian trip, an adventure in which everyone who has helped me is boarding with me.

Why is it so difficult to leave your country and just as hard to get back in?
Eight days ago I should have departed on the Europa, but I ended up stranded by the sea at the port of Valparaiso (the last government-run port left in Chile, although it seems it was recently sold to the private sector). That day I had to stay with my luggage in the shipping office while an official was trying to decipher a handbook to see what he should do with me, because my role as a guest passenger on a cargo ship did not seem properly regulated, and contrary to what I imagined, it is not so common nowadays. I had 5 hours left to board the Europa and the office was closing in two hours. Persons from the shipping company and I ran to another section of the same department so that someone could specifically explain to us what documents were required and which demands must be met before boarding and navigating into international waters…. After an hour of waiting, I was finally informed that I could not travel, because in order to have the right to leave the country by sea I needed to present a series of medical exams to the port authority and do a basic course on “on-board survival and familiarization”, as recognized by the International Maritime Authority and taught by an accredited institution. So the Europa left without me…

When I travel by air I am always worried that someone will detain me for some incomprehensible reason. It has never happened. But this time, the image of myself watching a boat departing, that ‘Europa’ going past me, turning its back on me in my own country and leaving without me on board; that was a magnificent image that we don’t see every day, meant to be filmed…. A symbolic image full of deception and wonder. The ‘Europa’ was getting away from me… And yes, it did get away, because I do not have an airplane ticket and I am not willing to give up the reason for which I am now here in Chile.

A few days later, in order to attend the course required by the maritime authorities and to be able to board a boat back to Europe, I have to go and live in Valparaiso. I think it’s a place with a rare identity: a strange chaotic city that seems to be neither here nor there!… It is summer in South America and I am again facing the sea, but I have to be penned up in an Institute for three full days to prepare for the trip. Nevertheless, during those days, and perhaps because I have the feeling I am navigating on land, I start to discover things in the city that strike me, among them, a map hanging in a public office that doesn’t show Europe as the centre of the world but the immense ocean on it instead…That map makes me think how used we are to seeing the world from the same place, because every time we look at an atlas we generally see Europe in the middle of it, but shouldn’t this arrangement of the continents really depend on where we happen to be? What position do we have to observe from in order to understand our surroundings? I remember that someone once asked me if the South American atlas placed the Americas in the centre, which would mean that perhaps Asia would fall off and Europe would slide onto the edge of the table, almost onto the sidelines…On the other hand, as Raul Ruiz used to say, seen from the European side, America is still an accessible continent whose inhabitants still appear to be invisible, or transparent.
To all appearances, the story can always be told from different angles... Is the trip I'm going to take a trip in reverse? But what sense would a trip like that make? The reverse of what? The opposite of the trips of the world's first explorers? It's like thinking that perhaps Babylon used to be in Valparaiso, or maybe it's lying underneath Dunkirk....

During the following days in Valparaiso, I receive news of a new ship and a new departure date. I will travel to a 'New World' and this new world will begin on a reefer vessel with frozen cargo, built in the year 1990, flying the flag of the Marshall Islands; it transports Chilean fruit and has a Ukrainian crew. I have been invited to board this ship called the Pacific Breeze, thanks to the Dutch company Seatrade, which has branches in Belgium and Chile. This will be my new world, my floating audiovisual laboratory, a world that will last about twenty days and whose destination, in spite of being clear is not certain, because it doesn't depend only on man but upon the will of nature and the coordination of commercial exchange. My plan is to arrive in Dunkerque, France, but my vessel has a defined commercial route with a final destination at St. Petersburg, Russia, and will pass through the port of Balboa, the Panama Canal and the port of Flushing in Holland. Thus my trip begins anew, this trip that crosses the Pacific and the Atlantic, a sea journey...

Nevertheless, in spite of taking place today, this is a trip that began long ago in my imagination; also in summer, also by the sea... 3 years ago in Rio de Janeiro, Brazil, in 35 degree heat, while a missile was blowing up a police helicopter, while that city was transforming itself by changing its idyllic image, and sweat from the heat turned into sweat caused by uncertainty, I received a film by email that reminded me of an idea I had had since 2009 and until then I hadn't known how prevalent it was in my head. The film I received was the oldest sequence shot, filmed in San Francisco, USA, by a camera attached to a streetcar that slowly advanced and discovered the city little by little. A film that makes the eyes believe once more that there are still images to be discovered... So in this context I was reminded of the idea of what I always wanted to do: take a trip around the world to film a sequence shot that would imagine it, that would discover it anew. A sequence shot that would arise from a voyage, from a long trip, from my desire to feel alive and face the unknown, like those explorers who faced their own fears and confronted nature in order to be able to go to the 'New World', to unknown and promising lands, crossing oceans to discover with their own eyes that which did not exist before, those unimaginable images which are therefore impossible to describe...

What are we in the world? What are we doing in the world? How do we see it? What are the images?

I am thankful and amazed to know that there are images every day, and that every second, minute, and hour, the climate and the clouds make it possible for us to see these images, but I am also disappointed to find out that the world is not only what we want, it is also the discovery of what we do not want...

My father has a workshop in the Santiago suburbs, his workshop is a house and a ship, a place for doing experiments...Where I was born. Where I grew up. With incomprehensible, yet magnificent images... When one is a child images are full of both things, but when you are grown up, you try to understand them—although I am not sure I can do that yet. Today my father makes sails for yachts, but he used to make cars, he made miniature boats, he taught me to use guns, to shoot, to hunt. In his workshop he does what he imagines. And that's where the discovery of the world is for me, in that small workshop, with a wooden house and a sewing machine embedded in the ground, turning the floor into a large work desk where wind maps can be drawn...This desk was the world to me and today the world could be that desk, where images are projected and lines we
ON LAND...
ARRIVAL LOOKS FAR AWAY

step on every day are drawn. A few years ago I was conversing with a dear friend of mine and a great artist, Guillermo Cifuentes, we were speaking about images and their sounds, about how monotonous they are, how difficult it is to find them, and to search for them, it was almost necessary to go out hunting. But as we talked, my friend made me realize something very obvious: he told me to listen to the sound of rain, that monotonous sound which for some reason is not boring because it always seems to be different… The same thing seems to happen with the coming and going of waves or the beating of the heart… Always rhythmic, always the same but always different. That is why I wish to create an image of the world without any cuts by crossing the ocean, because it is like the fluctuations of life, like its representation, similar to the image produced by an instrument that reads our pulsations but with the devastating force of nature reflected in it.

Years later I imagined the horizon and how simple it is to think that if the Earth is round, it means that no line is straight, in other words, every time I look at the horizon I am certainly exchanging glances with someone else and if we could draw the lines of each one's glance, perhaps we would be living in a single world… It seems the sea carries out that role, there it is uniting and separating us, attracting us to go beyond, inviting us to venture into the unknown, to feel our weakness before its grandeur… There is the sea… Imposing, always there, always surprising us… Full of fury… Just like life, therefore, magnificent to contemplate and other times not so much…

On January 25, 2013 while I was writing part of this text, I received an email from my mother who recently had eye surgery. Her email said: “My Dear Son, I can see what I had never seen before, seriously, now I see the Virgin without glasses, it was never this way before”. That’s how images are, they come rapidly and others take years to be seen… It took my mother 73 years to see the Virgin in front of her house… Until then she had always seen the world better through a microscope, with her eyes looking down, but in spite of that her imagination was always directed upwards, she could see galaxies beyond the earth in cells, she could observe different universes through the lives of other women and their stories. Imagine what we can see, how the world will begin to be rediscovered again before us.

An Italian I met on an island once told me that when the Mayans looked at the stars they saw the world in reverse, in negative, that is, for them the stars were holes that let light into the world. Our dark world, illuminated by means of small dots or orifices that lit the way for those first discoverers, who plotted the trajectory of their travel based on a single star that rose and set in the same direction as their destination. A friend once told me, “Today we don’t travel anymore, we just move around inside the world”. To travel you can simply close your eyes and imagine, but this is becoming ever more difficult and complex today because of our different concept of time, because of our different concept of adventure and challenge, because of our different concept of the world, of reality and dreams… How can we trace out a route or map of a world we don’t know anything about?

Today we can travel around the world but doing it with open eyes is like watching life pass by without missing a second; and that is an impossible image… That image is the one I am imagining and wish to show… For me it’s not enough to close my eyes… I have to go and search for those impossible images, even if it means facing my own fears, in a language I don’t know, at a body rhythm different...
from my own, on a trip I have never made, by seas on which I have
never been upon for such a long time. Those unknown seas are the
ones that I will discover in a few more days because I have taken on
the task of doing a sequence shot of the trip on the Pacific Breeze
from South America to Europe, and making a series of films by day
inside the ship and writing texts for a book. I am motivated to do
this mostly because of the great nostalgia I feel for the poetry of
images and the disappointment I feel about images that don’t have
it and saturate our daily lives.
Since images can only be understood by means of their poetry
and that which stands behind it, I search for images that make an
impression me before anyone else, I search for images that are
alive by nature and not seen through a camera that gives them
life, but that search is becoming more and more difficult…The fear
of ancient travellers was their belief that only a part of the world
was accessible, that no one was capable of crossing an imaginary
ocean and surviving the steamy climate of the equator in order to
get to the other side of the world. This is what man has not yet
been able to overcome, the force of nature, its size… And this is
what I am searching for. For me images should be like nature, as
Werner Herzog said, “nature must be wild, she has to move, it is not
a decoration”.
All I want to do is give the gift of an image, an impossible one…
Join two points of the world into an image that makes us rethink
the importance of travel as something vital for art, for life, for what
we are today, because today in spite of instant communication, the
world seems to be more separated than ever and is becoming ever
more distant, artificial… I want to see the dawn of each day, and
feel the slowness of a violent trip, in a place where it is not possible
to slow down or stop… So, why should I leave out any image, or
cut it?
Every time I travel I wonder if I will return… If I will return to be
where I am, if I will once more see what I saw, if I will go back
to where I started… Each time I arrive somewhere I try to live it,
to be there, but it’s inevitable to think about the place you are
going to, where you are coming from, and it’s impossible not to
look back… That’s what I like about trips, how contemplative they
are, how uncertain… Because you always have to discover again…
And because the story can always be told from several different
angles…
Perhaps it would have been a good idea if the earth had been flat,
the world square, and at the end of the horizon simply nothing, like
my father’s desk… Perhaps images let us down because they have
nothing to do with what we see but only with the expectation of
what we hope to see… Perhaps that impossible image arises from
the uncertainty of getting to the other side or from those invisible
images surrounding each person and place… Perhaps the vision in
front is fixed and every time it moves, it condenses what we see and
imagine at the same time…
Perhaps upon arriving after twenty days at sea on the Pacific
Breeze, I will realize that I should have been looking beyond it all
and that Europe was always on the Europa, that ship that sailed
from Valparaiso without me… Perhaps after this slow voyage I will
realize that the sea has no horizons and there is always something
that covers up our view, like it does it in cities…

Enrique Ramirez
Paris 07/02/2013 / Santiago 03/03/2013
Lat 49º          Lat 33º
Watching the 23-day film!

On 15 May at 18:00 the opening of Océan took place at the Musée des Beaux Arts in Dunkirk, which was attended by Seatrade’s Philip Gray, Seatrade’s agent in Dunkirk Xavier Dewynter and many others, as part of the festival ‘Regional Capital of Culture in France 2013’.

Inside the museum, accessible during opening hours, 23 monitors were placed, each showing a shortened version of one of the 23 days showing life on board, port activities and exchanges with all parties involved during a voyage from A to B.

Outside in an adapted shipping container, accessible 24/7, the sequence film was shown during its 23-day length, with the final approach of the vessel to Dunkirk to be shown on 7 June 2013, after which the exhibit would close.

In October the films will be shown in the Chilean capital of Santiago at the Museo des Bellas Artes. In the meantime you are all invited to watch the 23 daily reports online at www.projetocean.com.
Almost three years of preparation and testing has now resulted in the first operational version of the Personal Development System, which we aim to roll out by the end of 2013. We will give you a sneak preview of the system, which consists of two parts: the onboard system and the Shore system.

THE ONBOARD SYSTEM

The software onboard, containing the vessel part of the PDS, is called Seamanager. This is a comprehensive administration solution managing most administrative tasks onboard the vessel like crew management, payroll, vessel’s account, radio accounts, port call administration, rest hour registrations, reporting and the Personal development system.

Each crewmember has his own login and password, which gives access to his personal data, the rest hours’ section, and the Chat function of the PDS. The Captain has full administration rights and can assign or delegate certain tasks to other crewmembers. Each month after “closing” the month the system automatically sends the following reports to the office:
- Ships Account file
- Bonded stores report
- Hours of rest records
- Hours of work statements

After checking and approval of the payroll data in the office, an approved payroll file is returned to the vessel, after which the payroll and individual wages statements can be printed.

The PDS section replaces the evaluation procedure and forms. On board the Captain and Chief Engineer are responsible for completing the Personal Development Form (PDF) for each crewmember, the Chief Engineer for the technical staff and the Captain for the deck staff. Depending on the duration of the contract the system generates PDF forms as follows:
- Middle of contract PDF for contracts of 6 months or more.
- Before signing Off.

Two weeks before the due date of the PDF the due crewmembers are listed in the PDF overview, which is also displayed each time the Captain or Chief Engineer logs on. An "unscheduled" PDF can be completed anytime.

After a feedback session with the crewmember and completion of the PDF, the captain has to print two copies of the PDF, before the completed form can be sent to the office: one original for the crewmember and one signed original by regular mail to the office. The completed, digital PDF will automatically be transferred to the shore system.

The above is a very general description of the on board system; it would be too much to explain all ins and outs of the program in this article.

THE SHORE SYSTEM

There are six modules/interfaces in the system.

Personal Development Form (PDF) module
Special user groups are able to create feedback sessions (PDFs) in the same way as onboard.

Chat module
This function is used for communication between a crewmember and the crewing department.

Career development module
Data: queries (over time and between PDFs) and visualization. Implementation gap analysis (actual PDF - requirement profile PDF) and visualization of the gaps (radar plot etc.). Direct comparison between one seafarer PDF and one group (e.g. all seafarer Operational Level - Deck). Direct comparison between one seafarer PDF and the requirements of the next level. Direct comparison/overview of one seafarer PDFs over the last levels and last years.

Fleet Feedback Form (FFF) module
Annual Survey of crew: feedback with focus on "sustainable employability".

Interface Onboard training matrix Seagull
CBT and Drill: results will be imported and displayed in the PDS.
Interface VIS – Data
Defined data will be used and analyzed in the PDS e.g. Port State Control Inspections, external Audits ISM/ISO, internal Audits ISM/ISO, external Audits ISPS, internal Audits ISPS, Vessel reports, Claims and Vessel jobs.

PERSONAL DEVELOPMENT FORM (PDF) MODULE
The main feature of the new PDS is a modular structure. We decided to use the levels of responsibility according to the STCW and added the Cadet/OT-level. Competences are added for each level.
- Cadet/OT
- Support Level
- Operational Level
- Management Level

There are recurring criteria in the career development of seafarers from the cadets to the top 4, which will appear in all new Personal Development Forms. Every level is split into Deck/Engine Department and several ‘special PDFs’ like ‘Cook’. The type of competencies/criteria within the six dimensions will be listed for feedback according to a predefined structure (avoiding errors of judgment). This structure will be part of the implementation.

SEVEN FIELDS OF COMPETENCE IN THE PDFS
- Personality
- Social Competencies
- Management
- Professional Skills
- Leadership
- Potential
- Onboard training matrix (only onshore - system)

Value for every criterion in the competence fields (1 - 5) is between 1 and 10.

The list of competences may vary somewhat over time, meaning that it is changeable. If there are changes they are stored in a ‘history file’ with date, person responsibility for change and change description.

The list of competences displayed will depend on crewmember’s rank which is related to a competence group, e.g. ‘Administration’ within the ‘Management’ dimensions, can be displayed for the Chief Engineer, but not for the third engineer.

Feedback can be given for every one of the six dimensions and their associated competences, using the scale 1 - 10 as outlined above. In addition a free text field for each dimension is available for input of any written feedback given by the evaluator. Likewise, a free text field is available for each dimension for comments given by the person receiving feedback.

The six dimensions have their own tab page, listing the related competencies. An additional input page ‘Potential’, listing a number of predefined questions, which can be answered using an free input text field, yes/no box and a combination of both.

USER MANUAL
An instruction manual describing the overall concept of six dimensions is available. Also for each competency/criterion a written instruction is available (attention: there are different instructions for the same criterion for each level! Example: Navigation has a different description for cadets than for management level). The user manual will be available in printed form as well as digitally for both the vessel and shore system.

Besides the seafarer receiving his feedback on board all will receive the overall view of their status of development in the office. In the shore system the onboard PDF is compared with the requirements for each level/rank, and visualized in a ‘Results
versus Requirements’ diagram, one for the complete PDF and one for each competence field. An ‘attention list’ is automatically generated when the status deviates two or more from the requirement. The choice is made how to close this gap, on shore or onboard. In case this is onboard the next vessel, same attention will be transferred with the crew data to the on board Seamanager software. The Captain and Chief Engineer will have to attend to the attentions and when possible close these.

The main change is that besides the onboard feedback each seafarer will receive the "total picture" in the office, actions to close gaps or remarks are initiated mostly automatically and follow up is made easier by various overviews and more involvement of more stakeholders in the development process. As mentioned in a previous introduction article about the PDS the focus is on the future developments, not so much on past performance.

Another major change is that the Captain and Chief Engineer will now have direct feedback about their performance as indicated in the VIS (Vessel Information System) records, which are now directly visible for the periods on board.

The PDS is a lot about visualization, so also the onboard training matrix progress has now been made available in a ‘personal overview’.

All these overviews and records are used as a basis for the feedback session in the office, which then is concluded with a printed report, so the Seafarer will know what to do.

The PDS allows feedback from various sources combining these in one overview, which results is an attention list, in which also the follow-up and result is recorded, a closed loop!

Also for planning the system will provide information for a balanced crew composition, by indicating the latest PDF status of development.

There is much more to write about the system, but for this the Simply Seatrade would have to be more than a hundred pages and that is not realistic. The idea is to provide a general impression

We are working on the implementation of the Seamanager software and aim to complete this for all vessels during 2013. Before we can finalise we need to allow time to collect sufficient records. We will keep you informed on the progress. The better the system is supported and understood by all, the more valuable the system will be for both the individual seafarer as well as the company, a win win situation!

Kor Wormmeester
Seatrade Groningen - Reederei Triton
A funny thing happened in Seatrade offices around the world on 23 May 2013... While getting their morning coffees, there was only one topic of discussion: How many steps have you taken so far today?

Together with teams from our offices in New Zealand, Ecuador and South Africa, a lot of employees from the Antwerp, Groningen and Leer offices are taking part in the Global Corporate Challenge, a worldwide workplace health initiative. GCC inspires, motivates and supports you to make the little daily changes that are supposed to have a significant and ongoing effect on your health and wellbeing.

Seventeen teams of seven employees each are joining on a virtual trip around the world, thanks to their individual 3D accelerometer which counts one's daily steps. A website and apps allow all participants to track their own, their team’s, their colleagues’ and also any other team’s progress, creating a bit of a competition.

In Seatrade’s case, after four weeks it seems clear that the company winners in overall distance will be Triton’s Fabulous 7, who are hundreds of kilometres ahead of number 2, aptly named The Challengers. On a global level though, they still have a way to go to reach the top, but another 12 weeks to get there!
In THE PICTURE
CALA PEDRA

SHIPS PARTICULARS
CALA PEDRA

Call sign: IBMK
Flag: Italian
Homeport: Genova
LOA: 189.73 m
Beam: 24.03 m
Hold Capacity: 646,784 cbft
Keel laid: 3 March 1999
Delivered: 17 March 2000
Built at: Cantieri Navali Italiani S.P.A. Ancona, Italy

In each Simply Seatrade we present a vessel managed by any of the pool members; the ship’s particulars and the present crew will be introduced. This issue we turn to mv Cala Pedra, managed by Seatrade Groningen B.V.

MEET THE CREW
We asked the following questions:
1. Where do you come from? Could you tell us a little bit about this place?
2. When did you start sailing in general and 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?

1. I come from Pozzallo (Sicily), a tourist place located in the most southern part of Italy just about 20 nautical miles in front of Malta. It is a modern place with long and old maritime traditions.
2. I started sailing in 1997 as cadet on board chemical tankers (Jo Tankers). In 2001 I started my experiences with the Red Cala vessels managed by Seatrade.
3. I can say only Red Cala’s because these are the only vessels managed by Seatrade where I made all my contracts and also because these are big and modern reefer vessels created by an Italian owner.
4. It gives the opportunity to go around the world gaining experiences that I can tell my family about and exchange with my friends doing the same job.
5. My favourite port is Vado Ligure because it is located in Italy and I feel at home. But in general all European ports give me the same sensation.
6. Continue to study in order to update your own knowledge, as you never finish learning.

1. I was born in Torre del Greco (Naples), but since 1992 I live in Savona. It’s a nice city, quiet, and rich of history.
2. I started sailing in 1993 on Cala vessels (full containers), and I’m still here on the reefer Cala’s.
3. My favourite vessels are for sure all Cala’s vessels, because I’m here since I was cadet.
4. I like all aspects of my job: the sea passage, the daily maintenance and port cargo operations.
5. My favourite port is Vado Ligure because I can see my wife.
1. I come from Procida. It's one of the smaller island in the Gulf of Naples.
2. I started sailing in 2007, always on the Red Cala’s.
3. No favourite: I always work on Cala vessels, and for me all Cala’s are the same.
4. I like the opportunity to spend a long vacation with my family after every contract. When on board I like the navigation. In port, I like following cargo operation and during my overtime, I like to stay on deck to do any job.
5. My favorite port will be Vado Ligure because it is situated in Italy.
6. My advice to young seafarers is to follow the Seatrade Policy Statement, and if in doubt, don’t hesitate to call the Master or other Senior Officers.

1. I come from Olivarella (Sicily). It's bounded by Milazzo in the north, by S. Filippo del Mela in the south, by Barcelona in the west and by Archi in the east.
2. I started sailing 2010 on Cala Palma.
3. My favourite Seatrade/Triton vessel will be any of the Cala vessels.
4. As an Officer, I like following the navigation. In port, I like following cargo operation and during my overtime, I like to stay on deck to do any job.
5. My favorite port will be Vado Ligure because it is situated in Italy.
6. My advice to young seafarers is to follow the Seatrade Policy Statement, and if in doubt, don’t hesitate to call the Master or other Senior Officers.

1. I come from Capiz, Philippines. This place of mine is beautiful and also bountiful of seafood, that’s why the place is called “Seafood Capital of the Philippines”; not only that, we have also numerous scenic beaches and resorts.
2. I started sailing just last year in 2012 at the age of 19, and started on Seatrade managed vessels in 2013; this is my second contract.
3. As of now, I can say that Cala Pedra is my favourite vessel, because firstly, this is my first assigned vessel here in Seatrade. Secondly, the atmosphere and working environment is nice and lastly, the equipment is easy to handle.
4. What I like most about my job is touring around the globe, going to places, crossing oceans for free while we are being paid. But it's not just the money that counts; it's the countless exciting experiences that will be cherished forever.
5. My favourite port is Balboa Panama. This is a beautiful and nice place.
6. My advice to my fellow young seafarers is always to understand and listen and also to have a lot of patience. Make your time on board valuable; let your experience be your teacher. Being young or a novice in this kind of profession we must learn how to mingle with others on board and of course SAFETY must be our utmost priority. Lastly, be alert. Be physically, mentally, psychologically and spiritually prepared for we badly need this on board. Remember this phrase “Success is your vision, Surrendering is not your option": Have Faith and God Bless.

1. I come from Pizzo Calabro (Italy), it’s a tourist place.
2. I started sailing in 1986 on Seatrade’s Cala vessels, from 1999 on the Red Cala vessels.
3. Only Cala vessels as I never joined other Seatrade vessels.
4. Reserve day by day surprise.
5. Italian and European ports.

1. I come from Catania (Sicily), a beautiful mariner city.
2. In 2007 I started on a tanker vessel. In 2010 I started on board Cala Pula.
3. No favourite vessels. For me work is important.
4. Working on auxiliary engines.
5. Vado Ligure because this is normally the port where I sign-off.
1. I am from the small town of San Joaquin, Philippines. This place is where our hard working farmers came from. In my place, you can see a lot of trees, a clean, fresh and refreshing environment, because it is more fun in our town and more likely in our country.

2. I started sailing in 2012 and started sailing on Seatrade vessels in 2013.

3. Actually, it is my first time to embark on a Seatrade vessel, and because of that I can say that Cala Pedra is my favourite: in my observation it is a simple vessel and has a clean environment but the most important thing is that I can ensure my safety here.

4. I like most about my job the way I fix some machineries and maintain them, but of course with the help of my Senior Officers.

5. I can say that international ports are my favourite because of the variety of views, and different people you encounter and talk to, as well as these ports are neat and in good condition.

6. My advice to young seafarers is that, being a seafarer you need to have self confidence and you must be ready to face all challenges like being far from your family, but as seafarer you must take this as your fighting spirit and stay strong, no matter how difficult things are. Just be patient and believe in yourself. SAFETY FIRST!

1. I am from the Island of Pny the sixth largest of more than 7,000 islands in the Philippines. For me, it is a very nice place and in my town you can also find some beaches.

2. I started sailing on Cala vessels and started here as a cadet electrician.

3. My favourite Seatrade/ Triton vessel will be the Cala vessels because this is my first vessel and this vessel I am now more familiar and comfortable to work with.

4. I like electrical maintenance job.

5. I like European ports, because these ports are nice and clean.

6. My only advice to young seafarers is to do a good job and think of safety first.

1. I am from Libacao Aklan, Philippines. This is just a small town but a very beautiful and nice place.

2. I commenced my seafaring career on a Chiquita vessel in 2002, and started sailing on Seatrade’s managed Luzon Strait in 2004.

3. Most Seatrade vessels are almost the same.

4. I like all kinds of jobs because I like my job.

5. I can say European ports, because it is an interesting place.

6. My general advice to young seafarers is, try not to waste your time and use any opportunity for gaining experience. Always think of safety and take initiative.
1. I am from Occidental Mondoro, Philippines. It is a small island where you can find one of the Philippines’ pride, the “Tamaraw”. We also call it Mina de Oro or Mine of Gold. We are also rich in natural resources.
2. I started sailing in 1998 on one of the RORO passenger ships in the Philippines. I started sailing on Seatrade vessels in 2001 on the Falcon Bay.
3. The Cala Pedra, because I have finished almost three contracts here on this vessel which makes me think that this is my favourite Seatrade/ Triton vessel.
4. The thing I like most about my job is that you can roam around the world and see beautiful places for free. And also every contract, a different ship with new challenges and friends.
5. My favourite port is Davao port, Philippines, because just like home, and the people there are so friendly.
6. My advice to young seafarers is to work hard, always think about your safety, and the safety of your colleagues. No matter how hard it is and far away we are, rest assured our loved ones are always there waiting for us, BE SAFE.

December 2007.
3. My favourite Seatrade/ Triton vessel is the Prince of Sounds because of the good and harmonious relationship among the crew members and the officers.
4. What I like most about my job is visiting and touring the globe for free and gaining unforgettable experiences.
5. My favourite port is San Antonio, Argentina, because it feels like home, and the people there are so friendly.
6. My advice to young seafarers is, study hard, respect others, do your job with safety in mind, And if someday you will become the Master of your good ship, don’t forget to apply the “triple S”. And especially don’t forget to pray to our God Almighty, for only Him is our true guide.

1. I am from the small town of Leyte, Philippines, where General Douglas McArthur and his troops from the United States of America first landed during World War II. I can also say that our province have many touristic and historical places.
2. I started my seafaring career July 2000 on a CMA-CGM reefer containership and joined on Seatrade managed vessels in
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1. I am from the small town of Leyte, Philippines, where General Douglas McArthur and his troops from the United States of America first landed during World War II. I can also say that our province have many touristic and historical places.
2. I started my seafaring career July 2000 on a CMA-CGM reefer containership and joined on Seatrade managed vessels in
3. The Cala Pedra, because I have finished almost three contracts here on this vessel which makes me think that this is my favourite Seatrade/ Triton vessel.
4. The thing I like most about my job is that you can roam around the world and see beautiful places for free. And also every contract, a different ship with new challenges and friends.
5. My favourite port is Davao port, Philippines, because just like home, and the people there are so friendly.
6. My advice to young seafarers is to work hard, always think about your safety, and the safety of your colleagues. No matter how hard it is and far away we are, rest assured our loved ones are always there waiting for us, BE SAFE.

December 2007.
3. My favourite Seatrade/ Triton vessel is the Prince of Sounds because of the good and harmonious relationship among the crew members and the officers.
4. What I like most about my job is visiting and touring the globe for free and gaining unforgettable experiences.
5. My favourite port is San Antonio, Argentina, because it feels like home, and the people there are so friendly.
6. My advice to young seafarers is, study hard, respect others, do your job with safety in mind, And if someday you will become the Master of your good ship, don’t forget to apply the “triple S”. And especially don’t forget to pray to our God Almighty, for only Him is our true guide.
1. I am from Aparri, Cagayan located at the Northern part of the Philippines. It is a good place to spend vacation during summer time. You can also find so many beaches in this place.
2. I started sailing in 1999 with Scanmar Maritime Services, and joined Seatrade managed vessels in 2003.
3. For me, all vessels are the same. It is just a matter of difference on how the Senior Officers or the Master manage the ship and all of the crew on board.
4. What I like most about my job is that I can see so many different places and different countries for free while learning and have good amount of money earned.
5. For me, the best port is Cartagena, Colombia, as it is where you can find so many good places to relax and also some shopping malls where you can buy something for yourself.
6. My advice to young seafarers is that, think of Safety all the time. And pursue your dreams while you are still young, don’t waste your time. And the most important thing is to always respect your colleagues.

1. I am from Lumban, in the province of Lagunamry. This place is very famous in making Barong Tagalog and in our town you can also find the man-made Caliraya lake, one of nature’s gifts.
2. Actually this is my first time on board the vessel.
3. I can only say that Cala Pedra is my favourite vessel for this is my first assigned vessel and the first vessel in my seafaring experience.
4. What I like most about my job is that I cook and bake some dishes when Chief Cook asks me to prepare them.
5. All ports are my favourite, as in ports I can easily communicate with my family.
6. My only advice to young seafarers is to enjoy sailing, study hard and always think of Safety.
I had been working as captain for FESCO for 12 years before I commenced my employment with Seatrade. Now 15 years have already passed and it has been a very remarkable period of my life. During this period I worked as captain for Seatrade on reefers only. The list of the vessels is as follows: Joint Frost, Nova Liguria, Packer, Nova Caledonia, Nova Flandria, Hawk Bay, Buzzurd Bay, Elsebeth, Spring Deli, and Spring Bear. On some of them I worked two or three times. All vessels worked on different routes and carried a variety of cargo.

Ships under my command worked in North, Central and South America, in Africa, in Asia and in numerous ports in Europe, in different islands of the North and South Pacific Ocean. Sometimes we visited Russian ports as well.

The list of the carried cargoes is considerable: we carried fresh fruit, vegetables, meat, fish, different types of general cargo including vehicles, and yachts. As a rule we mostly carried a considerable quantity of reefer containers on deck. I can say that such job is very interesting, but very responsible at the same time as we have to deal with food stuffs. All cargoes are to be carried in accordance with special regulations and the crew must follow special procedures and instructions during loading, carriage and discharging. I really have to repeat that employment on reefers is a very responsible job and the crew is to be well prepared in all respects as a minor mistake of one can lead to a huge loss. In any case some mistake by crew, a low level of professional knowledge or absence of needed knowledge can lead to remarkable loss and considerable expenses for the company.

We can see that the crewing department engages new employees every year and based on previous experience I can tell them that Seatrade is a successful and stable company with definite traditions, requirements and regulations and that the company is working under high standard of 3S (Speed, Service and Safety).

So, I want to advise all new employees, and also all seafarers to improve their professional knowledge needed for officers and ratings working on reefers. All of you should work with full responsibility and with full respect for the company. This means to be a patriot of the company and all of you should to be ready to protect the interests of the company at any time. Success of the company is your success and key to mutual prosperity. Good professional knowledge, good discipline and good outfit are the main conditions to be promoted and to be called again by the company. I have to say that the company and crewing department have a good system of training seafarers on a permanent base. As a result it means that your success is in your own hands.

At the end of my career, now that I am retiring, I want to express my gratitude to Seatrade and to Fescontract-International for a very good cooperation and a very good assistance at all times. All managers have a good qualification; all of them are benevolent and goodhearted. And special gratitude I would like to express to all seafarers who worked under my command on the vessels of Seatrade and Triton as only their self-denying employment helped and permitted me to work without any troubles during this period of my career at sea.

God bless all of you!!!

Capt. Alexander Sal’nikov
Vladivostok, Russian Federation
It has been a few years since we got to know the work of maritime artist Ronald van Rikxoort. Seatrade’s Paul Brouwer went to visit him recently at his home in the south of the province of Limburg, about as far south east as you can get in The Netherlands, and at least 150 kilometres from the nearest seaport. Definitely not a location where you would expect to find a maritime artist!

The artist was born in Heerlen in 1950 and has lived his entire life in Limburg. Ever since he can remember, his parents would take him to the Rotterdam area during holidays as they had their roots and relatives over there. “During these trips I got fascinated by big ships”, tells Ronald, whom as long he remembers has loved drawing these big seagoing giants, “I must have started when I was about 5 years old.”

After finishing high school he had to make a difficult choice between becoming a seaman or an artist. “After many sleepless nights I finally decided to choose the art academy in Maastricht close to my place of birth, but with pain in my heart.” There he studied advertising and illustrating, and after his studies he made a living as a designer of packaging material. “In my spare time I spent every minute on maritime art either at home in my studio or in my second home in Hoek van Holland near Rotterdam spotting big sea ships.”

Recently he has retired and is now able to spend much more time on his hobby, making both drawings and watercolours. He has started teaching to a small group of young artists, but everything in an easy-going way. “I do not like to rush at all, which by the way..."
is the only thing I do not like about commissions from Seatrade, as they always come in with very short deadlines”, Ronald laughs. 

“I limit my work to maritime art”, and adds with a smile that he makes an exception from time to time for female nudity. Most of the time he paints from a picture of a ship as example; this for practical reasons because when he has a good view on a ship that is en route the ship is often gone “before I have picked up my pencil, or when a ship in port is moored at the quay I would need a boat because on the quay I could not see the whole ship and the angle would be all wrong. Bear also in mind that it takes a few days to get all the details on the canvas and these days ships do not stay that long in port anymore.”

In the early days he only painted what he liked to paint, but soon his work was discovered by various people in the shipping industry. Nowadays he paints more often what other people want him to paint, although in order to keep enjoying his hobby he does not like to follow strict instructions.

Today he is one of the best Dutch maritime artists in his field and he has been involved in a lot of projects over the past decades. Every year a new series of maritime greeting cards by the artist is issued. He has also published a series of books with paintings and has made illustrations for other maritime works. He has exhibited a lot, mainly in Holland but also overseas.

At Seatrade we discovered Ronald a few years ago when we saw a painting from his hand in the maritime artist corner of Shipping Clippings, a daily newsletter issued via the internet. We took three paintings that he had in stock. At that time Ronald had a lot of paintings of Seatrade ships, “just because the hull is white these ships are ideal: it is a challenge first and foremost, a white ship on a white canvas and try to make the painting come alive”. Now we order watercolours of specific ships for specific occasions.

Ronald keeps a low profile and does not do aggressive marketing. He does not want to be some production unit, as he is afraid that he would loose satisfaction. Just like many other real artists he wants to enjoy his hobby and improve his skills, and he would get less satisfaction by just becoming rich.

Paul Brouwer
Seatrade Antwerp
In our challenging business, nothing is more rewarding than a satisfied customer. One who tells us his campaign has been a success story, principally thanks to Seatrade and the first-class service we were able to provide. That’s exactly what happened during Fresh Fruit Maroc’s just completed 2012/13 program for USDA cold treatment citrus to the U.S. East Coast.

While specialised reefer vessels and Seatrade have participated in the Morocco to North America program for many years, fruit loaded on these vessels has always been destined for receivers in Canada and therefore not subject to the same U.S. Department of Agriculture regulations. This past season and for the very first time ever in the history of the Moroccan citrus export trade, specialised reefer vessels were utilised to successfully carry fresh citrus under stringent USDA cold treatment protocol destined for consumers in the USA.

In recent years, the USA has become an important and growing market for Moroccan citrus, especially after the signature of the free trade agreement between both countries. In years past, the growing volume of Moroccan fruit designated for USA receivers was shipped in reefer containers on regularly scheduled container lines into their normal ports of call. This proved to be an often difficult option for both shippers and receivers, as the performance of the containers to effectively complete cold treatment was less than stellar and the performance of the container lines often resulted in delays and unforeseen costs.

During the 2011/12 season, FFM inaugurated a trial program of shipping to the USA market on specialised reefer vessels. That program used the port of Wilmington, Delaware’s cold storage warehouses to undertake the cold treatment protocol for the consignment of USA destined fruit only after the fruit had landed in the USA port. While the port was able to successfully fulfil the cold treatment protocol requirements, the delay in the start of the treatment meant delays in reaching the marketplace. For the 2011/12 season, the majority of cold treatment fruit continued to arrive in the USA market via containers. FFM has an exclusive relationship with the Port of Wilmington which dates back to the
year 2000 and in that time they have moved more than a quarter of a million pallets through the port’s facilities.

Under the prescribed cold treatment protocol, fruit must be precooled to the required treatment temperature before the treatment period can commence. For years, FFM considered the option of undertaking the cold treatment program on board of reefer vessels during the ocean transit, as is done with programs out of Spain and South Africa. The major obstacle to reaching this goal has been the lack of cold storage facilities at the load port of Agadir. This changed about two years ago when a group of investors transformed an old, contaminated fish cold store into a state-of-the-art cold store dedicated exclusively to the handling of fresh fruit. This development has provided FFM with the ability to precool to the required treatment temperature prior to vessel loading. Treatment can commence soon after the hatches have been closed - thereby offering a tremendous reduction in delivery time from farm to table.

With this new capability and taking into account the very poor performances of the container lines during previous seasons, FFM didn’t hesitate before signing up for a 10-vessel program for the 2012/13 season’s USDA cold treatment trade. Successful completion of on-board cold treatment allowed FFM to have a successful season in the marketplace. As a result, the table has been set for continued growth in the volume of Moroccan fruit destined for US consumers.

Howard Posner & Mustapha Maarouf
Seatrade USA & Seatrade Antwerp

To insure successful compliance with the protocols, these cold treatment programs require a complex coordination of the fleet and with the vessel managers, operators and on board crew. Vessels must be certified to undertake the treatment and certifications must be renewed on a regular basis. The certification (or recertification) is done by inspectors from the USDA and is either done while a ship is in a US port - empty and sitting alongside - or otherwise requires having to arrange for a USDA inspector to travel abroad to meet up with a vessel - a cost that is borne by the pool, in expectation of future business.

Scheduling presents the next challenge, as certified vessels must be positioned to load ports meeting the required schedule of the shippers. Delays are costly; so much attention is placed on properly anticipating the needs of the shippers in terms of both vessel size and timing. It’s a complicated ballet and kudos should be given to the vessel management team in Groningen for coordinating much of the successful preparation of vessel and training of crew. Seatrade has maintained a flawless record of successful cold treatment voyages over a number of different trades for many years.

Seatrade keeps in close contact with the USDA to insure upkeep with changes in protocol for both vessel and on-board treatment. As well, we work closely with the personnel to ensure an open line of communication with both local inspectors and those responsible for writing and maintaining the protocols.
Beginning 2013, Lady Korcula and Lady Racisce joined the Seatrade pool. The two sister ships were built in 2000 by the Split shipyard (Brodosplit) in Croatia which once again proved their expertise in building sophisticated reefer / container ships of high quality and long lifetime.

The ships were ordered by the Croatian shipping company Mediteranska plovidba of Korcula, operating them until 2003 when the management of the ships was taken over by Korkyra Shipping, another shipping company from Korcula, Croatia.

The main characteristics of the ships, with perfect balance of the underdeck pallet intake and container capacity on deck, were defined by the Buyers who had a longtime experience in the transport of refrigerated goods, especially bananas. Final design was worked out in cooperation with the Split Shipyard's naval and technical experts.

The owning company is Lady Navigation, after which each ship has been named a "Lady" followed by the name of the town "Korcula" respectively "Racisce" located on the Adriatic island of Korcula. Both places were well known for their maritime history and seafaring tradition of their people.

Upon delivery from the shipyard, the ships were first employed in the Leonina pool operated by Cool Carriers of Stockholm (later re-named LauritzenCool and today known as NYKCool) and were trading on major banana transport routes, from Ecuador to USA and Japan as well as from Central America to Europe, mainly to Antwerp and Sheerness. In 2009 the sister ships were taken on 3 years’ time charter by Great White Fleet and were employed in transport of Chiquita bananas from Central America to Europe and to the Mediterranean area.

Since early 2013, the vessels have been operating in the Seatrade pool where these ladies are now employed in the Rayo trade, connecting Surinam, Ecuador and Peru with the UK and Continental Europe.

Franica Matic Sain
Korkyra Shipping
Taking place on board the "Willem Barentsz", an old schooner, the Annual Meeting of Members of the Seatrade Reefer Pool on 16 May 2013 tested the sea legs of our Members at an all day sailing event, leaving from Amsterdam at 09:00 in the morning and returning only in the evening. Heavy rain and wind could not spoil the constructive atmosphere of the meeting, during which the Pool management offered Mr Peter Ballreich of Thien & Heyenga GmbH, who stepped down as Advisory Board member this year, a water colour painting of one of his favourite vessels, mv Mahone Bay.

Adinda Scheers
Seatrade Antwerp
As member of the Customs Diving Team you have to be quite a tough guy. The search for hidden drugs sometimes requires diving to depths of eighteen or nineteen meters, below giant super tankers. Safety first is the slogan. These dives require an excellent preparation and a permanent safety line with colleagues above the surface.

In the workshop of the Customs Diving Team, located in the Botlek area of the port of Rotterdam, the early shift is about to go home. It’s close to three o’clock when this team is being relieved. The men of the late shift collect their gear and stow all into a van. This afternoon an inspection has been scheduled in the port of Flushing. While they are about to dash off, the phone rings: The Maritime Police Rotterdam-Rijnmond is requesting assistance. In the ice cold water near the Wilhelminakade someone has been reported missing. Would it be possible for the Customs Diving Team together with their submarine robot (called a “ROV”) to render assistance for a Search And Rescue mission? Searching for missing persons or corpses is not a primary task of these divers. Each request is measured individually. In this case the director of Customs Rotterdam Port, grants permission for the search operation, upon which the diving team is split in two.

A BANANA BOAT FROM SOUTH AMERICA

Two divers and two assistants are on their way for the scheduled inspection in Flushing. On the quay in Flushing-Oost they wait to board the Jan van Gent, the customs patrol vessel for this area which will serve as their diving support vessel. After bringing all their gear on board it takes about 15 minutes steaming to reach the Liberian flagged mv Elvira. This reefer vessel has completed a voyage from South America to Flushing and has been selected by the Customs Control Centre (CCC) for an inspection.

‘The CCC makes risk analysis of sea going vessels, en-route to The Netherlands’, explains diving assistant Gerben. “We investigate which ports have been called prior to arriving in The Netherlands. When an increased or high risk is detected, the CCC informs us when and where the vessel to be inspected is due. From our base in Rotterdam we work in all Dutch ports, and sometimes even on open seas, far out of the visibility from the ports. This increases the probability of apprehending of criminals which may await the vessel ashore’.

When the Jan van Gent arrives near the Elvira, a bunker barge is moored alongside the refrigerated vessel. The skipper of the barge is given the option: depart immediately or stay alongside until the diving inspection has been completed. The skipper opts for the latter, as his bunker operation will last quite a while. “We rather would not have had this barge here, but we will work around it”, says Gerben. ‘For the divers these additional couple of metres are not a problem. According to Gerben the Elvira - 152 metres overall length and a width of 23 metres - is not particularly large. And with only 8.5 metres draft this does not pose as a complicated dive. ‘When we have to inspect a VLCC, we are working at depths of 18, 19 metres. You are talking about ships with a length of four soccer fields, above your head’.

DRY SUITS AND WET GLOVES

Before the underwater job starts, the team on the Elvira has to follow a safety protocol. Diving assistants Egbert and Gerben board the Elvira via a rope ladder, together with two crew members of the Jan van Gent. They report to the master. The master gives full cooperation. He shows the inspectors the vessel’s logbook as well as other documents which give an overview of the vessel, its cargo and crew. Egbert and Gerben discuss with the master what
the diving team will do and make a safety inspection on board the vessel. The master signs a "Safe to Dive Certificate", in which he acknowledges to have taken all necessary safety precautions. It is for example prohibited to use the main engine while the diving inspection is being carried out.

The two crewmembers of the Jan van Gent - also both customs officers - stay on the Elvira to supervise the operation on board: one on the bridge and one in the engine room. Thereafter another briefing takes place, during which they divide their duties and review once more the details of the dive. Then comes the moment that divers Peter and René gear up. As the team now only counts with half the divers, due to the unscheduled job in Rotterdam, only Peter will dive. René stays on board the Jan van Gent as back-up diver, in case his colleague requires assistance.

The divers use full face masks and dry suits. These protect them against the cold, but also against contaminated water. Recently the team started using dry suits made out of tri-laminate, a very strong type of plastic. These suits are much more flexible than the thick rubber suits which were used in the past. Only their hands will get wet. This is a deliberate choice. René explains: "there are special dry gloves, but you will hardly have a sense of touch. Below the hull of the vessel we mostly work by groping, and by using the thinner, wet gloves we can feel much more". René shows a pair of old gloves. The finger tips have been completely worn. "Yes", he mentioned with a smile, 'ships hulls and diving lines are quite rough'.

**CATCH A BREATH**
As soon as Peter has submerged, nothing but air bubbles and the gleam of his diving flashlight are visible. Eventually even those disappear as well. With communication equipment, installed in his full face mask, Peter is in radio contact with diving assistant Egbert, who is standing on the aft part of the Jan van Gent. He is also responsible for monitoring the safety line to which Peter is attached. Below the hull of the vessel the diver is inspecting all possible areas where contraband could be hidden. Known areas are the stabilisation fins, sea-inlet chests, as well as the rudder-coaming. But he also inspects the rest of the hull. Smugglers sometimes use magnetic plates which are attached to the vessel’s hull in random places.

"When smuggling takes place below the surface, in most cases the crew of the vessel have absolutely no idea" says Gerben. "Divers attach their contraband mostly in tropical ports. You notice that shipping lines and ship owners do their utmost to make life as difficult as possible for smugglers. For example grids of sea-inlet chests which normally are bolted, have been welded instead. However, criminals are inventive and quite persistent".

In the meantime Peter is still below the hull of the vessel. Egbert is receiving short reports through his headset. The diver is making frequent contact, so the diving assistant knows exactly where he is carrying out the inspection below the hull. From Peter’s observation it becomes clear that the visibility is relatively good. This usually is quite different. This time no contraband is found. When Peter surfaces, he first has to catch his breath. During his dive, one of the auxiliary engines of the Elvira was running. The noise of the auxiliary engine is multiplied under water and is quite nerve wrecking. It also makes breathing more difficult. An un-experienced diver would no doubt have called it a day.

Is the team disappointed that nothing has been found? No. They do their job with great pleasure. Obviously a find is quite a thrill, they openly acknowledge. On their way back to Rotterdam they have phone contact with their colleagues, who were to search for a corpse near the Wilhelminakade. Also they did not find anything, but obviously there no one is disappointed...

All photographs: Ton Harland Fotografie
The company counts with a third party liability insurance cover up to 2.5 million dollars. Even though this milestone has been achieved, the goal is to bring the insurance costs down further, by adhering to a strict health and safety code, focused on accident prevention.

Headed by General Manager Jorge Bravo Miranda, the company is since six years part of the 360 Quality Association and since 2012 a fully certified affiliate member of same. This meant years of preparation in setting up procedure manuals, training staff, certifying equipment and successfully passing multiple audits. Proudly the company’s management team has participated in several Fruit Logistica fairs in Berlin over recent years, actively promoting their services to interested shipping lines. The spirit of 360Q is alive within this stevedoring company, and is actively being promoted from the forklift driver up to the management team.

Frequently intra-company courses are being organised, to make sure all staff adhere to the latest version of the 360Q code. Simultaneously considerable investments have taken place over the past two years to renew all equipment and machinery. New forklifts were purchased late 2011, while during early 2013 a big order for brand new container spreaders was placed with a specialised factory in Spain. All cargo slings come from certified providers in The Netherlands and Belgium and are periodically renewed.

Ever since Seatrade started with a new dedicated “banana run” out of Colombia and Costa Rica in late 2005, the company has used the same stevedores in Moin, Costa Rica. This stevedoring company is called “Cooperativa Autogestionaria de Trabajadores de Servicios Portuarios de Carga y Descarga y Afines, Responsabilidad Limitada”. Needless to say that such a long name is hard to pronounce and even harder to remember, so thankfully the cooperative members are using a shortened version: “Coopeunitrap, R.L.”.

This cooperative was created on 1 October 1990, by independent stevedores from Limón, with the goal to improve their socio-economic situation. After staff training from Infocoop, teaching these stevedores how to run a company, they were ready to act as an independent stevedoring company. Effectively the company started to operate as of October 1995, and since then - as is usual in each company - many adjustments and improvements took place. The first 10 years were very hard for this young company, and several management changes had to be implemented until the company reached its present structure.

Nowadays Coopeunitrap is part of the “Grupo del Sol” group of companies in Costa Rica, a group which participates and has ownership in some 15 different logistics companies, the bulk being Limón based. Coopeunitrap no longer is solely active in Puerto Moin, handling refrigerated vessels - nowadays also Puerto Limón is of key importance to this company, attending container and ro-ro vessels. With over 250 staff, Coopeunitrap is now the biggest stevedoring company on Costa Rica’s Atlantic Coast.

Security is a hot-topic in Costa Rica: unfortunately the country is being used as a transit centre for illicit drugs. Since six years Coopeunitrap is affiliated to BASC, of which the last three years as a certified member. Recently, on 22 February 2013, the company again re-certified for another year as a full BASC member. Health and safety are equally important, with Coopeunitrap paying the lowest premium in the local market, due to an ultra-low incident and accident ratio, and without a serious accident over the last three years.
The most recent activity has been to promote the 360Q code among port authorities and shippers. In February the very first "perfect pallet workshop" was held in Coopeunitrap’s own training centre in downtown Limón. While management had hoped to have about 15 participants, effectively over 40 persons attended this very first 360Q meeting for third party users. All participants were pleased to see that Seatrade’s stevedores take great pride in adhering to this quality code and wanted to know more. Follow-up meetings have been planned, while the ultimate goal is to make Japdeva, the port authority running the ports of Puerto Limón and Moin, a 360Q member as well.

Cadesa, the other large stevedoring company in Limón and also part of the Grupo del Sol holding has recently decided to also team up with the 360Q network and has in the meantime become an affiliate member as well - noticing the success Coopeunitrap has had over the past years in working to today’s status has set a clear example. Just on 17 February 2013, Coopeunitrap had their operating license renewed by the port authorities for five years - a clear example that this cooperative is ready to face future challenges and will be active in many more years to come.

Jorge Bravo & Johnny Fung
Coopeunitrap

World BASC Organization is constituted as a non-profit organization under the laws of the state of Delaware (USA).

WBO is led by the private sector whose mission is to secure and facilitate international trade by the establishment and administration of global security standards and procedures applied to the supply chain of international trade.

Global business organizations that are committed to working together on common purpose of strengthening international trade through the implementation of internationally recognized security standards and procedures may join this Organization.

WBO Member Countries: Colombia, Costa Rica, Ecuador, El Salvador, Guatemala, Haití, México, Panamá, Paraguay, Perú, República Dominicana and Venezuela

Certified Companies in Non-BASC Countries: Chile, USA

For more information check out www.wbasco.org
On Sunday 5 May the Dutch Embassy in Lima, Peru organized ‘¡Pedalea naranja, Vive verde!’, a 14-km cycling tour around Lima, with a shorter version for children. Being a -Dutch- preferred service provider for Peruvian fruit exports, Seatrade of course had to sponsor the event with members of Seatrade Peru and their families joining in the activities!

Departing at 11:00 from Parque Grau the usually congested streets of Miraflores and Barranco were soon coloured orange by cyclists, raising awareness for this green mode of transport. On their return to the park, the crowd enjoyed the activities at the Plaza Holandesa where some Dutch specialties could be tried while listening to a jazz band, and kids could take part in a variety of traditional Dutch games.
After many years having office and operational activities separated and spread across Limón, Coopeunitrap decided late 2011 to make a radical change, and have a purpose-designed building constructed, in which to house all office staff, serve as operational headquarters, storage of stevedoring equipment & materials and - last but not least - have an in-house training centre for employees and interested parties.

This new office building was inaugurated in October 2012, having all the amenities and fitting the needs a 21st century stevedoring company requires. It's located at 9th Street, between 4th and 5th Avenue in the Bellavista neighbourhood of downtown Puerto Limón, Costa Rica. The front of the new Coopeunitrap building is so unique in Puerto Limon that it serves already as an example for other office building projects and is - just six months after its inauguration - already considered a landmark.

During the inaugural party some 75 guests attended - among the special guests were representatives of Seatrade Costa Rica, Grupo del Sol, Fyffes Costa Rica, Crowley American Transport, Cosiarma, and Hapag Lloyd. The honour of cutting the ribbon was for Mr Jorge Campabadal of Crowley, being Coopeunitrap's first customer back in 1995. A government delegation composed out of some 25 persons also attended, counting with important members like Mr Freddy Gonzalez (president of Infocoop), as well as representatives of other governmental entities, alike from various local churches and educational institutions.

After some emotional speeches, reflecting on the history of the cooperative, it was time for entertainment, fireworks, snacks, drinks, and a lavish dinner.

Pieter Hartog
Seatrade Costa Rica
UNITED IN BASKETBALL

It shows the discipline that involves the lives of every crewmember, that even with pressure, difficulties and not the best of weathers, constancy remains. This would not be possible without the input and belief that being reunited would be great. As the proverbs convey, “In Union there is Strength”. Combining the various departments onboard to form one -The Dream Team as the group calls it, allows one motive to dominate, as it is comparatively easy to achieve a certain unity on our vessel. We do have individual abilities that win the game, but our teamwork wins champions. More importantly, camaraderie among the crew keeps a harmonious bind and work related commitment that enables to surpass feebleness as we always consider ourselves young and vigor sailors.

In general, we are the Officers and Crew of TRITON "SANTA LUCIA," as we Think Reliance and Induce Training in Ourselves we will be Nimble.

Seeking the Active Nature of Teamwork and Advancement
Leading to the Unimpaired Character In Aspect.

ACROSS THE OCEANS

Herewith a photo of three beautiful ladies transitting the Panama Canal on 16 June 2013. The Falcon Bay approaching Gatun lock while the Fortuna Bay southbound moving into the second lock and on top the Elsebeth leaving the last lock.

A very rare occasion but unable to get the best shot.

Best regards
Capt. Catcatan
Falcon Bay
DO I MAKE YOU PROUD?

I never be, the one who raised my hand;
That was not me, and now that’s who I am,
Because of you; I’m standing tall,
My heart is full of endless gratitude;
Because of you I’m stronger now.

The years passed by;
But still I always try,
Just to make you proud;
Of what I’m now.

This is what I dreamed about;
But the only question with me now,
Is do I make you proud?
Stronger than I ever been now;
Never been afraid of standing out;
Do I make you proud?

Now I’m here, standing still;
Facing storms, keep holding my anchor,
Proud of who I am;
Proud of what I have.

by: rico m.d.
mv falcon bay
VISITING THE PACIFIC ReeFER

Seatrade’s New Zealand Liner Service has been calling the Pacific island of New Caledonia, and more specifically the port of Noumea, since 1999. During its recent call at the French special collectivity, an enthusiastic group of students boarded the Pacific Reefer to learn more about ships, shipping and operations.

This visit was really interesting. I had never been on board a big ship such as the Pacific Reefer. I discovered a lot, and learned a lot too. I had the chance to climb up the top of a crane! It was a great experience that I would repeat willingly. I’ll keep a really nice memory of it.

Thank you so much to the Captain of Pacific Reefer, to the very nice Russian crew and also to Mr. Klein (SEATRADE Noumea Agent) and Mr. Calmy (Teacher at EGC / Ecole de Gestion et de Commerce) who made this visit possible.

Estelle Jamin / Ecole de Gestion et de Commerce, Noumea

DOS CERCAS DE DESAMPARADOS

Since the beginning of operations of Seatrade Costa Rica, we have been using the services of independent document runner César Leiva. Apart from driving around the greater San José area five days a week on his motorcycle for Seatrade, César’s pastime consists of being the trainer of a youth soccer team.

What makes this so special is that all players are from a marginal neighbourhood near San José with a lot of street crime and violence. The players which now all are 14-15 years old have been under the protective wings of César since they were about 8 years old. Recently we donated ’Dos Cercas de Desamparados FC’ a set of uniforms and soccer balls. They now proudly fly the Seatrade colours, playing against professional youth teams like Saprissa (one of Costa Rica’s top clubs).

Pieter Hartog
Seatrade Costa Rica

Pieter Hartog
Seatrade Costa Rica

Pieter Hartog
Seatrade Costa Rica
Koninginnedag in Costa Rica

30 April: for decades synonymous with Queen’s Birthday in The Netherlands and among Dutch people abroad. 2013 marked the very last traditional “Queen’s Birthday”, as Queen Beatrix abdicated and handed over the throne to her eldest son, now King Willem-Alexander. In Costa Rica, this was celebrated during a traditional party, organized by the Dutch Embassy with sponsorship from Dutch companies with offices in Costa Rica, including Seatrade Costa Rica SA. Over 700 persons attended in Hacienda del Sol in Piedades de Santa Ana, on the outskirts of San Jose, enjoying Dutch beer, cheese, herring, and other typical snacks - only after the Dutch anthem had been sung impeccably by a local singer, and Ambassador Mrs Mette Gongrijp had welcomed all guests.

Annual jubilee party

On 5 April 2013 Seatrade celebrated the silver jubilee of AB Alvarez Santiago and the farewell of Chief Officer Johannes, Captain Brouwer, Captain Koningstein, Bosun Dekker, AB Martins dos Santos, AB Silva and AB Almeida.

Seatrade Standard Workshop in Groningen

On 15 May the Seatrade Standard Workshop was held in Groningen. The unique combination of Management, Seafarers, Superintendents and crewing agents being present resulted in some new insights and interesting discussions.
It’s that most dreaded time of the year. It’s time for the annual vacation planning.

First of all, I think it’s important to point out a few distinctions. To an American, holidays and vacations are two completely different things. Of course, neither is mandated by the federal government as time off from work - unless, of course, you happen to be a government employee or banker. Here in this country, a holiday connotes something completely secular and remotely related to U.S. history - excluding, of course, Christmas Day and New Year’s Day. Here’s a list of the 2013 federal U.S. holidays:

<table>
<thead>
<tr>
<th>Date</th>
<th>Holiday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, January 1</td>
<td>New Year’s Day</td>
</tr>
<tr>
<td>Monday, January 21</td>
<td>Birthday of Martin</td>
</tr>
<tr>
<td>Luther King, Jr.</td>
<td>President’s Birthday</td>
</tr>
<tr>
<td>Monday, February 18</td>
<td>Memorial Day</td>
</tr>
<tr>
<td>Monday, May 27</td>
<td>Independence Day</td>
</tr>
<tr>
<td>Thursday, July 4</td>
<td>Labor Day</td>
</tr>
<tr>
<td>Monday, September 2</td>
<td>Columbus Day</td>
</tr>
<tr>
<td>Monday, October 14</td>
<td>Veterans Day</td>
</tr>
<tr>
<td>Monday, November 11</td>
<td>Thanksgiving Day</td>
</tr>
<tr>
<td>Thursday, November 28</td>
<td>Christmas Day</td>
</tr>
<tr>
<td>Wednesday, December 25</td>
<td></td>
</tr>
</tbody>
</table>

Of the ten “officially” declared federal holidays, six are generally observed by most businesses and offered to employees as time off (unless, of course, you happen to work in the retail or hospitality industry, in which case you’re screwed every day of the year). The six include New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas. The others tend to be optional, depending on regional customs and are more commonly referred to as “banker’s holidays”. In the past year, we saw the Christmas shopping season and Black Friday impinge upon the very sanctity of Thanksgiving Day - a day once exclusively reserved for gluttony and football. A growing number of retailers opened their doors on Thanksgiving Day, forcing their employees to push away from the table or TV and get back behind the sales counter.

I remind you that unless you are in the employ of the federal government, employers have no legal obligation to give employees even these federal holidays as time off.

This then brings us to the subject of vacations. Once again, there are no federal nor state or local laws that require employers to give employees paid time off in the form of vacation days. This is purely a voluntary practice and offered only as a “perk” to employees. I’m not sure how current the following is, but this gives some indication of how American vacation time ranks against the rest of the world:

<table>
<thead>
<tr>
<th>Country</th>
<th>Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>Australia</td>
<td>20</td>
</tr>
<tr>
<td>Austria</td>
<td>22</td>
</tr>
<tr>
<td>Belgium</td>
<td>20</td>
</tr>
<tr>
<td>Canada</td>
<td>10</td>
</tr>
<tr>
<td>Denmark</td>
<td>25</td>
</tr>
<tr>
<td>Finland</td>
<td>25</td>
</tr>
<tr>
<td>France</td>
<td>30</td>
</tr>
<tr>
<td>Germany</td>
<td>24</td>
</tr>
<tr>
<td>Greece</td>
<td>20</td>
</tr>
<tr>
<td>Ireland</td>
<td>30</td>
</tr>
<tr>
<td>Italy</td>
<td>20</td>
</tr>
<tr>
<td>Japan</td>
<td>10</td>
</tr>
<tr>
<td>Netherlands</td>
<td>20</td>
</tr>
<tr>
<td>New Zealand</td>
<td>20</td>
</tr>
<tr>
<td>Norway</td>
<td>25</td>
</tr>
<tr>
<td>Portugal</td>
<td>22</td>
</tr>
<tr>
<td>Spain</td>
<td>22</td>
</tr>
<tr>
<td>Sweden</td>
<td>25</td>
</tr>
<tr>
<td>UK</td>
<td>20</td>
</tr>
<tr>
<td>USA</td>
<td>0</td>
</tr>
</tbody>
</table>

First, here is a list of the number of paid vacation days employees are required by government to receive:

<table>
<thead>
<tr>
<th>Country</th>
<th>Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>Australia</td>
<td>20</td>
</tr>
<tr>
<td>Austria</td>
<td>22</td>
</tr>
<tr>
<td>Belgium</td>
<td>20</td>
</tr>
<tr>
<td>Canada</td>
<td>10</td>
</tr>
<tr>
<td>Denmark</td>
<td>25</td>
</tr>
<tr>
<td>Finland</td>
<td>25</td>
</tr>
<tr>
<td>France</td>
<td>30</td>
</tr>
<tr>
<td>Germany</td>
<td>24</td>
</tr>
<tr>
<td>Greece</td>
<td>20</td>
</tr>
<tr>
<td>Ireland</td>
<td>30</td>
</tr>
<tr>
<td>Italy</td>
<td>20</td>
</tr>
<tr>
<td>Japan</td>
<td>10</td>
</tr>
<tr>
<td>Netherlands</td>
<td>20</td>
</tr>
<tr>
<td>New Zealand</td>
<td>20</td>
</tr>
<tr>
<td>Norway</td>
<td>25</td>
</tr>
<tr>
<td>Portugal</td>
<td>22</td>
</tr>
<tr>
<td>Spain</td>
<td>22</td>
</tr>
<tr>
<td>Sweden</td>
<td>25</td>
</tr>
<tr>
<td>UK</td>
<td>20</td>
</tr>
<tr>
<td>USA</td>
<td>0</td>
</tr>
</tbody>
</table>

And second, here is a list of the average number of paid vacation days given in a year to employees in each country (from least to greatest):

1. USA - 13 days
2. Belgium - 20 days
3. Japan - 25 days
4. Korea - 25 days
5. Canada - 26 days
6. United Kingdom - 28 days
7. Australia - 28 days
8. Brazil - 34 days
9. Austria - 35 days (42 for elderly)
10. Germany - 35 days
11. France - 37 days
12. Italy - 42 days
Now that we’ve established that vacation time is a cherished thing, we get to the subject of planning of this precious time away from the office. Notice that I said time away from the office, as it’s virtually impossible to unplug completely from work for any extended period of time. For me, two weeks is the maximum time that can be afforded (both financially and psychologically) away from the office. Any longer than that and I’m forced to have to kill a family member.

So, when, where to go and what to do with this annual time off? When has always been dictated by school schedules, which means a window of about six weeks in July and early August - mirroring the vacation schedule of the vast majority of Americans. This means squeezing into overcrowded places and paying through the nose.

Where to go is always the more difficult decision. We live in Florida, so we hardly need to go someplace that involves two weeks of lounging by a pool or beach. Ten years ago, I bought a time share property, which provides me with a very large, two bedroom resort condo for one week. The thinking at the time was that I could take that week and exchange it for any of thousands of similar sized and quality properties located around the world - with the second week spent at hotels somewhere in the same general region of the country or world. This would give us the opportunity to explore the world, or so I thought.

Reality proved a completely different matter, as it turns out the majority of the world is taking vacation in that same window. That’s when the vacation roulette started.

There’s no point in deciding where you want to go beforehand, when you have to play the cards you’ve been dealt. Over the past decade, this has meant going to places completely out of season - I welcome you to try to spend a comfortable week in Palm Desert or Las Vegas in July, when the average daytime temperature hovers near +50°C. On the opposite end of the spectrum, we’ve taken the risk of booking properties that lacked air conditioning because they were in mountain locations that had average nighttime temperatures of +12°C - only to find ourselves sweltering in the midst of a record heat wave. If not challenged by weather, we have found ourselves forced to take properties much smaller than advertised - squeezing us into a single room - or so far from civilization that going out for coffee became a day trip. It’s a pure crap shoot.

Of course, the rest of the family takes no roll in this entire process. The only rolling that takes place is the rolling of the eyes when I tell them where we’re going. They could care less about the amount of time and effort put into trying to match flights to frequent flyer points. They voice no preference on type of rental car or hotel chain, until they’re actually sitting in the car or hotel room and can freely bitch about the lack of space or comfort. They make no effort to research the destination and plan outings or meals, they simply expect to be entertained and well fed. And if they aren’t kept entertained (or fed), things can get ugly pretty fast. I would equate the job of vacation planning and execution to that of the guy trying to keep the lions entertained while cleaning the cage.

For me, the actual vacation experience essentially involves waiting hours to get into a bathroom (I do have two daughters plus the wife), driving for hours, removing my wallet from my pocket and a lot of standing around holding shopping bags. Thankfully, I don’t live in Italy.

Howard Posner
Seatrade USA
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!

TRIVIA
Did you read this Simply Seatrade?
1. When was the Dutch monarchy established?
2. How many fields of competence are covered in the Personal Development Form?
3. How many days would you need to stay awake to watch the entire sequence film Océan in one go?

JOIN THE COMPETITION:
Send us the Codes and/or the answers to the Trivia by E-mail, and try to win one of three Seatrade watches!
Deadline for your response is 1 November 2013. 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 a beautiful Seatrade watch, which is exclusive to winners of the puzzles in Simply Seatrade. Out of all correct entries we will also draw a winner of an iPod Nano!

The answers of the puzzle and trivia in the December 2012 issue were:
Puzzle: easy code = 987 / hard code = 654 / very hard code: 321
Trivia: 1) Prince of Seas; 2) 3 times; 3) Tarragona and Vado

Thanks for all the entries! The winners this time are Charles Gantz, Anlin Shipping (puzzle - easy), Arie Louwerse (puzzle - hard), Teresa Romero (puzzle - very hard) and Capt. Valerii Iakovlev, mv Luzon Strait (trivia). They will all receive a beautiful Seatrade watch. The lucky winner of the iPod Nano is AT/OT Michael O. Epondulan, mv Comoros Stream. Congratulations!

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

**Vessels operated by Seatrade Reefer Chartering**

<table>
<thead>
<tr>
<th>Name</th>
<th>Cbft</th>
<th>Sqm</th>
<th>Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baltic Klipper</td>
<td>661,636</td>
<td>7,118</td>
<td>2010</td>
</tr>
<tr>
<td>Atlantic Klipper</td>
<td>661,530</td>
<td>7,118</td>
<td>2011</td>
</tr>
<tr>
<td>Lombok Strait</td>
<td>626,011</td>
<td>7,541</td>
<td>2002</td>
</tr>
<tr>
<td>Luzon Strait</td>
<td>626,011</td>
<td>7,541</td>
<td>2002</td>
</tr>
<tr>
<td>Atlantic Reefer</td>
<td>597,139</td>
<td>6,804</td>
<td>1998</td>
</tr>
<tr>
<td>Pacific Reefer</td>
<td>596,925</td>
<td>6,803</td>
<td>1999</td>
</tr>
<tr>
<td>Lady Korcula</td>
<td>590,227</td>
<td>6,906</td>
<td>2000</td>
</tr>
<tr>
<td>Lady Racisce</td>
<td>590,227</td>
<td>6,906</td>
<td>2000</td>
</tr>
<tr>
<td>Hansa Stockholm</td>
<td>590,654</td>
<td>6,687</td>
<td>1991</td>
</tr>
<tr>
<td>Hansa Lübeck</td>
<td>590,654</td>
<td>6,687</td>
<td>1990</td>
</tr>
<tr>
<td>Hansa Visby</td>
<td>587,974</td>
<td>6,653</td>
<td>1989</td>
</tr>
<tr>
<td>Hansa Bremen</td>
<td>587,974</td>
<td>6,653</td>
<td>1989</td>
</tr>
<tr>
<td>Royal Klipper</td>
<td>580,754</td>
<td>6,613</td>
<td>2000</td>
</tr>
<tr>
<td>Comoros Stream</td>
<td>580,754</td>
<td>6,613</td>
<td>2000</td>
</tr>
<tr>
<td>Polaris Stream</td>
<td>564,280</td>
<td>6,495</td>
<td>1999</td>
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<tr>
<td>Polarlight</td>
<td>564,160</td>
<td>6,493</td>
<td>1998</td>
</tr>
<tr>
<td>Elsebeth</td>
<td>549,326</td>
<td>6,226</td>
<td>1998</td>
</tr>
<tr>
<td>Emerald</td>
<td>548,718</td>
<td>6,244</td>
<td>2000</td>
</tr>
<tr>
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<td>548,666</td>
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<td>2000</td>
</tr>
<tr>
<td>Esmeralda</td>
<td>548,643</td>
<td>6,243</td>
<td>1999</td>
</tr>
<tr>
<td>Pacific Mermaid</td>
<td>540,572</td>
<td>6,073</td>
<td>1992</td>
</tr>
<tr>
<td>Atlantic Mermaid</td>
<td>540,026</td>
<td>6,066</td>
<td>1992</td>
</tr>
<tr>
<td>Tasman Mermaid</td>
<td>539,670</td>
<td>6,068</td>
<td>1993</td>
</tr>
<tr>
<td>Caribbean Mermaid</td>
<td>539,648</td>
<td>6,068</td>
<td>1993</td>
</tr>
<tr>
<td>Coral Mermaid</td>
<td>539,634</td>
<td>6,066</td>
<td>1993</td>
</tr>
<tr>
<td>Timor Stream</td>
<td>535,112</td>
<td>6,004</td>
<td>1998</td>
</tr>
<tr>
<td>Agulhas Stream</td>
<td>535,109</td>
<td>6,004</td>
<td>1998</td>
</tr>
<tr>
<td>Benguela Stream</td>
<td>535,109</td>
<td>6,004</td>
<td>1998</td>
</tr>
<tr>
<td>Klipper Stream</td>
<td>535,109</td>
<td>6,004</td>
<td>1998</td>
</tr>
<tr>
<td>Discovery Bay</td>
<td>534,246</td>
<td>5,922</td>
<td>1997</td>
</tr>
<tr>
<td>Southern Bay</td>
<td>533,093</td>
<td>5,924</td>
<td>1997</td>
</tr>
<tr>
<td>Eastern Bay</td>
<td>533,899</td>
<td>5,915</td>
<td>1997</td>
</tr>
<tr>
<td>Hope Bay</td>
<td>531,764</td>
<td>5,939</td>
<td>1996</td>
</tr>
</tbody>
</table>

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

#### Reefer Vessels

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Cbft</th>
<th>Sqm</th>
<th>Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cala Pino</td>
<td>720,000</td>
<td>7,781</td>
<td>1999/2007</td>
</tr>
<tr>
<td>Cala Pula</td>
<td>720,000</td>
<td>7,781</td>
<td>1999/2006</td>
</tr>
<tr>
<td>Cala Palma</td>
<td>720,000</td>
<td>7,781</td>
<td>2000/2007</td>
</tr>
<tr>
<td>Cala Pedra</td>
<td>720,000</td>
<td>7,781</td>
<td>2000/2007</td>
</tr>
<tr>
<td>Joint Frost</td>
<td>139,335</td>
<td>998</td>
<td>1979</td>
</tr>
</tbody>
</table>

* Operating in the GreenSea Pool

### Status 14 June 2013

* All particulars believed to be correct but not guaranteed