FROM THE EDITORS

The end of the year gives us a chance to reflect on the important things in our lives and share time with family. As we go to press with this issue of Simply Seatrade, the full extent of the damage and death wrought upon the Philippines by Mother Nature is still being tallied. We encourage our readers and colleagues to support charitable efforts when and where they are able. In the Management Corner you’ll find information on a fund established by Seatrade Groningen in support of relief efforts for Typhoon Yolanda survivors.

The edition of Simply Seatrade also gives us pause to reflect on changes and events within the Seatrade family. We learn of our offices in Peru and Hamburg, while exploring a new and unique partnership in Chile. We take time to visit with old, trusty partners in Dunkirk and Tampa. We transit the famous Panama Canal and learn about the practice of ship registry, while exploring the very history of New Year traditions and celebrations around the world.

We trust you will enjoy this edition of Simply Seatrade, and wish you a safe, happy and healthy 2014, in which we will be back with more news from the world of Seatrade.
On the verge of writing this Management corner, the terrible news reached us about the devastating impact of Super Typhoon Haiyan (Yolanda) in the Philippines. Our thoughts and prayers are going to those who lost relative(s), family members and friends. The typhoon left its footprint by means of a trail of destroyed houses, roads, public buildings and more...

Our local office and crewing partners in Manila have been actively involved from the moment the typhoon left the Philippines to support and help those families in direct need. Fundraising actions were instantly initiated and are still ongoing.

We have set up the Yolanda Aid Fund, where your support is very welcome as well:

Seatrade Groningen B.V. (Yolanda Aid Fund)
ING Bank NV, Amsterdam, The Netherlands
IBAN : NL82INGB0669959405
BIC : INGBNL2A

In case of any questions, please contact yolandaaidfund@seatrade.nl.

Seatrade will double the amount raised. Obviously this disaster puts all other activities in a different perspective.

THE MARKET

It has long been accepted that worldwide trade in perishable products has a degree of resilience against adverse conditions affecting the global economy. This has been clearly demonstrated during the last years, when worldwide trade continued to increase significantly.

Worldwide cargo growth has shown a healthy 4-5% increase year on year. This is impressive, particularly in view of the adverse global economy throughout this period. The adage that reefer cargoes are resilient to recessions would appear to be true.

This does not free the industry from sudden changes in volumes caused by weather, political or environmental disturbances. After a strong start in 2013 we experienced such sudden instabilities in Ecuador. Poor weather led to a sharp decline in banana production, which, compounded by government imposed high exit prices, tempered demand. The spot market was consequently poor from June until August.

However, the situation changed quickly by the end of August. Suddenly there was seasonal surplus banana production from East Coast Central America and Colombia. The banana majors started to charter additional vessels, which led to a quick upturn in the market, whilst the smaller segment enjoyed healthy activity in all major fish trades.

The charter market has been firm ever since and increased the enthusiasm amongst the specialised reefer operators to achieve increases in their annual and multi-year contracts of which the majority have meanwhile been fixed.

SHIPMANAGEMENT

Our Technical Department has toured the globe to supervise the dry-docking of Messina Strait, Sierra King, Humboldt Bay, Joint Frost, Changuinola Bay and Magellan Strait.

Activities in the field of planning and design of newbuilds and rebuilds are in full throttle; various yards are being visited and parties are approached. A time-consuming project, with the objective of a particular design fitting the company’s dedicated image.

The external audits at Seatrade and Triton as well as the maiden audit of Seatank, the managers of our tankers Helga, Lioba and Palma, passed successfully.

It is with good reason that the Seatrade Standard will be revitalized into a lasting item on our agenda. A series of workshops for shore staff and onboard management will once again draw the attention to the six rule manifest as a tool to improve on performance, safety and interaction. Closely related is the roll out of the Personal Development System onboard our ships. Subtitled “the drive for your career”, this system supports a development-oriented and positive way of assessing crew. All Masters and Chief Engineers receive training to work with the system prior to joining a ship. Next to this, we have assigned several crewmembers to install the system and train the crew on board ships.

Whether you are sailing the seas or travelling the roads this winter season, regardless of delays or other obstructions, always consider your safety and that of your fellow travellers. For some a warm home, for others a safe harbour; whatever your final destination may be, give a moment’s thought to those in need in the spirit of Christmas!

The Management
In April this year a new Seatrade representation, Triton Chartering, opened its doors in Hamburg. Hamburg, one of the most beautiful cities and a very prominent port, which incidentally is spectacularly overlooked from our new office. The town is also known to be one of the leading shipping centres in world.

Elbe and Alster, the historic town hall, the unique Speicherstadt, the night life on the famous Reeperbahn, the traditional Hamburg fish market are all shaping the image of Hamburg, Germany’s green city on the water. The new Hafen City, close to the Speicherstadt offers modern architecture and the new landmark - the Elbe Philharmonic, the most prestigious and most expensive building - will hopefully be finished and opened in three years time, after the Hamburg Senate and the builder have finally come to an agreement over the final price, which in the end will be ten times higher than originally calculated!

Anyhow, as said Hamburg is one of the global shipping centres and certainly known as the place for KG funded tonnage. With the shipping crisis running in its fifth year, and with no real end in sight - at least not for container ships - there should be a lot of opportunities arising out of these KGs that are more and more facing insolvency. But as in most cases the opportunities arise from within and therefore a local representation is needed to be able to recognize these opportunities and to be able to react swiftly. Therefore it was decided to open a Hamburg office and to employ two shipping experts to look after the group’s interest in Hamburg and to build the business.

The office is in close vicinity to the old fish market hall and right on the river. Triton Chartering is a subsidiary of Triton Schifffahrt GmbH in Leer, and run by Jörg Radtke. He is a specialised reefer veteran of 30 years, who has been working in various positions for companies like Hamburg Süd, Star Reefers, Serva Ship, Universal Reefers and before joining the Seatrade group of companies he worked for Ernst Russ as a broker.

Roland F. Höger joined Seatrade as a consultant based in the new Hamburg office. A shipping expert for over 40 years, former joint Managing Director of the Oetker/Blue Star merger Star Reefers in the 80’s, and also MD/partner of Komrowski when acquiring Reederei Blue Star in 2009. Roland worked in London, Hong Kong and Sydney as a broker and for shipowners before returning to Hamburg in 1990.

In January 2014 the team will be strengthened by Mareike Hilbig, who has been working for Seatrade in various positions and is currently working for GreenSea Chartering.

With this team Seatrade has found the perfect match to run the Hamburg office, to select opportunities in order to grow the Seatrade fleet and to aim to contribute to the results of Seatrade and Triton.
As mentioned, one of the main reasons to open an office in Hamburg is and was to react swiftly to opportunities which fit into the overall scope of the group and which otherwise would pass by and be missed. One of the first deals the office was able to pull off, was the purchase of the two newly acquired ships to our fleet, the M-Straits. And we hope to develop more such deals in the future.

Jörg Radtke
Triton Chartering

Triton Chartering
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22767 HAMBURG
GERMANY
chartering(at)triton-chartering.de
My first contact with Seatrade goes back to the beginning of 1994 when Lars Nilsson called me to join Navisur S.A., a newly formed company representing Seatrade Reefer Chartering in Argentina and Uruguay. At the time, I was employed by the representatives of Tokyo Reefer Chartering in Argentina, Aremar S.A. Before that, what I call my “primary school” days, I worked for Salen Reefer Services as well as Cool Carriers, and through all that knowing Lars. So today, we share a history together going back some 35 years!

My very early start in working life was with J.E Turner & Co., the representatives of Lauritzen, Yugolinija Lines, Mexican Lines and others.

Based on the different kinds of perishable/refrigerated cargoes exported by my country, Argentina, like fish, fruits (citrus-deciduous), dairy, chicken, apple/pear juice, etcetera, reefer activity appealed to me and the change to Seatrade filled me with a lot of hope, optimism and high expectation for my future.

And the story within the Seatrade world was nice, with a lot of businesses performed, friends made and personal satisfaction of the everyday work fulfilled.

Seatrade itself and Navisur had young, go-getting and commercially strong people. Both staffs continuously showed a high level of professionalism and I felt really happy to take decisions and fix things with such a backing support.

Salen was my very first step into reefer business, Navisur/Seatrade, the university; the serious owner without double messages to clients and the operator seen as the biggest in the world. Internally, known as the operator trying to do things better every day, minimising ballast, trying to fix cargoes for all voyage legs, including general cargo and cars; a new vision about business and definitely needed in the present hard times.

The annual visits to the seafood fairs in Brussels (Belgium) and Vigo (Spain) added more strength to my activities in Argentina with local clients. Consequently, such basis provided more trust and business. The usual passing-by the offices in Antwerp during those years before or after the fairs, were a nice experience and it felt good to see those colleagues I usually talked to on the phone and now... face to face. It was a good way to exchange ideas and ways of co-operating.

Meanwhile time does its job: It passes, it goes. And suddenly the next fixture to work on was... retirement. So, there I went; to the retirement stage where I presently am after 37 years of shipping activity. When the decision needed to be taken, the first thought was that it is unbelievable how time flies.

It has already been 20 years since I first met Yntze [Buitenwerf] at the Navisur premises, discussing things in general but basically hearing how Seatrade people were, in particular that Dutch people sometimes would seem to be extremely hard but “don’t think that, George, we’re good people”; such talking stayed always on my mind and I recalled it as a funny and sincere talk, including what kind of workers were needed in the new stage.

Twenty years which flew by like a train passing a non-stop station. Frankly, when I received the call from the National Security Offices advising that my file was ready, I simply could not believe it.

Operations on vessels, bunkering, contracts fixed, cargoes lost to competition, charter party alterations and discussions, amendments and a lot of small stories with every vessel passing through the Navisur offices are now over but still always present. This is the summary of my career. Feeling satisfied and honoured of have been acting on behalf of strong and serious owners.

I’m leaving you now because Eva, my 3-year-old first granddaughter is asking me to take her to the square. Then I’ll swim my twice a week 700 meters in my Club‘s swimming pool. Groeten!

Best regards to everybody
Jorge Safatle
Buenos Aires
IN THE PICTURE
MV JOINT FROST

SHIPS PARTICULARS
MV JOINT FROST

| Call sign: | PJOJ |
| Flag: | Curacao |
| Homeport: | Willemstad |
| LOA: | 83.40 |
| Beam: | 14.50 |
| Keel laid: | 1 January 1979 |
| Delivered: | 1 December 1982 |
| Built at: | Brattvag Skipsinnredning a/s, Norway |

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

MEET THE CREW
We asked the following questions:
1. Where do you come from? Could you tell us a little bit about this place?
2. When did you start sailing in general and when did you start sailing on Seatrade managed vessels?
3. What is your favourite Seatrade/Triton vessel and why?
4. What do you like most about your job?
5. What is your favourite port and why?
6. What is your advice to young seafarers?

1. I come from the city of Artem, Russia.
2. I started sailing in 1992 and since 2005 I am with Seatrade.
3. Joint Frost is my favourite vessel, because there have been a lot of happy moments on board of this good vessel. It’s my second time on Joint Frost.
4. I like everything in my job, especially maintenance of the main engine.
5. Vladivostok, as it’s very close to my family and home.
6. Study hard, work hard to become master of your profession.

1. I am from Vladivostok. This is one of the biggest cities in the Far East of Russia.
2. In 1968 I started working for FESCO. I have been working for Seatrade since 1998. My first vessel was mv Nova Liguria.
3. My favourite vessel is Joint Frost, because I have worked already seven years on board of this good vessel.
4. I mostly like the long vacation and variation in the job.
5. All ports which I have visited, but I most like Vladivostok, as it’s my native city.
6. Be pro-active and love your job.

Andrey Alekseyenko, 1st Engine Officer

Alexander Belatserkovets, Bosun
1. I am from Nikolaev City, Ukraine. It is a city famous for its ship yards.
2. I started to sail in 1983 with Soviet Union Reefer Company. In 1993 I joined Seatrade. First vessel was mv Nautic.
3. After 18 years of working on my Joint Frost there is no better vessel!
4. Even working on the same vessel for so many years, every contract I learn something new, meeting very interesting people with their own world.
5. Moin, Costa Rica. There are nice, easy, good and friendly people always ready to assist you with any kind of question.
6. Learn and study all about your future job if you want to be a real seaman. Do not waste time.

1. I'm from Alexandrovka Village, Russia. It's a beautiful place with the crystal clear rivers and nature, and clean air.
2. I started sailing on mv Lake Phoenix in 2010.
3. My favourite Seatrade vessel is Joint Frost. I like the traditions of this good vessel. It's very friendly on board.
4. I like my job, especially working with machinery in the engine room. That's one side of my job. Another side of my job is the travelling around the globe. I like that, too.
5. I like the port of Tunis, because there are a lot of beautiful and ancient castles there.
6. Good Luck!

1. I come from Vladivostok. This is a city of strong men and beautiful ladies.
3. All vessels are my favourite.
4. I like to be responsible, to meet people of different nationalities, to learn and speak different languages.
5. Most ports in South America.
6. Think about safety and your future.

1. I am from Khimki. My city is located north-west of Moscow. The city is very green and cosy.
2. I started sailing in 1984 as 4th engineer; since 2000 with Seatrade.
3. Favourite vessel is Joint Frost: small vessel, good equipment, nice living condition, and good traditions.
4. In my job I like everything. The engine room is the heart of a vessel and it should work well.
5. My favourite port is CapeTown: exotic city, nice climate, and a good port.
6. To be hardworking, to love and study a trade, work safely.

1. I am from Olga. It's a very small town in the Far East of Russia.
2. In 1985 I started working for FESCO. Since 2009 I have been working for Seatrade.
3. My favourite vessel is the Joint Frost.
4. I can see different places around the world. I like my job.
5. Hobart and Tasmania. These are very beautiful places.

1. I’m from Palstun village, Russia. Now I mostly live and spend my vacations in Vladivostok city.
2. I started sailing as a cadet on mv Green Magic in 2007.
3. My favourite vessel is the Joint Frost, because the condition of the engine room is very good. Don’t forget that this lady was built in 1979!
4. I like the moment, when I need to take a decision how to repair machinery, and when I see a successful result - I feel great!
5. My favourite port is St Petersburg, USA, because there are a lot of beautiful places and beaches there.
6. Don’t be lazy, ask if you don’t understand something, and be respectful.
1. I was born in Uch-Aral. It’s a small town in the former USSR republic of Kazakhstan. The name of this town is translated Three Lakes. When I was 10 my family moved to Vladivostok, which is why I will say that I come from Vladivostok. It isn’t a very big city, the population is around 700,000. It’s situated in the Far East of Russia and near the Japan Sea. Vladivostok is a city of steep hills, it looks great. I suppose that Vladivostok is one of the most beautiful cities of the world.

2. I made my first trip on board the sailing ship Pallada in 2002; Pallada is a training vessel. I started sailing in 2006, and it was the Seatrade-managed mv Condor Bay.

3. Actually I can’t answer this question, because all my previous Seatrade/Triton ladies left me only good memories.

4. I like to perform my duties as navigator, as cargo mate, as head of department. My job gives me the possibility to discover new countries, cities, and ports. My job also gives me the opportunity to speak to different people all over the world. It’s very interesting. I have a lot of positive impressions which are related with my job.

5. Vladivostok, because it’s my home.

6. They must never forget to take care of themselves, because their families wait for them to return safe and sound.
Shortly after a baby has been born, its parents will register it in the birth register of the local community. That registry will be the basis of all future documentation this person will have during his or her life. What applies to humans also applies to many things produced by mankind: cars are being registered and given their unique VIN numbers, as are airplanes. And of course ships.

The registration of a ship is a process during which the ship is documented and receives the nationality of the country the ship is being registered in. Once a ship has a nationality (and thus a flag), it can travel internationally. It is like a person receiving a passport. The visible proofs of the nationality are of course the flag the vessel is flying (of the so-called flag state) and the home port, which is painted on the stern of the vessel. This is the “home of the vessel”, irrespective of where the ship will be navigating on the globe.

Since the 1921 Flag Right Declaration it is allowed for each state, including states without access to the sea, to be a flag state. So seeing ships flying the flag of Bolivia, Switzerland, or Austria is not a joke: these countries do have their own ship registers and some are pretty successful in attracting ship owners to have their ships registered there.

The reason for registering a ship is of course to make the ship identifiable during its entire operational life span and consequently any change to the ship has to be reported to the register. Each state though applies different rules and regulations for registering a ship. For example, the Liberian Registry registers seagoing vessels of more than 500 net tons that conduct foreign trade. Vessels over the age of 20 require a waiver as well as the vessel’s Classification Society being willing to issue statutory certificates to the vessel. Vessels of 15 years and older must have a status report of the vessel’s Special Survey to be reviewed by Marine Safety.

The only common denominator with all ships registers active worldwide is that there should be a connection between ship and state. By registering, a ship obtains the right to carry the nationality of the flag state, so ship and country now have a juridical connection. The ship is now also bound to the laws of its flag state. Normally the ship will sail under the flag of the country of registration.

OPEN, CLOSED AND BAREBOAT REGISTRIES
A ship’s flag state exercises regulatory control over the vessel and is required to inspect it regularly, certify the ship’s equipment and crew, and issue safety and pollution prevention documents. The organization which actually registers the ship is known as its registry. Registries may be governmental or private agencies.

A registry that is open only to ships of its own nation is known as a traditional or national registry. Registries that are open to foreign-owned ships are known as open registries, which may not have any or minimal requirements to property, and the nationality of the captain, officers, and crew.

The opposite to open registries are the closed registries, which are very restrictive when it comes to property, management, and crew. Examples of these are registries of the USA and China. Finally there are the so-called bareboat registries, or parallel registries - a bareboat register allows a ship to be registered simultaneously in two different registers. The first register would be the register where the owner of the ship is located, the second one of the person or company which charters the ship. The second state would be the new flag state; the right to carry the flag of the original flag state will be temporarily suspended.

HISTORY
Ship’s registries are as old as merchant trade. The idea behind registering ships was to control ships carrying cargo in European waters. A ship was supposed to be built in the country or city which flag it was flying, with the crew predominantly coming from that specific area.

However as old as ship registries are, as old has been the need to adjust the rules. Already back in the times of the early Roman Empire, records indicate that Roman ship owners had their ships registered under Greek flag, in order to avoid problems trading in the Mediterranean which was then largely controlled by the Greeks.

During the 16th and 17th centuries English ship owners had their ships refagged to the Spanish flag, which would allow them to avoid Spanish trade monopolies when navigating and trading with the West Indies. Also recorded has been the use of the French flag by English fishermen to fish off the coast of Newfoundland, which was then prohibited territory under British regulations during the 17th century.
In the middle of the 19th century, British fishermen once again brought their vessels under a different flag: mostly of Scandinavian states. During the 19th century several ship owners changed flags to avoid problems with decrees and protectionism, but also to protect themselves against piracy and confiscation of ships. So reflagging is not something of the 20th and 21st centuries but of all times.

Also definitely not of the 21st century is the phenomenon of multi-national crews. Although many countries prohibited foreign nationals to sail on their ships, the Dutch for example were very open in allowing sailors from other nations to sail on their ships. When you look at a typical crew list of a Dutch East Indies ship from the 18th century, you will easily spot over 10 different nationalities sailing on the same ship. The Dutch, with their small country and equally relatively small population simply did not have the manpower to man hundreds and hundreds of ships.

**FLAG OF CONVENIENCE**

What is however something from the 20th century is the flag of convenience, frequently associated with the open ship registers. This phenomenon started around the Second World War, mostly as a result of issues taking place in and around the USA. The history around these flags of convenience can be split in five steps, i.e.

1. The American Act of Prohibition of Alcohol, which came into full effect as of 1922
2. The rise of American labour costs and consequently increasing operating costs
3. The threat of war during the 1930's
4. The American intention to remain neutral as of 1939
5. The increasing global competition after WW II

It all started back in 1919 when a small freighter, used to carry rhum, changed from the Canadian flag to the Panamanian flag, in order to continue trading alcoholic drinks. In 1922 the United American Line brought two of their passenger ships, the ss Resolute and ss Reliance under Panamanian flag, in order to continue serving alcoholic drinks to its passengers on board.

The prohibition of alcohol in the USA resulted in more and more vessels being removed from the American register. In 1925 Panama launched a very mild maritime law, specifically targeting more foreign flag vessels to be registered in Panama.

The USA has been instrumental in the first successes of the Panamanian register; many of the older “Patentes de Navegación” were in fact issued by Panamanian consuls in the USA. The unions representing the American sailors increased pressure to improve the wages and labour conditions on board American flagged vessels, but the end result was that many ships ended up being registered in Panama and Honduras. Most American oil tankers went for the Panamanian registry, while the start of the Honduran registry is directly related to reefer vessels: During the 1930’s, the United Fruit Company, with its shipping arm Great White Fleet, moved many of their refrigerated vessels to the Honduran registry. With the threat of war lingering in the air, many owners opted to have their ships registered in a country which was not intending to go to war, and thus their ships not being confiscated for war purposes.

Back in 1935 25 tankers of Esso Shipping Co. entered the Panamanian register, and had the German crews replaced by American crews. During the Spanish Civil War in the 1930’s, many Spanish and Greek ships were also brought under Panamanian flag. And in 1939 the reason for entering the Honduran or Panamanian registries had yet another purpose: As the USA tried by all means to remain neutral, and was not allowing American flagged vessels to carry war material to countries already at war, it allowed American owners to use the Honduran and Panama flags to continue trading and carrying war materials. Simultaneously European ship owners opted for the Panama register, in order to avoid confiscation of their ships by their original flag states.
After 1945 registers like Panama and Honduras grew substantially, but now as a result of the ever increasing global competition. Many ship owners had their ships registered in those states with most favourable tax regimes and easy registration procedures.

By 1959 13.6% of all ships worldwide were registered at one or another open register. The Panamanian register however was under increasing pressure since the mid 1940’s due to the instability of the local governments in those days and exorbitant registration fees requested by Panamanian consuls abroad. The result was the start of a brand new register in Liberia, West Africa. The Panamanian register however was under increasing pressure since the mid 1940’s due to the installation of the local governments in those days and exorbitant registration fees requested by Panamanian consuls abroad. The result was the start of a brand new register in Liberia, West Africa. The New York based law firm Stettinus Associates created the Liberia Co, which handled the formalities for the Liberian register - milder than Panama’s register. The first ship to enter the new Liberia register was the ss World Peace in 1948.

The 1960’s showed a reverse in using open registers, with the lowest registry count marked in 1962. However as of the 1970’s, the use of open registries was on the rise again. By the end of the year 2000 Liberia and Panama together had 7741 ships registered, for a total of 165,833,187 GRT: more than 25% of the global fleet!

Some states started to change their legislation, in order to encourage ship owners to continue using their national registries. For example Singapore opted to reduce annual taxes and make registry conditions less restrictive. Now, during the 21st century, the reason for ship owners to use an open registry is mostly economical: reduce operating costs in order to remain as competitive as possible on the global market.

**TREATIES, CONVENTIONS AND CHANGES**

Registering today is much easier than in the past: the internet allows ship owners to check on-line on the legal requirements, what documents are to be presented (mostly downloadable direct to your computer), etcetera.

Worldwide several attempts have been made to attain ships to their national registers. Back in 1958 already, when article 5(1) of the Geneva Convention of the High Seas was published, it required that “the state must effectively exercise its jurisdiction and control in administrative, technical and social matters over ships flying its flag.” This principle was repeated in Article 91 of the 1982 treaty called the United Nations Convention on the Law of the Sea and often referred to as UNCLOS.

In 1986, the United Nations Conference on Trade and Development tried to strengthen the genuine link concept in the United Nations Convention for Registration of Ships. The Convention for Registration of Ships would require that a flag state be linked to its ships either by having an economic stake in the ownership of its ships or by providing mariners to crew the ships. However, in order to come into force, the 1986 treaty requires 40 signatories whose combined tonnage exceeds 25% of the world total, but to date, 27 years later, only 14 countries have signed this treaty.

The European Commission proposed back in 1989 a European Community Register in order to halt the ever shrinking European national merchant fleets. The proposal however was withdrawn by the European Commission after serious opposition from several EU member states and disputes about several articles. In the “Greenbook” of 2006 considering European maritime policies, the idea was back on the table. The commission had until end 2007 to come with proposals for the European Parliament and European Council, but to date no concrete proposals have been made.

So it appears all is back to the national registries to come up with new ways to attract ship owners to remain “local”. Several countries have created more than one register:
- Denmark, France and Norway maintain an international register to compete with flags of convenience.
- Flag registers in China include Hong Kong and mainland China.
- Several territories/dependencies for which the United Kingdom
has responsibility have their own register. Most notably the Isle of Man has a significant register.

- The different countries of the Kingdom of the Netherlands have set up their own registers under the Dutch flag; the fact that the Kingdom of the Netherlands still has several overseas territories, allows for different types of registry.

**DUTCH FLAG**

Previously known as the Dutch Antilles, or Netherlands Antilles, this all changed back in 2010. On 10 October 2010, the Netherlands Antilles were dissolved as a country, due to the restructuring of the Kingdom of the Netherlands. Instead, two new countries came into existence, Curaçao and St Maarten, the two largest islands of the former Netherlands Antilles. The remaining three smaller islands, Bonaire, St. Eustatius and Saba were integrated in The Netherlands under a special legal status. Curaçao and St Maarten remained autonomous countries within the Kingdom. As a consequence, the Netherlands Antilles Ship Register changed on that date, and were all transferred to Curaçao. It became the new Curaçao Ship Register. The Directorate of Shipping and Maritime Affairs, which manages the register, was also transferred to Curaçao and is since then operating as the Maritime Authority of Curaçao. The transfer had no external or internal legal effects, other than the change of name. All flag state responsibilities concerning vessels registered in the former country Netherlands Antilles since then rest with the new country Curaçao.

In the Netherlands itself by the way, modern ship registers go back to the year 1836. On 21 June 1836 all craft, including inland river craft had to be duly registered. Until then a myriad of local (city or regional based) registries had coexisted for centuries. A number for a ship registered in Groningen in 1893 could be for example 4735 Gron 1893. Still though owners (and skippers) of smaller craft were not overly excited to register - only if a mortgage (to purchase or construct a ship) was needed, did the ship have to be entered into a register. As of 1926 the requirements to register became much more general by the introduction of a new law which came into force in 1928. Each ship as of that year had to have a unique number. Consequently you still can notice today that many vintage ships all have the same 1927-1928 registry: a direct result of having to file a registry number that year.

The Dutch registry as of 1926 was split in three different groups: register numbers starting with a B for inland craft, V for fishing vessels and Z for seagoing vessels (the Z of Zee, or Sea in Dutch). The V registry numbers were sometime later abandoned when all fishing vessels either had to register as seagoing or inland vessels.

Ships would be registered with local land register offices, known as the "Kadaster". Entries would be made on a yearly basis, with each year a new series of numbers starting. There were 35 registry offices located in the Netherlands. For example, an inland craft registered in Groningen in 1930 could be having a number like 12 B GRON 1930, while a seagoing vessel from Appingedam built in 1950 would be something like 15 Z APPING 1950.

Since the late 1960’s, the number of registry offices was reduced to just three: Amsterdam (AMST), Groningen (GRON), and Rotterdam (ROTT), which was again changed in 1990 when the codes were reduced to just one letter: A, G, or R. Since 2006 all Dutch flagged ships are concentrated in one single registry office in Rotterdam. With only one office remaining, the reason to maintain separate letters in the registry is no longer required and was abandoned that year.

For inland craft, since 2007 a new method of registering has started, known as the ENI or European Number of Identification. This ship’s identification number is composed out of eight digits and replaces the previously existing "Europanummer", which had seven digits. Basically the new ENI is the old "Europanummer" with a zero in front. This "Europanummer" was based on the old numbering from the various registry offices. So the example 12 B GRON1930 would under the new number system become like 022 (for Groningen), 0012 the original number.

The new Dutch numbering system as of 12 June 2006 is as follows: inland craft start as of 28000 B 2006, seagoing vessels 21000 Z 2006. The numbering is continuous.

Earlier in this article reference was made to the failure of creating pan-European or global ships registries. Funny enough there is one area where a multinational registry is working: the river Rhine, which crosses Switzerland, Germany, and The Netherlands. Traffic on the river Rhine was a so called free trade since 1815. Since the revised Treaty of Mannheim of 1868, each ship which navigates the river Rhine (which can be both inland and seagoing vessels) is to be duly registered, and its crew duly certified. Since 1879 the Rheinschiffs Register was being issued by the Rheinschiffs Register Verband. Each vessel with a so-called "Rhein Patent" was registered here. After the Second World War, the duties of the Rheinschiffs Register Verband were continued by the International Association of Rhine Ships Registers, based in Rotterdam - nowadays known as the Expertise- en Innovatie Centrum Binnenvaart.

The time of paper ledgers with handwritten entries is well behind us. For those who wish to investigate more on Dutch shipping registers and get a feeling of the old way of registering, visiting regional archives or maritime museums will certainly be of help: many of these institutions work with on-line search engines, which are a great tool when investigating the history of your ancestors and their ships. Many of the existing ships registers are actively digitalizing and compiling historical data for (historical) investigations.

The future of ships registers worldwide is clearly more focused on centralized registers, with easily accessible web pages, allowing interested parties to access databases, but also to do on-line registrations. Although ships registers are century old institutions, we cannot do without them, as they stand at the basis of international trade.

Pieter Hartog
Seatrade Costa Rica
It’s rare that any invitation’s instruction for attire is upheld, though a dress code is part of almost every party’s preamble these days. Nearly everyone wore white on 26 June, a steamy evening in the Zimaleto restaurant of Saint Petersburg. Nobody thought guests would take the direction seriously, but they did, which was kind of fun.

“East or West, home is best”, - decided the organizers after a great client event last summer in Moscow and invited their business partners - fruit importers, shippers and port representatives- to a sophisticated summer terrace on the river (goes without saying) in St. Petersburg. White nights were in full swing, the sun barely went down that night, men and women in white were partying while specialised reefer vessels were arriving and discharging their cargoes at the different terminals of the city.

Our partners have no doubts their cargoes are in reliable hands. Especially now since two specialists in the overseas transportation on the Russian market - Seatrade and Baltic Shipping - started a joint venture in January 2013. Both companies have combined their efforts in order to upgrade their services from Chile, South Africa and Morocco to Russia and believe that the business partners could only benefit from the many years of experience invested into the “Reefer Alliance”.

Let the new season be full of challenge and success for all of you. We are looking forward to welcome you again during the endless white summer nights in Saint Petersburg.

Katherine Korzh
Seatrade Baltic
We did it, we made it: we took 171,412,678 steps which translate into walking around the globe 2.5 times!

Seventeen teams from Seatrade offices around the globe, with a total of 119 participants joined the Global Corporate Challenge from 23 May until 11 September 2013, with the aim of taking over 10,000 steps a day.

Triton’s Fabulous 7 was –by far- the most active team, but as the organizers were quick to point out, we are all winners having consciously decided to improve our daily activity levels.

The big question remains how many of us will continue to take over 10,000 steps a day or will most of us head back to the average of 3,000 steps of non-participants...

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And created a path to a healthy life.
A truly unique anniversary took place this past July. While it’s unusual enough to see a cargo ship successfully trade commercially nearly 35 years after her christening, consider the circumstances and story behind the smallest and oldest lady in the Seatrade fleet, the Joint Frost.

Built in Norway in 1979 as a small containership, the vessel’s original owners went bankrupt before she left the shipyard. Seatrade management saw something promising in her (something that - keeping with the Dutch traditions - likely included an attractive purchase price). She was converted to a reefer ship and early on traded in a variety of trades worldwide. Her holds (configured for container intake) likely provided good intake for tuna and other fish trades. And so her history could have continued on that same path for a normal reefer ship, with a lifespan of 20 or so years and an eventual and unglamorous end in a recycling mill somewhere.

This was not to be the life that this lady would lead. No, instead she found a unique niche in which to continue well beyond her life expectancy. In the mid 90’s, Seatrade was introduced to a potential trade of frozen orange juice from Costa Rica to Tampa, Florida. The party involved (Tampa Juice/Ticofrut) had established a fully integrated orange growing and juice processing business in Costa Rica. The quality and color of their Costa Rican orange juice met perfectly with the blending requirements of Florida juice processors. In order to be competitive with the large Brazilian processors, the Costa Rican enterprise knew it had to find a cost effective sea transport alternative. The Brazilians transport their juice in large tanker ships. Because of the shorter distance between Costa Rica and Tampa, the parties involved knew that they could mirror the Brazilian tanker model on a smaller scale. And so it was that Seatrade entered into negotiations related to converting a reefer ship into a small juice tanker.

The concept behind the conversion idea is that the holding tanks for the juice do not need to be independently refrigerated, if the vessel’s cargo holds are capable of maintaining the necessary carriage temperature for frozen orange juice concentrate. Storage intake is accommodated by linking 20 foot, stainless-steel ISO tanks to a central manifold system that allows for efficient pumping of juice to and from the vessel - all to be managed by a sophisticated, on-board computer system. To maximize the intake of these ISO tanks on a small reefer ship means needing tall deck heights and this is where the Joint Frost comes into the picture. After all, she was originally intended to be a container ship.

A plan was devised for an initial installation of the tanks in the vessel holds and together with shore-side development of a dedicated tank farm in the port of Tampa, a service was launched in the summer of 1998. The vessel has always had additional capacity both under and on deck, for carriage of commercial containers and project cargoes. At service start-up in 1998, she was actually the largest container ship calling at the port at the time - with a whopping 11 FEU slots. Over the years of service, additional tank storage capacity has been added to accommodate the growth in annual orange juice production in Costa Rica.

The vessel runs between Puerto Moin, Costa Rica and Tampa an average of 25 times per year. Since 1998, the vessel has completed more than 350 voyages and according to the Tampa Port Authority, has handled over 375,000 tons of cargo in total.

The vessel is truly one-of-a-kind. The fact that she has survived and thrived for nearly 35 years is a testament to the management and stewardship of the vessel’s superintendents, captains and

crews. To have a single vessel operate in a closed trade for 15 years is another unique aspect to the history of this lady, but what makes the case of the Joint Frost even that much more unique is that the same two captains have been with the service nearly since the beginning.

On the maiden call for the service into Tampa in June of 1998, Captain Sergey Bilenko was at the helm. The Tampa Port Authority celebrated that inaugural call with a plaque ceremony on board the vessel. In June 2013, Captain Bilenko was again at the helm and the Tampa Port authority used the occasion to present a plaque commemorating the ship’s 15th anniversary at the port. At the helm nearly as long as Captain Bilenko has been the other captain, Igor Dudkin. The two have become regular fixtures and honorary residents in both Tampa and Puerto Moin.

Along the way, the ship has encountered some interesting and challenging experiences. Just months after the start of service, she made it through Hurricane Mitch twice - traveling through the storm both north and southbound. Despite storms, heavy seas, strikes in Costa Rica and a rare mechanical hiccup, the lady has endured on and served all of her masters admirably.

At the time of this publication, the Joint Frost is in dry dock with the plan to extend her life and participation in the service for another two years. She may eventually be replaced, but she will never be forgotten.

Howard Posner
Seatrade USA
NEW YEAR’S CELEBRATIONS

So we have come to the end of another year; time to reflect on the past and look hopefully towards the future. For many of us around the world, the New Year is marked on the calendar as the first of January. That calendar being the Gregorian, Western or Christian one that has become widely accepted as the unofficial global standard for many decades and recognized by international institutions such as the United Nations and the Universal Postal Union. Of course, not all cultures celebrate the New Year on 1 January. Later in this story, we’ll take some time to explore a couple of the alternative New Year celebrations around the world.

First, let’s take a look at the history and traditions tied to the 1 January holiday that many of us use to reflect on the prospects of the New Year and to recover from a late night of celebration that often includes copious amounts of champagne and indulgence. Social media and instant, 24-hour communication has made the modern world become ever smaller and many traditions once exclusive to countries or regions have now been adopted universally. There are parties and celebrations - both private and public - on 31 December that often include the aforementioned champagne, together with noise makers, fireworks, eating of special foods and the dropping of some symbolic token that officially marks the change in year. This last tradition has taken on some unusual manifestations in parts of the USA, where in Prairie de Chien, Wisconsin they drop a dead carp (fish), in Honolulu they drop a pineapple and in Key West, Florida, a drag queen in large, red high heels is lowered from a tower.

Let us take a step back though and explore where this tradition of celebrating the New Year started and how it evolved over the centuries.

Howard Posner
Seatrade USA

A HISTORY OF THE NEW YEAR

The celebration of the New Year on 1 January is a relatively new phenomenon. The earliest recording of a New Year celebration is believed to have been in Mesopotamia some 4000 years ago and was celebrated around the time of the vernal equinox, in mid-March. A variety of other dates tied to the seasons were also used by various ancient cultures. The Egyptians, Phoenicians and Persians began their new year with the fall equinox and the Greeks celebrated it on the winter solstice.

The early Roman calendar designated 1 March as the New Year. The calendar had just ten months, beginning with March. That the New Year once began with the month of March is still reflected in some of the names of the months. September through December, our ninth through twelfth months, were originally positioned as the seventh through tenth months (septem is Latin for seven, octo is eight, novem is nine and decem is ten).

The first time the New Year was celebrated on 1 January was in Rome in 153 B.C. (In fact, the month of January didn’t even exist until around 700 B.C., when the second king of Rome, Numa Pontilius, added the months of January and February.) The New Year was moved from March to January because that was the beginning of the civil year, the month that the newly elected Roman consuls - the highest official in the roman republic - began their one-year tenure. But this New Year date was not always strictly and widely observed, and the New Year was still sometimes celebrated on 1 March.

In 46 B.C. Julius Caesar introduced a new, solar-based calendar that was a vast improvement to the ancient Roman calendar, which was a lunar system that had become wildly inaccurate over the years. The Julian calendar decreed that the New Year would occur with 1 January, and within the Roman world, 1 January became the consistently observed start of the New Year.

In medieval Europe, however, the celebrations accompanying the New Year were considered pagan and unchristian like, and in 567 the Council of Tours abolished 1 January as the beginning of the year. At various times and in various places throughout medieval Christian Europe, the New Year was celebrated on 25 December, 1 March and 25 March.

In 1582, the Gregorian calendar reform restored 1 January as the New Year’s Day. Although most Catholic countries adopted the Gregorian calendar almost immediately, it was only gradually adopted among Protestant countries. The British, for example, did not adopt the reformed calendar until 1752. Until then, the British Empire - and their American colonies - still celebrated the New Year in March.

CHAMPAGNE AND NEW YEAR’S EVE TRADITIONS

The celebration of the New Year comes with a certain amount of tradition. The tradition of making resolutions is said to date back to the early Babylonians. Popular modern resolutions might include the promise to lose weight or quit smoking. The early Babylonian’s most popular resolution was to return borrowed farm equipment.
The tradition of using a baby to signify the New Year was begun in Greece around 600 B.C. It was their tradition at that time to celebrate their god of wine, Dionysus, by parading a baby in a basket, representing the annual rebirth of that god as the spirit of fertility. Although the early Christians denounced the practice as pagan, the popularity of the baby as a symbol of rebirth forced the Church to reevaluate its position. The Church finally allowed its members to celebrate the New Year with a baby, which was to symbolize the birth of the baby Jesus. The use of an image of a baby with a New Year’s banner as a symbolic representation of the New Year was brought to early America by the Germans. They had used the effigy since the fourteenth century.

So that brings us to New Year’s Eve and the link with champagne. What is the connection? The answer dates back at least 1,500 years. And it involves a mix of history, location and – not least – skillful marketing.

In the late fifth century, King Clovis, the reigning monarch of northern France, was fighting to defend his territory. Legend has it that he promised his wife, the Burgundian princess Clotilde, that if he won his next battle, he would convert to Christianity. He won, and in 496 he was baptized in a church in the city of Reims, in the heart of France’s Champagne region.

For centuries afterward, kings of France were crowned in Reims, eventually at a great cathedral built there. Before trains and cars, trekking out to Reims was a major undertaking. So, after a coronation, the royal court would linger in the Champagne region for a while, and partake of the local wines.

In the Middle Ages, the wine world was very different from what it is today. Like other agricultural products, wine was commonly consumed within a year after it was produced. Grapes were harvested and fermented for a few weeks, then exported during the fall and winter, usually shipped in barrels. The wines of Champagne at the time were “still,” not effervescent as champagne is today.

As the trade picked up over the centuries, and more and more wine was exported, sometimes new barrels weren’t opened until spring – when the wine inside would be fizzy. This happened because the yeasts that had been fermenting the wine went dormant when the cold weather arrived in the fall. As the weather warmed, the yeasts “woke up” and started consuming the grape sugars left in the wine. Alcohol is one of the byproducts of yeasts fermenting grape juice. Another is carbon dioxide, the same stuff that carbonates soda. When fermentation occurs in a closed container, the carbon dioxide infuses the liquid and forms sparkling wine.

Although this process was happening in other wine regions, Champagne had several advantages. Its major towns were located on rivers at a time when water was the shipping highway of the world. And the region supplied wine not only to the French court in Paris but also to England and Holland – coastal areas too far north to grow their own grapes – where sparkling wine was gaining in popularity.

Enter the famous monk Dom Perignon, at the end of the 17th century. Perignon didn’t actually “invent” champagne, but he
these new customers couldn’t afford to drink champagne every day, but they could afford it on special occasions. Soon they began ordering it for all celebrations. Champagne became de rigueur at festivities from weddings to ship christenings – to ringing in the New Year.

New Year’s Eve celebrations probably originated millennia ago as religious ceremonies, part of solstice rituals. And associating drink with religious observances has endured as a tradition since pagans made offerings to their gods with a special mead or wine. Over the ensuing centuries, as New Year’s Eve evolved from a religious festivity to a secular one, the concept of a drink fine enough for the gods became intertwined with champagne’s reputation as a celebratory extravagance. And that reputation is what champagne marketers continue to offer. The drink’s status has been maintained for centuries by intentional association with opulence.

Plus, it’s fun. We enjoy seeing the froth of the wine as it fills our glass, and we delight in watching the magically renewing bubbles as we drink. Champagne tingles on the tongue, and its fizz seems to carry aromas and flavors straight to our heads. Even so, people rarely drink too much champagne. In addition to price considerations, it’s not easy to consume bubbles fast – except, perhaps, on New Year’s Eve.

TRADITIONS AROUND THE WORLD
While we have many common and shared traditions these days, there are New Year’s traditions that remain very much unique to a particular country or region.

**Denmark:** In Denmark, residents keep a pile of dishes, all broken, in front of their door. For this they save old dishes and people usually throw these at their friends’ doors during New Year. This symbolizes friendship and brotherhood. The belief is that the one with most dishes outside has the most friends. Additionally, Danes are known to stand on a chair and jump from it as the clock strikes 12.

**China:** The Chinese have a unique way of celebrating New Year, where every front door of a house is painted in red to symbolize happiness and good fortune. They hide all the knives for the day, so that no one cuts oneself - as this may actually cut the entire family’s good luck for the coming year.

**Austria:** In Austria, the suckling pig is a symbol for good luck for the New Year. It’s served on a table decorated with tiny edible pigs and dessert often consists of green peppermint ice cream in the shape of a four-leaf clover.

**Belgium:** In Belgium New Year’s Eve is called Sin Sylvester Eve. Family parties are thrown and at midnight everyone kisses, exchanges good luck greetings and drinks toasts to absent relatives and friends.

**Brazil:** In Brazil the lentil is believed to signify wealth, so on the first day of the New Year they serve lentil soup or lentils and rice. On New Year’s Eve, the priestesses of
the local voodoo cult dress in blue skirts and white blouses for a ceremony dedicated to the goddess of water, Yemanja.

**England:** The British place their fortunes for the coming year in the hands of their first guest. They believe the first visitor of each year should be male and bearing gifts.

**Germany:** In Germany people drop molten lead into cold water and try to tell the future from the shapes made. A heart or ring shape meaning a wedding, a ship a journey and a pig plenty of food in the year ahead.

**Sicily:** An old Sicilian tradition says good luck will come to those who eat lasagna on New Year’s Day, but whoa if you dine on macaroni, for any other noodle will bring bad luck.

**Spain:** In Spain, when the clock strikes midnight, the Spanish eat 12 grapes, one with every toll, to bring good luck for the 12 months ahead.

**Peru:** The Peruvians follow the Spanish tradition of eating 12 grapes, but add a 13th to assure good luck.

**Hungary:** In Hungary they burn effigies or a scapegoat known as “Jack Straw” which represents the evils and misfortunes of the past year.

**South Africa:** In South Africa they ring in the New Year with church bells ringing and gunshots being fired.

**Norway:** Norwegians make rice pudding at New Year’s and hide one whole almond within. Guaranteed wealth goes to the person whose serving holds the lucky almond.

**Philippines:** In the Philippines they believe that all things round bring good luck, so they consume grapes, have coins (which they throw at midnight) and wear polka dotted dresses.

**Holland:** On New Year’s Eve, the Dutch build bonfires made from Christmas trees – believing this purges out the old and greets the new. The Dutch also eat round fritters called oliebollen (literally, “oil balls”).

**Chile:** The Chileans visit cemeteries for New Year’s Eve mass. Chilean families celebrate the New Year with deceased members of their family, by setting up chairs next to their graveside.

**Estonia:** The New Year’s Day tradition in Estonia is to eat seven full meals, thus guaranteeing an abundance of food for the New Year.

**Central and South America:** The color of your underwear should never be taken lightly, especially on New Year’s Eve. In many Central and South American countries, the color of your underwear can either bring in love or money. Bolivians tradition states wearing bright yellow underpants will increase fortune for the year. In Mexico, red is most popular for bringing love and happiness after midnight.

**Switzerland:** In Swiss homes, dollops of whipped cream, symbolizing the richness of the year to come, are dropped on the floor and allowed to remain there.

In many Asian countries, long noodles are eaten on New Year’s Day in order to bring a long life. One catch: You can’t break the noodle before it is all in your mouth. A common good luck food in the southern United States, black-eyed peas are thought to bring prosperity, especially when served with collard greens. In Germany, Ireland, and parts of the United States, cabbage is associated with luck and fortune since it is green and resembles money. Thought to resemble coins, lentils are eaten throughout Italy for good fortune in the New Year. Long associated with abundance and fertility, pomegranates are eaten in Turkey and other Mediterranean countries for luck in the New Year. In North America, Asia, and Europe, people eat fish to celebrate the New Year. In some countries, people associate fish with moving forward into the New Year since fish swim forward. Other people think fish symbolize abundance since they swim in schools.

**FIVE COMPLETELY DIFFERENT NEW YEAR’S DAYS AROUND THE WORLD**

Although most of us in western culture celebrate New Year’s Day on the first official day of the Gregorian calendar, there are many different unique dates and New Year celebrations around the world. Here are five of them:

**Chinese New Year** - every year the changing date falls between 21 January and 21 February, depending on when the new moon of the first lunar month falls. In 2014, the Chinese New Year falls on 31 January. The 15-day observance is the most important of the traditional Chinese holidays and is known as “Spring Festival.”
NEW YEAR'S CELEBRATIONS

Jewish New Year - Rosh Hashanah is the Jewish New Year. It is celebrated in autumn on the first two days of the seventh month of the Hebrew calendar. For Jews, it is a time of introspection and to look back at their mistakes over the past year and plan changes for the one ahead. The holiday is marked by the eating of apples dipped in honey as a symbol for a sweet new year. Most often the day is spent in a synagogue, as it is one of the holiest days of the year.

Islamic New Year - also known as the Hijri New Year. It falls on the first day of Muharram, which is the first month in the Islamic calendar. Special prayers are said and the appearance of the new moon is recorded in mosques. This fairly quiet New Year celebration is expected to fall on 25 October 2014.

Thai New Year - also called the Songkran is celebrated from 13-15 April. One of the main activities is the throwing of water. Thais throw containers of water, use water guns, and even garden hoses to soak each other. The water is symbolic in the hopes that will bring good rains in the new year. All Buddha statues and images are also cleansed for good luck and prosperity.

Ethiopian New Year - also called Enkutatash, meaning the "gift of jewels." Officially, it will be on 11 September in 2014 - at the end of the big rains. Dancing, singing, and celebrations happen as the people celebrate this spring festival. Some cities have spectacular religious celebrations although it is not exclusively a religious holiday.

NEW YEAR USED IN SAYINGS AND PROVERBS

Writers and philosophers have left us many clever sayings and proverbs associated with the celebration of a New Year, whether reflecting on the promise of a clean slate or the steadfastness to carry through on resolutions made. Wisdom is, of course, in the interpretation.

Here are a few favorites:

An optimist stays up until midnight to see the New Year in. A pessimist stays up to make sure the old year leaves. - Bill Vaughan

Many people look forward to the New Year for a new start on old habits. - Author Unknown

A New Year’s resolution is something that goes in one year and out the other. - Author Unknown

Be at War with your Vices, at Peace with your Neighbors, and let every New Year find you a better man. - Quoted in Benjamin Franklin’s 1755 Poor Richard’s Almanac.

New Year’s Day is every man’s birthday. - Charles Lamb

Never tell your resolution beforehand, or it’s twice as onerous a duty. - John Selden

Year’s end is neither an end nor a beginning but a going on, with all the wisdom that experience can instill in us. - Hal Borland

New Year’s eve is like every other night; there is no pause in the march of the universe, no breathless moment of silence among created things that the passage of another twelve months may be noted; and yet no man has quite the same thoughts this evening that come with the coming of darkness on other nights. - Hamilton Wright Mabie

The Old Year has gone. Let the dead past bury its own dead. The New Year has taken possession of the clock of time. All hail the duties and possibilities of the coming twelve months! - Edward Payson Powell

The proper behavior all through the holiday season is to be drunk. This drunkenness culminates on New Year’s Eve, when you get so drunk you kiss the person you’re married to. - P.J. O’Rourke

Every man should be born again on the first day of January. Start with a fresh page. Take up one hole more in the buckle if necessary, or let down one, according to circumstances; but on the first of January let every man gird himself once more, with his face to the front, and take no interest in the things that were and are past. - Henry Ward Beecher

We will open the book. Its pages are blank. We are going to put words on them ourselves. The book is called Opportunity and its first chapter is New Year’s Day. - Edith Lovejoy Pierce

New Year’s Day: Now is the accepted time to make your regular annual good resolutions. Next week you can begin paving hell with them as usual. - Mark Twain

Yesterday, everybody smoked his last cigar, took his last drink and swore his last oath. Today, we are a pious and exemplary community. Thirty days from now, we shall have cast our reformation to the winds and gone to cutting our ancient shortcomings considerably shorter than ever. - Mark Twain
As a sponsor of Bestevaer Seascouting, Seatrade Groningen BV became member of its business club. Despite heavy rain the annual business club event on 14 September 2013 was a huge success.

Not our every day cargo, but our vessels can carry it nonetheless! Three tanks of 82 tons were loaded on board mv Pacific Breeze in Vigo, Spain for destination Guayaquil, Ecuador.

From time to time we suddenly see a Seatrade vessel appear on our television screens, usually in a shot of a port in action. In the 133-episode Colombian television series, Pablo Escobar: El Patron del Mal, the Tasman Mermaid could be seen transiting the Panama Canal.

As many of us will remember the notorious Pablo Escobar, we can only be happy our paths never crossed in real life!
As a member of the Seatrade landside team, Dutch office, I have always been curious to know how a seaman’s life is on board of a Seatrade vessel. So I asked the Antwerp office if it was possible to embark a ship as a passenger.

Since we at Seatrade Rotterdam play a major role in the European export shipments via the Rayo service to Surinam and Ecuador my preferred route was to sail on a vessel departing from Surinam and then passing the Panama Canal. I boarded the Esmeralda on 17 September in the Surinam port Paramaribo for a 7-day trip via the Panama Canal to Puerto Bolivar in Ecuador.

Captain Doctora and his 19-member crew, 17 Filipinos, one Russian and 1 Surinam cadet, welcomed me on board, and the pilot’s cabin was made available for my stay.

Early next morning at 02:00 and at high tide we left under the guidance of a pilot to sail directly to the next port being Georgetown in Guyana, where we arrived the same day at around 15:00. Another pilot came on board to guide the ship through the narrow entrance of the river into to the very old and outdated port, which looked like time had stood still. For example, they still have piers which are completely made out of wood. We reached our terminal and around 20:00 we were “all fast”. The discharge operation started and was finished around midnight. After a short night’s sleep and another early departure around 06:00, we were on open seas on our way to Cristobal, Panama. As soon as we left, the seaman’s life continued its usual self. While I was still excited about my trip-to-be, the hardworking men went on with their regular work schedule: a four hours shift system for the officers on the bridge, and all other crewmembers worked between 08:00
and 17:30 every day. After a hard day’s work the crew members take their evening rest.

It is not always as serious as it seems on board, every evening seven members of the crew gather around in the Chief’s office at the big table, link their laptops via Wi-Fi and all play a video game. This is a serious and heavy competition with a different champion every evening.

On Sunday 22 September we reached the Panama Canal at the East entrance on the Caribbean side. Here I learned that in 2014 the canal will be 100 years old. Two other Seatrade vessels were already waiting to enter the canal; it felt like a welcoming committee!

The Panamanian authorities came onboard to inspect the technical condition of the ship. Of course everything was in order, so after the all clear, the pilot for the passage could come on board.

The Seatrade ship Pacific Breeze was the first to enter the locks for the evening shift. We were fourth in line. It was already dark when we reached the first lock giving the whole experience an extra dynamic view: little lights and unknown sounds. The Panama Canal staff takes over the entire ship, bow and stern of the ship were connected to four big locomotives which would monitor the passage and stay connected all the time during the passage through the three connecting locks. As this has been an ongoing process for almost hundred years, it all goes fast, and without any delay!

After these locks the ship had to be guided via the well marked route across the lake. At various points in the canal two ships moving in opposite directions have to pass each other. It is amazing how this is done, and how important communication between the pilots on board the various vessels is, especially when soon even Post Panamax vessels can enter the canal. After five exciting and at times breathtaking hours, the locks at the west side near Panama City were reached. First you have to pass under the fully lighted Via Centenario Bridge, which in itself is also very impressive. After this bridge you get to the first two of the last locks and a little bit further the final and last lock. At both sides you can clearly see the 24/7 continuing construction work for the new locks.

The total passage had taken seven hours from ocean to ocean, and as we left the last lock we entered the Pacific Ocean which you quickly noticed as the waves of this ocean are different. Off the Ecuadorian coast I could see dolphins swimming, playing and jumping out of the water. After another two days sailing we arrive in Puerto Bolivar, Ecuador, the end of my trip.

My wishes came true! The first was to take a trip through the Panama Canal, and the second is that now I’m also the proud owner of a Seaman’s book, one which I have had since 1988 when I was a young man, with the first, and last, acceptance stamp by a Captain of a vessel.

I want to thank Captain Doctora and his crew and the Seatrade organization for making this trip possible, and for taking the time to show me how it feels to be living and working on a Seatrade vessel.

Hans Sijthoff
General Manager
Seatrade Rotterdam
SHIPPING SEASON WITH A DIFFERENCE

Imagine life on an island in the Caribbean or Pacific: Sunshine, white sandy beaches, smiles all around, relaxed rhythm of life, fruit ripe for picking off the tree and fish jumping out of the ocean... Sounds good?

Then again, imagine wanting to eat some yoghurt, drink some good wines, buy a car, or build a new house. Almost everything you need or want to buy in a shop has to be imported from far away, as local production is limited to non-existent.

On the west and south bound legs of Seatrade liner services we carry a lot of such products. The Dutch and French Caribbean islands, Surinam as well as French Polynesia and New Caledonia all have strong links with their (former) ‘motherland’, so mortar and brick, and groceries for selling in supermarkets all find their way from here to there. Stocks for shops, from paint to electrical equipment, from cars and motorbikes to animal foods; all this gets shipped and much more.

Shipping is full of seasonality: there is a season for various types of fruit, some fish varieties are caught during certain times of the year etcetera. Then, with December still months away on the calendar another cargo season starts, one with a difference.

With Christmas approaching, shops in countries large and small start stocking up with presents for the holidays: leather bags, cosmetics, toys (made in China, but now with a Continental European touch), clothes, shoes, jewelry and perfumes. Artificial Christmas trees -it has been a while since we did a shipload full of real pine trees- and decorations also find their way on board. While few of these products need refrigeration, it is our fast, direct and dedicated liner services that guarantee the quickest transit time to destination.

And then there is the food; Christmas and New Year’s Eve are times many of us splurge on food. And so we ship container loads of goose and other poultry products, champagne, wine and spirits, cakes, candy and chocolates, and anything else that will bring us that sense of festivity - whether we are knee deep in snow or in dire need of a refreshing drink on a tropical sunny day.

Season’s greetings!

SEATRADE ON THE MAP IN PERU

Seatrade’s presence in Peru has been reinforced with its participation in Expoalimentaria (Lima) and Mango Congress (Piura). Expoalimentaria is the leading fruit fair in Peru, where a handful of Dutch companies including Seatrade, with the support of the Dutch Embassy in Lima, could share a row of booths and the exposure in the fastest growing fruit exporting country in the world.

Seatrade welcomed its customers present and future in the stand and finalised the seasonal contracts for grapes and mangoes. It was also the occasion to say farewell to Carla Brokking, the dynamic Dutch Commercial Attaché whom has been an important link between Dutch and Peruvian companies, and who is finalizing her appointment in Lima. Thanks, Carla, het ga je goed!

The start of the Peruvian mango season kicked off with the annual APEM (Asociacion de Productores y Exportadores de Mango) Congress, which takes place in the capital of the mango region, Piura. Over two days many producers, exporters and importers get together to exchange views, finalize deals and listen to panelists about topics like agriculture, post harvest, markets and logistics. Seatrade, which is one of the preferred mango carriers from Peru was present and could put forward the perspective of how “Fast, Direct and Dedicated” makes a difference!
In this issue we will give you some easy travel tips if you are in the Tampa Bay Area with some time to spare.

**TAMPA, FLORIDA**

27° 56' 50" N, 82° 27' 31" W

Seatrade vessels call at the Port of Tampa an average of 26 times a year. This past summer marked 15 years of this dedicated service of the Joint Frost carrying juice in bulk and related products, from Costa Rica to the port. On the southern point of Tampa Bay, you will find Port Manatee. Reefer vessels weekly carry Guatemalan melons from November to early May. Del Monte has weekly service into the port and occasionally Seatrade provides spot vessels.

The history of the Tampa region goes back to the days of Spanish rule. In 1819, the United States bought it from Spain and eventually established a military post called Fort Brooke. It hosted steamers and sailing ships from faraway places. Not until the 19th century, when Capt. William B. Hooker centered his enterprise of cattle and citrus shipping here did it expand. Present day Hooker's Point is home to much of the activity in Tampa's port.
EXCURSIONS
Downtown Tampa is the 3rd largest city in Florida. By foot you can walk through the Channel district, the Riverwalk and go through the University area.

Ybor City was the heart of Tampa’s cigar industry. A stroll down the 7th avenue still finds a number of shops offering cigars rolled by hand right in front of you. Ybor City’s Latin spirit is due to the major influx of immigrants from Spain, Cuba, and Italy. The spirit of Ybor is also carried into the nightlife.

E.G. Simmons State Park is filled with trails and picnic spots on the coast of Tampa Bay, close to Port Manatee.

Tampa is home to several sports teams which offer sporting events worth watching: baseball (Rays), hockey (Lightening), football (Buccaneers)

Discover Tampa by Segway. Cost for a 2-hour tour is USD 65.

Busch Gardens is an amusement and safari park. All day admission costs USD 85.

A walk away from port is the Tampa Bay Aquarium. Spend about three hours there; admission is USD 20.

Tampa Museum of Art houses both a permanent collection and special exhibitions. Spend about 3-4 hours; admission is USD 10.

Enjoy works from the surrealist master himself at the Dali Museum in St. Petersburg. Spend 3-4 hour there; admission is USD 21.

RESTAURANTS/BARS/CLUBS
The Columbia, a Tampa original dating back to 1905
Location: 2025 E 7th Ave Tampa, FL 33605
Price: Medium

Bern’s Steakhouse
Location: 1208 S Howard Ave, Tampa, FL 33606
Price: Medium/High

Carne Chophouse
Location: 1536 E 7th Ave, Tampa, FL 33605
Price: Medium/high

Carmine’s
Location: 1802 E 7th Ave, Tampa, FL 33605
Price: Low/Casual

Hooters
Location: 615 Channelside Dr #113, Tampa, FL 33602
Price: Low

BARS/CLUBS
Hattricks
Location: 107 S Franklin St, Tampa, FL 33602

MacDinton’s Irish Pub
Location: 405 S Howard Ave, Tampa, FL 33606

World of Beer
Location: 402 S Howard Ave, Tampa Fl 33606

Hyde Park Café
Location: 1801 W Platt St, Tampa, FL 33606

Ampitheater
Location: 1609 E 7th Ave, Tampa, FL 33065

MEMORABLE DAYS
Gasperilla Pirate Festival in January
State Fair in February
Guavaween Halloween Festival in October
Transit Dekeirel et Hardebolle (TDH) is a family owned company which has its origins nearly one century ago. Since then, TDH has been active in the shipping business in Dunkirk, France, mainly as a liner and shipping agency, customs agency, storage and freight forwarder.

TDH is one of the first partners of Seatrade in Dunkirk, as TDH was agent for the first call in 1998, when the port call of mv Spring Tiger marked the start of a regular service linking Dunkirk with New Zealand ports and the French island of Tahiti.

Throughout these years Seatrade, with its reliable service and the important commercial work undertaken by Paulette Depreux of Sea Shipping Services, has gained the confidence of French freight forwarders and shippers, leading Seatrade to become today the first regular container and breakbulk service calling at Dunkirk.

Since 1998, Seatrade has placed its confidence in TDH. 15 years of Seatrade’s presence in Dunkirk was celebrated 26 September 2013, in the presence of the authorities of the Port of Dunkirk and a sound representation of Seatrade Antwerp’s team and the general agent in France, Jean-Yves Depreux.

TDH was bought in 1992 by Guy Dewynter and his son Xavier. Since then the company has grown, starting with 5 employees in 1992 to reach today 15 people involved in all aspects of running the agency. In 2011, with the support of Sea Shipping Services, TDH opened an office in Radicatel, in order to expand its customs representation in Normandy.

In 2011 Lemaire, one of the oldest independent shipping agencies in Dunkirk, was taken over by the TDH family group. The Lemaire brandname is now twinned with TDH and both are located in a brand new shipping office on the ground floor of the building, where eight people are dealing with liner and tramp agency matters.

Thus, TDH / Lemaire is now an important independent agency, deeply involved in the main activities of the Port of Dunkirk such as ore and coal carriers for the local Arcelor Mittal steel mill, tankers for the refineries, as well as for other terminals such as grain, lime, slags, cement etcetera.

TDH is also deeply involved in the local port management issues via the local union of forwarders and ships agents, Union Maritime et Commerciale. TDH and Lemaire also assist at the local committees of towage, pilotage, and boatmen.

Dunkirk is the third French port. Located on the North Sea, just one and a half hours’ sailing time from the world’s busiest seaway, the Port of Dunkirk offers excellent accessibility to shipping. Its facilities mean it can handle all kinds of cargoes and the largest ships. Dunkirk-port comprises two harbour sites on a 17-km shoreline, on the coast without an estuary: East Port, behind locks, is accessible to ships with cargo of 130,000 T and West Port is accessible to tankers of 300 000 DWT fully loaded.

Dunkirk also has an important shipyard fitted with dry docks where recently several Seatrade vessels were assisted by TDH teams.
The container terminal reached a traffic of 260,000 TEU in 2012. Regular full container lines are connecting the main world ports directly or by transhipment. The terminal has 1200 meters of quayside, ultra-modern super post panama gantry cranes, five gantry cranes of which three are latest generation, and 700 reefer sockets.

Dunkirk offers outstanding advantages for distribution. Dunkirk is a major centre for the distribution of fruit and other goods imported by sea and for distribution everywhere in Europe.

East Port, where Seatrade operates, is specialised in handling of conventional cargo and containers. Equipped with high-power cranes, East Port also has ro-ro handling equipment for heavy and bulk lifts. Vessels’ handling is provided by BARRA SN, which also has been a partner since 1998.

Thanks to the support of its customers and partners, such as Seatrade, TDH is a major player in the port of Dunkirk, and hopes to remain so for many years to come.

Xavier Dewynter
Transit Dekeirel et Hardebolle
On 26 September, Seatrade celebrated the 15th anniversary of its New Zealand liner service in Dunkirk. More than 100 people representing customers, port authorities and service providers gathered at the Maritime Museum for the celebrations.

"Since 15 years, Seatrade has been loyal to the Port of Dunkirk" said Mrs Christine Cabau Woehrel, the chairman of the port board in her speech before adding "Dunkirk is a port where Seatrade feels at home".

Yntze Buitenwerf underlined in his speech the historical development of Seatrade and the New Zealand liner service while both Jean Yves and Paulette Depreux described in a passionate and emotional speech how the liner service started many years ago from scratch and how it became the leading and best service of this trade.

After the speeches until the early hours, the attendees enjoyed some delicious local food and nice drinks with smooth live music in the background played by a local band.

Mustapha Maarouf
Seatrade Antwerp
On 10 October 2013, we had the pleasure to announce to the world the establishment of Global Reefers, a partnership between Pacific Seaways and Seatrade:

Seatrade, the world largest reefer operator and owner, and leader in specialised reefer logistics, and Pacific Seaways, Chile’s most important shipping group, created and managed by fruit growers/exporters, have joined forces to establish Global Reefers NV, a company which aims to offer the industry the most efficient service on specialised reefers and container lines from Chile, Peru and Colombia to the world.

Pacific Seaways and Seatrade have had business relationships spanning for over 20 years. The new company, based in Valparaíso (Chile), strengthens their common goal of ensuring “reliable, fast, direct and dedicated reefer shipping logistics towards the future”, as their executives have stated.

Global Reefers NV has begun its operations in October 2013; its Board of Directors, in which Seatrade and Pacific Seaways are equally represented, has designated Francisco Labarca, the current CEO of Pacific Seaways, as the company’s Managing Director.

The new Managing Director has stated that “the union between these companies is a unique and new way of operating, which will allow the fruit and shipping industries to work together consolidating the best transport alternatives for Chile’s product. The freezes that have affected our country’s agriculture will seriously impact the Chilean volumes and have once again put in the spotlight the need to coordinate efforts to find more efficient ways of ensuring the adequate size, timing and quantity of good quality reefer ships.”

Along the same lines, Seatrade’s CEO Yntze Buitenwerf stated that “our development goes hand in hand with the growth of our customers, and this platform will give us further possibilities to invest in the reefer business”.

PACIFIC SEAWAYS was established in 1980 by a group of pioneering Chilean fruit exporters. Today the consortium has among its member some of Chile’s leading fruit exporters. A team of professionals is dedicated to organising the best shipping solutions for this fine Chilean produce, using its own specialised reefer liner services as well as selected container lines for worldwide destinations.

SEATRADE’s team of chartering and operations professionals based in Antwerp handle a fleet of over 100 modern specialised reefer vessels. The variety of configurations, capacities and capabilities of the fleet provides flexibility unparalleled in the industry. With a service range extending from spot voyages, time charters and contracts of affreightment to fast, direct and dedicated liner services, customers can count on Seatrade for timely delivery of their produce. A network of dedicated offices and agents further enhances its global presence.

Global Reefers will operate a seasonal weekly service from Chile to Wilmington (DE), USA starting week 49-2013, and a seasonal weekly service from Chile to Los Angeles (CA), USA starting week 50. These fast, direct and dedicated services will continue well into April 2014. The company will also manage in excess of 16,000 reefer containers to more than 70 destinations worldwide.

Meanwhile Seatrade’s Santiago office activities have been transferred to Global Reefers. We want to thank Rodrigo Ulloa for handling Seatrade’s business in Chile for over 12 years, which he did with passion and dedication, handling diverse business from fish to fruit as well as developing the liner service to Russia. Rodrigo will retire from Seatrade and pursue private activities.
My younger daughter will have turned the ripe old age of 17, by the time you are reading this article. There's nothing particularly earth-shattering about reaching that age in the state of Florida. Nothing transcendental happens. She's had her driver's license for nearly a year already - and my wallet continues to be lighter as a result. She is still four years away from being able to purchase alcohol legally and a year away from being able to get a tattoo, buy cigarettes, get married (or divorced), go to a casino and gamble, pawn something, buy insurance, enlist in the military, donate blood, visit a porn site, work at Wal-Mart, drive an ice cream truck, carry a weapon, open an eBay account, buy a house or any of the other dozens of magical things that become available to her in a year's time.

While the tattoo is definitely on her radar, the one thing that she continues to remind me about is that come the magic age of 18, she will be able to cast a ballot in an election - both locally and nationally. Poor, poor naïve child; she actually believes this is still an important rite of passage and that her vote - any vote - counts. How do I clue her into the real world that comes with this "gift" from the founding fathers?

Virtually no one under the age of 40 reads a newspaper any more. Even if they did, it would be difficult for the uninformed to discern fact from conjecture from pure opinion. Newspapers are supposed to maintain a specter of neutrality, but that line is becoming blurred by editorial boards that are in the pockets of lobbying groups and political action committees. I remember when the older sister went to vote in the last presidential election and instead of taking the time to do any research she followed sheepishly the endorsements of the local newspaper - one that she had never bothered to open and read, before or since.

There's absolutely no point in turning on the TV for unbiased news. It simply doesn't exist anymore. Everyone has an agenda and an opinion. Fox News, the bastion of right-wing politics in the USA and all things anti-Obama, is owned by Aussie billionaire, Rupert Murdoch. The same Rupert Murdoch emboiled in the News of the World phone hacking scandal in the U.K. The funny thing is that if you take a look at Murdoch's own political leanings, you will find that he has regularly thrown his power beyond the Labor Party in Australia and a platform of free, universal health care and free education. That kind of liberal leaning doesn't sell commercial time in the States, so he chooses to keep the Fox News coverage both spin and fact free. Rumor has it that he was actually leaning towards endorsing Obama in the last election, but changed his mind when Roger Ailes, president of Fox News, threatened to quit. Of course, the other options left and right are no better nor hold no higher moral ground.

But again, no one under the age of 30 actually watches broadcast TV anymore. Everything they want to watch is streamed on demand and probably illegally. Websites and blogs are effectively passé. Facebook is for old people. That leaves Twitter, Instagram, YouTube and the various video/photo posting apps. This means that any attempt at telling a factual news story has to be reduced down to 140 characters or a fleeting image. Good luck with that, unless your posting includes a cat playing the piano or a mention of some au current celebritard (you can look that one up on urbandictionary.com).

This ignorance-is-bliss society we all live in works right into the hands of both those in office and those looking to unseat them. The more radical the opinions - again, facts be damned - the more likely that the story will catch fire through the various social media platforms. The more outrageous the viewpoint, the more money comes flooding in from the aforementioned lobbyists and political action committees.

Those who succeed in getting elected become addicted to the pomp and power like common drug addicts. Any vestige of serving the greater good goes out the window. The recent government shut-down in the USA, may have been a shock to much of the world, but it comes as no surprise to those of us who actually attempt to follow the news and make educated choices. The system is severely broken with no fix that can be seen anywhere on the horizon. This is not a problem unique to the USA, of course.

Wow, pretty heavy stuff for a Crow's Nest and what exactly does this have to do with my daughter's eventual right to vote? Good question. I'm not sure myself, but it felt damned good getting that one settled in the back of my mind. Old people have to have something to bitch about anyway. It's not like anyone listens to us...

Oh yeah, back to the daughter and her eventual passage into adulthood. I'm thinking that I need get her to reevaluate her priorities. As I mentioned, there are a lot of other "cool" things that come with being 18. I mean, she could skydive, lease an apartment, finance a car, go bungee jumping, buy a monkey, buy spray paint or even adopt a child. The options are endless and equally rewarding; though I'm thinking she may want to get a tattoo; unless your posting includes a cat playing the piano or a mention of some au current celebritard (you can look that one up on urbandictionary.com).
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. In which year was Seatrade’s liner service to New Zealand established?
2. Which drink is widely associated with festive occasions?
3. Between which ports does mv Joint Frost sail?

JOIN THE COMPETITION:

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

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

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

The answers of the puzzle and trivia in issue 01/2013 were:
Puzzle: easy code = 596 / hard code = 411 / very hard code: 388
Trivia: 1) 1815; 2) seven; 3) 23 days

Thanks for all the entries! The winners this time are Dotje Van Reet, Seatrade Antwerp (puzzle - easy), V. Korolev, Chief Engineer mv Pacific Reefer (puzzle - hard), Capt. Doctora, mv Esmeralda (puzzle - very hard) and (trivia). They will all receive a beautiful Seatrade watch. The lucky winner of the iPod Nano is Malte Meiners, 2nd Officer mv Tasman Mermaid. Congratulations!

Send us your response to this issue’s puzzles and win yourself!
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<thead>
<tr>
<th>Name</th>
<th>Cbft</th>
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**Non-Pool vessels managed by Seatrade Groningen B.V.**

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**-Reefers-**

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<th>Vessel</th>
<th>Cbft</th>
<th>Sqm</th>
<th>Built</th>
</tr>
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<tbody>
<tr>
<td>Prince of Stream</td>
<td>428,618</td>
<td>4,613</td>
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<td>Prince of Sound</td>
<td>419,896</td>
<td>4,521</td>
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<tr>
<td>Prince of Waves</td>
<td>402,900</td>
<td>4,569</td>
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<tr>
<td>Prince of Tides</td>
<td>402,574</td>
<td>4,546</td>
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<tr>
<td>Marine Phoenix</td>
<td>400,884</td>
<td>4,544</td>
<td>1993</td>
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<tr>
<td>Bay Phoenix</td>
<td>400,884</td>
<td>4,544</td>
<td>1993</td>
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<tr>
<td>Lagoon Phoenix</td>
<td>400,884</td>
<td>4,544</td>
<td>1993</td>
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<tr>
<td>Water Phoenix</td>
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<td>4,544</td>
<td>1993</td>
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<tr>
<td>Sea Phoenix</td>
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<tr>
<td>Pacific</td>
<td>398,470</td>
<td>4,736</td>
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<tr>
<td>Green Italia</td>
<td>377,100</td>
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<td>Green Brazil</td>
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<td>Green Guatemala</td>
<td>375,723</td>
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<td>Green Chile</td>
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<td>Green Costa Rica</td>
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<td>Prince of Seas</td>
<td>371,412</td>
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<td>Cool Expreso</td>
<td>362,351</td>
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</table>

**-Tankers-**

<table>
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<tr>
<th>Vessel</th>
<th>Cargo tank capacity</th>
<th>Built</th>
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</thead>
<tbody>
<tr>
<td>Lioba</td>
<td>4666.8m³</td>
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</tr>
<tr>
<td>Patma</td>
<td>4666.8m³</td>
<td></td>
</tr>
</tbody>
</table>

*operating in the GreenSea Pool*

All particulars believed to be correct but not guaranteed.

Status December 2013
Our colleagues need your help!

This is OUR crew and their families; do not let those who survived Haiyan die of hardship.

Support the Yolanda (Haiyan) Aid Fund

Make your money count: Seatrade will double your contribution

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IBAN: NL82INGB0668959405
BIC: INGBNL2A