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**FROM THE EDITORS**

As we go to press with this edition of Simply Seatrade, the 2014 World Cup is underway. There have been a number of shocking developments in the preliminary rounds, as Spain and England have been knocked out of the competition by a couple of young upstarts. While we always strive to entertain and even surprise you, we will never leave you disappointed here on these pages.

This issue provides us with a bit of history, as we look at the evolution of the banana label and we explore the legend of a marooned 16th Century sailor. We review the challenges of sailing in war zones and take to the desert on an adventure rally. Our world tour includes stops in Curacao and Puerto Bolivar, Ecuador. While Spain has had to abdicate its crown as world football champions, we are proud to let you know about our long relationship with Spanish citrus champions, Citruship. Kick off the shin guards, sit back and enjoy, there’s plenty more where that came from.
So far, 2014 has been a colourful year. A year in which people of different origin, race, gender and religion were mobilised and united in more than one way. We embarked on the impressive Olympic Winter Games in Socchi, Russia, went onwards to the first celebration of “King’s Day” in the Netherlands, continued to an exuberant Eurovision Song contest in Denmark and eventually arrived in the land of soccer and samba to enjoy the FIFA World Cup! In Belgium and the Netherlands, the run-up to ‘Brazil 2014’ gave rise to madness of great magnitude. We saw cars, people, offices and even entire streets being decorated in the national colours. Surely soccer mania reached unparalleled levels in other countries as well.

The overall shipping industry is less colourful and still stuck in a vicious cycle, and this is particularly true for the container segment. Although new ships may give carriers lower slot costs, the supply/demand dynamics are out of balance and freight rates remain very volatile.

This is being accentuated and extended by the constant delivery of new ships. The global cascade is now hurting the balance of many trades. The supply/demand imbalance coupled with the desire by most operators to protect their market share is a toxic mix for overall profitability. This is why all focus is now on reducing costs with all major container carriers.

In the reefer segment the year started off promising. Unfortunately the market slipped on a combination of a lack of chartering activity from Chile and Ecuador, and shortage of fruit from Argentina. The political crisis in the Ukraine is another factor that continues to hinder the banana trade into the Black Sea and therefore also the demand for reefer tonnage.

On a more positive note, demand from Falkland squid rescued what might otherwise have been a difficult season for both the large and small segment. The fleet that is employed in this trade will stay ‘off’ the market until early July and later in case of self-inflicted congestion at the discharge ports.

Within a changing trading environment we are able to participate successfully by providing customised FDD transportation solutions in niche trades offering shorter delivery times, provide flexibility in seasonal volume fluctuations and service ports with dedicated infrastructure.

In the shipmanagement field, the annual crew agency meeting, hosting a mix of Dutch, Filipino and Russian participants, passed with flying colours. Next to presentations and workshops in support of crew performance, the programme included a visit to cruise-liner builder Meyer Werft in Papenburg (Germany), a tasty cooking class and a trip to the ‘Zuiderzee museum’ in Enkhuizen (Netherlands).

Over the past months, we further reflected on the Seatrade Standard. A survey carried out in the offices and onboard ships revealed useful information where notes of (constructive) criticism alternated with all-positive feedback. Convinced that the Seatrade Standard has and says it all, it has been decided to say goodbye to our tagline for almost two decades: the Triple S policy.

As usual, the pre-summer holiday season is a time for some thorough spring-cleaning. The following ships underwent maintenance and repairs in dock: Cool Expreso, Messina Strait, Nova Florida, Sierra King, Esmeralda, Mexican Bay, Santa Lucia and Santa Maria.

Seatrade’s Shipmanagement branch is involved in an extensive marketing project. We feel that a new website, brochure and other media with a look and feel of our own, will enhance our image as an experienced and hands-on ‘one-stop’ shipmanager; something we like and are good at!

Last but not least… We are nearing the kick off phase of an extensive new-building project in China under the name of ‘Kiwi project’, which involves the building of specialised reefer containerships. With an equally strong reefer capacity, as our current fleet, the ships will be the biggest reefer in the Seatrade portfolio. The first deliveries are expected in early 2016.

In light of the above developments, we trust that the remainder of this year will be as encouraging as it started, with the Seatrade colours continuing to proudly fly on land and at sea.

The Management
Something we all want and need to be prepared to work hard to achieve: working towards cleaner air. That is one of the things we are working on right now within Seatrade.

By 1 January 2015 sulfur oxide emissions (SOx) from shipping must comply with stringent regulations particularly in the USA and Northern Europe, the SECA's or so called sulfur emission control areas. Just like years ago leaded fuel was banned for your motorcar, and catalytic converters became the norm, shipping is becoming "of age". Gas powered ships; electric ships; solar powered ships? Well, maybe in some cases but just like in the motorcar industry how many plugs can you find at your local supermarket to connect your electric car to the grid and how many petrol stations have the LPG you would need? We would love to run our ships on sea water, but we have not found the scientist yet who is willing to take on the challenge!

So, we must get down to practical solutions, and these are also coupled with the type of ship, trade, age of the ship, and a long list of etceteras.

- Scrubbers to remove the excess sulfur: Sure, they weigh up to 80 tons when in operation...and can cost in excess of USD 2 million (without downtime).
- Electricity: In fact "cold ironing" is already becoming more frequent on certain fixed trade lanes; come alongside the quay and plug in!
- Natural gas: Absolutely, though you will run out of gas after a few days...

So, these technologies are in their infancy when it comes to practical implementation in wider deep sea or ocean going shipping, with effective use for now restricted to very specific types of ships or trade lanes.

So, what can we do? In the majority of the cases we will have to use ultra low sulfur fuel (with a maximum of 0.1% sulfur) and problem solved... Well yes, but it is not that simple! In general the only readily available fuel with a maximum of 0.1% of SOx will be Marine Gas Oil, against the regular Low Sulfur Heavy Fuel, which is used today for a maximum of 1% SOx.
The devil is in the detail and here our engineers ashore and on board are working round the clock to ensure that our vessels are ready with systems in place. The simple explanation is that Heavy Fuel Oil is a high viscosity product that needs heating to pump it around the vessel and into the engine. For this all the fuel tanks and systems are designed accordingly and the fuel can be up to 140 degrees Celsius by the time it is injected into the main engine. Gas oil has a flashpoint of 60 degrees Celsius and is fluid.

So, this is where the engineers need to organise many things: You cannot change the fuel type the moment on your board GPS shows you are getting to the border, by just pressing a button and “presto”. The result would be like throwing water into your frying pan...We don’t want this to happen on our ships! So, we must first cool down the systems before we can switch over, and this is where it gets complicated. Changing over fuel types can take up to six hours prior to actual crossing the compliance zones. Our technical department has happily taken the challenge.

All our designated Marine Gas Oil tanks on board must be clean and free of high sulfur fuels; something we must work on, ensuring our on board protocols are simple yet effective.

We need to run the ships with this lighter gas oil within the ECA areas, and the associated costs need to be absorbed. It is expected that this gas oil can cost between USD 300-400 per ton more than the present low sulfur heavy fuel, not an insignificant amount considering our vessels can burn between 20 and 70 tons of fuel per day. There are still many question marks regarding availability both in Europe and the USA, although many oil majors have stated they are ready, with little more detail.

For the various trades operated by Seatrade which encompass ECA sailing we will timely engage with each individual customer to explain the implications and the specific costs (i.e. BAF) required ensuring cleaner air.

We will be ready for 1 January 2015 and look forward also to cooperate with the relevant port state control units in Europe, Scandinavia, Russia and the USA for the mandatory inspections and ensure that we comply.

Philip Gray
Seatrade Antwerp
Based on a presentation by Vincent Peeters, Seatrade Groningen

INFORMATION ON SOx REGULATIONS - Source IMO

SOx and particulate matter emission controls apply to all fuel oil combustion equipment and devices onboard and therefore include both main and all auxiliary engines together with items such boilers and inert gas generators. These controls divide between those applicable inside Emission Control Areas (ECA) established to limit the emission of SOx and particulate matter and those applicable outside such areas and are primarily achieved by limiting the maximum sulfur content of the fuel oils as loaded, bunker, and subsequently used onboard. These fuel oil sulfur limits (expressed in terms of % m/m – that is by weight) are subject to a series of step changes over the years.

The ECA established are:
1. Baltic Sea area;
2. North Sea area
3. United States Caribbean Sea area

Most ships which operate both outside and inside these ECA will therefore operate on different fuel oils in order to comply with the respective limits. In such cases, prior to entry into the ECA, it is required to have fully changed-over to using the ECA compliant fuel oil, and to have onboard implemented written procedures as to how this is to be undertaken. Similarly change-over from using the ECA compliant fuel oil is not to commence until after exiting the ECA. At each change-over it is required that the quantities of the ECA compliant fuel oils onboard are recorded, together with the date, time and position of the ship when either completing the change-over prior to entry or commencing change-over after exit from such areas. These records are to be made in a logbook as prescribed by the ship’s flag State.

The first level of control in this respect is therefore on the actual sulfur content of the fuel oils as bunkered. This value is to be stated by the fuel oil supplier on the bunker delivery note and hence this, together with other related aspects, is directly linked to the fuel oil quality requirements as covered under regulation 18 – see below. Thereafter it is for the ship’s crew to ensure, in respect of the ECA compliant fuel oils, that through avoiding loading into otherwise part filled storage, settling or service tanks, or in the course of transfer operations, that such fuel oils do not become mixed with other, higher sulfur content fuel oils, so that the fuel oil as actually used within an ECA exceeds the applicable limit.

However, there are other means by which equivalent levels of SOx and particulate matter emission control, both outside and inside ECA, could be achieved. These may be divided into methods termed primary (in which the formation of the pollutant is avoided) or secondary (in which the pollutant is formed but subsequently removed (Scrubbers) to some degree prior to discharge of the exhaust gas stream to the atmosphere). Application of such methods is subject to approval by the Administration. In approving such equivalents an Administration should take into account any relevant guidelines. As of October 2010 there are no guidelines in respect of any primary methods (which could encompass, for example, onboard blending of liquid fuel oils or dual fuel (gas/liquid) use). In terms of secondary control methods (Scrubbers), guidelines have been adopted for exhaust gas cleaning systems which operate by water washing the exhaust gas stream prior to discharge to the atmosphere, in using such arrangements there would be no constraint on the sulfur content of the fuel oils as bunkered other than that given the system’s certification.
In each Simply Seatrade we present a vessel managed by one of the pool members; the ship’s particulars and the present crew will be introduced. This issue we turn to mv Lombok Strait, managed by Reederei Triton.

**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?

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1. I’m from Vladivostok. This is in the far east of Russia and the largest eastern port. There are modern and beautiful bridges across the bay.
2. I started sailing in 2001 as a cadet while studying at the university. On Seatrade managed vessels in 2003 as ABOT on mv Nova Hollandia.
3. My favourite vessels are Messina/Magellan Strait as they are very specific ships with an uncommon side loading system.
4. To be on the go. Always discovering different places.
5. My favourite port is Willemstad. It is a beautiful and exotic place.
6. Any job you are subject to do - do it in the best way.

---

1. I come from Vladivostok, a big port and city. It is the cultural, sports and tourist centre of the Far East of Russia.
2. I started sailing in 1976 as a cadet. On Seatrade managed vessels I commenced sailing in 2003. My first vessel was a container vessel “Wester Till”.
3. I do not have a favourite vessel. It seems to me it depends on the people with whom you are working. I have good memories of Luzon Strait and Lombok Strait.
4. I like meeting with different people, visiting new places and sailing across the ocean. And I especially like it when everything is well on board the vessel.
5. Vladivostok is my favourite port. It is my home port.
6. To do a job in the best possible way. Be attentive, active and improve professional skills. Do not hesitate to ask advice from Senior Officers and more experienced people.
1. I am from Vladivostok, one of the biggest cities in the Russian Far East and biggest Russian port on the Pacific Ocean.
2. I started sailing in 2004 on board a tanker vessel. In September 2006 I came on board the Seatrade managed vessel Buzzard Bay as deck cadet.
3. My favourite vessel is Lombok Strait because she works an intensive and interesting trade, also Lombok Strait has very specific cargo gear and the possibility to load a lot of containers on deck for a reefer vessel. It’s a very important experience for my future career. And of course I can’t forget mv Sierra Laurel in 2010, her crew was like a one big family.
4. I like most of my job to visit different ports and countries and talking with people of different nationalities, because I can learn something new about the world.
5. My favourite port is Vladivostok, it’s my home port. But I can advise to visit Antwerp, because it’s a really beautiful city with nice architecture, which everybody must see.
6. Look around and think twice before you start to do something!

1. I am from Vladivostok city, but for long time I lived closer to the Perevoznay Bay, where my parents worked in a factory producing glass balls for fishing nets. The Perevoznay Bay is a good place for fish and nature.
2. I started sailing in 1974 as a cadet in the private company FESCO. On Seatrade managed vessels I commenced sailing in 2002. My first vessel was mv Vasiliy Golovnin of FESCO in 2007 when I was a cadet and the first Seatrade vessel was mv Southern Bay in 2012.
3. I think that mv Luzon Strait is my favourite. I like her, because there is an unmanned watch system, also good working condition of mechanisms.
4. I like there is always a need to think about what you will do and how you will do this. It always keeps my mind fresh.
5. Gloucester is my favourite port on this trade, because of good shopping possibilities there.
6. Do not give up anyway!

1. I am from Odessa. This is the most beautiful town for me.
2. My first step on board of mv Buzzard Bay took place in spring 2008. I was signed on as an engine cadet.
3. Lombok Strait, because I often worked there.
4. I like everything in my job, because I love my job, and the vacation.
5. Odessa, as I am living there.
6. Try to get skills which are necessary for your future job. Think safety.
1. I come from the Philippines, the city of Alaminos, in the province of Pangasinan. This is the place where you can find one of the most beautiful tourist spots in the northern part of the Philippines. It’s called One Hundred Island Beach Resort, with white sand and clean sea for swimming and scuba diving. It’s a very peaceful place where you can meet friendly people.

2. I started sailing in September 1988, and started sailing with Seatrade vessel in 2003 onboard mv Kasuga Bay.

3. The Lombok Strait is my favourite vessel because I’m comfortable with the accommodation, each of the cabins has its own lavatory.

4. I like most that I can travel around the world for free and can visit so many different places and work with different people.

5. Any port in the USA is my favourite port, because I can buy different goods for cheaper prices, making telephone calls is also cheaper than from any other place.

6. My advice to young seafarers is, be patient, obey the company policy and your officers and work safely.

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6. My advice to young seafarers is, be patient, obey the company policy and your officers and work safely.
1. I come from Lucena City, Quezon. It is the longest province in the Philippines. It is famous for its Lambanog (coconut wine) and the colourful Pahiyas Festival in Lucban.
2. I started sailing way back in the year 2008 on mv Luzon Strait.
3. My favourite ship is Lombok Strait. I learned a lot on this ship. I met good and special people here. It helped me develop myself very well as an electrician.
4. As a seafarer I enjoy the things that have never been free at home. As an electrician, I enjoy seeing the things I fixed working properly.
5. My favourite port is Gloucester, New Jersey. I enjoy seeing the snow there.
6. For the young seafarers, always be safe, take care of your health and learn to save and invest. Always love your job, as if you love your job you will do the right things.

1. I'm from Sipalay City in the province of Negros Occidental, "The Sugar Bowl of the Philippines", part of the Visayas region where people live simply and peacefully. It does not look like a city; it is more of a municipality because of the preservation of God-gifted nature. This place is one of the reasons to say it's more fun in the Philippines.
2. I started in November 2012 with Reederei Blue Star; then I was transferred to Seatrade in September 2013 when I disembarked in Rotterdam and joined in Portsmouth, UK mv Timor Stream as my first Seatrade managed vessel.
3. As of this time, I've only been on two Seatrade vessels, I would choose Lombok Strait. Firstly, comfortable accommodation/cabin with individual toilet. Secondly it has free WiFi and also we can go ashore with Seaman’s Club free service.
4. My only advice to other young seafarers is to maintain good cooperation with all crew members.

1. I come from Albay, province of Bicol, Philippines. It is where the famous Mayon volcano is situated. The volcano with the perfect cone.
2. I started sailing in 2005, in 2007 I joined Seatrade. My first vessel was mv Southern Bay.
3. Lombok Strait is my favourite vessel because the condition of the engine room and machineries is good and clean.
4. I like everything in my job, work well, meet different people of various nationalities, and you can travel around the world for free.
5. All ports where I can easily communicate with my family.
6. Do your job safely all the time, ask if you don't understand something and never forget to take care of yourself because your families are waiting for you to come home safely.

1. I'm from Brgy. Tarectec San Carlos City Pangasinan. For me, my place is very, very nice because I always experience the happily ever after with my family and all my friends there. During parties like Christmas Ball in December and other parties, all inhabitants of my place help each other to celebrate such parties.
2. I started sailing on mv Martine a bulk carrier in 2011 and started sailing with Seatrade in 2013 onboard mv Cool Expresso.
3. I think Lombok Strait is my favourite vessel, because she's on a liner service and in all ports we can get internet signal, and most of all I have good comrades.
4. As a seaman, the thing I like the most about my job is learning how to speak different languages and how to maintain my patience and humbleness in good and bad situations.
5. My favourite port is Gloucester, New Jersey, because we have free WiFi and also we can go ashore with Seaman’s Club free service.
6. My only advice to other young seafarers is to maintain good cooperation with all crew members.

1. Philippines, I was born in Tondo, Manila and my family moved to a little bit higher place in Cavite, General Mariano Alvarez.
3. Sierra Cazorla, because she stayed for a long time in a port. Unfortunately it was sold.
4. I enjoy cooking, I think God gave me this kind of job. So I cherish and treasure it.
5. Every port in the world except Lagos and some other ports in Nigeria.
6. Love your profession. A well informed seafarer is a better seafarer. May God bless our company and more power.
1. I’m from Rizal Street Brgy. Poblacion Leyte, Leyte, Philippines. It’s a small town situated in the north eastern part of the island province of Leyte in the Visayas region of the Philippines. It’s a town surrounded by green fields and mountains. The main livelihood of my people is agriculture. It’s been formally known as the cleanest and greenest town in all of region 8 (Eastern Visayas).

2. I started my seafaring career here in Seatrade last October 21, 2013 when I joined this ship mv Lombok Strait.

3. Lombok Strait, because it is where I started my seafaring career as a cadet. On this vessel, we only have three ports of destination namely: Gloucester, New Jersey USA; Moin, Costa Rica; and Santo Thomas, Guatemala which makes the voyage short and in all of these ports we have Internet connection which makes it easy for us to contact our families back home.

4. Being a seafarer is not an easy job but there are things that I like in this profession and that is being able to see different places, meeting different people and learning their language.

5. Gloucester, New Jersey USA, because here we have free internet connection, and you can buy almost everything you need for good prices and quality for it’s near to the malls.

6. As a cadet I’m in no place to give good advice for I’m still inexperienced but I will say this: love and enjoy your job for a man who loves his work will most likely be successful in his career; and stay in good health for our body is our capital in this career that we have chosen.

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IN THE PICTURE

MV LOMBOK STRAIT

1. I come from Digos City, Davao del Sur. A place found in the south eastern part of the Philippines. The most spoken dialect here is Cebuano and it is one of the major areas of bananas exported into other near countries.

2. Thanks to the opportunity given by Seatrade/Triton, I started sailing last year 2013 in the month of October.

3. My favourite vessel is of course mv Lombok Strait because I consider it as my second home.

4. I like that it helps me to become more independent in life and aids by giving me some experience; it also enhances my physical and mental capabilities.

5. Since we only visit a few ports, I consider the port of Gloucester, New Jersey as my favourite because there we can have a lot of time to roam and give ourselves more time to enjoy and feel life on shore.

6. Mistakes do not mean failure, it’s better to consider it as a motivator to improve your work as well as yourself, and most of all PRAY.
THE HISTORY OF LABELLING FRUIT

In Seatrade we carry fruit from so many places to so many other places; produced by so many different growers, sold by so many different exporters and bought by so many different importers, and sold onwards to yet other parties. One thing a lot of these products have in common is that they are labelled, whether it is to show its origin, the brand name under which it is being sold, or... We thought it would be interesting to dig into the subject of this labelling and did some research for you.

Labelling of fruit started sometime in the 1920’s. As far as can be investigated bananas were the first fruit to be labelled with a brand name. The oldest written proof of the creation of a brand name for bananas goes to Fyffes.

Elders & Fyffes Ltd, a predecessor of today’s Fyffes plc, was for part of the 20th century a division of United Fruits (nowadays known as Chiquita). Elders & Fyffes though continued having their own distribution, sales, and marketing channels.

During the late 1920’s bananas travelled on the bunch in ships, and were only further processed in the port of discharge, where the hands were cut from these bunches after ripening. Recognition of the Fyffes bananas at retail was difficult, since the only reference to the name were the wooden crates (known as “flats”) in which the fruit was distributed to the retailers, but the fruit was never displayed in those crates at the shops.

The necessity to identify Fyffes’ supplied bananas at the retailers became a matter of urgency when on 12 April 1929 Jamaica Producer’s Association started operations, with its own shipping line. It was the first time that Fyffes was facing serious competition in the UK. Like with most inventions, the solution was rather simple: brand the fruit to make it easier to recognize for the buyer. Although it sounds so easy, the start was far from it: the idea was that the sales agents (not subsidiaries) had to spend extra money and labour to put the company logos on the banana fingers. Glue was far from perfect, and sticking water-soluble gummed paper labels to bananas was complicated and rather challenging.

In July 1929 in support for a national branding announcement, CEO Henry Stockley of Fyffes employed a tough line to force the implementation among all ripeners to start labelling the fruit. The label was referred to as “The Blue Label” - it basically was a simple oval blue label with the brand name “Fyffes” printed across it. Over the next months the labelling process was rolled out across the UK and Ireland. By mid 1930 apparently somebody among the distributors had invented a machine to stick the labels to the fingers in order to save costs, known as the “Tray Labelling Device Type-B”.

Quickly after labelling of the fruit was becoming common, the program was also rolled out on the European continent, and spread like a bushfire. Sometime as of January 1930 the use of the label was introduced into Denmark, Norway, The Netherlands, and France. By 1931 the name could also be seen in Bucharest (Romania), or Switzerland. Lorries, railway wagons, tram wagons, airplanes – putting the banana label as an advertisement tool on anything moving or static turned out to be a major success.

There was some speculation though that bananas from former German Cameroon (Cameroon) might have carried some type of labels even before the First World War, but that information seems enonous, as the first German labels probably date from the 1930’s (long after Germany had lost its colonies in Africa), and the idea of labelling was possibly copied from Fyffes.

These first German bananas were branded as “Deutsche Kamerun Bananen”, by the Afrikanische Frucht Compagnie from Hamburg. German shipping company “Reederei F. Laeisz” operated a steamship service in the early 20th century to Cameroon, which was then a German colony. In 1908 Laeisz had imported into Cameroon some 350 banana plants from Central America and the Canary Islands, and started a banana company under the name “Afrikanische Frucht Compagnie GmbH” (still today known as AFC). With its own purpose-built reefer ships Pungo and Pionier AFC bananas were moved into Hamburg as of 1914.

In the USA in the meantime the labelling of fruit had not caught on like in Europe. United Fruit Company was making trials in the 1930’s with a brand known as “Meloripe”. However, little is known about this brand name and whether or not “Meloripe” labels were stuck on the bananas.
In 1944, during the height of the Second World War, United Fruit introduced Miss Chiquita, an animated banana at times personalised for marketing purposes. This was the first serious attempt in the USA to brand a banana nationwide. The introduction of the brand name "Chiquita" came with radio jingles, newspaper advertisements, and of course also in cinema.

During the early years, United Fruit was experimenting how to put the name and the Miss Chiquita logo to the bananas. Originally a paper band was wrapped around the hands (of five fingers) of bananas.

Similar to Fyffes, the Chiquita label had the same blue colour, and the same oval shape and letter type. The bands were wrapped around the ripened fruit in the USA. This all changed dramatically after the entire banana industry had to go through massive changes in the early 1960's as a result of the widespread "Panama Disease".

The Panama Disease wiped out the Gros Michel variety which was used worldwide as the only banana variety. The new Cavendish variety, though resistant to Panama Disease, damaged very quickly during handling. Instead of shipping entire bunches to the ports of destination, and labelling the fruit after ripening, bananas were now dehanded at the farm, and packed in carton boxes.

The box invented by United Fruit, known still today as the UF21A box, made also that the fruit had to be labelled at the farm. The idea of using stickers started in 1963. As the machines used to place the paper labels were too rough and could bruise the fruit, the new stickers were placed on the fruit by hand.

Banana stickers now came on big rolls and the stickers were put on the green fruit at the end of the packing line, just before the hands were packed into boxes. Soon other banana companies also started to use stickers to identify their bananas.

This led to several court cases in late 1967 and early 1968 whereby United Fruit Company filed for the District Court of Massachusetts against Standard Fruit and Steamship Company (nowadays known as Dole). United Fruit claimed that the labels used by Standard resembled too much their own labels. This case was one in a long series of court cases for the Eastern District Court of Louisiana.

The court ruled that although the Standard label did seem to be of similar shape and colour to the United label, it did not infringe any trademark rights. The label concerned was Standard's "Tropipac" brand name. Standard in turn was forced to put two counter claims against United, stating that United had tried by using different labels to monopolize the colour combinations suitable for banana labels. It was even alleged that United had adopted a labelling programme copied from Standard, and was trying to deceive "the banana buying public" into believing that any banana bearing a label was produced by United.

The battle for colour codes and registered trade marks was in full swing and soon in Europe several banana companies registered their logos and brand names as well – in Germany AFC filed their "Onkel Tuca" brand name and logo back on 19 March 1968, a brand which is still in use today.

Today, major banana companies like Chiquita, Dole, Del Monte, and Fyffes use several different brands. Chiquita is using apart from its Chiquita brand also names like "Amigo" and "Consul". This
has not so much to do with quality, but rather with fruit size or specific markets.

The evolution of brand names in itself also is interesting. As mentioned before, what is nowadays Dole used to be known as "Standard Fruit". Dole has used other brand names like "Cabana" or "Cabanita" as label names. Dole's banana business dates back to the Vacarro Brothers' Standard Fruit & Steamship Company, originally from New Orleans/Louisiana. That company used brands like "Cabana" and "Tropipac", whereby the then new- "Cabana" label was reserved in the early 1960's for the disease resistant Cavendish bananas. Tropipac in turn continued to be used in the 1960's as a brand name for the declining supplies of the Gros Michel bananas. These Gros Michels tasted much better, but were disease prone.

Once the Gros Michel ceased to be used, the Tropipac label continued to be a second brand. When Castle & Cooke of Hawaii, then the owners of the Dole pineapple empire, bought Standard Fruit in the 1970's, they opted to use the Dole name instead. The Cabana brand name became the second label, while Tropipac was retired. Nowadays "Bobby Banana" is another famous Dole label.

And while companies back in the 1960's battled about unique colours and shapes of labels, by the 1980's banana labels went into politics. Some smaller labels were related to controversy, like Misha the Russian bear. This label was never stuck on a banana when the USA decided to not participate in the 1980 Summer Olympics in Moscow.

In Europe there are many labels in use for bananas from Caribbean and African nations (the so-called "ABC nations") which had protective quotas against the "Dollar bananas" up to 2006, when the EU banana quota system was abandoned and replaced by a tariff-only system. This "banana war" was part of a trade battle that let the World Trade Organization to support worldwide "free trade". As a result some ABC grown brands have disappeared since then.

Because of the banana war, most banana stickers and labels in use started to also show the country of origin of the bananas – so instead of using one single label only listing the name of the banana company, now all of a sudden each production division was using unique labels, depicting the origin of the fruit- be it the country name, or with an added letter as a reference to the different production divisions within a country.

A more recent development on banana labels is the so-called "Fair Trade" banana, with label names like Max Havelaar, Fairnando and Transfair, which represent European attempts to promote solidarity with smaller independent growers in many tropical countries.

Still the most famous banana label continues to be Chiquita. The label has been quite uniform since the 1960's and due to the massive PR campaign which has run now for 70 straight years most people associate bananas immediately with this brand name, despite there being older brands like Fyffes.

The history of this descendent of the former United Fruit Company ("UFCO") is fascinating. Historically UFCO had somewhat of a split personality. UFCO was responsible for the development of large parts of Latin America: It built railroads, constructed model towns, set up a general health care system, established schools and research centres and employed thousands and thousands of people. On the other hand there was political controversy and the company became close to a monopoly in the US market. In the end anti-trust actions forced the company to be split up.

Today many of the big banana companies are not the all-powerful companies that once ruled entire countries. Still, the actions of the past reflect on today's business. When Chiquita was celebrating its 100th anniversary in 1999, a series of special commemorative labels were issued for the occasion. They were used for labelling fruit sold across Europe, but never made it into the US market, an apparent reaction from the management then due to bad publicity following a series of articles in a Cincinnati newspaper.

Nowadays the banana companies use the banana stickers to promote school lunches, anniversaries, and sponsor major sport events like the Olympics or world championships. However the EU/WTO controversy mentioned also led to one of the strangest banana labels: a French language protest label was illegally placed on Chiquita bananas in Belgium by local activists.

And what begun as labelling bananas has grown into something much bigger. Nowadays many different varieties of fruit and
vegetables are branded and consequently also labelled. No doubt you have seen labelled oranges, apples, and pears from almost any country in the world. As a result the whole labelling of fruit has turned into an industry in itself. Although it may seem like a nuisance, stickers nowadays are not just a simple public relations tool to promote a brand name.

Today's stickers or labels have more of a function than helping scan the price at checkout. The PLU code, or Price LookUp number printed on the sticker, will tell you how the fruit was grown. Reading the PLU code will tell you whether the fruit was genetically modified, organically grown or produced with chemical fertilizers, fungicides, or herbicides. Basically:
1. If there are only four numbers in the PLU, the produce was grown conventionally or “traditionally” with the use of chemicals. These four letters simply indicate the kind of vegetable or fruit; e.g. all bananas are labelled with the code 4011;
2. If there are five numbers in the PLU code, and the number starts with “8” you are looking at a genetically modified fruit or vegetable. A genetically engineered (GE or GMO) banana would be: 84011;
3. If there are five numbers in the PLU code, and the number starts with “9”, you are looking at organically grown produce which is definitely not genetically modified. An organic banana would be: 94011.

Incidentally, the adhesive used to attach the stickers is considered food-grade, but the stickers themselves are not necessarily edible. This brings us to six interesting facts:
1. Fruit stickers nowadays mostly are edible, made of “edible paper” or other food grade materials, so eating one or two will not harm you. Still, better to just peel them off!
2. The glue is food grade, or so at least the FDA tells people in the USA.
3. PLU codes are the same everywhere and anywhere!
4. Do you find fruit labels hard to remove? Put some scotch tape on them to take them off. Supposedly it works… at least on apples!
5. Fruit “tattoos” applied by laser might in future make stickers obsolete.
6. You can turn fruit stickers into art, provided you have not eaten them. Or start collecting them.

In fact collecting banana labels is something bigger than many people may think. Already quickly after banana stickers became widely used, people have started to actually collect them. The oldest known collectors started somewhere in the 1970's. This meant – like collecting stamps – to keep the collected stickers in books. With the start of the worldwide use of the internet, collecting banana labels took on a whole different dimension. Already back in 1996 the first banana label collections went on line, albeit there are few websites focussing solely on banana labels.

Collecting banana labels seems to be very big in the USA, Germany, Costa Rica and Ecuador. Back in 1996, ‘Der Spiegel’, a weekly German news magazine, had a documentation series about the internet. The fourth and last part was showing a screen shot of someone's banana label web site.

In 2001 several collectors decided to organize the “1st Banana Label Collectors Meeting”, which took place in Munich, Germany and drew 19 participants from across the globe. In 2002 the Botanical Museum of Berlin-Dahlem had an exhibition running for five months called “…ausgerechnet Bananenaufkleber”, where some 2500 labels went on display.

During the 2006 Fruit Logistica in Berlin, several banana label collectors came together as well, followed later that year by -already- the “4th Banana Label Collectors Meeting”, again in Munich.

Some of the known names in the banana label collector scene have elaborate web pages, where all there labels are on display. Becky Martz has at time of writing 14,491 different labels in her collection, while Elvis Velez from Guayaquil counts some 16,000 in his collection.

Some of the top collectors are based in Costa Rica: Walter Ugalde of Cariari (Limon) counts over 18,000 different labels, while Pablo Barquero Lopez from Guapiles (who started back collecting in 1977) now counts over 20,000 labels. It was also Pablo who in 2008 ran the “Banana Labels Collectors Convention”, known as “Ticoban 2008”, which drew collectors from all over the world to Costa Rica.

Banana labels continue to fascinate people. It will still be some 15 years until Fyffes’ “Blue Label” will turn 100, but no doubt there will be many different reasons in the years to come for massive or smaller series of commemorative or special labels, like we have seen for the last half century.

Pieter Hartog
Seatrade Costa Rica
On 2 May 2014 some 40 Dutch motorcycles, cars, and vans crossed the Nicaraguan-Costa Rican border near Peñas Blancas. This was the already famous ‘Oranje Trophy’, which had departed in March from New York and was heading for Salvador Bahia (Brazil) scheduled to arrive there on 12 June to be present during the FIFA World Championship group B opening match Spain-Netherlands. At the time of writing this match has turned itself into soccer history with a massive 1-5 win for the Dutch team.

On that same 2 May inadvertently three motorcyclists with Australian passports, driving New Zealand registered motorcycles also made the same border crossing into Costa Rica. And that’s how contact was made: The organisation for the crossing through Costa Rica of the Oranje Trophy was in the capable hands of Ed Smit of Edventure, a specialised Dutch-Costa Rican travel operator. Whilst Ed Smit was busy guiding 40 vehicles across the border, he suggested the three Aussies to contact Seatrade Costa Rica if their idea was to ship their bikes from Puerto Moin. The Aussies turned out to be in fact very Dutch, and shortly thereafter Aad Schram was in touch with Seatrade’s San José office.

We agreed to meet and several days later the three motorcycles were neatly parked in our parking, to go over the next steps in the tour around the world of “Earth Roamers”. The details for shipment were agreed and the rest is history: see for yourself on the blog of Earth Roamers.

The ultimate goal for the Earth Roamers’ team is to have Mike Schram, Aad’s 18-year-old son, driving around the world on his motorbike, becoming the youngest motorcyclist ever to do this.

Pieter Hartog
Seatrade Costa Rica

Excerpt from the blog:
As much as the first week had been a rollercoaster, the second week was just all systems go and fast forward! The bikes arrived safely in The Netherlands, which meant we were mobile again! A big thank you to the good people from Seatrade in Costa Rica and the many ratchet straps donated by BMS-Triumph Costa Rica. Thank you both! We managed to get motorcycle insurance for Mike, which was not easy! Motorcycle insurance for under 21 year olds and foreigner seemed nearly impossible. Persistency was the name of the game and in the end we found not just one but two options!

Picking up the bikes was dead easy. I am not kidding, this has been the best shipment ever. The Costa Rica side had been perfect already and Seatrade Costa Rica kept their promise and arrived perfectly on time. The boat was due to arrive on Tuesday, it did and we could pick the bikes up the same day! Last year these guys had a 96% on-time score… They hadn’t opened the container when we arrived so we could photograph and film it all, the guys at the harbour were very helpful and interested in what we were doing. It was literally just a matter of removing the straps and ride away… honestly. We rode to Customs who checked the paperwork, asked us about our trip and then we were on the road in Europe! I could hardly believe it. Shipping to New Zealand had been a nightmare thanks to a very dodgy shipping company, shipping from New Zealand had been fine but the Canadian side costed us a week to get the bikes released. But Seatrade has been unbelievable. They normally ship perishable goods like bananas and pineapples for instance, no time for delays here. All the paperwork had already been processed before the ship was in the harbour by Seatrade’s Rotterdam office so that when we arrived all was ok. They also use their own containers, which are to coffee standard and are in perfect condition. Below is a movie Mike made about the last ride in Costa Rica, the shipping and release and pickup in Europe.

For the full story, check out http://earth-roamers.blogspot.nl/2014/06/week-two-what-blast.html
I am not sure how to start this article, but I guess I could open it with a "Hey readers!"

A few months ago my friend Danny and I decided to take on the Antwerp-Banjul Challenge 2014. This is a low budget "rally" that takes us through Belgium, France, Spain, Morocco, Mauritania, Senegal and ends in The Gambia. The goal of this challenge is to support a project in Banjul by buying a car here in Belgium, and selling it when arriving at our destination. The money will be given to a project of our choice, a shelter for children in Bakoteh.

The children shelter was established in order to protect and promote the rights of children and respond in the most appropriate manner to specific situations. Children at risk, such as abandoned babies, street children or child victims of any type of abuse, are temporarily placed at the shelter, until their situation is defined - ideally, for no more than six months. After this period, children can be reunited with their families or guardians, or given up for adoption, foster care or placed in one of DSW's partner institutions such as SOS Children's Village and Sinchu Orphanage. The shelter is also the base of a "child hotline" (199) created for children in need of advice, counseling or immediate rescue from a dangerous or an exploitative situation.

Now you may wonder what Seatrade's role is in this challenge? For that I will have to give you a bit more background information on myself.
Temperature controlled fresh foodstuffs often with limited shelf life is what we carry and care for with our fast, dedicated and direct ocean services.

Serving our customers with a direct service often also means that we do not always carry these cargoes to the most obvious places: to name just a few Syria, Libya, Somalia, Ukraine, Iran, and Nigeria. People in Europe hear what happens in these countries in the world’s daily news and may think with some relief that they live at a safe distance from these countries.

We know that also people living in these countries need fresh foodstuffs. Sometimes getting foodstuffs may actually be part of their daily struggle to survive. Our seafarers sail to the ports of these countries and discharge the fruit or other fresh produce in their ports. Seatrade is open to these challenges and accepts the risks, but not recklessly or without due consideration.

What risks are we talking about? In our earlier enumeration we mentioned Nigeria. You may wonder why. Nigeria lies in the Gulf of Guinea. The Gulf of Guinea is considered a War Risk Zone i.e. an area which is more susceptible to the risk of war defined in the broad sense of the word i.e. including civil war, rebellion, capture or seizure, mines, terrorist actions.

Already back in the 17th century vessel owners could cover the loss of or damage to a vessel against an act of war. In the 19th century when a lot of vessels became victim of various wars, insurers inserted a series of exclusions in their policies.

After the Second World War, war risk underwriters introduced a two-tier premium concept in their policies: Owners pay basic war risk premium giving their vessels a standard war risk cover for worldwide trading between safe ports. Additional war risk premiums are due when the vessel is ordered to sail through or to a war risk area.

These areas are determined by a committee of war risk underwriters. In some areas the risk is not only higher to the vessel, but also to our seafarers. For such trading a kidnap and ransom policy is required. Over the last decade the Gulf of Aden and an ever larger area in the Indian Ocean became notorious for its risk of attack by Somali pirates, whilst more recently the area off West Africa was caught more frequently by piracy.

When our customers request our vessels to trade to ports in these war risk areas or require our vessels to sail through these areas, Seatrade will do so, subject to payment of the additional costs required for the protection of our seafarers and vessels.

Syria, Ukraine and to a more limited extent Libya will sound more familiar to you as countries occurring in our today’s news headlines: Syria and its ongoing sad civil war or Ukraine and the treaty of accession of the Republic of Crimea to the Russian Federation and ongoing tensions in the east of Ukraine.

The lives of the people living in these countries is economically, politically and often militarily not only determined by what their fellow countrymen-politicians decide but also by the way
neighbouring countries react or other countries respond to these
different military or political actions.

People in these countries often suffer and try to survive. As carriers
we are prepared to carry the foodstuffs to ports in these countries
but apart from covering the risks discussed earlier, we cannot go
there without properly taking into consideration the sanction
regulations as well, also known as trade control regulations.

These sanction regulations are regulations imposed by different
authorities of world powers which must be adhered to by any
carrier carrying cargoes worldwide. To name just a few: the US
office of Foreign Asset Control (OFAC) or the US Bureau of Industry
and Security (BIS) or the European Commission. These regulations
are by definition political in nature with resulting vague language,
and ever changing lists of ‘blacklisted commodities’ or ‘blacklisted
persons’.

Since we are specialised in carrying food we have one upside in
this respect. The commodities we carry are rarely commodities
prohibited for carriage to these destinations. Foodstuffs can be
used to feed people only and cannot be used for other purposes.
Furthermore, many of the foodstuffs we carry originate from
countries outside the USA or Europe.

However, the sanctions may prohibit you from being involved in
‘transactions’ with certain individuals or companies or companies
into which these individuals may have a controlling interest.
The lists of these designated entities (or blacklisted entities)
can change daily and could differ depending on the authority
issuing the list. US currency controls could result in Seatrade
being prohibited to pay or accept payments in US currency to/
from designated entities established in these countries or could
even result in Seatrade’s P&I insurer not being able to provide
a security if e.g. local authorities would prevent the vessel from
sailing subject to the provision of a security which may be related
to a minor incident in the port.

Because of the ever changing political environment, because
of the ever changing lists of designated persons, Seatrade must
include a protective clause in its contracts allowing it in the
end not to carry cargoes for delivery to a consignee if e.g. that
consignee became a designated person. Seatrade’s customers
shipping foodstuffs to such destinations should verify if their
customer at destination is not a designated entity. If that is the
case, they should not ask Seatrade to carry the cargoes, but look
for other customers not included on such lists.

For Seatrade there isn’t an ocean too deep to carry its customers’
cargoes in a professional way. As long as both Seatrade and its
customers think alike and both jointly appreciate the hurdles that
must be overcome to achieve that goal, Seatrade will continue to
perform its direct services, also to the less obvious destinations in
a mutually satisfactory way.

Jan De Vrij
Seatrade Antwerp
Just over a decade ago, the Dutch drag race team of Henk Bresijn received an invitation from Frank Brandao, owner of the famous “King Kong” car and head of promotion of drag racing in Curacao, to come over to Curacao for a drag race event. So back in the days Henk, who besides customs broker is also a huge fanatic of drag racing and owns over 20 cars, went with a delegation of teams to Curacao.

January 2014, ten years later, the second invitation was received, and the team again needed to find a way to get all their cars to Willemstad, Curacao. As my personal connections from the past still existed, the way to Seatrade Rotterdam was fast and easily found. We found StreamLines willing to sponsor the event and the cars were shipped from The Netherlands to Curacao and back. In total six cars from The Netherlands were participating, which all fitted nicely in three 40-foot containers and were shipped out on mv Eastern Bay. In less than 12 days the containers travelled over 8,000 kilometres, were received on site and all cars were unloaded in perfect condition.

"Suzy Q" one of the cars owned by Henk, is driven by his wife Kirsten. It is a Plymouth CUDA from 1970, has a 700HP engine and goes from 0 to 100 kilometres per hour in one single second. Another car named “Wilder at Heart” is a so called funny car, it is a replica of a Dodge Charger and has an astonishing 2500HP and goes from 0 to 160 kilometres per hour in less than a second. To give you a comparison, the famous Bugatti Veyron goes from 0 to 100 kilometres per hour in 3.5 seconds; rather slow if you ask me....

The exposure of StreamLines was arranged perfectly. StreamLines agreed to let the containers stay at the festival site and so “Kamp Holland” was born, decorated with StreamLines flags and containers. All Dutch cars received a StreamLines logo, which meant StreamLines was the most visible sponsor at the event. The name of StreamLines, including pictures, were visible on social media, local television and radio stations in Curacao.

For an island as small as Curacao, drag racing is very popular. The event started with a line-up of all cars driving from the event area to "Brionplein" in the city centre. In total over 150 cars and bikes from Curacao, Aruba, Bonaire, USA, Chile, Venezuela and The Netherlands participated. Due to very high daytime temperatures all races had to be held at night, in order to avoid the overheating of engines and tyres.

Vincent Levering of Dammers Ship Agencies Curacao was, together with his wife, invited by the team to come over to the pit lane, to experience the real life of a drag racer, and to get some explanations on the technical part.

In total over 400 heats were held in six classes. The Dutch teams participated in three classes, of which the best result was second place overall in one of them.

After the event all cars were stuffed again in the containers onsite and StreamLines brought the owners’ beloved cars back to the Netherlands. All cars were received again in perfect condition and both the race team as well as Seatrade Rotterdam would like to thank all involved for this swift and smooth operation.

Bob Langerak
Seatrade Rotterdam B.V.
Pedro Serrano was master of a two-masted sailing vessel, and had left his sinking ship as last of the crew. Together with two sailors he swam during a fierce storm towards a small island, which appeared to have some palm trees along the coastline. When he reached the shore, he thanked God in his prayers.

Captain Serrano knew where he was: he was en-route from Havana (Cuba) to Cartagena de Indias (nowadays Colombia) on a fast sailing vessel, known as a ‘patache’. As an experienced navigator he was not following the Central American coast, but decided to sail in 1526 in a straight line from Cuba to Colombia. He realized that he was approximately 350 kilometres away from Nicaragua's Caribbean coast.

The first night ashore he cried, having seen so many of his crew drown, and also because he realised that he was far away from the normal route Spanish ships were using.

Sadly, he inspected the island with his two surviving crew members the next day: a desolated piece of land of approximately 37 kilometres long and 15 kilometres wide, of which most was submerged. Potable water was not available, and there was no timber which could be used for heating and cooking. His only tool was his knife, which he kept in his belt. During the first days on the island the three men ate raw birds, crabs, and shrimps, and were drinking blood from captured sea turtles. After some days one of the sailors suddenly died: this sad event gave Pedro Serrano the internal strength to survive.

Pedro Serrano and his mate were getting used to the idea that the other castaway, who initially also thought that the naked, furry, longhaired and bearded Pedro Serrano was the devil himself, shouted “do not flee: I am a Christian, just like you!” To prove that he was not Satan he recalled in Latin his confession, “The twelve confessions of Faith” (the Apostle's Creed):

I believe in God, the Father Almighty, Creator of Heaven and earth; and in Jesus Christ, His only Son, Our Lord, Who was conceived by the Holy Spirit, born of the Virgin Mary, suffered under Pontius Pilate, was crucified, died, and was buried. He descended into Hell. The third day He arose again from the dead; He ascended into Heaven, sitteth at the right hand of God, the Father Almighty; from thence He shall come to judge the living and the dead. I believe in the Holy Spirit, the holy Catholic Church, the communion of saints, the forgiveness of sins, the resurrection of the body, and the life everlasting. Amen.

Both men looked at each other, were deeply moved and embraced each other. With tears in their eyes they told their stories. The companion of Pedro Serrano, and the companion of the other castaway joined as well, and together they prepared a “feast” of raw food.

During this raw meal, the four men agreed that the companion of Serrano, together with the companion of the other castaway would use the little boat with which they had arrived and would try to make it to Nicaragua to call for help. The little boat with the two men on board departed westbound and was never seen again.

Pedro Serrano and his new partner managed to make fire. The walls of the tower were improved and gave the two men some protection against wind and rain. Warm meals made that the two men managed to keep their weight. Each time when captain Serrano spotted a ship in the distance he made smoke signals, but for eight long years captains of passing ships neglected the smoke signals, which were a sign of people in distress.

Pedro Serrano and his mate were getting used to the idea that they would probably die on the sandbank with its palm beach. The harsh climate made that the men now both had a skin which had the appearance of a wild boar. With their long hairs and beards, passing their waists, they rather looked like some undiscovered animal species.

“Quick! Fire! Smoke signals!” shouted Pedro Serrano one day in 1534. “Remember that we recall our twelve confessions of Faith!” The captain of a Spanish galleon, en-route from Cartagena de Indias to Havana, had spotted the smoke signals. He sent a dinghy to collect the two men.

After having listened to the Confession of Faith, the two castaways were without delay pulled aboard. The crew of the galleon were breathless while they listened to their stories.
The authorities at Cuba were of the opinion that Pedro Serrano and his companion had to travel to Spain to tell about their adventure. They were impressed by the way these two men had survived. Unfortunately Serrano's mate for almost eight years died on board while en-route to Spain, and was given a sailor's grave.

Once having arrived in Spain, Pedro Serrano was informed that King Charles V was in Germany. He travelled to Germany and was granted an audience. The monarch was impressed, touched the hairy arm of the castaway, observed the long hairs and beard and listened to Serrano's story. In fact Charles V was so impressed with his will to survive that he gave Pedro Serrano a life-long pension. He further decreed that the island was to bear the surname of Pedro.

After his visit to Charles V Pedro Serrano continued to travel through Europe – many people wanted to see him and his travels were financed by admirers. He made a considerable sum of money by telling his stories. To one of his admirers, Garci Sánchez de Figueroa, Pedro told that after his visit to Charles V he had cut part of his beard and hair to above the waist. Garci asked Pedro how he could sleep at night with such long hair, upon which Serrano explained that he turned his hear and beard into a tress, as otherwise the long hair was disturbing him.

Pedro Serrano decided that he would travel to Panama, but had his story written down in the archives of Seville, Spain (known today as the Archivos de las Indias, which can still be visited). He died in Panama, after having spent a short but happy period there.

The island where Pedro stayed for eight long years does still exist. As the Spanish word for island is “isla” (a feminine word), Pedro's surname Serrano was turned into “Serrana”. The first reference on a Dutch nautical chart dates from 1545. In the atlas of Willem Blaeu of Amsterdam, published in 1634, the island is listed as Serrana. On later English nautical charts the island since then is known as the Serrana Bank.

The Serrana Bank has been in the spotlight lately: Today it belongs to Colombia, but the ownership of the island has for decades been disputed by Nicaragua. A ruling of the International Court of The Hague in 2013 decided that the island continues to be Colombian territory, although beyond the 12 nautical miles zone around the island, the sea area no longer is Colombian but Nicaraguan instead.

In Spanish literature the story of Pedro Serrano was published by Colombian writer and historian Manuel Uribe Angel (Envigado 1822 - Medellin 1904) in his book “La Serrana”. Manuel Uribe Angel was married to Magdalena Urreta Saldarriaga, great-grandaunt of my wife - just a coincidence!

Pieter Hartog
Seatrade NZ’s Michael Evans made a presentation to Kevin Appleton to recognise 15 years of dedicated service to the company and the Seatrade brand. Kevin joined Conway Shipping Ltd (trading as Seatrade New Zealand) on 5 March 1999 and has made a significant contribution to the success and the development of the liner trades. Staff joined for a Pizza and Champagne session in the Mount Maunganui offices and all wished him success in his latest role as Commercial Manager of Specialised Freight Solutions Limited, a new venture established in house to develop additional cargo revenues using a wider shipping network as well as deck cargoes for the NZ liner service!

Contact him at kevin.appleton@specialisedfreight.co.nz for any freight inquiries to the South Pacific.
Take a look at some vessel photos we have received over the past months. Any high resolution photographs are welcome on simply-seatrade@seatrade.com!

As seen from an arriving ferry:
Summer Flower at Dover, courtesy Chiel Famaey

mv Pacific laden with containers departing Moin for Guayaquil - courtesy of Ricardo Stennette of port agents Antena SA

Green Honduras on a stormy Westerschelde, courtesy Lucien van der Horn

mv Cold Stream loading at Santa Marta, Colombia - courtesy of Pieter Hartog

As seen from an arriving ferry:
Summer Flower at Dover, courtesy Chiel Famaey
In February 2014 one of the two new additions to the Seatrade fleet, Messina Strait made its first ever voyage south of the equator since she was built in 2004! The Messina Strait and her sister vessel had been trading in the Mediterranean region mainly between Israel and France until commencing their new lives in the Seatrade family.

Messina Strait crossed the equator on 17 February and made her first southern hemisphere port call at Papeete, Tahiti. Loaded with a full cargo of containers, cars and break bulk she berthed on 26 February at 06:00 and completed her discharge and reload to sail at 22:00 the same day.

To celebrate this maiden call in the Southern Hemisphere the Port Autonome Papeete arranged a special presentation of a beautiful plaque appropriately engraved for the occasion.

Capitainere François Chaumette made the presentation to the vessel’s master, Captain Erwin A. Reiche.

The ship worked very well indeed and the stevedores were most impressed. Captain Reiche deployed the pallet loading system to load some break bulk cargo bound for New Caledonia giving crew practice with the technical aspects of the excellent elevator systems that service the impressive six stories each with three reefer compartments.

After completing discharge and loading the Messina Strait continued on to New Caledonia and New Zealand before heading to Chile.

Michael Evans
Seatrade New Zealand
Puerto Bolivar is a beautiful, natural port in the south of Ecuador surrounded by mangroves. In 1883 the Ecuadorian government established the port of Puerto Huaylalá. Later on the port was renamed after the independence fighter Simon Bolivar.

Approximately 400 ships call the port annually and the principal source of income are the fees paid by ships for the use of the port facilities. Seatrade vessels call the port frequently, including the weekly Rayo service.

Puerto Bolivar is one of the world’s most important ports for shipments of bananas and shrimps, most of them destined for Europe. 80% of Ecuador’s banana production is exported through this port. To give you an idea of the importance of this export volume, between January and October 2013, 1.29 million tons of bananas were exported. This quantity of fruit represents 22.3% of Ecuadorian exports. Modern infrastructure, monitoring, recording and security technology has been implemented to manage the large scale of this operation.

Puerto Bolivar is a small friendly port. While in port/at berth it is 15-25 minutes’ walking distance from the port to the centre of town; while at inner anchorage it is five minutes by cheap launch-boat. The town itself is small and built around the port, supporting its maritime industry with little to do for visitors.

However, it is located closely to Machala (10 minutes by taxi), the fourth largest city of Ecuador and capital of El Oro province. Machala is busy and active with quite some commerce.
EXCURSIONS
Santa Clara Island
The island is 43 kilometres west of Puerto Bolivar and 25 kilometres southwest of the island of Puna. The only way to get there is by sea, starting from Puerto Bolivar on a journey that takes about two hours in a large speedboat.
Distance: 2 hours from vessel/port by speedboat.
Activities: Scuba diving, snorkeling and Humpback whales sighting (June to September).
Entrance: No fee.
The size of the island is about five acres with an average height of 40 to 60 metres above sea level. It extends 700 metres east-west with an estimated 40-60 metres in the upper average width and 80 metres to sea level.
The climate is tropical, with temperatures ranging from 22 to 34 degrees Celsius.

Jambeli Beach
It is located in Jambeli, Santa Rosa county, the province of El Oro. Jambeli Beach is about 20 metres wide.
Distance: 30 minutes from vessel/port by launch.
Entrance: $ 0.25/person
Its average temperature is 22 degrees Celsius.

La Isla del Amor (Love Island)
A great experience for nature lovers and ideal for ornithologists: A wide variety of bird species nest and breed on this island; hence its name.
Distance: 5-10 minutes from vessel/port by launch.
Entrance: No Fee
Activities: Birds sighting and photography.

MUSEUMS
Archaeological Museum and Art Gallery, Bolivar entre Juan Montalvo y 9 de Mayo.
Open: Monday to Friday
Entrance: Children $ 0.25, Teenagers $ 0.50, Adults $ 1
No need for reservation
Phone: +593-72938823

Geo-Mer Museum, Old pier in coastal (cabotaje) Puerto Bolivar.
Open: Monday to Friday 08:30-12:30 / 13:30-17:00
Entrance: Free
No need for reservation
Phone: +593-72928118

RESTAURANTS
Puerto Bolivar
Nuevo Eden, Av. Apolinario Galvez y Sucre Esq
WiFi available
Open: Monday to Sunday 08:30 - 21:30 pm
Distance: 5-8 minutes from vessel/port on foot
Cost: Cheap - Medium
Payment: Cash, credit cards (Diners, Visa, Mastercard, American Express)

Pepe's, Malecón and Rocafuerte, around town
WiFi not available
Open: Monday to Sunday 09:00 - 22:00
Distance: 5-8 minutes from vessel/port on foot
Cost: Cheap - Medium
Payment: Cash, credit cards (Visa, MasterCard and American Express)

Machala
Meson Hispano, Av. Las Palmeras y Sucre esq.
WiFi available
Open: Tuesday to Sunday noon - midnight (restaurant), Friday-Saturday noon - 01:00 (bar)
Distance: 15 minutes from vessel/port by car
Cost: Medium - High.
Payment: Cash, credit cards (Diners, Visa, MasterCard and American Express)

NOTICE/WARNING
First of all, DO NOT GO ASHORE ALONE!
Be aware of crime and avoid becoming a victim of opportunists. Do not carry much cash and valuables into town or on excursions. Do not wander/explore desolate and dark/small streets. Be aware not to buy drinks/snacks from informal street vendors, as these can contain drugs!

Most important: Ask for guidance/help from port agents: they will be happy and proud to help you and to make your visit a pleasant one.
How many fruit companies you know have a reefer ship in their logo nowadays? We are proud to present you one of them: Citruship.

Founded in 2001 as an association of exporters, the objective was to serve the logistic needs of the main Spanish clementine exporters to the USA. Citruship has focused to get the right transportation means - mostly with specialised reefer vessels to comply with the US Department of Agriculture (USDA)'s strict Cold Treatment protocol, which is intended to eliminate the larvae of the Mediterranean fruit fly. Cold Treatment consists of maintaining the cargo pulp temperatures at +1.1 degrees or lower during 14 consecutive days.

Citruship is integrated by the cooperatives Anecoop, Betxi-Export, Nulexport and San Alfonso, together with the private companies Bagu and Martinavarro.

In the early days, there were three different groups chartering specialised reefer vessels on their own. Citruship came to organise them and put their cargoes together on board the same ship. The organisation proved to be successful, ensuring efficiency to their customers in terms of freight, quality and reliability.

Exporting Spanish clementines to the US market started about 30 years ago and today 16 to 17 shipments of fruit per season take place mainly from the Castellon area to the State of Pennsylvania, for further distribution all along the US East Coast. The peaks of the season are prior to Thanksgiving as well as Christmas and New Year.

Every year the season kick-off generates a lot of interest from the local media attending the loading operations of the first vessel, which includes political presence as well as exporters. For Citruship it is of utmost importance that this particular sailing arrives with no delay and the goods in sound condition as normally the market is already anxious to receive the first wooden trays of appetizing easy pealing Spanish clementines that American kids simply love.

Castellon is a province in the region of Valencia, where 40 of the 51 companies exporting to the USA are located. Out of the total Spanish citrus exports, 75% comes from the Valencia region, and it accounts for 18% of the worldwide total. This is double the volume exported by countries like South Africa or Turkey, for instance.

The export history of the Citruship members goes back many decades and generations, even before cold stores and reefer trucks existed. In 1902 the port of Castellon was built and in 1930 a second one in Burriana - about 20km away from the first one and where Citruship is physically located. At that time, both were required only to support citrus exports. Long gone are the days where citrus arrived to the port in horse-drawn vehicles and sent alongside the vessels on barges. However, that is how the citrus exports started in the 19th century.

The US market demands high quality products, which nowadays means not only appearance, flavour and presentation; it also involves logistics, service, traceability, food safety and phyto-sanitary security. None of them less important than the other, as apart of having regularity on arrivals without failures on the USDA
Cold Treatment, this program takes place during winter time, which makes the Atlantic Ocean crossing particularly challenging and vessels often have to deviate south and/or reduce speed and sometime even stop in order to avoid the worst of the weather like rough waves, tropical storms or hurricanes.

Seatrade implemented the 360 Quality Code in the Citruship programme. It has been a challenging process from the first moment to integrate all parties involved in the logistic chain to new quality standards. However, the results are so excellent that nowadays nobody wants to give up anymore.

On top of the 360 Quality Code itself that focusses on cargo care and safe handling at both load and discharge ports, other parties and defined procedures play an important role in the final result.

- Shippers provide quality fruit and strength of packing/pallets in line with market requirements;
- FRICASA and Gloucester Terminal, both terminals at Castellon and Philadelphia respectively, are members of the 360 Quality Association;
- Shore weather routing assistance provides daily advice about the weather forecast and the safest route to vessels’ command;
- Professional 360Q teams supervise every vessel, at Castellon organised by in-house port captains and at Philadelphia by K-Services;
- Seatrade schedules the right vessels in time and also provides expertise and coordination to all parties involved in the operation. This way the best result is reached in terms of complying with the USDA Cold Treatment protocol and delivering the cargoes in optimal condition.

Citruship is actively participating in this process by providing suggestions, feedback and commitment aiming to improve the level of excellence, matching the 360 Quality Code as ultimate goal.

Since many years the USDA Cold Treatment has been successfully implemented on Seatrade specialised reefer vessels, the result of a strong technical team ensuring the necessary communication, closely following up the temperature records, providing feedback to vessel owners, training crew, selecting experienced engineers and sending reefer engineers that join each vessel as additional support.

For the last couple of years, the export campaign has been maintained at about 50,000 pallets per year, however new products could be added in the future like persimmons that were successfully loaded two years ago and once a defined USDA protocol is in place could become a new product to further develop the trade.

We expect the relationship between Citruship and Seatrade to continue in the future ensuring Citruship remains strong in the US market.

On behalf of Citruship
Javier Borreguero & Blas Iturrieta
Hispafrio & Seatrade Antwerp
Traditionally the owners of the vessels in the Seatrade Reefer Pool gather once a year for the Meeting of Members. This year’s setting was the port of Rotterdam where the event started on the evening of 14 May 2014 with drinks at Hotel New York, the former head office of the Holland America Line from where thousands of emigrants left for North America in search of a better life. Then everybody was invited for dinner at “Quartier du Port”, a local restaurant. The trip from Hotel New York to the restaurant and back was a special experience for those members who had never used the famous Rotterdam water taxi before.

The next day the members explored the port of Rotterdam from aboard the “Hydrograaf”, a saloon steamer with a royal history and - for those who are familiar with “Sinterklaas” - the official steamship on which “Sinterklaas” arrives in the Netherlands every year in November.

For Mr Stephan Bade from Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co. KG it was the last time that he attended the Meeting of Members as the Hansa vessels have been sold and have left the Seatrade Pool. As Mr Bade was also a member of the Advisory Board of the Seatrade Pool and of the Pool point subcommittee; the Pool management took the opportunity to thank him for his contributions to both.

Another valued member, Mr Michael Karayiannis from Roswell Navigation, stepped down from the Advisory Board as well; unfortunately he could not attend the Meeting of Members. Mr Kevin Harding from Sextant Consultancy, on the other hand, was elected as new Advisory Board member.

The Members did not meet “Sinterklaas” or any royalty on 15 May 2014, but they did see how cargo operations of mv Caribbean Mermaid, alongside at Rotterdam Fruit Wharf, were proceeding. The Caribbean Mermaid was discharging citrus from South Africa and loading vegetables for St. Petersburg, Russia.

Adinda Scheers
Seatrade Antwerp
Joke van Leeuwen is an acclaimed Dutch author, living in Antwerp with her partner Bob Takes. For inspiration and insight for a next book, she contacted Seatrade whether they could join a vessel to Surinam. After some puzzling with dates and despite our warnings that an Atlantic winter would not be the best time to make the crossing (...), we allowed them passage on the Summer Wind. Read on for her account.

17 February 2014. Early morning. The Summer Wind is moored alongside in Paramaribo. All night long stevedores have already been working to discharge the vessel. Containers and break bulk cargo is landed ashore. The night feels tropical. In this small port the operation is efficient. The crew of the Summer Wind has not been here before. The chief engineer asks what language they are speaking.

On board we have heard mainly Russian. Of course we have heard other languages as well, as a seaman’s life is international. That they have in common with some other totally different professional worlds such as dancers and jazz musicians.

We joined in Rotterdam. The vessel left with holds filled and containers stacked three high on deck.

The reality of an Atlantic winter
Off Normandy it was safety first for the captain: We anchored as a huge storm raged some distance away pushing waves up many metres high. There were some one hundred other vessels there, according to Sergyi, the third officer.

When we set sail again two and a half days later the sea was far from settled yet in our cold environment. We got the impression the captain and officers were working tensely concentrated, and could well imagine in view of their enormous responsibility. They did not allow themselves much time for eating.

We saw containers follow the rolling motion of the ship, five seconds to port, five seconds to starboard with waves hitting the bow. A new storm was expected, and they had to get out of there before it got to full force. Chairs were connected to chains, anything not secured was put on practical anti-slip mats as without they would surely fall down. Soup was scrapped from the daily menu in view of the spilling danger, and during meals we had to hold on to our cutlery as otherwise it would fly across the table. At night we pinned ourselves between the wall and the bed's guard rail in order to minimise our own rolling. But, we did not get seasick. And everyday we ate the hearty food prepared by the Filipino team in the galley, irrespective how hard the ship rolled and pitched. The cook asked whether we were muslims; he had to take into account everyone's wishes and religion-based diets.
Sergyi told us about a seaman’s life. Some are working two months at sea with two months’ leave, while he himself works six months: long days working followed by 100 percent free time with his family. Others stay at sea even longer.

The interior of the ship showed the attempts to give it a homey feeling: Curtains covering the portholes gently swaying and indicating how many degrees the vessel was listing, the table cover and shower curtain were decorated with seaside images of lighthouses, gulls and the underwater world.

Why had Bob Takes and I requested to join? Bob is an artist, working with steel and gets a lot of inspiration from the sea, which he already knew well: sometime ago he crossed the Atlantic on a sailing boat. I myself am an author and illustrator and wanted to experience the sea, as a story is developing in my mind. The story is not set in this day and age, but the ocean is timeless. I read accounts of travellers making this same crossing in the 19th century, like one of a reverend that sailed to Surinam with the intention of setting up an agricultural colony for poor Dutch farmers. That settlement failed within a few years. The reverend knew more about Christianity than agriculture. His account showed how seasick he got, and how he put a lid on the drum after answering nature’s call, although that should not have been necessary, he wrote, as that was nothing to be ashamed off. Reading his story, a lot of liquor was consumed at sea in those days. Thankfully no more: thanks to a dry ship policy.

**A play of light**

The ocean was impressive. At first a dark Veronese green, later a deep cobalt; rough, with white heads and foam blown into dotted lines by the wind, or calm with no white showing except that caused by the ship, with traces of a light azure. Sometimes the rising sun threw a silver circle on dark grey, sometimes it was ablaze behind the horizon.

To every day see daylight start over nothing but water, that was a magnificent spectacle, especially for city dwellers like ourselves, who only see the sun once it has risen over the Antwerp rooftops. All those days on the wide open ocean we did not see a single ship through our porthole. We sat on a colossus while at the same time in that vast desolation (not even a flying fish passed to greet us) it seemed a nut shell.
The first nights the sky was pitch dark above us, but we neared Surinam under a full moon. The last day on board began. The sea turned brown. The first gulls showed themselves. Further on, on the other side of the buoys at port side a fishing boat floated. Pilots guided the Summer Wind up the Surinam River. There was Paramaribo; we recognised the houses and hotels on the Anton Dragten road, which runs parallel to the water; we saw the old city and Fort Zeelandia, and further on the minarets of the mosque standing brotherly next to the synagogue. The ship turned around the ship wreck in the middle of the river and moored. The stevedores were already waiting to enter the ship. We, the two passengers, could not disembark yet. First we had to await the arrival of immigration the next morning. After some two hours of formalities, our time had come and we walked into the city we know so well, but which we had never entered from a cargo vessel before.

We would like to thank everyone for the hospitality we enjoyed: Hans Sijthoff, Marcel Strijbos, Fiona Schimmel and of course the entire crew of the Summer Wind, from master to mess boy, many many thanks!

Joke van Leeuwen
Translation by Fiona Schimmel
It’s Sunday morning and as is the case more often than not these days, I find myself sitting in an airport. It seems that I must have royally pissed off someone in a previous life. Travel means waiting in security lines, waiting for a flight, waiting for a taxi or shuttle bus, waiting for the hipster barista to screw up the coffee order. With luck, I can find a working power outlet and with time to kill, at least I have time to try to crank out this issue of the Crow’s Nest. I mean, the deadline was last week, so I guess I’m right on schedule. Of course, it would help if I actually had a clue what I was going to write about . . . I mean this quite literally, as I am typing these very words.

You can consider this avant-garde performance art. Watch the blindfolded, fool juggle chain saws from a flaming tightrope while free-forming a haiku dedicated to his seventh-grade English teacher. Mr. Turner was a pretty cool guy - for mid-70’s standards. I mean he was young and had a sweet Fu Manchu mustache. In retrospect, he probably looked a lot like a 70’s porn star - though I guess most of us went for that look in the 70’s. Those of us from that generation fear that Facebook friend - you know the one - who has kept those incriminating high school photos, scanned and posted them for the entire world to see. At least this provides entertainment for the kids and proves some of us once had hair.

I ramble and I digress. On the subject of writing, you - my dear readers - assume that I actually know and that I hold fast and true to all of the rules of English grammar. A bit of confession here, then. The truth is that most of what I do know about the use of English in its written form, I learned by the seventh grade. The rest, as they say, is smoke and mirrors plus a bit of window dressing. I mean I really don’t give a damn about the Oxford comma. Spell-check, on the other hand, is a wonderful tool and thankfully most of you aren’t native English speakers. Any of you under 30, well you’re simply in bewilderment of anyone who describes a photo of food, cute animal or a selfie and is without use of emoticons or an occasional LOL or BFF.

Just so it’s crystal clear, I know nothing. I mean squat, nada, zilch, less than zero about the technical mechanics of writing. On the positive side, I am a pretty fast typist and this makes up for the fact that I’m almost always missing deadlines. Though I’m exceptionally fastidious about being on time or more often early - to meetings, doctor’s appointments, ball games, concerts, the bloody airport. I’ve always had this problem with putting off work until the last minute. I guess you might call it laziness. That’s probably the same reason I’ve never learned to speak a foreign language (though raising the middle finger in anger or frustration suffices in many situations - as does the occasional thumbs up). I’ve never learned to drive a manual transmission vehicle (though I could tell the story for the rest of my life. Or I could report on how I can’t ride in a vehicle driven by an unnamed colleague based in an unmentioned Central American country without first taking motion sickness medication, but that one leaves me a bit queasy.

At least I usually have no shortage of bad luck to provide fodder for stories. I guess you can call that making lemonade out of lemons. When the travel gods or my own offspring fail to provide suitable or timely inspiration, I’m left to my own devices. This normally means my random thoughts. Random thoughts are like dreams. They’re vivid when you first awaken, but quickly fade to oblivion.

Sitting in airports and on planes does allow for a lot of time to ponder the vagaries of the world around me. I wonder whether or not people actually own mirrors in their homes any more. Clearly, they rarely use them. I wonder if people realize that the $5 Starbucks drink they’ve just waited 30 minutes in line to purchase costs about $0.25 to make - and at least half of that covers the company’s advertising budget. I wonder about the black magic airlines use to calculate ticket prices. I wonder if anyone has yet to develop a humane muzzle for noisy children running around the airport - or an adult-sized model for those who carry on full-volume conversations on their Bluetooth headset? I wonder if I should overpay for a lousy meal now or pay twice as much for a lousier, prepackaged airline meal? I mean seriously, how is it possible that after all of these thousands of years of human civilization and advancement that grown men still haven’t figured out how to properly use a public bathroom? Believe me ladies, ask the man in your life to explain this one. With the male gun obsession, one would think there would at least be the challenge of target practice?

Well there we go. My flight is ready to board. I’ve managed to kill an hour and half. Maybe next time I’ll actually have to give some thought to my subject manner, deadline and grammar, but why mess with a winning formula.

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. What is indicated with a 5-digit PLU code starting with 9?
2. When could vessel owners first start covering the loss of or damage to their vessels against an act of war?
3. How long was Pedro Serrano stranded on a tiny island?

JOIN THE COMPETITION:
Join the competition: Send us the Codes and/or the answers to the Trivia by E-mail and try to win one of four Seatrade watches! Deadline for your response is 1 November 2014. The names of the winners will be published in the next issue of Simply Seatrade.

E-mail: simply-seatrade@seatrade.com

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

The answers of the puzzle and trivia in issue 02/2013 were:
Puzzle: easy code = 972 / hard code = 495 / very hard code: 172
Trivia: 1) 1998; 2) Champagne; 3) Moin and Tampa

Thanks for all the entries! The winners this time are Germo Rodel, OS/OT mv Esmeralda (puzzle - easy), G. Patyrykin, Master mv Baltic Klipper (puzzle - hard), Kotov Ruslan, C/O mv Sierra Medoc (puzzle - very hard) and Sergey Misko, 2 E/O mv Fuji Bay (trivia). They will all receive a beautiful Seatrade watch. The lucky winner of the iPod Nano is Orlando F. Panday Jr, C/O mv Polarlight. Congratulations!

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Cbft</th>
<th>Sqm</th>
<th>Built</th>
</tr>
</thead>
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<tr>
<td>Baltic Klipper</td>
<td>661,636</td>
<td>7,118</td>
<td>2010</td>
</tr>
<tr>
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### Non-Pool Vessels managed by Seatrade Groningen B.V.

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*Operating in the GreenSea Pool*  
All particulars believed to be correct but not guaranteed.
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