

Inséré 16/11/21 DOSSIER Enlevé 16/12/21



DEEPSEA MINING THE STATUS QUO

Our growing society is ever more dependent on technology, which has resulted in a huge demand for metals such as copper, manganese, cobalt, and other rare earth minerals. Some of these are increasingly scarce and sooner or later conventional mining will not be able to meet demand. Thus, companies are taking more drastic measures to find these precious metals and the hefty price tag is becoming progressively feasible as the industry for deepsea mining is getting closer to realisation.

As the demand for the aforementioned metals, the same metals found in polymetallic nodules deposits, grows, companies have not only been researching the feasibility of deepsea mining, but also began designing and testing the technology to do so. Due to this, several parties have already obtained contracts for the exploration and development of technologies to extract nodules of the seafloor governed under international regulations. In the following paragraphs, a general overview of environmental issues will be discussed as well as the regulations that will be put into place to ensure the protection of the marine environment. Not only this, but the technical difficulties will also be discussed along with the next steps the industry needs to take to make deepsea mining a reality.

Regulations

Deepsea mining can either take place inside a country's EEZ (Exclusive Economic Zone) or outside areas of national jurisdiction. Until now, only a few countries, most notably New Zealand and Japan, have created legal frameworks for deepsea mining. Japan has had the first successful test extraction in collaboration with JOGMEC in which 649 kilos of polymetallic nodules were collected. This successful test took place aboard the research vessel Hakurei in July 2020 in the test area around Takuyo No.5 Seamount. According to research, this area has both enough nickel and cobalt to meet Japan's needs for twelve years.

All other mineral resources that are outside of a country's EEZ are defined as the "common heritage of (hu)mankind" (CHM). In 1982, this legal status was confirmed in the United Nations Convention on the Law of the Sea (UNCLOS). This resulted in all resource exploration and extraction being managed by the International Seabed Authority (ISA).

The ISA is 'mandated to develop, for the optimum collective benefit of all humankind, the mineral resources of the area, while taking the necessary measures to effectively protect the marine environment from the harmful effects of mining activities' [1]. The ISA is currently working on the regulations to govern deepsea mining. These regulations will allow states and entities to obtain mining contracts to begin mining in international waters under the supervision of a sponsoring state. However, many states, academia (DOSI, IASS), non-governmental organisations (Pew, DSCC), intergovernmental organisations (IUCN), and others have expressed their concerns about the environmental impact that deepsea mining could cause. These concerns stem from the serious damage to ecosystems caused from mining terrestrial deposits throughout the world in the past. These damages can be minimised or even completely avoided due to the extensive research and regulations that are being put in place before mining begins. For this reason, it is extremely important that everyone involved is up to date and works together to ensure that there is minimal to no environmental impact, neither today nor for future generations.

Environmental issues

Over the past sixty years, there have been many ventures looking into the possibilities of deepsea mining and many have tried but failed to join this new growing industry. All the while there have been many activists arguing against deepsea mining and its harmful effects. It has even been described as the 'new global gold rush' in which 'deepsea mining shares many features with past resource scrambles – including a general disregard for environmental and social impacts, and the marginalisation of indigenous peoples and their rights'.



Due to the vast area and effects of the proposed mining operation, the environmental effects must be properly researched and used as a basis for regulations and lawmaking. Many experiments that have been conducted studied the biological responses as a result of different types of nodule extraction and the various time scales of monitoring the restoration process. The most prominent methods of extraction included plowing or suction mechanisms, which disturb the seafloor and lead to vertical mixing and lateral migration

of sediments. In addition, the change in physical/chemical conditions and effects on biomass were studied. However, more research is needed on the secondary effects of deepsea mining such as sediment redistribution, the effects of a full-scale supply chain including the distribution and processing of the metals.

To minimise sediment redistribution in the water column, all fullscale mining operations must fully enclose the systems. These systems include the lifting system that will transport the minerals, the harvesting tools, and ROVs (remotely operated vehicles). Contractors are also looking at screening the material at or near the seafloor to minimise the amount of unwanted material being transported to the vessel.

After the minerals are harvested, they are separated from the seawater, which is discharged back into the sea. This discharge will be below the euphotic (light) zone and/or near the seafloor to decrease environmental impact. Contractors are also looking into screens to minimise the effects of the returning sediment after discharge.

After extraction, the thousands of tonnes of mineral ore must be transported to shore for processing. Processing can produce excess waste, which will need to be disposed of properly to mitigate the effects on land. Although this process will not have as huge of an impact as the mining itself, it must be included in the regulations. Excluding the aforementioned concerns, the following paragraphs will discuss the general concerns from most parties.

Large area mining

Currently, the ISA has entered into fifteen-year contracts with 22 different contractors for exploration. Each contract gives a specific entity the right to a predetermined location and square footage. For polymetallic nodules, the exploration area is composed of 75,000 square kilometres (km²), for polymetallic sulfides, it consists of 10,000 km², and for cobalt-rich ferromanganese crusts it consists of 3000 km². This may seem like an extremely large area, however, the following points must be taken into consideration.

An area of 75,000 km² with a minimum abundance of 5 kg/m² (which is estimated as an example cutoff abundance for commercial viability) would contain a resource of 375 million tonnes (wet) or 280 million tonnes of (dry) nodules that can provide 187 years of mining at an annual mining rate of 1.5 million tonnes containing 2.8 million tonnes of nickel and copper each year (at one per cent concentration) and 0.28 million tonnes of cobalt (at 0.1 per cent) and 61 million tonnes of manganese (at 24 per cent) [3]. Meaning that if only a few mines were operational in various oceans, they would be able to supply the entire world's demand for copper, nickel, and cobalt. Although each contract is composed of 75,000 km², it cannot be assumed that the entire area contains commercially viable nodules and that the entire area can be mined. Contractors have explained that only eighteen to fifty per cent can be mined. All contracts are at different stages and some are only beginning with research. With this in mind, there will probably only be around three to four mines operating once the regulations permit it. Lastly, 75,000 km² is around 0.044 per cent of the total area of the Pacific Ocean, 0.088 per cent of the Atlantic, and 0.10 per cent of the Indian ocean. As the mining will most likely be spread out between various oceans, its effects will be minimised as the effects will be localised.



The data and samples collected during the GSR trial will expand understanding of the real-world environmental effects of collecting nodules (footage shot from the Patania II, see picture and caption on page 16 and the article on pp 20-21, photo DEME).

Seafloor environments being destroyed

Another concern is that large amounts of the seafloor will be torn up at extremely high speeds not giving the environment enough time to balance and handle the negative effects. With conservative estimates, the mined area per year will only be around 300 km² (one km² per workday). However, this is a conservative estimate and may even be lower due to mining system efficiencies and/or higher nodule abundance.

Deepsea biota

From the experiments that have been conducted, it can be concluded that both sessile and mobile biota will be affected during the mining process. They will not only be affected during the mining process, but also during compaction, lifting, screening, and redistribution of sediment. Even if some organisms are destroyed, there will be large areas in the contract area that are not mined and left untouched. The ISA has also established Areas of Particular Environmental Interest (APEIs), which will not be impacted by mining. These areas will help the overall maintenance of the biota, maintaining the health and ecosystem around mined areas.

Technology

With an abundance of environmental problems, the companies and institutions will not catch a break when attempting to mine the bottom of the seafloor. Before they even start with mining, a full mining value chain must be set up: obtaining the correct licenses and permits, deposits, a mining vehicle, transport systems and mining vessels, processing and refining of the materials, and the correct logistics. Although many systems can be borrowed from deepwater oil drilling, there are still many more problems to overcome. Only recently has the technology in the oil drilling industry progressed enough to where oil wells have been drilled to around 3500 metres below the surface of the ocean. Whereas polymetallic nodules can only be found in depths of around 3000 to 6000 metres. Luckily, polymetallic sulfides and cobalt-rich ferromanganese crusts can be found in more shallow areas ranging from 800 to 4000 metres. Although ultra-deepwater drilling technology and systems from the oil industry can be adapted and used to pump the nodules to the surface, it is no easy

task. This is one dilemma where companies have all struggled and all have taken their own approach. This combined with the task of powering these massive machines kilometres under the surface of the ocean has been a huge challenge. It is extra difficult because it has not been done before in any other industry, which has pushed companies to make new partnerships to overcome these newly presented challenges.

Not only are these metals kilometres under the ocean surface, they are also thousands of kilometres from the nearest landmass in the middle of the ocean.

To put this into perspective, most oil rigs or offshore wind farms can be reached with a short helicopter ride. To reach a deepsea mining ship, supply vessels would be needed to be placed in between the mining vessel and the shore so that the helicopter could refuel three to four times. Not only this, but bulk carriers would need to constantly be travelling between the shore and the mining vessel transporting the mined metals. These are only two pieces of the logistical puzzle to run such an operation, and it does not even include the effects that weather would have on the operation in the middle of the ocean.

Over the past decade, multiple pilot mining test programmes from various companies and consortia have been carried out throughout the world and the prospects for deepsea mining are improving. The pilot programmes have tested advanced mining vessels, remote crawlers, vertical transport systems and autonomous collector shuttles. Due to the wide range of subsystems, processes, and disciplines across the entire value chain, it is imperative that all systems are properly integrated and that companies work together on their specialisations. Although several small-scale tests have been completed in a direct approach, full-scale tests must be used to verify interdependencies and dynamic behaviours. In the end, international cooperation is necessary to share costs, capabilities, and competencies of deepsea mining.

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Revue SWZ 5

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Can inert gas systems be included in decarbonisation drives?

Inert gas systems themselves use energy. The gas needs to be provided for inerting at the same time as the tanks are emptied, and inert gas cannot be stored onboard, with the volumes so large. Sometimes gas or fuel is burned specifically to create the gas. So are they a target for decarbonisation drives?

Being a reader of Tanker Operator magazine, you probably know that the purpose of inert gas is to prevent an explosion in the cargo tanks. An explosion can happen when there is oxygen together with a hydrocarbon. So inert gas must have oxygen below a certain level, about 11 per cent by volume.

This can be achieved by using exhaust gas from the engine or boiler, because the oxygen in the air has already combusted with the gas to form carbon dioxide, it cannot react again. Some inert gas system manufacturers we spoke to for this article said that the market is highly competitive, with nearly all systems installed at the newbuilding stage, rather than replaced over the life of the vessel. Shipyards are in a strong negotiating position to push down prices, or drive for commodity products.

If shipowners wish to have a gas inerting system with special environmental features, they must pay the shipyard extra for this.

Inert gas on tankers can be sourced from the ship's main auxiliary boiler, or an independent inert gas generator, burning gas just for this. The exhaust from a diesel generator is usually under 5 per cent oxygen. It is first passed through a scrubbing tower where it is cleaned and cooled with seawater.

Chemical tankers sometimes use pure nitrogen for inert gas, where there are concerns that standard hydrocarbon flue gases could contaminate the cargo. These systems are more expensive.

Inert gas drives different steels

In December 2020, DNV said that pitting corrosion on tanks is being caused by "aggressive chemicals contained in the inert gas".

This is a bigger problem in double hull tankers, DNV said, because in single hull tankers, the seawater is closer to the cargo tanks. It can cool the tanks down and slow down bacterial growth. On double hull tankers, the cargo is able to get warmer, which is a better condition for microorganisms to thrive and cause corrosion.

Three Japanese steel manufacturers, JFE Steel Corporation, Nippon Steel Corporation and Kobe Steel, Ltd, submitted a proposal to IMO to accept the use of more corrosion resistant steels in crude oil tanks. Consequently, IMO issued a new "Performance Standard for Alternative Means of Corrosion Protection for Cargo Oil Tanks of Crude Oil Tankers" in 2010.

DNV has since revised its relevant ship construction rules to incorporate corrosion-resistant steels for cargo tanks, and recently added the new classifier "CA" (for "corrosion protection by alternate means") to its existing corrosion protection class notation. This new notation is labelled "COAT-PSPC (CA)" and was announced in July 2020.

Alfa Laval

Alfa Laval makes an Alfa Laval Automatic Fuel Efficiency Module (AFEM) which can be integrated into inert gas generators on product tankers, reducing fuel consumption by generating the exact amount of inert gas required, so no unnecessary fuel is used.

It can reduce fuel consumption by as much as 40 per cent, the company says.

The module is not so much a piece of equipment, more an adjustment to the combustion control in the inert gas generator.

A two year pilot project was run with Italian tanker operator Navigazione Montanari S.p.A, where it found it could reduce fuel by 30 per cent. The system was tested on 40,000 DWT product carrier Valle di Navarra, built in 2002, carrying gasoil and gasoline cargo, and discharging up to 3 times per week.

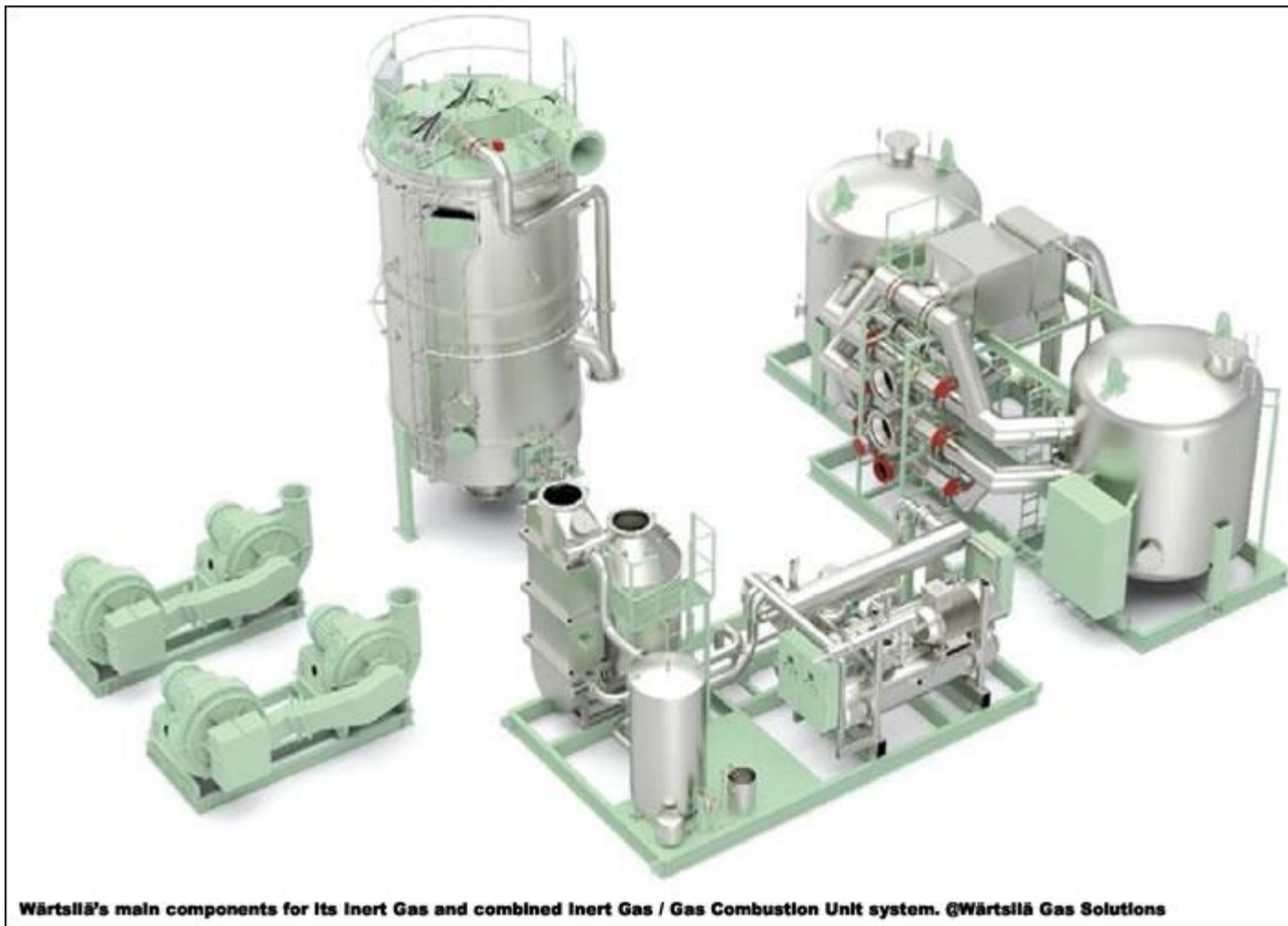
In one customer example, the customer was consuming 148 tonnes of fuel over 18 months, and anticipated saving 68 tonnes, or 46 per cent, from the AFEM.

It works together with Alfa Laval combustion units, which burn gas to make the inert gas. The module includes a control panel, a fuel oil pump, an oxygen analyser, a burner actuator, and a burner oil supply line modification kit.

Alfa Laval says it is not aware of any corrosion problems being caused by flue gas from its inert gas generators, because they have systems to treat any harmful contamination.

Wärtsilä / Saacke

In February 2021, ship equipment / power systems company Wärtsilä signed a 'strategic partnership' with marine firing plans manufacturer Saacke, to combine their offerings for inert gas systems for the LNG carrier and LPG carrier markets.



Wärtsilä has over 50 years experience making inert gas systems, with 2,500 vessels on its reference list, including crude oil tankers, product tankers, chemical carriers and for LPG and LNG gas carriers and FPSOs.

The companies will work together to provide a package for shipyards and shipowners.

They will look in particular at combining Saacke's gas combustion units with Wärtsilä's inert gas systems.

The agreement covers SAACKE's Boilers, Exhaust Gas Economizers (which use heat in exhaust gas to make steam), and air-cooled Gas Combustion Units. On the Wärtsilä side, it covers Wärtsilä's Inert Gas Systems and combined Inert Gas & Gas Combustion Units.

Wärtsilä will make its Flue Gas system available to SAACKE, making it possible for a single delivery of a combined Boiler and Flue Gas System. Putting this in a package should be a means of improving system performance and reducing cost.

Wartsila recently added a system for regulating the inert gas system based on the tank pressure. This means that the system optimises the gas production to only produce the necessary amount of inert gas to maintain the tank pressure.

The company claims that its burner / scrubber unit uses less deck space than any other known design. This reduced space requirement is achieved by having the combustion chamber located concentrically inside the scrubber unit, for cleaning the flue gas immediately after it is crated.

Scanjet

Scanjet of Sweden provides the Scanjet Feen Inert Gas Generating system, which combusts gas specifically to make inert gas. There are blowers to transport the inert gas through the system into the cargo tanks.

It also offers a flue gas system (F-IGS), a multi inert gas generator (M-IGG), an inert gas generator for LPG carriers (IGG-L).

It also offers nitrogen inert gas systems (usually used on chemical tankers). It has a system which separates nitrogen from air using membranes, and a system which separates nitrogen from air using pressure swing adsorption. This separates gases on the basis that different gases tend to be attracted to different solid surfaces more or less strongly.

All the main components are manufactured in house. Scanjet has been making inert gas generators and systems for 20 years.

The inert gas generating system can control the amount of inert gas which is needed, based on monitoring the cargo discharge rate. This minimises the amount of fuel which is used, and avoids excess inert gas being vented to the atmosphere.

In case of system failure, the system can be manually operated.

Inséré 19/11/21 BOEKEN LIVRES BOOKS Enlevé 19/12/21

LA FLOTTE NOIRE DE BENJAMIN FRANKLIN

Jacques Blanken

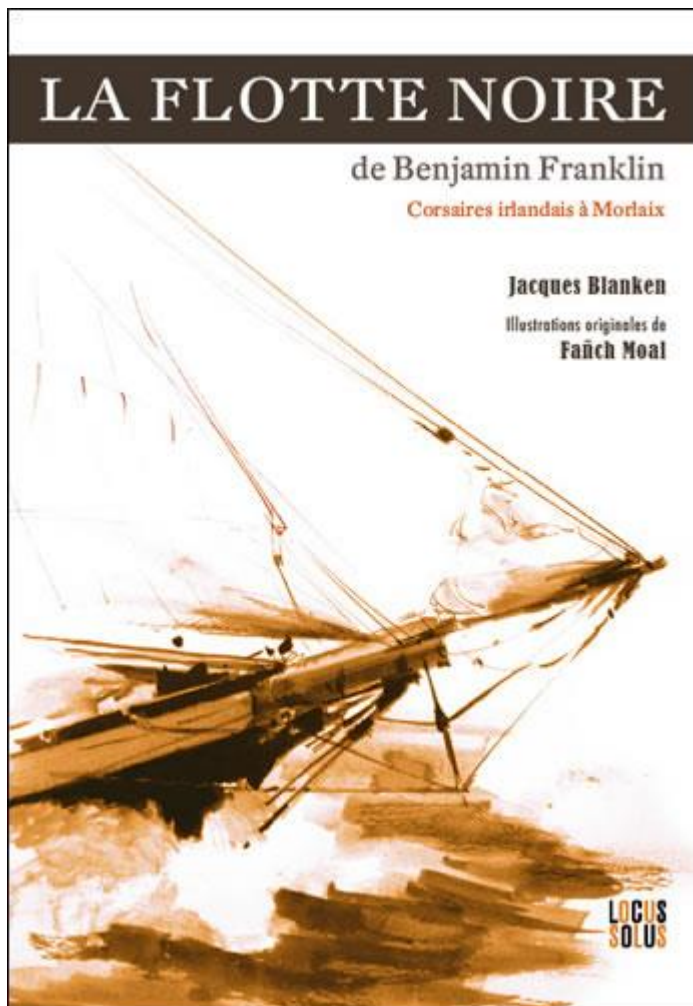
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Dans leur guerre d'indépendance au XVIII^e siècle, les Américains appellent la France au secours de leur jeune nation. Ceux que l'on appelle alors les « insurgents » osent défier la grande puissance maritime qu'est le Royaume-Uni. Mais loin des célèbres batailles de la Chesapeake ou de la Grenade, les vidloires contre l'ennemi héréditaire doivent aussi beaucoup à quelques marins irlandais audacieux...

Les insurgents ont de grands noms à leur tête, tel le savant Benjamin Franklin, une Star en France à l'époque. Fin stratège, il mobilise des corsaires irlandais, appelés les « privateers », avec la bénédiction de Paris. Ils couleront ou pilleront des mois durant des centaines de navires britanniques, se regroupant ensuite dans les ports de Dunkerque et Morlaix. Parmi eux, un héros de roman : Luke Ryan.

Pour cette histoire méconnue entre Irlande, France et Amérique, Jacques

Blanken puise aux sources les plus vivantes et brosse une fresque rehaussée par les encres originales de Fanéh Moal. Avec une empathie à peine dissimulée pour ces intrépides privateers et leurs bateaux, Prince Noir et Princesse Noire.

Librairie Maritime Outremer
26, rue Jacob
F-75006 PARIS

Tél : +33 1 42 34 96 60
Email : librairieoutremer@wanadoo.fr

Inséré 19/11/21 NIEUWS NOUVELLES Enlevé 19/12/21

A veel bezwaarschriften toch 'go' voor MCA (Maritime Campus Antwerp)

Ondanks de vele bezwaarschriften, ook na een hernieuwde vergunningsaanvraag, is de omgevingsvergunningsaanvraag voor de Maritime Campus Antwerp (MCA) toch goedgekeurd. De werken starten in het voorjaar 2022 en moeten in 2024 klaar zijn.



Concepttekening van de Maritieme Campus Antwerpen - © CMB
Rederij CMB, de bezieler van het project, trok in maart van dit jaar zelf de vergunningsaanvraag in als gevolg van het protest tegen de inplanting van de campus op de locatie Blue Gate. In juli diende het bedrijf een nieuwe, technisch verfijndere aanvraag in, maar ook die kreeg heel wat bezwaarschriften te verwerken. Ondanks de aanhoudende tegenkanting kondigt CMB nu zelf in een persbericht aan dat de omgevingsvergunning is goedgekeurd en dat de werken begin 2022 kunnen starten. De sloop en de sanering van de site zijn al afgerond.

“De maritieme sector heeft nood aan een locatie waar alle spelers elkaar kunnen ontmoeten en kunnen samenwerken om de uitdagingen van de scheepvaart aan te gaan. Het koolstofvrij maken van onze industrie is er een van, en Antwerpen en MCA kunnen daarin een cruciale rol spelen. MCA is ideaal gelegen in Blue Gate, de vroegere Petroleum Zuid-cluster. Op dezelfde plek waar fossiele brandstoffen welvaart hebben gecreëerd in de 19e en 20e eeuw, willen we nu met innovatie, technologie en duurzaamheid bouwen aan de welvaart van morgen”, zegt Alexander Saverys, CEO van CMB.

Inhoudelijk

De initiatiefnemers achter het project hebben van de vertraging als gevolg van de hernieuwde vergunningsaanvraag gebruikgemaakt om met het inhoudelijke van het project bezig te zijn. “We hebben niet stilgezeten op het inhoudelijke vlak met de lancering van het acceleratorplatform Plug and Play Maritime. Daarnaast lanceren we binnenkort de officiële start van de MCA Community. Met de lancering van coworking en het meetingcenter MCA LABS begin december, hebben we ook ruimte voor iedereen die een werkplaats of vergaderzaal zoekt en voor de community-leden om samen te werken omtrent innovatie in de maritieme sector. Een mooie opstap naar MCA Campus”, besluit Bart Huybrechts, managing director MCA.

Koen Heinen / FLOWS

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Automating dock-to-dock voyages: a case study with ASC and Wärtsilä

American Steamship Company (ASC) has been performing automated docking and dock-to-dock sailing over the last 18 months with Wärtsilä's SmartMove autonomous suite of solutions. Digital Ship spoke with ASC and Wärtsilä to find out how the technology is making navigation safer.



*The American Courage is the largest ship ever capable of performing automated docking and dock-to-dock sailing operations.
Image courtesy of ASC-Rand Holdings*

In March 2020, American Steamship Company (ASC), a subsidiary of Rand-ASC Holdings, was the first company to install Wärtsilä's specially customised SmartMove navigational suite onboard its 24,300 GT self unloading bulk freighter, the American Courage. The vessel operates in the narrow and heavily congested Cuyahoga River in Ohio, US, a challenging shipping route for any vessel.

Prior to the collaboration with Wärtsilä, the 1979-built American Courage featured a satellite-based

navigation system. However, the 3.5 mile stretch of the Cuyahoga River that the vessel frequently navigated required it to sail under 11 bridges, which often resulted in loss of satellite signal. Each time the American Courage lost signal, the entire navigation system would switch off for up to nine seconds at a time.

After experiencing these issues, ASC needed to find a terrestrial based system that did not rely on satellites. After speaking with three different marine solution providers, the shipping company realised the technology they were after was unavailable. Wärtsilä came up with the idea to customise a solution for ASC based on the suites they already had available in their Wärtsilä.

Voyage portfolio. The product was launched and first piloted onboard the American Courage under the name Wärtsilä SmartMove Suite.

Speaking to Digital Ship about the partnership, CEO of Rand ASC Holdings David Foster said, "Wärtsilä was the only one that said they could get the type of system we needed up and running for us in the time we specified. They took what was previously different suites of equipment, including navigation and electronics and compiled them in a way that works very well for our intended purpose."

Smart navigation

Wärtsilä's SmartMove Suite features advanced sensors and highly accurate ship control systems, providing the operator with a complete picture and control of the vessel's movement. SmartMove enables companies to automate repetitive tasks such as docking, freeing up the navigation officer to focus on other parts of the vessel's operation.

Wärtsilä Voyage provides a standard hardware setup with redundant controllers and displays, along with a sensor suite (comprising gyro, MRU, wind, and GNSS sensors). This

is connected to a single digital platform which houses five soft-ware products including: SmartDock, SmartTransit, SmartEntry, SmartPredict, and SmartDrive. The core blocks of software (including controllers, sensor processing, Thruster Allocation Logic and track follow) are sourced from Wärtsilä Voyage's Dynamic Positioning portfolio.

The aim of SmartMove is not to replace people but to provide advanced decision support and enhance the capabilities of the crew onboard. It is a semi-autonomous system that enables both automatic and manual control, allowing the operator to switch between modes. The system is fully retrofittable on any ship type.

ASC's American Courage has now been operating successfully on the Cuyahoga River with the technology for more than 14 months, helping the officer and those on watch to navigate the vessel as safely as possible.

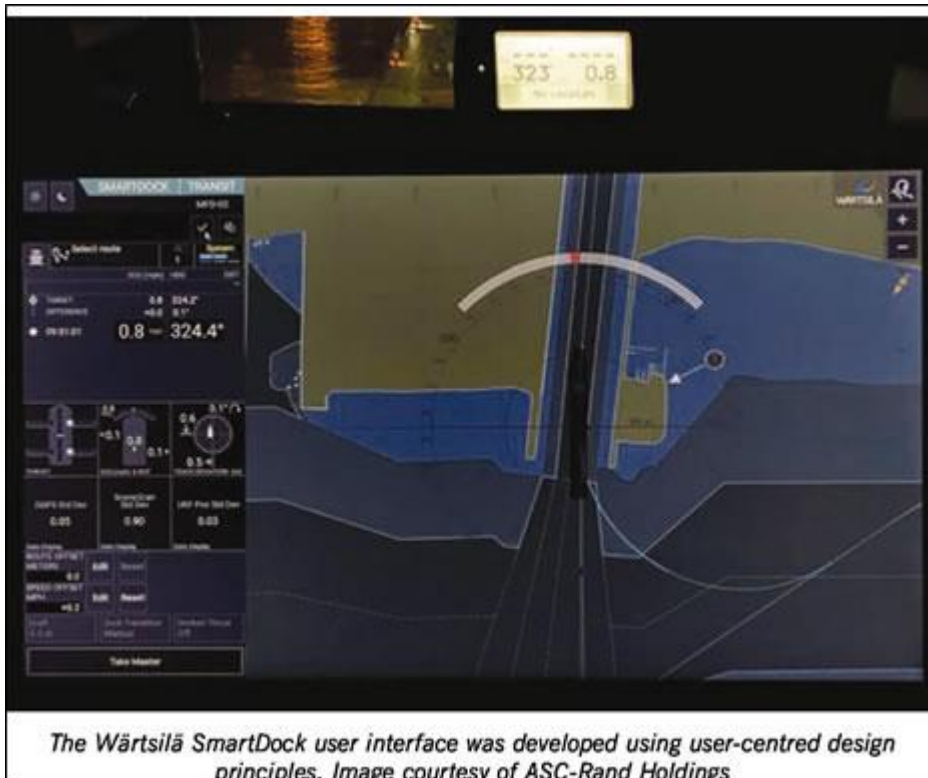
"People asked us in the beginning, why the Cuyahoga River and our response was, well, if we can work in the Cuyahoga can work anywhere," Foster explained. "I think what this highlights to the industry is that safety can be improved, even in the most challenging waters. If a vessel can consistently operate in the same manner without hitting a dock or something else, then it's got to increase people's confidence in the technology. I know there's a huge debate around autonomous shipping, but we really refer to this as semi-autonomous as it's adding a layer of safety. We do about 200 to 210 trips a year on that river and so doing those day in day out safely will really highlight the confidence in the viability of the technology in a very tight navigational area."

"This technology has allowed us to digitise part of our operations that we didn't really have access to before," Pierre Pelletreau VP of engineering at Rand-ASC Holdings told us. "It has driven us to optimise our operations in how we utilise the asset but also it has helped us to further mitigate our risks by increasing our consistency and has enabled us to quantify things properly."

Furthermore, the success of this pilot on a 1979-built vessel indicates the opportunities available for semi-autonomous sailing.

"If you look at this vessel built in the 1970s and you can see that we have optimised our business through digitisation and augmentation on a vintage vessel, then think what we will be able to do on more modern vessels with more manoeuvrability. If we can eek out this much more performance on an older ship, I think we will really be able to take it to the next level on a newer vessel," added Pelletreau.

Customisation



The Wärtsilä SmartDock user interface was developed using user-centred design principles. Image courtesy of ASC-Rand Holdings

One critical factor for ASC in choosing a technology partner was being able to customise the technology to meet its needs.

“Our captains knew what they wanted and we had a number of people who have expertise and have been doing this for a number of years on our side. So that was in place. But what we didn’t expect to find was a supplier that would say ‘tell us what you want, and we’ll

build it.’ That is incredibly rare, and very important to the process. That was probably one of the most important elements of this entire project,” explained Foster.

“When you’re speaking with a captain that’s been operating a vessel for 25 or 35 years, it’s not often that they’ve been told from a vendor that they will build something to suit you and customise it to your needs. Wärtsilä allowed us to involve our captains so that the system could be configured to suit them. Wärtsilä adjusted and changed the system multiple times to make sure it reflected what we needed, and this was a really crucial aspect for us,” continued Foster.

John Marshall, senior business development manager, automation & dynamic positioning for Wärtsilä Voyage Americas explained further. “We realised we needed to modify our system based on ASC’s requirements. Everybody knows in the maritime industry that when there is a new technology, if you don’t get it right the first time, as a supplier it can set you back a couple of years. Plus, the adoption from regulatory authorities and the marine industry could also face a set back. So, we knew we had to do this properly right from the beginning. We shared the same vision as ASC and we knew we could commit the resources to the specified time-frame to do this right.”

System building challenges

One of the critical challenges for Wärtsilä was building a terrestrial-based system that would be able to distinguish threats from regular objects, as typically a terrestrial system will pick up all stationary objects. According to Marshall, it took 11 engineers from the Wärtsilä team four months to build a technology that had the capability to do this. The result was a system called SceneScan that features a rotating laser sensor that provides positional and tracking information relative to natural or man-made structures within the sensor field of view. SceneScan matches its current observation of the scene against a map generated from previous observations of the scene.

“Our system had to be designed in a way that when it switches from satellite into SceneScan, the offset would be no greater than a metre and a half. This was what ASC deemed acceptable, but we wanted to try to get below that. Out of the 11 bridges that ASC had to sail under, there were three areas where the risk was highest so we needed to build a terrestrial system that would provide data when the satellite signal was lost,” explained Marshall.

"It was challenging and there was an extensive amount of research done beforehand to manage the risks. We tested the technology in different waters until Wärtsilä was confident enough to roll it out onto the very narrow waters of the Cuyahoga," noted Pelletreau.

Mission specific

Wärtsilä SmartMove has been developed to be 'mission specific' meaning that a company can decide how they use it to their advantage, whether that is to improve safety or reduce fuel consumption.

"Every shipping company has different operating characteristics. I think the strength of Wärtsilä is its willingness to customise and adjust this technology to reflect what's important to a particular shipowner," said Foster. "You can buy equipment anywhere but how you adapt it to the needs of that particular shipowner or operator is where the value is. Different types of operations have different areas which they want to save money in or improve safety and being able to adjust the technology to this is really what's critical."

While for ASC the primary goal of SmartMove was to increase navigational safety, the company will look into optimising other areas of its operations by leveraging the different offerings of the technology. "We'll just be looking at how we can get more out of it which will be based on our learning and how we apply it in our environment," said Pelletreau.

DS

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Sunken Ferry Investigation: Official Report Still Holds

By Jari Tanner

The Estonian and Swedish accident investigation boards said Tuesday that a research expedition earlier this year to the wreck of a ferry that sank in the Baltic Sea 27 years ago hasn't provided new evidence contradicting the official accident investigation report. In one of Europe's deadliest peacetime maritime disasters, the **M/S ESTONIA** sank in heavy seas on Sept. 28, 1994, killing 852 people, most of them Swedes and Estonians. The ferry was en route from Estonia's capital, Tallinn, to Stockholm when it sank about 30 minutes after an initial distress call. Only 137 people on board survived. The fate of the vessel has sparked several conspiracy theories, including that it might have collided with a submarine or that it allegedly carried sensitive military cargo. The 1997 official joint investigation by Estonia, Finland and Sweden concluded that the ferry sank when its bow door locks failed in a storm. That separated the bow door from the vessel, opening up the ramp to the car deck and causing extensive flooding of the decks. However others had questioned this amid increasing evidence that there was a large hole in the ferry. Presenting the preliminary results of a dive by underwater robots in July, Rene Arikas, head of the Estonian Safety Investigation Bureau, said that the dive revealed that the wreck does have a hole, about 22 meters long and 4 meters high. The wreck is resting on a slope on the seabed and its original position has changed over the years due to changes in the seabed, making the hole and other damage more visible, he said. Despite this, he stressed during a news conference in Tallinn that researchers have no evidence proving the official report on the sinking to be incorrect. New underwater surveys are scheduled in March-April when visibility is considered the best, Arikas said.

Jonas Backstrand, deputy director general of Sweden's Accident Investigation Board, said researchers were surprised to find the seabed to be substantially rocky, and this could well

be the reason for the hole. "We don't know how this damage (to the vessel) occurred," Backstrand said, but it was likely when the vessel fell onto the rocky seabed. More investigation is needed, he said. A separate, privately funded expedition commissioned by relatives of the victims of the M/S Estonia conducted a dive in September. Initial results of that dive are expected to be published early next year. The wreck lies on the seabed some 80 meters (265 feet) below the surface in international waters off a Finnish island, and is considered a graveyard, which gives the area protection under the law.

source : [claimsjournal](#)

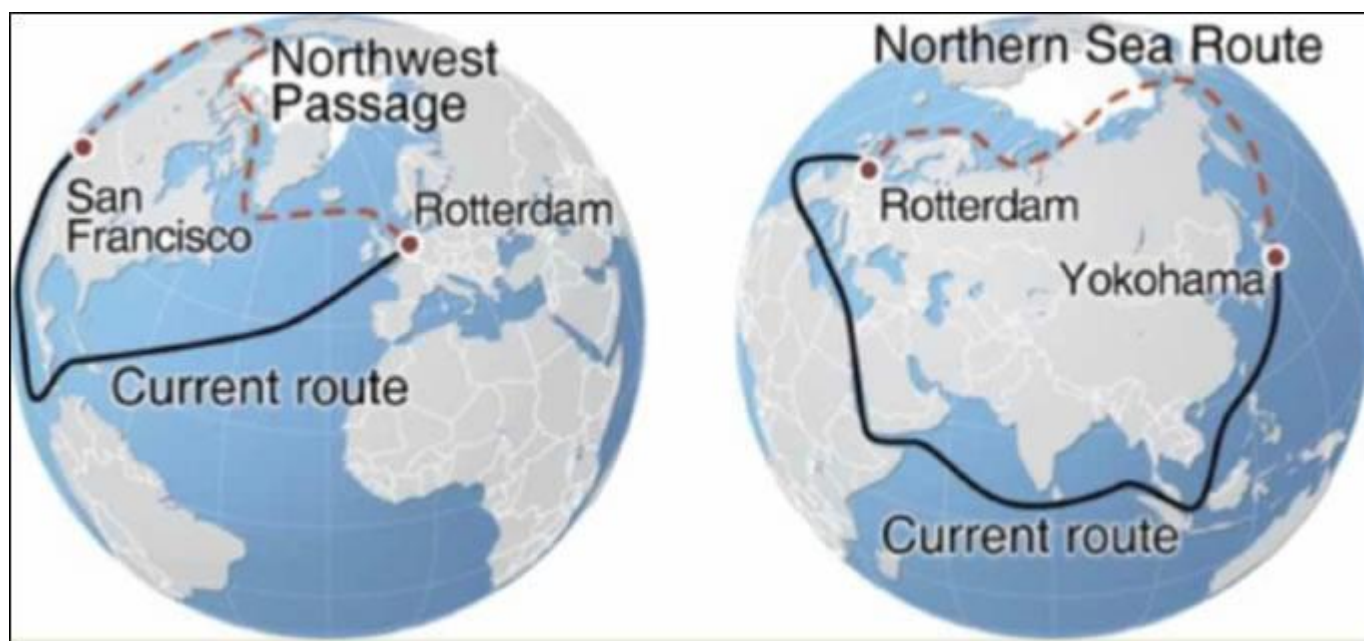
Inséré 24/11/21 NIEUWS NOUVELLES Enlevé 24/12/21

Arctic Shipping Requires New Ways to Manage Risks

Kinsey,

Captain Andrew Kinsey is Senior Marine Risk Consultant...

Andrew



In the last five years, cargo traffic along the NSR has grown almost fivefold, reaching 33 million tons in 2020. Last year, there were 64 voyages on the NSR compared with 37 in 2019. Overall, shipping activity in the Arctic has grown 25% in the six year period 2013 to 2019, while the distance sailed by vessels in the region increased by 75%, according to the Arctic Shipping Status Report #1. In 2019, 977 vessels entered the IMO Arctic Polar Code area. Bulk carrier activity, in particular, has increased significantly (the distance sailed increased by 160% during the six-year period) with the increase in iron ore extraction in Canada. In future, Russian officials have predicted that cargo traffic along the NSR could increase to 100mn tons by 2030.

The increase in Arctic shipping is made possible by the year-on-year reduction in sea ice. Data from the US National Snow and Ice Data Center shows the average Arctic sea ice extent decreased to 4.3 million sq km in 2019 from 6.1 million sq km 10 years earlier.

The grounding of the container ship **EVER GIVEN** and blocking of the Suez Canal has also added to the case for shippers using the NSR, which can shave 4,000 nautical miles off traditional Asia to Europe shipping routes. However, climate- change concerns may also hamper development. A growing number of companies, including major manufacturers and

shipping companies, have pledged not to ship goods through the Arctic Ocean on the grounds of the potential environmental impact.

In a bid to ensure Arctic shipping develops safely and environmentally, a mandatory code for ships operating in polar waters (the Polar Code) entered force in January 2017. It sets standards for vessel design, construction, equipment, operational, training, search and rescue, and environmental protection activities for ships operating in Polar waters.

Sailing in Arctic waters poses a number of risks, including unpredictable and extreme weather conditions, long periods of darkness, and the remoteness of the shipping routes from infrastructure and emergency response services. In the event of an accident, such as groundings or fires, the cost of salvage and environmental impact could be considerably higher than in non-Arctic waters. In addition, there is currently a lack of good data on Arctic shipping, in particular detailed navigational charts and hydrography.



The industry will need to find new ways to manage Arctic risks. In my career, there has never been a new shipping route, so the challenges are mind-boggling. We need to actively collect voyage data and change the mind set of seafarers. Polar shipping requires a much more proactive approach to risk management. The industry needs a new framework for data and technology. It is not sufficient to simply wait to study casualties if this is to become a viable and safe shipping route. The most critical component is training. It is time to rethink our training models so that we train to success rather than away from failure as we have done in the past.



For generations we have based our training curriculums around the study of serious marine incidents, the adage is that maritime regulations are written in blood. There were numerous reasons for this, but two key components were cost and time. In the past, it took significant time and resources to collect voyage data, analyze that data and attempt to identify the root causes of a casualty. As a result, we have always taught away from

casualties – the “Don’t do this” approach. The modern merchant vessel is gathering tremendous volumes of data, but we are far from effectively or efficiently utilizing this data. A new training model is needed, that is focused on reaching a successful conclusion, not avoiding casualty – the “Do this” approach. Polar Shipping provides an ideal scenario for this teaching model. With the lack of bathymetric data available, it is imperative that we study successful voyages and utilize data collected to plan the next voyages. It is also imperative we update the Polar Code quickly and efficiently -- think updating on a quarterly versus a quadrennial basis. This is true for both the hardware and software. i.e. vessel machinery as well as crews. The harsh polar environment will punish both man and machine, and we must study engine logs as closely as study bridge recorder data of choke point transits. This type of training and design review approach has the potential benefit for not just ocean going polar shipping but any new route or change in operations that a company may face, including offshore wind development and maintenance. Find what works and refine it. This is not a new concept in the maritime field, but it is one that the industry needs to adopt more consistently to improve long-term safety and efficiency.

Source : Marinelink

Inséré 25/11/21 HISTORIEK HISTORIQUE Enlevé 25/12/21

De Bourgondische expedities naar Rhodos, Constantinopel en Ceuta 1441-1465 (I)

door

Roger

DEGRYSE

Voordracht gegeven op 5 november 1965

1. DE EERSTE TOCHT NAAR RHODOS (1441-1442)

De drie eerste Bourgondische hertogen koesterden een. kruistochtideaai, dat ze werkelijk in daden hebben weten om, te zetten, alhoewel met zeer weinig tastbare resultaten. Zo nam Jan zonder Vrees, zoon van hertog Filips de Stoute, in 1396 deel aan de Hongaarse veldtocht tegen de Ottomanen, die tot aan de Donau waren doorgedrongen, maar hij werd er verslagen en samen met een schaar Vlaamse ridders gevangen genomen. Deze nederlaag, die in de geschiedenis onder de benaming slag bij Nicopolis bekend staat, moet bij de Bourgondische vorsten een wrange nasmaak nagelaten hebben, vermits ze er steeds bleven aan denken een waarachtige kruistocht tegen de Turken en andere muzelmannen in het bekken van de Middellandse Zee op touw te zetten. De stichting van de Orde van het Gulden Vlies in 1430 is daarvan een treffend bewijs.

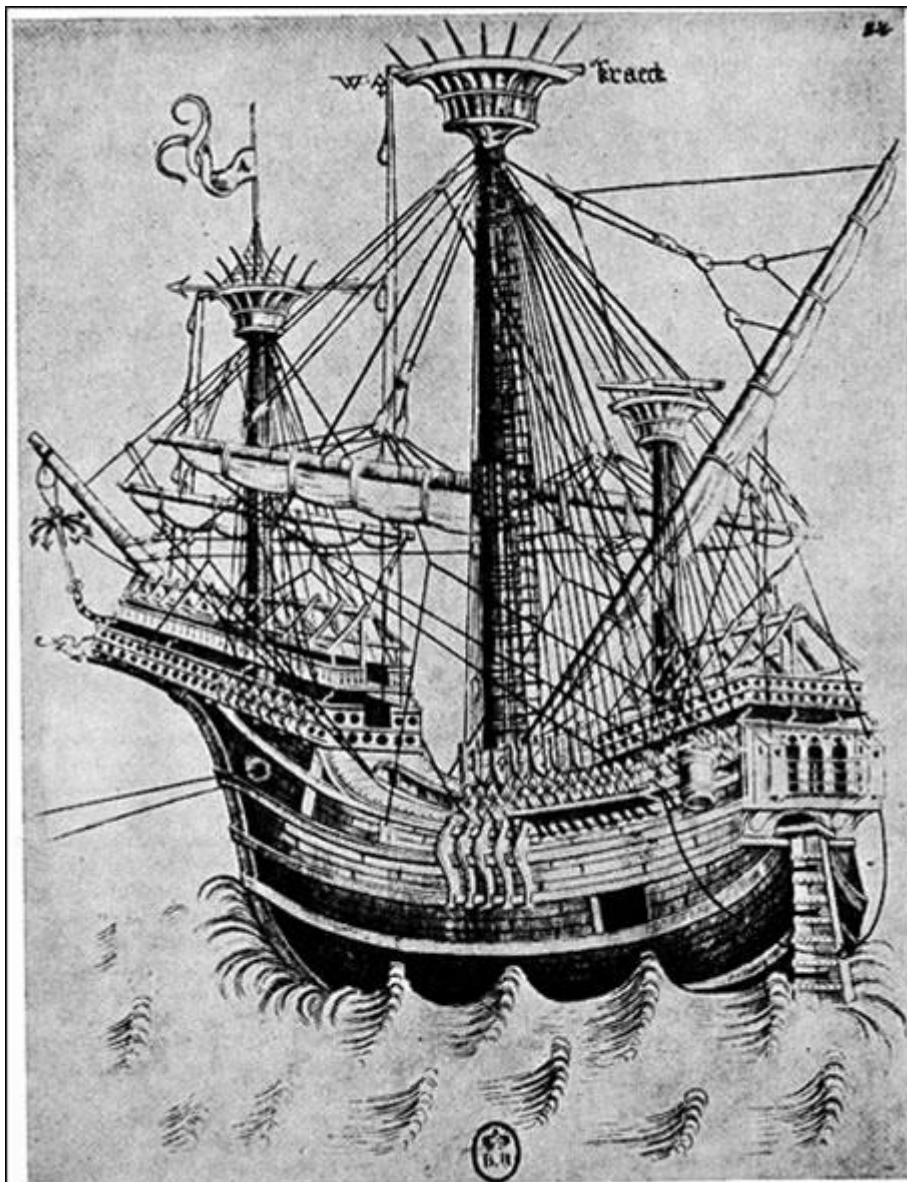
Het onmiddellijk uitgangspunt van de kruistochambities van Filips de Goede, de derde hertog van Bourgondië in Vlaanderen, is wellicht te zoeken in diens huwelijk met Isabella, infante van Portugal en zuster van Edward I, de koning van dat land (1433-1438). Deze vorst had in 1436 aan zijn broeders Ferdinand en Hendrik, de laatste bijgenaamd de Zeevaarder, toestemming en steun verleend, voor een kruistocht tegen de Marokkaanse havenstad Tanger. Alhoewel de Portugezen. reeds, in 1415 er in geslaagd waren het belangrijke steunpunt Ceuta op de Moren te veroveren, liep ditmaal de onderneming falikant af. De infant Ferdinand moest door zijn broer Hendrik als gijzelaar in de handen van de Marokkanen achtergelaten worden. Dezen beloofden hem vrij te laten in ruil voor de ontruiming en teruggave van Ceuta, wat de Portugezen weigerden te doen. De ongelukkige prins zou in 1443 te Fez als martelaar in Moorse gevangenschap omkomen.

Ongetwijfeld heeft de hertogin van Bourgondië het hare tot de bevrijding van haar broeder willen bijdragen en haar gemaal weten te overtuigen haar daarin te helpen. Dit zou althans de reden zijn geweest — zo we een Antwerps kroniekschrijver mogen geloven waarom Filips de Goede in 1439, onmiddellijk na de dood van Edward I van Portugal, in de streek

van. Antwerpen, aan het Kalbekeveer, tot het bouwen van een "grant nave" of groot schip van het « nàò »-type deed overgaan. Het waren Portugese scheepsbouwers en timmerlui, die het vaartuig maakten en te water lieten. Te oordelen naar hetgeen de tijdgenoten ons daarover weten mede te delen, moet het inderdaad een voor die tijd zeer groot schip geweest zijn, een soort kraak, vermits men er toen nog nooit een van dergelijke grootte op de Schelde gezien had. De « grant nave » werd nog in 1440 naar Sluis overgebracht, waar ze verder opgetuigd en ook bewapend werd. De hertogin hield zich persoonlijk met deze uitrusting bezig, vermits zij de grote mast en de twee andere master van het vaartuig te Sluis liet aankopen en vervolgens in het vaartuig liet opstellen.

Naast het « grootschip », hadden Filips de Goede en zijn echtgenote in 1439 door andere Portugese scheepsbouwers eveneens een karveel doen bouwen, ditmaal in de nabijheid van Brussel waar het — waarschijnlijk op de Senne of het kanaal naar Antwerpen — te water gelaten werd. De bouw van dergelijk vaartuig was op dat ogenblik een belangrijk initiatief, aangezien het karveel tot een nieuw scheepstype behoorde, wat dan ook pleit voor de nautische belangstelling van de hertog of beter van de hertogin. Tevens blijkt hieruit, dat dit type van schip van Portugese oorsprong was. Ten slotte bewapende Filips de Goede te Sluis nog een « balengier » of oorlogsrroeiboort, die hij van Hendrik van Borsel, heer van Veere en machthebber op het eiland Walcheren, gekocht had. Aldus beschikte de Bourgondische vorst over een drietal schepen, waaronder twee van grote omvang en geschikt voor verre reizen, evenals voor de strijd op zee. Deze kleine vlootmacht werd, na te zijn bemand, van de nodige leeftocht, waaronder vlees en vis, voorzien. Van een kruistocht tegen Tanger, zou het evenwel een expeditie worden tot hulpverlening aan de Johannieten of Hospitaalridders op het eiland Rhodos, dat door de Muzelmannen uit Egypte bedreigd werd.

Het Bourgondische smaldeel vertrok op 10 mei 1441 uit Sluis in de richting van het zuiden en de Middellandse Zee. Het stond onder het bevel van ridder Geoffroy de Thoisy, die tevens kapitein van de « grant nave » was. Deze Bourgondische edelman, neef van Jean de Thoisy, bisschop van Doornik en kanselier van Bourgondië was reeds vroeger, in gezelschap van Bertrand de La Brocquière, een bijzonder Bezant van Filips de Goede, in het Heilig Land en de Levant op reis geweest. Ditmaal richtte hij zijn vaart naar Ceuta, waar hij op 6 juli aankwam, drie tonnen wijn kocht en het vaatwerk, benevens de tafellakens uit zijn schepen liet reinigen. Op 21 oktober treffen we het groot schip aan te "Way lez Saonne", wat er dus op wijst, dat het samen met de twee andere vaartuigen de Rhône en de Saône tot in de Bourgondische gewesten opgevaren was. Nog voor het einde van het jaar moet Geoffroy de Thoisy opnieuw naar de Middellandse Zee afgezakt zijn om, de steven naar het eiland Rhodos te wenden. In december 1441 vinden we althans het groot schip aldaar met een nieuwe bemanning. Dat het er geweest is, blijkt ook uit een paar kwijtschriften betreffende de boekhouding van de expeditie, die naast een militair, ook een commercieel duel had. Daaruit vernemen we, dat Jehan Bayart, een koopman, die de tocht meemaakte, op Rhodos en elders, voor rekening van de hertog, 110 stuks Werviks laken verkocht had, waarvan de opbrengst moest dienen om de uitgaven van de expeditie te helpen bekostigen.



« Grand nef » of kraak.
Burijsgravure van Meester W.A. (15^e eeuw)

Geoffroy de Thoisy moet met zijn drie schepen ongeveer een half jaar, waarschijnlijk van december 1441 tot begin juli 1442, op Rhodos gebleven zijn. Op 6 juli 1442 althans bevond hij zich op terugtocht, want toen stierf een van de bemanningsleden op zee. De flottielje begaf zich nu naar Villefranche nabij Nice in Provence, waar haar bevelhebber een nieuwe opdracht wachtte. Tijdens deze terugkeer of kort nadien werden waarschijnlijk tijdens een schermutseling op zee zes Moren gevangen genomen. Uit de lijsten van de betaalde bezoldigingen blijkt dat de bemanning van de drie schepen van zeer verscheiden herkomst was. Naast Portugezen waren er

aan board ook Basken, Napolitanen, Grieken uit Rhodos, Bourgondiers, Korsikanen en ook Vlamingen of althans Nederlanders. Het grootste gedeelte ander hen was evenwel niet mede gekomen uit Sluis, maar op Rhodos aangemonsterd geworden. Tellen we op de rollen van de uitbetaalde bezoldigingen het aantal bemanningsleden op, die tot aan de terugkeer naar Villefranche gediend hadden of daar zelfs nog aangemonsterd geworden waren, dan komen we voor de grote "nave" tot een aantal van zowat 150 koppen, waaronder, naast de schipper en de ridders, ook een chirurgijn, een aalmoezenier, een bakker, een kok, twee kanonnières, zes schildknapen, vier hoornblazers, timmerlui, kalfateraars, scheepsjongens en zowat 70 matrozen.

2. DE TWEDE TOCHT NAAR RHODOS (1444)

Vanaf juli of augustus 1442 bevond Geoffroy de Thoisy zich met zijn drie schepen in de Provençaalse haven Villefranche nabij Nice. Van oktober 1442 tot pasen 1443 liet hij er de nodige herstellingswerken aan de grote "nave" het karveel en de « balengier » uitvoeren, de rompen kalfateren, zeilen vernieuwen en de wapenrustingen terug in orde brengen. Dan schijnt hij de opdracht te hebben ontvangen er toe te zien op het bouwen, optuigen en, bewapenen van drie galeien en een galjoot met het oog op een nieuwe kruistocht, die Filips

de Goede, in samenwerking met de paus en de republiek Venetië, tot bescherming van Constantinopel, gepland had. Samen met de grote « nave », het karveel en de balengier », zouden deze galeien worden gevoegd bij vier andere, die door de Venetianen ter beschikking van de hertog gesteld geworden waren. De zorg over de uitrusting van dit Venetiaanse smaldeel droeg de hertog op aan Walerand de Wavrin, die hij in april 1444, waarschijnlijk ander de vorm van een associatie, tot kapitein-generaal van de ganse Bourgondische vloot in de Middellandse Zee aanstelde. Deze vloot zou samen met andere Venetiaanse en pauselijke galeien ter verdediging van Constantinopel in de zeeëngten aldaar samengetrokken worden.

In het kader van gans dit strijdplan werd Geoffroy de Thoisy in, de loop van het jaar 1443 als kapitein van de grote « nave » en bevelhebber van de drie uit Sluis vertrokken schepen door Martin Affonsse d'Oliveyra vervangen. Hij zelf werd tot bevelhebber van de drie galeien en het galjoot, die te Villefranche gebouwd werden, aangesteld. Daarheen werden in februari of maart 1444, vanuit de Bourgondische gewesten, de nodige galeiboeven tot aanvulling van de bemanning heen gestuurd. Over de schillende uitgaven in verband met de voeding, bezoldiging en verzorging van de bemanningen van de grote « nave », het karveel en de « balengier » bleven er een hele reeks rekeningen bewaard. Daarin vinden we ook allerlei onkosten opgesomd voor het onderhoud van deze drie schepen, die tot september 1444 te Villefranche bleven liggen.

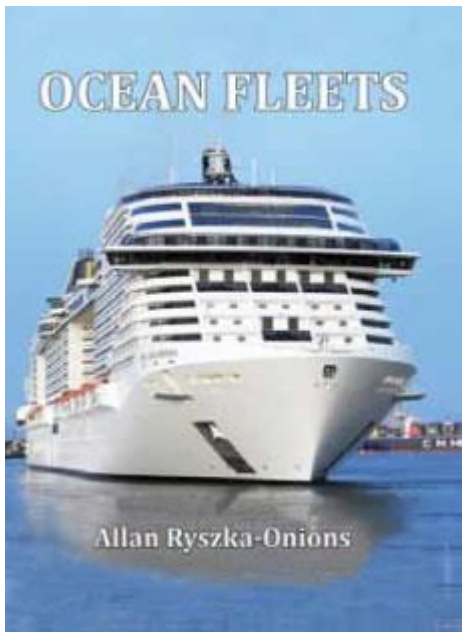
Wavrin vertrok op 6 juli 1444 met zijn vier galeien vanuit Venetië. Aangezien deze vaartuigen en hun kapiteins Venetiaans waren, had hij met de instructies van de republiek Venetië rekening te houden. Een van deze instructies verbood uitdrukkelijk aan de kapiteins van de galeien, die tegen de Turken zouden worden ingezet, tegen de sultan van Egypte op te treden. Deze beraamde nochtans op dat ogenblik een nieuwe aanval op Rhodos. Gelukkig kon Geoffroy de Thoisy, bij ontstentenis van Wavrin, de bedreigde Hospitaalridders nog op het nippertje ter hulp snellen. Wanneer hij eigenlijk met zijn smaldeel van drie galeien en een galjoot uit Villefranche moet vertrokken zijn, weten we niet. Zeker is het, dat hij juist op tijd kwam om samen met de galeien van de koning van Aragon de Egyptische aanval op Rhodos af te slaan. De ridders van Sint Jan, die er zich opgesloten hadden, konden, dank zij de donderbussen van Geoffroy de Thoisy, gedurende het beleg, dat van 12 augustus tot 18 september duurde, standhouden. Na dit glansrijke wapenfeit begaf de Bourgondische kapitein zich met zijn smaldeel naar Gallipoli, aan de zeeëngten, om er de pauselijke, Venetiaanse en andere galeien, waaronder ook die van Wavrin, te gaan vervoegen. Over al deze gebeurtenissen worden we door de kroniek van Jean de Wavrin, een familielid van Walerand, ingelicht.

Weldra tekende zich de long verwachte Turkse aanval af. Omstreeks het midden van oktober 1444 trokken de Ottomanes inderdaad met een grote strijdmacht over de zeeëngten, zonder dat de kristen kruisvaarders iets anders konden doen dan in de nabijheid van Constantinopel te blijven, ten einde gebeurlijk die stad te helpen verdedigen. Tot overmaat van ramp werden op 10 november de Hongaren, die de Donau overgestoken waren, door de Turken bij Varna verslagen. De Bourgondische grote « nave », benevens het karveel en de balengier, die aan de tocht naar Rhodos niet blijken deelgenomen te hebben, waren ondertussen in de loop van september, geladen met allerlei koopwaar, Villefranche naar Constantinopel vertrokken. Ze deden Messina aan, waar ze hun lading aanvulden, maar dienden er van 19 november 1444 tot midden februari 1445 op een gunstige wind te wachten, vooraleer hun reis te kunnen voortzetten. Zo is het dan ook mogelijk, dat ze pas einde maart van laatstgenoemd jaar Geoffroy de Thoisy, wiens galeien te Constantinopel lagen, konden vervoegen.

Wordt vervolgd

Inséré 27/11/21 BOEKEN LIVRES BOOKS Enlevé 27/12/21

BOOK REVIEW by : Frank NEYTS



Recently Coastal Shipping Publications published a new title "Ocean Fleets", written by Allan Ryszka-Onions. 'Ocean Fleets' is the new name for what was intended to be the 18th edition of 'Ocean Ships', a series that has charted the changing European shipping scene for over 50 years. Apart from the name change brought about as a result of change of publisher, little else has changed. This new book retains the format of recent editions of 'Ocean Ships', and is again in two sections, the first providing details of the major cruise ships operating world-wide and the second, the fleets of major shipping companies operating deep-sea routes to major European ports. As previously IMO numbers, expanded vessel descriptions and cargo capacities have been retained. Allan Ryszka-Onions was born far from the sea in Wolverhampton. After graduating he moved to Southampton, and followed his interest in shipping. He

has written many articles for Ships Monthly; and the last two editions of 'Ocean Ships'.

Like all books issued by Coastal Shipping Publications, value for money!

Ocean Fleets (ISBN 978-1-913797-00-3) is a hardback book of 400 pages, lavishly illustrated (150 colour photographs). The price is £30.00 plus £1.50 UK postage and £3.00 overseas postage. Ordering via all good bookshops, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk, e-mail: Bernard@coastalshipping.co.uk. Alternatively it can be purchased at all good bookshops.

Inséré 27/11/21 DOSSIER Enlevé 27/12/21

Decarbonisation and charterer contracts

Denis Petropoulos, Chairman of the Baltic Exchange, and a non-executive director of Tsakos Energy Navigation, shared some interesting views about how decarbonisation could be considered in contracts with charterers, in a podcast by Ship.Energy

The drive to decarbonise brings in many complexities to the contracts shipowners make with charterers.

In the charter party, you have the requirement for 'due despatch', which needs to be somehow reconciled against a requirement to minimise carbon emissions.

Then there is a need to find a way to reward shipowners for taking on the risk and expense of building lower carbon vessels. This may be easier done if the vessels are under a long-term contract.

"The cargo owner has a responsibility of ensuring the emissions from his mode of transport isn't damaging the world. If he chooses to find a vessel which is a high emitting vessel, he needs to contribute somewhere or another," said Denis Petropoulos, Chairman of the Baltic Exchange, speaking in a Ship. Energy podcast published on June 3.

"If he chooses to find a ship which is a lower emitting vessel, the consumer is receiving a lower emission cargo. The consumer can be charged for that."

Mr Petropoulos is a non-executive director of Tsakos Energy Navigation. He was also a founding partner of Braemar Tankers / Braemar Shipping Services from 1986 to 2018, and had a major role in growing the brand in Asia.

"If we slow down, emissions decrease dramatically, the CO2 is much reduced. [But] that slow speed brings in other questions - how long the cargo takes to get from A to B, how impatient the consumer is to receive it."

"If you speed a ship up, is that the owner's responsibility for emissions or is that the cargo owner's responsibility because he wants a quicker cargo?"

On the other hand, some vessels could slow down without any costs. "I think about container vessels that will go across huge oceans at 18 to 20 knots, and then wait 2 weeks [for a berth]," he said. "There is no fine."

The requirement for "due despatch" ends up as "rush and wait".

"For the owner of those boxes, it is just free storage. But to the world, that's a strong amount of emission and a lot of wastage. Someone's got to pay for that. I don't think it should be the shipowner."

"A lot of very smart people, engineers, people who operate ships, are putting a lot of effort into trying to find a way where shipping can reduce its footprint," Mr Petropoulos said.

Paying for low carbon ships

Another issue is how shipowners are incentivised by charterers to pay more money to build lower carbon ships. One pathway could be for charterers to take on long term charters, in effect paying for the ship themselves, and taking the risk on the investment. But this could be the end of the spot market.

"If cargo owners want to guarantee the availability of transportation, for a certain price, with a certain emission and fuel cost in the cargo, they may find it more worthwhile to build or acquire their own vessels. The spot market will then reduce to a smaller percentage of the market."

"We will be going back in time, to the days when the Seven Sisters [the big oil companies] used to build ships to suit their trade. They would finance through a shipowner who knew how to manage, operate and work a ship," he said.

"Oil companies understood the logistics but didn't understand the mechanics of the ship."

"That continued until there was a drop in the market, there was a surplus of ships on charter to oil companies. They were basically laid up and idled."

The spot market was brought in as a means of finding customers for these surplus ships. But then charterers found that they could get a better deal on the spot market. "They decided not to replenish with endless time charters. The spot market became their friend."

The spot market could get very expensive, or very cheap, depending on what was available at the time. It also meant that the charterer did not have to actually manage the ship.

"When the spot market drops to 20 per cent of the whole market, it can be exceptionally volatile," he said. "If spot market represents 50 per cent, which it does today, there's occasional volatilities."

Something similar is seen in the LNG market, where the bulk of the vessels are owned or on long term charter, and the spot market is very small. "When there's an opportunity the markets spike and big prices need to be paid," he said.

"I think the tanker market will be the one which experiences the greatest dizziness during the transition."

Inséré 28/11/21 DOSSIER Enlevé 28/12/21

How ship recycling is evolving

The ship recycling sector has seen big improvements in safety, much of it driven by the

Hong Kong Convention. But conflicting EU requirements can cause more harm than good, and COVID is causing difficulties, we learned at an ICS webinar

There has been a big increase in the number of ship recycling yards which are compliant with IMO's Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, we learned at an International Chamber of Shipping webinar on ship recycling held on May 12.

92 recycling yards were compliant by May 2021, with all yards in India expected to be compliant by 2022.

"The Hong Kong Convention and certification of the 92 yards by major class societies is a very good and positive thing," said Espen Poulssen, chair of the International Chamber of Shipping and moderator of the webinar.

"I suspect that due acknowledgement has not been given of these improvements. You have to read statistics, which nobody bothers to do."

Global Marketing Systems

Anil Sharma, CEO of ship recycling intermediary Global Marketing Systems, noted that there had been big swings in the prices of scrap metal in India for ships over the Covid period.

At one point the price commanded by ships being sold for recycling collapsed by 25 per cent, but then rebounded after 30 days, going from \$300 a tonne to \$550 a tonne.

These high prices are expected to last through 2021, he said. One driver for the rising price of scrap metal in India was a drop in steel production in China, which led to reduced exports of steel from China to India.

The recycling work during 2020 was 50 per cent bulk carriers, with the biggest sector within that VLOCs (very large ore carriers) with almost 30 vessels delivered for scrap, "a record year". The next biggest segment was tankers, followed by container vessels.

So far in 2021, high freight markets have meant that there haven't been so many dry bulk and container ships being scrapped, but more offshore vessels and cruise ships, he said.

Shipowners typically recycle vessels when they can get a higher price for recycling than for selling. The VLCC recycling price at the time of the webinar is "in excess of \$20m," he said. "A couple of months ago, this was the second hand price of a VLCC."

Kalthia Ship Breaking

Chintan Kalthia, CEO, Kalthia Ship Breaking, described as one of the leading ship recycling companies in Alang, said that one problem during the COVID period was that all oxygen gas was required for hospitals, and so was not available for metal cutting.

This prevented Alang from continuing in operation. Oxygen is also needed in the re-rolling mills, which process the scrap steel, he said.

"A lot of yards stopped their work, without oxygen they don't have anything to do. A lot of workers are leaving Alang, they cannot sit in the pandemic without work."

The crew change regulations under COVID also cause complexity, with difficulties with the vessel's final crew coming ashore in India.

"The whole shipping world needs to recognise the improvement and development which [yards], especially Alang, has made in the last 5 years," he said. "I'm not saying that we are done with the improvements, but the change in the last 5 years is remarkable."

Unhelpful EU rules?

The EU's Ship Recycling Regulations, in force from December 2018, can add cost and complexity to recycling, without necessarily providing any benefit, it was explained in the webinar.

Mr Sharma told a story of a car carrier which his company, GMS, acquired from a Japanese owner in June 2020 for scrap. It offloaded cars in Belgium, then Spain, then Turkey, and then was sold for recycling.

While the ship was discharging cars in Turkey, the Japanese owners received a message from Belgian authorities saying that they were violating waste shipment regulations, because the proposed recycling yard did not meet EU standards. The owner's lawyers were discussing with Belgian authorities for six months. Then they decided to take the ship back to Spain and start the paperwork again for a waste shipment. Today is one year after the ship was due to be recycled. The asset is now valued at minus \$1.5m, due to the costs incurred over the past year. And none of this expenditure has achieved anything in terms of driving better standards in ship recycling, he said.

The problem is that while the Hong Kong Convention sets high standards, it has some small differences with European Union regulations.

For example the Hong Kong Convention specifies that the waste should be handled by the appropriate state operated waste organisation. The EU rules go further in their requirements, Mr Sharma said.

The EU rules also have specific requirements for medical facilities available at the yard.

"There are a lot of things not mentioned in the Hong Kong Convention which is there in EU's Ship Recycling Regulation. It is creating a mess," Mr Sharma said.

Mr Kalthia added that EU's Ship Recycling Regulations were originally created as a "stop gap measure" to be used until the Hong Kong Convention was ratified. "Now it has taken a life of its own."

"From a personal standpoint, EU Ship Recycling Regulation is doing more harm than good, if I have to be blunt about it. We need one level regulation, guideline, policy for ship recycling, give a proper standard so they can stick to the standard and do their job."

Andrew Stephens from Ship Recycling Transparency Initiative added that downstream waste management and the proximity of hospitals "is arguably outside the control of the shipyards and ship recycling facilities. That's government, national, regional, local responsibilities."

"Those facilities are also under the responsibility of national and local authorities in European countries."

"It is a good example of where well-meaning and well thought out regulation, with perfectly good motives, imposed in different jurisdictions, can lead to the wrong result," said Espen Poulsson of ICS.

SRTI

Andrew Stephens, executive director of the Sustainable Shipping Initiative, presented one of his organisation's projects, the Ship Recycling Transparency Initiative (SRTI).

The aim is to improve transparency about how ships are recycled, and thereby help shipping companies choose better yards. It should help avoid a situation where all the benefits go to companies which recycle most cheaply.

There are 28 signatories, including 12 shipowners, 5 cargo owners, 7 financial stakeholders (investors / banks / insurers), and various other industry stakeholders. Tanker operator members include Teekay, Maersk, NORDEN, Stolt Tankers, and Altera (formerly Teekay Offshore).

Charterers can use SRTI's processes as a basis to set minimum requirements for the ships they charter, and financial institutions can use it as a basis for making loans.

"Something like this works much better, if all the parties buy into it, rather than where bureaucracy interferes and causes unnecessary problems," said Espen Poulsson, chair of the International Chamber of Shipping, and moderator of the webinar.

"Most shipowners are very responsible and want to do this the right way, but prefer to do this in a way which is sensible and logical.

“It is interesting to know that financial institutions and cargo interests are buying into this.”

A video download of the meeting is available at:
<https://attendee.gotowebinar.com/recording/5266369741393041164>

Inséré 29/11/21 NIEUWS NOUVELLES Enlevé 29/12/21

Northern Sea Route: a time-saver, but unpredictable and risky for box ships

By Charlie Bartlett



This month it was revealed that transit traffic on the Northern Sea Route (NSR) – the trans-Arctic shipping lane that runs from Norway’s northernmost reaches to Russia’s Pacific coast and Asia – had increased 66% from January to November, year on year. However, 15 icebound vessels had to be rescued this week by nuclear icebreaker **VAIGACH** and its diesel-fuelled sister **NOVOROSSIYSK**, after an unseasonably early freeze. It trapped the multinational group of bulk carriers and general cargo vessels and threw into sharp relief the unpredictability of the fledgling shipping channel.

While Russia claims year-round NSR transits will be possible within the next three years, that is disputed by John Hammersmark, director of emergency preparedness at the Norwegian Shipowners’ Association. «The impression people have, that there’s no ice up there, is simply not true,” he told The Loadstar. “You will find ice there even in the height of summer, and it comes in quite fast with the wind and weather. “There are only three months they call ‘ice-free’. I would seriously advise people to understand the challenges.



"It's not only ice and weather – it's shallow waters on long stretches of the route, islands. Maps for that area are not detailed, navigation is challenging and communications are very bad. "Whether you face ice sheets, you can still meet floating chunks of ice, which necessitates using a ship designed to operate in that environment," Mr Hammersmark explained. And there is much still to be done about the capabilities of local search and rescue, and it is unclear what will come first – this capacity or ship traffic, he said. "We've had some fishing vessels up by Svalbard that have been stuck, where you have days to help out. But for an immediate situation, where you have to [evacuate] people from a vessel, there will be scarce resources because of the incredible distances," he added. "Satellite coverage is nearly non-existent when you go north of Svalbard," Mr. Hammersmark explained. "Operators have to use the same type of sat-phones polar expeditions use. «However, this is set to change at the end of next year, when Norway will launch two new communications satellites into Molniya-type polar orbits to enhance the capabilities of local broadband and communications. But when it comes to giant containerhips steaming by diminishing ice sheets, the public relations optics are bad, and among carriers, the NSR itself divides opinion. CMA CGM has taken an unusually forthright stance, declaring unequivocally it will not use the route. CEO Rodolphe Saadé said in August 2019: "CMA CGM makes the resolute choice to protect the environment and the planet's biodiversity, despite the major competitive advantage this route represents." MSC and Hapag-Lloyd have both followed suit. In contrast, Maersk appears content to make quiet, occasional transits of the NSR, while Cosco sent its first containerhip through in 2013 and has shipped plenty of project cargo this year, with plans for much more by 2030. Russia itself is targeting NSR throughput of 80m tonnes annually by 2024. Minister of the Far East and Arctic Aleksei Chekunkov recently told Russia's RBC newspaper that subsidies would be needed to address shipping companies' "lack of confidence" in the route. Arctic sea ice is contentious issue, but there is an environmental argument for using the NSR: it cuts 40% off the transit distance from China to Northern Europe, and one-third of associated CO2 emissions.

Source ; the loadstar

Inséré 01/12/21 DOSSIER Enlevé 01/01/22

Concerns about ship power limits

There are concerns that if engines are de-rated to meet emission requirements, navigators may not have the power they need at short notice. A Nautical Institute webinar on March 11 discussed the issue.

If you need full power, most mariners overwhelmingly would like it immediately," said David Patraiko, director of projects of the Nautical Institute.

He was introducing a webinar organised by the Nautical Institute, discussing concerns that the de-rating of ships' engines (intentionally reducing the power of engines to meet emission requirements) may mean seafarers have difficulties getting out of a tricky situation.

The regulations do allow for ships engines to revert to full power in a safety critical situation, but this could take a few minutes delay, while seeking authorisation from the captain, entering a password in an electronic system, or making a mechanical adjustment.

An audience poll asked the mariner participants how long they would be comfortable waiting for full power when they need it. 60 per cent said they would like full power to be available immediately, and a further 24 per cent said they could wait up to 5 minutes.

The audience was then asked to select 3 situations out of 5 when they might need full power.

The responses were heavy weather coastal 70%; heavy weather anchorage 54%; breaking out of synchronous or parametric rolling 53%; heavy weather offshore 46%; heavy weather in port 45%.

Capt Dennis Barber, a Maritime Consultant, who is unusual in being both a former master mariner and a naval architect, explained why it was an important issue to address.

He has participated in IMO discussions about engine de-rating, in his role as member of the Royal Institute of Naval Architects (RINA) IMO Committee.

He heard people make comments about the need to ensure that seafarers cannot interfere with any system. "I thought, this is not good."

Mr Barber explained why seafarers might need large amounts of engine power with no advance warning, with one of his own experiences as a captain.

"I found myself going into an anchorage, it was somewhat crowded, with a very large ship (Capesize). The weather was very good. But the tide was extremely strong."

"As I came to the point, it needed a lot of power to get this thing swinging round, to the point where I can drop the anchor without losing it. If I hadn't had the power, it would have been quite nasty."

"Quite near, the water was not deep enough to keep the ship afloat. It would have turned to a salvage contract."

"I didn't see, coming in, how much the turn was going to affect it."

"Things happen you don't expect to happen. Someone does something on another ship and makes you want to do something quickly. Instantaneity is something which really should be available to the master."

"I've seen some very frustrating moments. You need to get out of where you are. You imagine being in your car, you put your foot on the pedal and find there's a brick underneath it. You wouldn't be too pleased. It is very frustrating to push the lever and realise it is not going up."

Most of the discussion at IMO is about legal issues, says Captain Barber, basing his opinion on "sitting there for 30 years on and off with different delegations."

"Rarely does the seafarer come into this other than, 'can he be trusted to do this'. I spend a lot of time saying, 'yes he can'. After all, the charterer wants the master to keep his fuel consumption down. That has been driving masters for many years. They are people who have got to account for all the fuel they've used."

Captain Barber's interest in naval architecture goes back to his time at sea, where, he says, "I got frustrated about who designed this thing. That was 1980."

Captain Barber decided that the best path might be to become a naval architect himself, to try to design vessels which seemed better from the seafarers' point of view.

One audience member added that such "torque load programs" had caused many issues for pilots, particularly if the pilot is not warned about a delimiting system in advance.

How it might work

Capt Robert McCabe, a Past President of the Nautical Institute and current chairman of its IMO Committee, discussed how a de-rating system might work, from a seafarer's perspective.

An engine power limit implemented to meet emissions regulations for existing ships (EEXI) is "overridable for the purpose of security, safety of the ship or saving life."

There are many situations where seafarers might know well in advance they will need extra power for safety reasons, and have time to make arrangements. But there are also situations where they need immediate access to power. "They can't be going through an approval process to get it," he said.

In most cases, the master will need to give the approval, but the master may not be immediately available.

The Nautical Institute is also concerned about how the issue is presented to crew.

“We don’t want a situation where the bridge team are reluctant to access the power,” he said. “We want the language to be right, so people know it is OK to use that power when it is needed.”

Once seafarers have obtained the necessary approval, they still need to change the system which limits the engine.

Modern engines can usually have their limits set by electronic control, and so this limit can also be removed electronically.

Some people say that there could be a requirement to enter a password to access more power. “What if you can’t find the password? There’s got to be better ways,” he said.

Older engines are limited by some manual method, such as a stop screw on the governor (the technology which maintains the speed of the engine).

Then there’s the question of how the override should be reset afterwards. Some procedures may require that the resetting is witnessed by a representative of the shipping company, which may be tricky to arrange.

De-rating background

De-rating may need explanation for some readers.

The speed of a vessel, and the power output by its engine, increases with the cube of fuel consumption. So roughly speaking you need 4 x as much fuel to get 2 x as much speed.

De-rating is not about reducing speed in general, it is about removing the ability to access the top end of the power. Many vessels would rarely use this top speed anyway. But some vessels may be inclined to use the power and go faster if it is available, or they could be required to do so under the terms of their contract.

The vessel’s energy efficiency index (EEXI / EEDI) has the power of the ship as one of its calculation factors, so reducing the power is a way to get a better index.

The full equation is more complex than most readers will need to understand, but a simplified version is that the index is calculated based on 75 per cent of your installed power, multiplied by a carbon factor, relating to the amount of CO2 emitted with the fuel which you are using. You add to that a factor for your auxiliary power, which can be approximated at 5 per cent of your installed power, times a carbon factor.

This index is then divided by your deadweight, so it is an emission factor per tonne.

The purpose of EEXI / EEDI is to drive a steady reduction in the power of ships, and so the fuel consumption.

Under EEDI, for new build tankers and bulk carriers, the required index is tightened by 10 per cent in phase 1 (2015-2019), 20 per cent in phase 2 (2020 to 2024), and 30 per cent in phase 3 (2025 onwards). The reduction factor is lower for vessels under 20,000 dwt.

Similar requirements are being made for existing ships under EEXI, although the time period is different. Entry into force is expected to be in Q4 of 2022, with an exact date to be confirmed in June 2021.

An example of a method of de-rating is taking one of 10 cylinders on a 2 stroke engine out of use.

This means that the engine has a reduced torque output, and a lower revolutions per minute.

Power problems in 2011

De-rating first came to be used in 2011-2012, a time of very high oil prices of around \$110 a barrel (current price is around \$60).

“Slowing down saved a huge amount of fuel that made the difference between survival and going bankrupt for a number of companies where fuel cost had gone bankrupt,” said Edwin Pang, chairman of the RINA IMO Committee, and a consulting naval architect.

Looking at a plot of main engine revs per minute (RPM) by delivery year for 50,000 DWT tankers, you can see that when bunker prices got very expensive around 2012, the RPM of engines “dropped quite dramatically,” Mr Pang said.

But there were complaints of poor manoeuvring characteristics of these vessels.

As a result, engine manufacturer MAN issued a recommendation for a wider “Light running margin” in 2014. The light running margin is defined as the difference between the engine curve and the propeller curve, of what percentage of the SMCR (specified maximum continuous rating, or maximum output) you are using.

MAN advised a 4-10 per cent “light running margin”, whereas before it had been 3-7 per cent.

The purpose is to make up for a propeller having to do more work than expected, due to rougher weather than in the test conditions, which are usually “light running” conditions – i.e. with minimum resistance from weather and waves, or ice and shallower water.

A low light running margin is the reason why many ships have problems manoeuvring at slow speeds, particularly when the ships have been de-rated, but keep their large propellers.

“Companies should have updated their designs, so you have more torque at low revs,” Mr Pang said.

MAN issued a YouTube video explaining light running margins further which is online here www.youtube.com/watch?v=C7e6RLMk5e8

De-rating plans

Shipping company engine de-rating plans so far have a wide range of limits, from a “handful of percent” up to 40 per cent, Mr Tang said.

Older ships, such as those built before slow steaming was introduced in 2008, often have higher power, and so will be more likely to need larger limitations.

Many vessels are already operating at much lower than 75 per cent of their maximum power (MCR) – there are container ships operating most of the time at 50 per cent, and bulkers at 60 to 75 per cent, he said.

But EEXI actually imposes a limit, making higher speeds no longer available, should they be wanted.

RightShip, which describes itself as a “maritime due diligence organisation” founded by dry shippers BHP and Rio Tinto, gives vessels a rating (for the purposes of assessment by charterers) which includes engine power limits as a factor. In this case the engine power limit cannot be switched off (or over-ridden) at all, Mr Pang said.

TankerOperator

Inséré 03/12/21 NIEUWS NOUVELLES Enlevé 03/01/22

EXMAR and LATTICE announce joint development of CO2-Carrier

Innovative design for more sustainable transportation.

EXMAR and LATTICE Technology announced that they have signed an agreement to jointly work on the development of a new type of CO2-carrier.

The joint venture allows the two companies to combine their individual expertise; EXMAR as a leading player in the design, ownership and operation of innovative and efficient gas carriers and LATTICE Technology in creating innovative tank designs for CO2 transport.

Sustainable Solutions

With the global need to decarbonize the atmosphere and our world economy heavily relying on a secure energy supply, one of the promising fast-track solutions to cover both opportunities is Carbon Capture Utilization and Storage (CCUS). To achieve sustainable CCUS projects, there will be a need to transport CO2 in an economical way and on a very large scale.

EXMAR and LATTICE Technology are therefore pleased to announce the signing of a joint development agreement for the design of a 40,500 m³ CO2 carrier, which is also suitable for LPG and Ammonia transportation. The Joint Development Company will combine LATTICE's innovative and efficient tank design for CO2 transport together with EXMAR's strong knowledge and experience in design and operation of innovative and efficient gas carriers.

Unique Tank Design

A study proved that the patented LATTICE tank design, Lattice Pressure Vessel (LPV), provides the best solution for large-scale CO2 transportation at low and medium pressures. The design and vessel size can be adjusted to meet all required transport volumes to ensure the most optimal logistical solution in the most cost-competitive way. The initial concept is a 195 meters long Panamax beam vessel with a cargo capacity of 40,500 m³. Such a vessel will be tailored to support CCUS projects with capacities ranging from 2 to 10 MTPA. Additionally, a 3,000 m³ storage capacity for low CO2 emitting fuels like LPG Ammonia or LNG has been foreseen.

The patented tank design will also provide the best storage solution for offshore CO2 liquefaction or re-injection projects. The robust pressurized storage tanks can be made in an efficient shape fitting the ship hull and allowing for large storage capacity. An additional benefit for offshore storage is that the LPV design prevents sloshing problems even in the harshest environments. With their experience in Floating Gas Infrastructure Solutions, EXMAR will be the ideal partner for such developments.

Jens Ismar, Executive Director Shipping at EXMAR, said: "We are very pleased and excited about this joint venture with LATTICE as we strongly believe CCUS will be a major contributor in our efforts to decarbonize the atmosphere. We believe the LATTICE tanks provides the most flexible and economical way to accomplish this".

Keunoh Park, CEO of LATTICE Technology underscores the positive cooperation with EXMAR and said: "This project provides an excellent opportunity to demonstrate that the LPV technology will be a key enabler in making shipping greener with lower emissions and by providing important infrastructure for transporting and dealing with CO2".

Inséré 04/12/21 NIEUWS NOUVELLES Enlevé 04/01/22

Some LNG-powered ships are leaking powerful greenhouse gas

By : Jack Wittels and Akshat Rathi,

One of the shipping industry's great hopes for improving its environmental performance - engines powered by liquefied natural gas -- won't offer the benefits that many vessel owners are hoping for. That's the conclusion of a non-profit that analyzed the emissions from different types of vessels that use the fuel. Some types of LNG-powered ships leak so much methane -- a contributor to global heating -- that the environmental damage they cause over a 20-year period is far more acute than equivalent vessels run on conventional fuels. The criticism is a brickbat for LNG, a fuel that's long been viewed as means of helping industries to cut carbon emissions and hit climate goals. The two-decade timeline matters because the most ambitious global climate target is to reach net zero emissions by 2050 in order to keep a temperature increase below 1.5 degrees Celsius compared to pre-industrial times. "Switching ships to LNG is worse than doing nothing," said Kendra Ulrich, senior shipping campaigner at Stand.earth. "This should serve as an alarming wake-up call for the International Maritime Organization" the UN agency that oversees the industry's emissions. The study was carried out by the International Council on Clean Transportation and referenced in documents submitted to the IMO by the Clean Shipping Coalition, Pacific Environment, Greenpeace International and the WWF. In the longer run, the LNG-powered ships in question can become less damaging relative to carriers running on conventional fuels because the leaked methane degrades over time.

Burning LNG produces about 25% less carbon dioxide per unit of energy than today's typical oil-based marine fuels. It also emits very low quantities of sulfur and nitrogen oxides, both of which have negative implications for human health. The methane leak ultimately makes its greenhouse gas impact worse for the planet than today's oil-based propellants in most cases, at least in the short term, the ICCT report says. LNG mainly consists of methane, which traps 86 times more heat than the same amount of carbon dioxide over a 20-year period. While only a sliver of today's merchant fleet runs on LNG, it's becoming increasingly popular among newbuild vessels and often on the agenda when shippers discuss future fuels in the context of industry climate change targets. While the report doesn't apply to all LNG-powered ships, it shows that the most popular type of vessels running on LNG today have a particularly high level of methane slippage. The carriers in question are those that have low-pressure injection engines.

Source: Houston Chronicle

Inséré 05/12/21 HISTORIEK HISTORIQUE Enlevé 05/01/22

De Bourgondische expedities naar Rhodos, Constantinopel en Ceuta 1441-1465 (II)

door Roger DEGRYSE

3. DE TOCHT IN DE ZWARTE ZEE EN DE TERUGKEER (1445-1449)

Geoffroy de Thoisy was in het begin van januari 1445 aangekomen te Constantinopel, waar hij de andere galeien, waaronder de vier Venetiaanse van Walerand de Wavrin, de kapitein-generaal van de Bourgondische vloot, vond. Hij was er nog op 30 maart, vermits hij op die dag zijn wedde en de soldij van de manschappen van zijn galeien in ontvangst nam en daarvan een kwijtschrift ondertekende. Weldra werd een nieuw krijgsplan opgesteld. Geoffroy de Thoisy en Regnault de Confide zouden met de grote « nave », het karveel, de « balengier », de drie galeien en het galjoot een expeditie ondernemen in de Zwarte Zee, waar ze met de keizer van Trebizonde reeds contact opgenomen hadden. In april begon de tocht, die, na het bezoek aan Trebizonde, leidde tot Mingrelie aan de voet van de

Kaukasus. Dit was het oude Colchis, het land waar in de oudheid Jaso en de argonauten het gulden vlies waren gaan zoeken. Minder gelukkig dan de legendarische Griekse held, werd Geoffroy er door een inlands hoofd gevangen genomen en eerst na tussenkomst van de keizer van Trebizonde of van een Genuees koopman terug in vrijheid gesteld. Hij zette evenwel zijn tocht in de Zwarte Zee voort en viel er zowel Turkse als Genuese schepen aan, waarbij hij buit maakte. Ten slotte kwam hij aan te Kaffa, een Genuese kolonie in de Krim. Aldaar ontnam men hem als represaille, een vaartuig, dat hij op de Turken buitgemaakt had. Daarop zou hij in de loop van juli naar Constantinopel teruggekeerd zijn om zich in september naar Genua te begeven, ten einde aldaar zijn geschil betreffende het in beslag genomen vaartuig te regelen.

Van zijn kant was Walerand de Wavrin met een achttal galeien de Donau opgevaren, wat in augustus gebeurde. Nabij Nicopolis trof hij de Hongaarse troepen aan. Gezamenlijk, zou men pogen zich van de versterkte toren van die plaats meester te maken, wat mislukte. Wavrin en zijn Venetiaanse vloot dienden dan ook onverrichterzake terug te keren naar Constantinopel, waar zij op 2 november aankwamen. Kort daarop, omstreeks 15 januari 1446, volgde de terugkeer te Venetië zelf.

De republiek sloot in februari vrede met de Turken en er bleef Wavrin niets anders over dan definitief af te reizen en het Bourgondische hof te gaan verzoeken.

In tegenstelling tot Wavrin, blijkt Geoffroy de Thoisy naar de rest van de Bourgondische vloot in de Levant, namelijk de grote "nave" het karveel, de "balengier" en de vier galeien, teruggekeerd te zijn. Aldaar moet hij zich nog op 22 december 1446 bevonden hebben. Dan eerst of kort nadien kan hij naar de Nederlanden afgereisd zijn. Voor deze terugkeer bestonden nu gegronde redenen. Niet alleen was het karveel op een bepaald ogenblik in de Middellandse Zee door de Katalanen gekaapt en beroofd geworden, maar de grote « nave » zelf lag te Constantinopel aan de ketting als pand voor de leningen, die Wavrin eertijds aldaar aangegaan had. Deze laatste, als kapitein-generaal van de Bourgondische vloot, was inderdaad zoveel als de geassocieerde van de hertog in diens onderneming in de Levant geweest. Weges zijn recht op de tiende penning, geheven op alle gekaapte goederen, had hij leningen aangegaan en ook eigen geld in de expeditie geïnvesteerd. De opbrengst van de kaperijen blijken onvoldoende te zijn geweest, om alle leningen te kunnen betalen, zodat de ganse onderneming met een deficit dreigde te eindigen. Zelfs de bijzondere afgezant van de hertog, de Italiaan Olivier Maruffle, slaagde er niet in deze hypotheek af te lossen. De grote « nave » bleef aan de ketting liggen te Constantinopel en zou niet meer vrijgegeven worden. Op 25 augustus 1449 verliet de rekenplichtige Fastre Hollet voorgoed dit vaartuig om naar de Nederlanden terug te keren en zijn rekeningen in te dienen.

De grote "nave" en het karveel blijken dus nog voor het einde van 1446 uitgeschakeld te zijn geweest. Dit was niet zo voor de drie Bourgondische galeien en het galjoot, Geoffroy de Thoisy, die, teruggekeerd in de Nederlanden, in april 1447, wegens het verlies van zijn goederen in het gekaapte karveel, van Filips de Goede een vergoeding van 500 "saluts de 48 gros" ontvangen had, was als bevelhebber van dit smaldeel door zijn neef Jacquot de Thoisy vervangen geworden. Deze zakte nu met de overgebleven vaartuigen langs de kusten van Syrië, Egypte en Noord-Afrika naar Marseille af en maakte zich daarbij schuldig aan zeeroverij, niet alleen ten nadele van de Moren, maar ook ten koste van de Genuezen en andere christen kooplui. In mei en december 1447 stuurde de republiek Genua bij de hertog daarover dan ook klachten in. In augustus 1448 dreigde ze zelfs met represailles en met gevangenneming van Jacquot de Thoisy. Weerwraak werd inderdaad genomen, maar dan door Venetianen, die hetzelfde jaar nog of het -volgende we weten het niet juist — de Bourgondische galeien kaapt en beroofden. Deze vaartuigen blijken evenwel toch naar de Nederlanden teruggekeerd te zijn, vermits men er naderhand ernstig over nadacht ze te laten herstellen en te bewapenen om ze voor een nieuwe kruistocht in te zetten. In 1454 schonk de hertog een van zijn galeien, samen met een bedrag van 1.000 « schilden », aan Willem, bastaard van Brabant, ridder van de orde van Sint-Jan van Jerusalem, er mede op kruistocht te gaan.

4. DE TOCHT VAN ANTOON VAN BOURGONDIE (1464-1465)

Enemaal dat de Honderdjarige Oorlog in 1453 ten einde was, dacht Filips de Goede opnieuw aan een kruistocht tegen de Turken, die dat jaar Constantinopel ingenomen hadden. Zijn raadgevers kwamen met allerlei projecten voor de dag. Waaraan de hertog eerst aandacht wijdde, was aan het bijeenbrengen van de nodige galeien. Te Duinkerke, Nieuwpoort, Sluis en Antwerpen bezat hij sinds 1449 galeihuizen, waar reeds vaartuigen ondergebracht waren. In dat jaar werd ook Bertrandon de La Brocquière, die reeds in 1432 op prospectiereis in de Levant uitgestuurd geworden was, tot kapitein van de stad Nieuwpoort en van het kasteel aldaar aangesteld. Hij zou deze functie tot 1459 blijven uitoefenen.

In 1454, tijdens het fameus feest van de fazant, werd door een hele schaar Bourgondische ridders, waaronder ook Simon de Lalaing, die als de toekomstige bevelhebber van de expeditie doorging, een plechtige eed in verband met de geplande kruistocht afgelegd. Samen met Geoffroy de Thoisy, de kapitein van de Bourgondische galeien, hield hij zich de volgende jaren met de voorbereiding van de tocht bezig en dit hield zeer veel in. De projecten, die aan de hertog voorgelegd werden, voorzagen in alles wat betrof de uitrusting, de bemanning, de bewapening en de bevoorrading van de schepen, die ingezet zouden worden. Zelfs met de tiende penning van de admiraal werd rekening gehouden. Uiteindelijk werd Antoon van Bourgondië, de Grote Bastaard, zoon van Filips de Goede en ridder van de Orde van het Gulden Vlies, aangeduid als bevelhebber van de voorhoede en Geoffroy de Thoisy als hoofd van twee te Pisa door Florentijnen te bouwen galeien. Voor de afvaart van de voorhoede werden reeds heel wat karvelen samengebracht te Sluis, waar ze onder het toezicht van Simon de Lalaing kwamen te staan. Ook Jan van Luxemburg, bastaard van Saint-Pol, die, evenals Simon de Lalaing, Bourgondisch admiraal was, behoorde tot de leidende officieren.

Oorspronkelijk was gepland, dat Antoon van Bourgondië, vergezeld van beide admiraals, met twee galeien en verschillende andere schepen einde april of mei 1464 uit Sluis zou afvaren. De voorhoede vertrok inderdaad op 21 mei, maar zonder Jan van Luxemburg en met Simon de Lalaing als luitenant-generaal naast de Bastaard van Bourgondie. Ze bestond volgens sommige bronnen uit 12 galeien, volgens andere, wat meer waarschijnlijk was, uit vier galeien en tien karvelen, met een totale bemanning van zowat 2.000 koppen, waaronder, naast galeiboeven, 330 Gentenaars, een contingent uit Axel en ook een reeks edellieden, die hun sporen wilden verdienen. Het smaldeel, in plaats van direct te zeilen naar Marseille, de verzamelplaats, waar de Franse vloot reeds op de Bourgondiërs lag te wachten, ging eerst, op verzoek van de Portugezen, nog even hulp bieden aan Ceuta, dat door de Moren belegerd werd. Deze hulp zou dan ook het enige positieve resultaat van de tocht zijn. Nadien begaf de flottielje zich naar Marseille, waar zij na een hevige storm einde augustus aankwam. Verder zou Antoon van Bourgondië niet geraken. Niet alleen waren de 100.000 gouden « schilden », die de « heymelicke tresor » of de private schatkist van zijn vader hem voorgeschoten had, op, maar bovendien brak er te Marseille een pestepidemie uit, die veel slachtoffers onder de bemanning en de kruisvaarders maakte en ook de twee zoons van Simon de Lalaing, die hun vader vergezelden, wegmaaiden. Tot overmaat van ramp stierf op dat ogenblik paus Pius II, die kruistocht onder zijn hoede genomen had, zodat sommige deelnemers aan de expeditie, waaronder de lieden van Milaan en Venetië, hun galeien terugtrokken.

De Grote Bastaard bleef tot begin 1465 te Marseille op nieuwe instructies wachten, gezien zowel de nieuwe paus, Paulus II, als de hertog, hun plannen niet wilden opgeven. Ten slotte dwong de vijandige houding van Lodewijk XI, de Franse koning, Filips de Goede niet alleen thuis te blijven, maar bovendien zijn bastaardzoon terug te roepen, zodat de expeditie zelf opgegeven moest worden. Antoon van Bourgondië einde februari te Brussel terug. Na de mislukking van de onderneming ging de hertog dan ook tot de liquidatie van zijn schepen over. De Medici's, de bekende bankiers en kooplui uit Firenze, namen de exploitatie van de twee te Pisa gebouwde hertogelijke galeien op zich en gebruikten ze voor de koopvaardij tussen die haven en Brugge onder Bourgondisch paviljoen. Ook de

karvelen blijken geliquideerd te zijn geworden, evenals de galeihuizen langs de Vlaamse kust. Enkele jaren later, in 1467, stierf Filips de Goede.

BIJLAGE

1

22

oktober

1440

Certificaat, waardoor Bartholomeus de Vooght, raadsheer van Filips de Goede, bevestigt, dat Godschalk de Muelnaere en Pieter van Penage, de oude, burgers van Sluis, die respectievelijk de grote mast en de twee andere masten van de grote « nave » van de hertog geleverd hadden, voor hem verklaard hebben daarvoor door de hertogelijke commissaris, langs de ontvanger-generaal van Vlaanderen en Artezië betaald te zijn geworden.

Brussel, Alg. Rijksarchief. Fonds « Acquits de Lille », nr 961 bis (karton 955-964). Omslag « Expéditions navales ». Origineel met fragment van een zegel in rode was.

Je Berthelmi le Voogt conseiller de monseigneur le duc de Bourgoingne de Brabant de Flandres etc. Certifie en tesmoingnant par ces presentes a tous ceulx qu il appartendra que au jour duy pardevant moy sont venuz et comparus en leurs propres personnes Pierre de Penage 1 aïsne et Godscalc de Muelnaere bourgeois demourans en la ville de Lescluse lesquelz et chacun d eulx ont confesse avoir eu et receu de Guilleme Tenin commis a tenir le compte des ouvraiges et autres choses necessaires pour la grant nave que maudit seigneur a nagaires fait faire en son pays de Brabant par les mains de Gautier Poulain receveur general de Flandres et d Artois les sommes qui sensievent. Cest assavoir ledit Pierre quarante sept livres de groz monnaie de Flandres pour lachat de deux mastz a lui achetez par ma dame la duchesse de Bourgoingne et ledit Godscalc cinquante deux livres groz dite monnaie pour 1 achat d une grant mast a lui achetez par madite dame pour icelles mastz employer a ladite nave presentement admenez en son port a Lescluse. Lesqueles deux sommes montans ensemble a la somme de quatre oings dix noef livres de groz dite monnaie les dessusnommez Pierre et Godscalc se sont tenus et tiendront pour biens contens et paieez et en ont quitte et quitteront mondit seigneur le duc lesdits Guilleme Tenin et Gautier Poulain son receveur general de Flandres avec tous autres a qui quicttance en peut ou doit appartenir. Tesmoing mes scel et swing manuel le 22me jour d octobre lan mil quatrezens et quarante.

(get.) B. de Vooght

BIJLAGE 2

maart 1441 (n .s .)

Mandement van hertog Filips de Goede met het bevel aan de secretaris en audiencier van zijn kanselarij aan Geoffroy de Thoisy en Jehan Lodyc de nodige commissiebriefven, betreffende hun aanstelling, respectievelijk tot kapitein van de grote « nave » en rekenplichtige van dit schip en andere vaartuigen op expeditie naar Rhodos, uit te reiken. Brussel, Algemeen Rijksarchief, Rekenkamer van Rijsel, Charters van de Audiencie (Inventaris H. Nelis) , zegels van de Audiencie, nr 134. Origineel op perkament.

Maistre Thomas Bonnesseau notre secretaire et audiencier de notre chancellerie bailliez et delivrez a notre ame feal escuier et panetier et par nous commis capitaine de notre grant nave et armee que envoyons presentement en Rodes Joffroy de Thoisy noz lettres patentees en double queuste par lesquelles lui commettons l office de capitaine dessusdit ensamble bailliez semblablement a Jehan Lodiic par nous commis notre receveur des deniers qui lui sont delivre de par nous pour la conduite de la despense d icelle armee noz autres lettres patentees par lesquelles lui commettons notre dite office de receveur aussy en double queue montant ensamble le droit de noz lettres des dessus nommez cinq livres

deux solz de 40 gros que leur avons de notre grace especial donne et quitte. Sy voulons que d iceulx ne prenez aucun droit de notredit scel vous en demontez deschargiez partout ou il appartendra.

Esript en notre ville de 1 Escluse le 25e jour de mars 1400 et quarante.

(get.) Philippe

Inséré 05/12/21 BOEKEN LIVRES BOOKS Enlevé 05/01/22

FORTUNES DE MER, SIRÈNES COLONIALES

Olivier						Grenouilleau
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XVIIe - XXe siècles

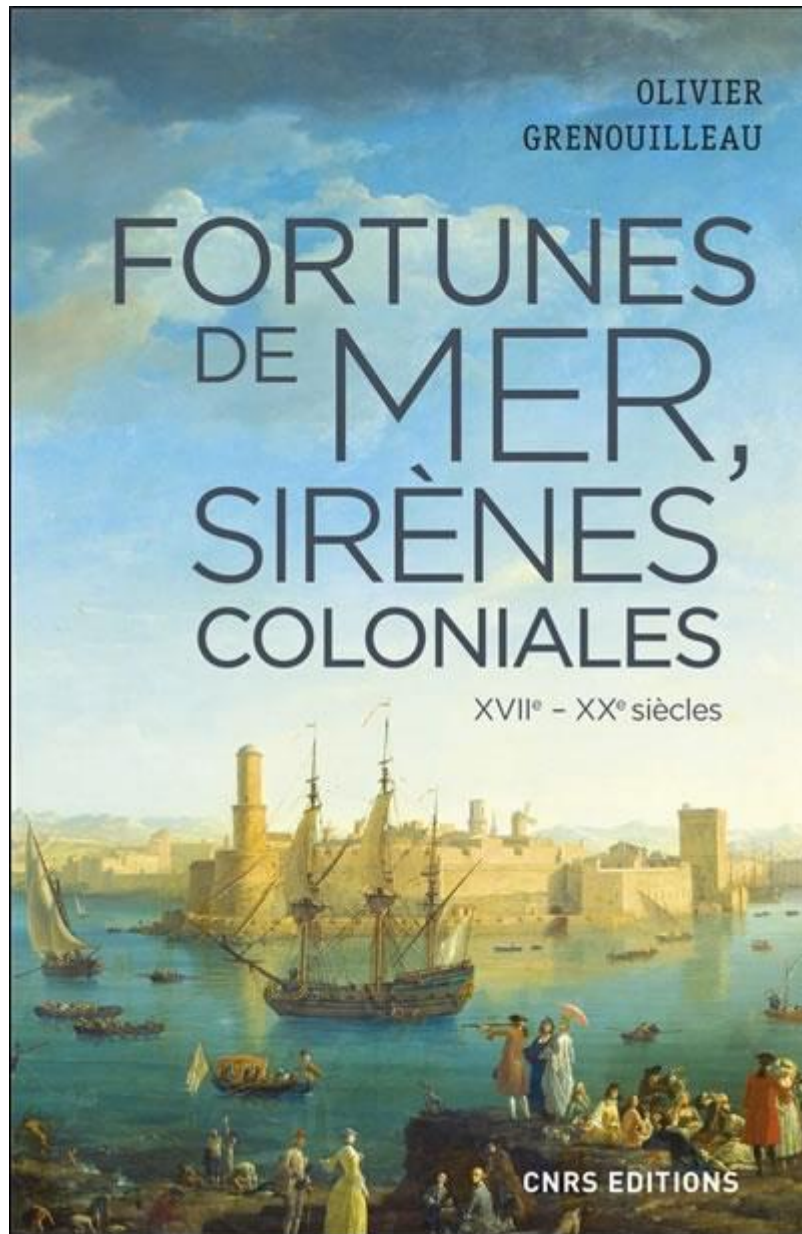
C'est vers 1660 que la France entre dans le grand commerce atlantique et colonial, notamment avec le port de Saint-Malo. Mais l'essor du négoce colonial au siècle suivant, avec la production antillaise de canne à sucre, d'indigo et de café, et le développement de la traite négrière, occulte souvent l'émergence de ce premier système capitaliste maritime au XVIIe. Et fait oublier que le commerce colonial se poursuit, sous d'autres formes, avec le vaste empire que la France se constitue à partir du XIXe siècle.

Les sirènes coloniales ont séduit de nombreux acteurs, mais les risques encourus par le négoce investissant dans des circuits commerciaux lointains sont nombreux, et les richesses accumulées aléatoires. Les fortunes de mer réservent des surprises. Ainsi la fabuleuse croissance du commerce colonial au XVIIIe siècle n'est-elle pas en partie illusoire ? Constitue-t-elle véritablement l'un des piliers du développement économique national ou ne profite-t-elle qu'à un petit nombre ? Quels rôles jouent l'État, la noblesse et les milieux négociants dans l'affaire ?

Autant de questions auxquelles on trouvera ici des réponses. Grâce au recul du temps long (des années 1660 à 1914, voire 1940) et à une approche combinant des méthodes rarement connectées : étude quantitative, culture des acteurs du jeu économique, rôle de l'État..., se dessine un panorama complet du grand capitalisme maritime français, de ses forces et de ses faiblesses, ainsi que de ses acteurs.

Librairie Maritime Outremer
26, rue Jacob
F-75006 PARIS

Tél : +33 1 42 34 96 60
Email : librairieoutremer@wanadoo.fr



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How Stena Bulk makes decarbonisation add up

Stena Bulk is putting big money behind decarbonisation – with an agreement to build 3 methanol tankers, and a concept plan for a new type of vessel, the Infinity Max. We asked CEO Erik Hånell how decarbonisation can work financially

One of the biggest questions facing the tanker industry in 2021 is how decarbonisation can be paid for – and how the investors can be satisfied.

Stena Bulk of Sweden appears to have a clearer idea of the answer than most – it has just (Nov 2020) added a 3rd vessel to its order of methanol tankers, in a joint venture project with Swiss methanol producer Proman.

Tanker Operator asked president and CEO Erik Hånell how he thinks the financial sums can add up - and how the investors can be kept satisfied.

Mr Hånell's perspective, he told us, is that, "I don't think anyone has the answer". But if you (or your investors) believe that decarbonisation will happen, the next step is to set up some commercial options. "You have to follow quite a few pathways here at this stage, to be able to prepare yourself for what might come."

"It isn't just one pathway, it is a few, it depends what angles you are taking on it."

The conventional pathway is not really an option any more, he believes. "Would you build a traditional ship today which is run on fossil fuel? I'm sure there's speculators out there who would do it. [But] the high risk is that those ships would not be worth the value in 10 years from now, because of the situation we are seeing."

Investors see there may be new technical developments and regulations which change the landscape, "maybe not 100 per cent in line with how the world looks like today," he says.

"We have to find alternative fuels, alternative energy sources for traditional propulsion."

"If it's going to be ammonia, hydrogen, fuel cells, if its going to be methanol, or something else, remains to be seen. All of those should be explored."

But also, "we all have to work with what we see today."

"One of the pathways we have chosen to take is methanol. That, I think, has a very strong potential going forward."

Mr Hånell believes cost issues will sort themselves out. "When the world is hugely going for something, they will make sure not only that they develop it, but the cost will come down, otherwise they will not be able to compete. I would be surprised if we don't see a solution to that."

It would be useful if there were regulations creating a cost to carbon emissions, so that it would no longer be cheaper to use conventional (high carbon) fuels.

"To have a fair competition, it has to be a global situation, it doesn't stop you depending on where you live. That's what I think is most fair."

"The risk is you see all kinds of local regulations, in the US, other ports will come with their regulations. That's going to be very complicated for a ship operator to work around."

To help move maritime decarbonisation faster, Mr Hånell would like to see some firm prospects of how this will look like, what kind of calculations, and mechanisms this will use."

"We have a situation where people have hesitated to order ships - because they don't know what to build."

The requirements to make sustainability reports are changing every year, in terms of what you report and how you report. There should be a "generalised calculation and rules that actually apply worldwide," he said.

"I would rather like to see them tomorrow, but it is important that they are well thought through. We had a number of [regulatory] decisions in the last 10 years that had been not particularly thought through for shipping."

"We spend millions of dollars on things that are obsolete [by the time] you install them. Question marks are coming, are they really needed. It is very costly."

Methanol project

The first announcement about the methanol project was made in November 2019, when Stena Bulk said its joint venture company with Proman Shipping of Switzerland ("Proman Stena Bulk Ltd") was building methanol tankers.

It had finalised an agreement with Guangzhou Shipyard in China to build two "IMOIIeMAX" "methanol-ready" 49,900 dwt tankers, Stena ProPatria and the Stena ProMare, with the first due for delivery in the beginning of 2022.

Proman Shipping is part of Swiss integrated industrial group Proman, which is the world's second largest methanol producer.

These vessels are “amongst the most energy efficient mid-range tankers in existence”, Stena said. They will be fitted with dual fuel engines and capable of running on methanol fuel. Stena said it offers a 95 per cent reduction in sulphur oxide (SOx) and particulate matter, and a 60 per cent reduction in nitrogen oxides (NOx) compared with regular marine fuel. It is able to comply with low sulphur fuel requirements under IMO’s 2020 regulations. Each vessel will use 12,500 tonnes per annum of methanol as a marine fuel, significantly reducing emissions in their normal commercial operations compared to conventional marine fuels.

The two ships will be 50:50 owned by Stena Bulk and Proman Shipping, and on long term charter to Proman Shipping.

This is a way of working Stena is comfortable with, where each party has “skin in the game,” he says. “It helps companies to move ahead and bring everything forward. Especially today, the cooperation and collaborations in this world are more important than ever.”

In November 2020, Proman Stena Bulk finalised an agreement to build an additional vessel, Stena Prosperous. The Stena Prosperous will initially be utilised by Stena Bulk within their traded pool of ships for a period of two to three years.

The vessel will therefore be the first methanol dual-fuel powered ship traded on the chemicals / Clean Petroleum Products (CPP) market by a conventional shipowner without an active contract to a methanol producer.

After this initial period, the Stena Prosperous will then enter into a long-term time charter with Proman Shipping.

Availability and cost

Stena said in April 2020 that methanol fuel was available in “more than 88 of the world’s top 100 ports.”

The ships are “dual fuel”, so they can be run on low sulphur fuel oil if they have to, or some other new type of energy. But the company anticipates that methanol availability will increase.

“I would say it is like LNG propulsion, 10 years ago. The bunker stations were simply not there.” Today, “you feel pretty confident you can find places.”

There are a number of “e-methanol” projects going on around the world, which use CO2 reclaimed from being emitted into the atmosphere to make the methanol (perhaps from hydrogen from renewables). So the methanol becomes a net zero fuel.

Another interesting factor of methanol fuel is that you can get more power from the engine by adding water to it. By adding water, you reduce the charging air temperature. The water absorbs heat as it turns from liquid to a gas. This means you have a higher air charge density, so more oxygen is available for combustion. And when the water turns into a gas, it expands, giving extra torque on the piston.

The last step of process of manufacturing methanol can often be removing water, so if this does not need to be done, this can “save quite a lot of energy,” he said.

So far, there have not been any suppliers providing methanol specifically for ship bunkers, so we don’t know how much this would reduce the costs by.

“On our ships we can test different things going forward,” he says.

InfinityMAX

In March 2021, Stena Bulk unveiled a concept design for a ship called InfinityMAX. With this ship design, large containers, which can carry either liquid or dry cargoes, are attached to the deck of the ship. For movement over smaller distances, these containers can float, and so be towed, by themselves.

A tank could be left in the port, depending on the best logistics arrangement. So it would only need a crane to lift it onto a ship, no pumping would be required.

Stena has been working on the project for 2 years. It builds on the IMO IIMAX parcel tanker design, which has 18 cargo tanks of 3,000 m³ capacity.

"I put Stena Teknik on it (Stena's department of maritime technical experts) and all the young guys in the company. The oldest is 32 years old. They put their heads together, this is the concept they came out with."

"It is a definitely a prototype, [to] a little bit push the boundaries and make people think."

"The major reason we put it out there is to push ourselves [to see] what can be done with ships today."

"With this concept you have specialised tanks that you are then using again and again."

The company is working out the best way to make all the compartments connect to each other and to the ship, in any weather.

The moveable tank idea might be "something we can already install on our existing ships," he said.

It would probably require more shipping companies to take interest before this could become something which is in general use. "We can easily see that it is very difficult to build up that logistic chain with only one company, this has to be a global development," he said.

As a design for a ship which can carry both dry and liquid cargoes, it continues the idea of the "OBO" or "oil bulk ore" vessel, a common design in 1955 to 1980, as a ship which could carry any bulk cargo, if the tanks were cleaned in between.

"You can pick up the slack from that type of ship. You cannot really say that the OBO ship was a success at the time," he said.

Culture

So why is Stena Bulk able to do things which no other company can do?

"That is the culture we are having," he says. "We want to be in the forefront for the development.

We are not succeeding every time. We are learning a lot every time we fail as well. That is definitely the approach we like to have. That is how we like people to look at us as well."

Mr Hånell's advice is "don't be shy, think about what is out there, use what kind of input you can get not just from our industry but from the rest of the world as well."

Stena Bulk has 72 ships in its fleet, including 23 suezmax, 30 medium range (including the IMO IIMax vessels with 18 separate 3,000m³ tanks), 2 shuttle tankers, 1 Aframax, 3 LNG, and 10 P-MAX product tankers with two engines, and 3 "intermediates" of 17527 dwt.

TankerOperator

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Using AI to enhance navigational safety

In the last five years approximately 4000 collisions and incidents have been reported annually, with 75-96 per cent of these marine incidents attributed to human error.

Speaking during Digital Ship's webinar on how AI can be used to enhance navigational safety and save human lives, Philip Nielsen, general manager Europe of maritime start-up Orca AI explained that the increase in global marine traffic and larger size of ships sailing today have contributed to heavier ocean congestion. Furthermore, Mr Nielsen believes that while officers today are more experienced when it comes to operating technology, there is greater uncertainty on how to use navigation equipment for safer decision making.

Founded in 2018, Israel headquartered start-up Orca AI has developed an artificially intelligent navigation solution that provides a full and accurate picture of the navigational environment to boost human capabilities and reduce accidents at sea.

The solution comprises a lookout unit with computer vision, which provides a picture via a large screen to the bridge. It uses three high-definition cameras and three thermal cameras that can detect small objects early in low visibility situations. The visual field created by the cameras is integrated with another nine navigational sensors that already exist on the bridge, such as radar, which is fed into a learning algorithm that has the capability to analyse all the data. This provides crew with greater clarity on difficult and dangerous situations to help them make safer decisions.

Orca's tool is able to identify between different ship types and objects. "This is super important because when you provide an insight to a captain, you have a very big difference if you have a boat crossing from a fishing vessel or a large container ship," Mr Nielsen explained.

A sophisticated alarm provides real-time alerts to the crew and captain. Highly dangerous situations are prioritised, while those requiring less urgency generate a less intrusive alert, reducing alarm fatigue for the crew. The data used by Orca is collected and aggregated on-board. Data is kept on board a vessel for at least two months and only relevant information is uploaded to a private cloud. Thanks to the use of AI, the most relevant data according to a shipping company's Safety Management System is cherry-picked and displayed on the dashboard. Clever algorithms learn from the data to improve their function over time.

During his presentation, Mr Nielsen also brought to light an issue he often hears shipping companies speak about – lack of effective on-board training for officers based on real case scenarios. To target this, Orca provides users with a high-quality touchscreen tablet which replicates the bridge display, enabling the captain from any location to view what is happening on the bridge. The tablet benefits from a record function, which can be used to record officers' responses in different scenarios and played back to them to train for future situations.

Integration and installation

Orca AI does not aim to compete or replace radar, instead it is a navigation aid that adds an extra level of security. According to Mr Nielsen, all components included with Orca, both the hardware and the software, have been specifically built for the marine environment. This means it is straightforward to integrate into other existing navigation sensors. Orca is also integrating with all major OEMs in the market and developing its own National Marine Electronics Association (NMEA) approved standard to export information from the cameras and the vision sensors to standard equipment or the same Ethernet protocols as other equipment works on. In the future Orca will aim to integrate with other navigation equipment on-board like ECDIS.

Orca can be retrofitted to any vessel, typically within less than 6 hours.



In April this year, Orca announced a \$13 million in Series A funding, taking its total raised to over \$15.5 million. This will be used to support the company's investment in technology, international expansion and growth. DS

Price of ship fuel is now highest since 2014

Commodity prices are surging around the globe, so it should come as no surprise: Marine fuel is getting a lot more expensive. That's bad news for ship operators on the cost side, and, in the container business, yet another headache for cargo shippers.

Marine bunker prices are "soaring," said Alphatanker on Thursday. "This has not just impacted 3.5% [high-sulfur fuel oil or HSFO] but also 0.5% VLSFO [very low sulfur fuel oil]. "There are expectations that crude, and therefore marine fuel, could move higher in the coming weeks as oil markets tighten further," warned Alphatanker, adding, "This will undoubtedly clip gains in tanker earnings."

All ship categories, not just tankers, are taking a cost hit. On Thursday, the S&P Global Platts T4 index estimated that a Capesize (a dry bulk ship with capacity of around 180,000 deadweight tons) burning VLSFO was spending \$24,596 per day on fuel. Ships equipped with exhaust-gas scrubbers are still able to burn cheaper HSFO under IMO 2020, a regulation that went into force for all commercial ships on Jan. 1, 2020. According to the Platts' T4 Thursday assessment, scrubber-equipped Capes were paying \$22,815 per day for fuel.

"The main driver for bunker pricing is the price of oil — that's the key," said Martyn Lasek, managing director of Ship & Bunker, a company that provides pricing data. "If you look at the relationship between Brent and VLSFO, it's now pretty solid. There's an established price trend."

American Shipper asked Richard Joswick, head of global oil analytics at S&P Global Platts, where the price of crude — and thus ship fuel — is going.

Joswick replied: "In the very short term, it's all sentiment and sentiment can shoot either way. Sentiment is generally bullish now. People are wondering where the future supply will come from and they're doubting that a deal with Iran will be reached anytime soon. "The fundamentals suggest we've already overshot a little bit. S&P Global Platts' outlook is that the price of crude oil stabilizes and maybe eases a little bit from where it is now through the winter into the first half of next year. That said, there are risks. If there were some unexpected disruption, it would be harder to cover. So, the risks are probably more to the [price] upside than downside."



HSFO pricing hasn't been this high since October 2014. Lasek told American Shipper that the most important historical comparison is between HSFO prior to 2020 — the fuel that ships burned back then — and VLSFO from 2020 onwards, the fuel that most ships now use. VLSFO prices were only higher than current levels for a few weeks amid the IMO 2020 regulatory transition, when the numbers were artificially inflated. To find naturally occurring HSFO prices that were as high as today's VLSFO prices, you have to go back over seven years. Excluding the brief one-off exception caused by the regulatory transition, Lasek said, "Bunker prices in real terms are the highest they've been since July 2014." Meanwhile, the spread between HSFO and VLSFO has unexpectedly narrowed over recent months, meaning that scrubbers are at least temporarily providing less savings.

Ship & Bunker data showed that the spread was down to \$86.50 per ton on Wednesday for the top 20 ports, compared to a recent high of \$121.50 on June 21 and an all-time high during the IMO 2020 transition of \$315 per ton on Jan. 2, 2020.

Impact to container shipping

The price rise is translating into higher bunker surcharges for containerized cargo shippers; to the extent it is not passed along, it reduces carrier profits.

Carrier bunker adjustment factors (BAFs) plummeted in Q3 2020 due to the COVID-induced collapse in oil pricing in the previous quarter. BAFs are now back up to Q2 2020 levels. Carrier BAF filings to Distribution Publications Inc. (DPI) show that the average Q4 2021 Asia-West Coast BAF of CMA CGM, Cosco, Evergreen and OOCL is \$519 per forty-foot equivalent unit, up 96% from Q3 2020 lows. On the Asia-East Coast route, the four carriers' average BAF is much higher — due to the longer sailing distance — at \$991 per FEU in Q4 2021, up 90% from Q3 2020 lows. Although a negative for cargo shippers, BAF increases of several hundred dollars per FEU over recent quarters are less impactful than they'd normally be. The reason: Freight rates are now so high that the added BAF expense is a small fraction of the overall cost.

Impact to dry bulk and tanker shipping

In the dry bulk sector, rising fuel costs are being completely overshadowed by extremely high freight rates. Capesize spot rates just topped \$80,000 per day for the first time since 2009. According to the Platts T4 index assessment, Capesizes with scrubbers earned \$1,256 more per day as of Thursday due to fuel-cost savings. That compares to a recent high of \$3,930 per day in scrubber savings on July 13 and an all-time high of \$11,831 per day on Jan. 7, 2020. Of all shipping sectors, tanker shipping faces the most painful fallout

from higher fuel prices, because tanker rates are still well below breakeven. The only advantage for tankers with scrubbers is that they're bleeding less cash. The sector has taken a "double whammy," said Alphatanker on Thursday. First, higher bunker costs, and second, this week's decision by OPEC+ not to increase production at a faster pace. On a positive note, spot cargo rates for crude tankers have been improving off the worst market in three decades. "Despite high bunker prices, tanker earnings are creeping up in the wake of a nascent recovery in freight rates," said Alphatanker. "This puts the onus on freight rate increases to offset higher bunker

Source: Freight Waves by Greg Miller

Inséré 10/12/21 NIEUWS NOUVELLES Enlevé 10/01/22

Maritime must be safe for women: ITF calls for industry to work with seafarers as assault case reverberates

A brave female cadet recently published the horrific experiences of sexual assault she endured on board a vessel while attending the U.S. Merchant Marine Academy. The incident and response she details brings shame on the shipping industry and underlines the urgent need for action to eliminate violence in the workplace. Eliminating violence in the workplace requires action from employers, employees, and governments, since it is everyone's responsibility to ensure the safety and security of seafarers, including women seafarers.

In her online post the cadet revealed the full horror of the incident that occurred on board a Maersk Line vessel while she was serving her year at sea in 2019. Going public prompted an independent inquiry from A.P. Møller-Mærsk, and investigations by the Maritime Administration of the U.S. federal Department of Transportation. But we cannot leave it there.

Policies need action

"Sadly, this is not an isolated incident, but a reality for many seafarers, both male and female, regardless of flag or company, said ITF Seafarers' Section Women's representative, Lena Dyring. "We know that women's experiences in the shipping industry, ashore and at sea often do not match the best intentions laid out in policies. Although many women seafarer trainees have great support during their education ashore, including as part of mentoring programmes." "It is an all-too-common an experience that too many women seafarers suffer from harassment and bullying. Too many encounter discrimination in the workplace, and in the worst cases, assault." Dyring said everyone in maritime has a responsibility to change the male-dominated culture and remove obstacles and barriers faced by women in the industry. Dyring also revealed that following a recent publication of an ITF statement condemning an assault on a female ITF inspector, she received a letter from a woman seafarer that contained a strong message to the industry that is worth amplifying.

In the letter, the seafarer argues that "violence is NOT the only reason why the Maritime Industry cannot retain more women. The Maritime Industry is riddled with poor attitudes & perceptions towards employing / training women, cronyism, nepotism, lack of career progress (i.e.: by not being considered capable of doing the job, being passed over [usually by a junior male] and lack of opportunities, employment options, career development, etc.)". As the ITF's Seafarers' Section Women's Representative, Lena Dyring agrees with the seafarer that attracting and retaining women to seafaring will require more than just dealing with perpetrators to remove negative behaviours.

“She is absolutely right that positive contribution of women at sea need to be celebrated and profiled. Together, we can make a career at sea safe. We can make it secure place for everyone, including women, so that all seafarers can progress and achieve their full potential,” said Dyring.

In 2020, women made up just 1.28% of the overall global seafaring workforce, and just 0.73% of officers.[1] While the cruise and ferry sectors were the main employers of women seafarers, the pandemic has severely affected employment in the former, with many women seafarers who were working in cruise considering a return to sea via the cargo sector, where a female seafarer will typically be outnumbered 20:1 amongst an otherwise all-male crew.

Seafaring needs women. But women must be safe, respected and valued in seafaring.

Behaviour, culture must be tackled to lift women seafarers For many years the industry, supported by bodies such as the International Labour Organization (ILO), have worked to increase the number of women in the maritime industry, including in senior roles.

The intentions are good, but to make meaningful progress, there needs to be a shipboard environment that is inclusive of women. This requires awareness training of male seafarers with their active cooperation, establishment of formal support networks for women seafarers, and confidential avenues for seafarers to raise concerns that are promptly investigated and dealt with. Unacceptable behaviour must be immediately addressed and stopped. The ITF will soon be publishing its own support materials for women seafarers, and will be specifically including guidance on seafarers’ rights to safe, healthy and violence-free workplaces. The push is consistent with the ITF’s support for ratification of ILO Convention 190 by national governments. C190 makes clear all workers’ rights to freedom from gender-based violence and harassment in the world of work.

Step up and match her bravery with action: ITF to industry

To achieve an industry that promotes diversity and inclusion and welcomes equally seafarers of all genders, collaboration from everyone in the shipping sector is needed. We know that a more diverse workplace that makes use of all our talents is a stronger and healthier one.

The ITF global union family is thankful to this brave woman for coming forward to give her account of this terrible experience, as it makes this important issue more visible. The justifiable outrage her testimony has caused has the potential to move us toward a safer, more inclusive industry for the women and girls who are to follow her in pursuing a career at sea. It is incumbent on all of us to honour this seafarers’ bravery with our action. The shipping industry must now step up and make the change happen – and real change needs real commitment. The ITF stand ready to play our part in whatever way we can.

Inséré 11/12/21 DOSSIER Enlevé 11/01/22



Flettner rotors use a phenomenon of fluid dynamics known as the Magnus effect to propel a ship. The thrust and direction depend on wind speed and direction, vessel heading, rotor height and diameter and surface properties of the rotors. The driving principle is that, when a cylinder is rotated about an axis, and a medium (air or water) flows past it perpendicular to the axis, a force is generated in a direction orthogonal to both the axis and flow stream. This force results from a pressure difference across the two halves of the rotor and is known as the Kutta-Joukowski force.

The Magnus effect, the physical concept behind the Flettner rotor, makes a spinning body deflect off a straight path. This deflection depends on the manner in which it spins. A pressure difference between the two halves of the body creates a force that alters the course of the body. This pressure gradient is directly related to the geometry of the object and its kinetic properties (roughness coefficient, form factor, speed of approach, angular velocity).

The generated force, the Kutta-Joukowski lift, plays an important role in marine hydrodynamics and naval architecture. It's the guiding force that is utilised by Flettner rotors.

By flow separation, the body deviates off its originally intended path. This occurs when the flow around a body is no longer able to stick to the surface due to physical alterations, which creates a wake (warp in the flow downstream of the body). Due to the spinning nature, this wake is formed in certain regions that create a pressure difference between opposite ends of the plane in which the ball is spinning. The generation of the deviant force is perpendicular to both the axis of the spinning body and the direction of linear motion.

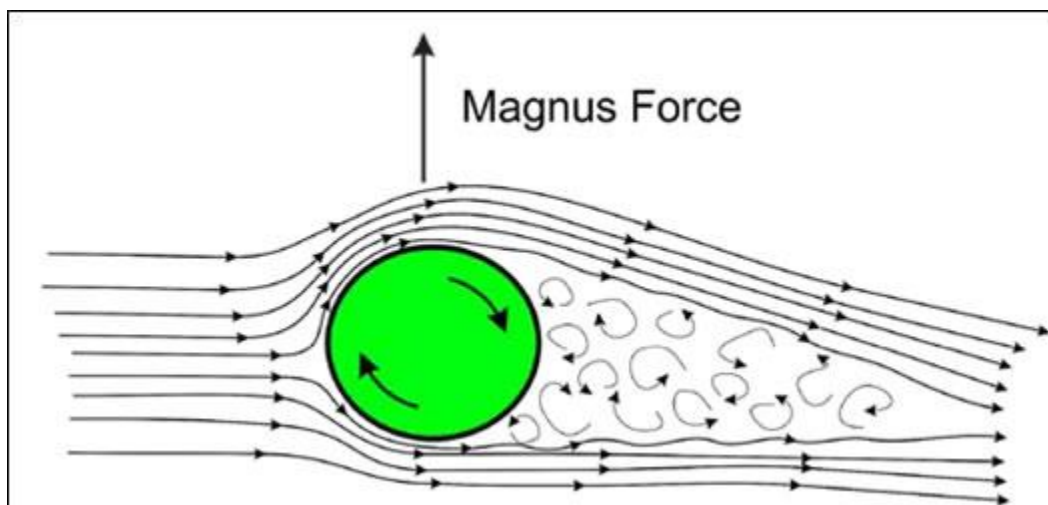
Vorticity

Another dynamic component that comes into play is vorticity; the formation of vortices behind a bluff body or spinning object. These vortices are disturbances or turbulences created in the medium due to the spin or flow separation imparted by the body.

Vorticity is measured in terms of the strength of the vortex generation. An easy way to visualise vorticity is the whirlpool patterns created when water rushes down a sink drain. The higher the strength, the more turbulence generated and faster the water spins. The same principle is applied to the Flettner rotors.

Use of rotors

Aboard a ship, the Flettner system is intended for propulsion and stabilisation. These rotor sails are powered by small motors located within the hull, while the rotors themselves project vertically upwards for propulsion. As they rotate, the Magnus effect comes into play, and a horizontal thrust is generated to the aft of the vessel. The main source of energy are the motors that power the rotors, while the output is provided by the relative motion of the surrounding air. For maximum efficiency from Flettner rotors, the wind must flow perpendicular to the ship's length.



The faster the incoming wind, the larger the generated thrust. Ships with Flettner rotors can sail even when the wind is not in the direction the ship is headed. If the wind changes direction and approaches from the other side, the ship will move in reverse since the thrust is now generated towards the force. Thus, careful analysis of the wind direction must ensure correct heading for the vessel.

Less roll

Flettner rotors can also benefit vessel stability. While it projects vertically in the case of propulsion, the rotors extend laterally from the hull of the vessel for roll stabilisation. Located below the waterline, they measure a few metres on each side and can help with active or passive stabilisation.

In passive stabilisation, as the vessel rolls from port to starboard, the rotors are activated and begin to spin. Based on the speed and direction, they can impart either a lift or downward force on the vessel. By judging the type of force required, the roll can be stabilised by providing a righting motion using the Magnus effect. The medium in this case that provides the turbulent wake is the water flowing over the rotors. In passive rotor stabilisation, the Flettner systems on both sides of the craft rotate at the same speed in the same direction.

In the case of active stabilisation, instead of having the same characteristics, the two halves provide different lift and down forces. It is very precise and can, if properly designed, stabilise the vessel to a near standstill in even harsh weather conditions. That kind of engineering is complicated and requires a lot of experience.

Models and prototypes

Enercon, which deals in wind energy generation and technology, commissioned the E-Ship-1 in 2008 for equipment and turbine transport. According to the company, placing Flettner rotors on board helped reduce fuel consumption by 25 per cent.

Viking Line with ferry services in Finland and surrounding regions commissioned STX Europe to construct a Flettner rotor powered ship in 2011. The project was completed in 2012, but the rotors were added on the Viking Grace in 2018.

Norsepower began prototyping a practical Flettner rotor system for ocean-going vessels. The model was installed on the Maersk Pelican in 2018. It utilises a series of twin Norsepower rotors to generate cruising speeds that are said to match conventional propulsion systems.

Similarly, the bulk carrier Afros has conducted tests with a four-rotor system that has helped advance research in the design of a commercial Flettner rotor system.

For stabilisation purposes, the superyacht Eclipse, operational since 2011, uses active roll stabilisation.

Issues with the rotor

Flettner rotors are not known for their efficiency, because of the many types of transmission losses. The cylindrical rotors are a source of loss. Despite highly attuned designs to provide thrust in the right direction, the biggest drawback is that wind can blow from any direction, while the ship is supposed to move at a certain heading. Therefore, the direction of thrust varies erratically, while the propulsive power is also not constant. These are sources of inefficiency that make the Flettner system inconsistent in power generation. Moreover, to generate sufficient power to move a large ship with the same speed as a conventional system, rotor sails exceeding twenty metres in height are necessary. Because of the created hydrodynamic instability, the height is restricted to below fifteen metres.

By restricting the height of the rotors, their thrust is less than that of an equivalent marine diesel engine. Due to these two reasons, Flettner systems are not used commonly for propulsion.

For reasons of manoeuvrability and docking, Flettner rotors are rarely used for stabilisation.

Inséré 13/12/21 BOEKEN LIVRES BOOKS Enlevé 13/01/22 Coming Soon - Peril at Sea and Salvage: A Guide for Masters, Sixth Edition

ICS and OCIMF will be launching the new edition of Peril at Sea and Salvage: A Guide for Masters in October.

Last revised in 2000 we expect a great deal of interest in this fully updated edition. Peril at Sea and Salvage: A Guide for Masters is priced at £155 and is available to pre-order directly from Witherbys or your bookseller.

About the Guide

The shipping industry has made great progress in the last twenty years in its goal to eliminate accidents, but the sea remains a challenging place to operate. When an emergency happens, the ship's Master takes responsibility for dealing with the situation, acting decisively to protect lives and prevent or minimise damage to the ship, environment and cargo.

A standard reference for Masters for forty years, this new edition of Peril at Sea and Salvage: A Guide for Masters reflects major changes that have taken place in the shipping industry since the last edition was published. It outlines the actions a Master should take

when confronted with an emergency: from the initial assessment and immediate actions, through to towage or salvage arrangements, as may be necessary.

It also explains the importance of prompt notification to relevant parties, particularly coastal States and the company. A section is included with recommendations for a company's shore-based personnel.

Inséré 13/12/21 NIEUWS NOUVELLES Enlevé 13/01/22

Zim ship's flotsam beaches 71 fridges, 81 bags of tyrofoam



SOME 70 refrigerators, 81 bags of Styrofoam and 19 bags of garbage were flown to disposal bins near Cape Palmerston - all flotsam beached on Vancouver Island from the stricken **Zim Kingston**, reported Vancouver's Daily Hive. According to the update, responders will continue to clean up debris as the weather permits on remote impacted beaches, including Guise Bay. The Environmental Unit is working with First Nations to identify any resources at risk in the affected areas. The 4,253-TEU **Zim Kingston** was still anchored off Constance Bank near Victoria, provincial capital of British Columbia as efforts to stabilise the cargo continue.

C



The **Zim Kingston** lost 109 containers overboard in heavy weather en route from Busan to Vancouver on October 22 after which a fire broke out the ship, which had been anchored off Victoria to do repairs. The fire inside containers carrying vehicle tyres burned for a week before it was extinguished, reported The Canadian Press. The coast guard said the cleanup

will continue along northern Vancouver Island as weather allows. Chris Lindsay, owner of Cove Adventures, said his guests described seeing a shipping container that had washed ashore near Cape Scott while on a float plane. Fisheries and Oceans Canada said in an update that another one of the four containers was spotted by Transport Canada's National Air Surveillance Programme (NASP) near Cape Sutil at the northern end of the Island. The contents of that container appear to have washed ashore at Palmerston Beach on the Island's northwest coast. A Vancouver Island resident posted photos to Facebook of the debris which includes refrigerators, toys, hair products, and food. Transport Canada spokeswoman Stefana Lamasanu said most containers sink rapidly to the ocean floor once they fall into the water. The World Shipping Council's 2020 report estimates an average of 1,382 containers are lost at sea each year.

Source : Schednet

Inséré 15/12/21 HISTORIEK HISTORIQUE Enlevé 15/01/22

Le naufrage du Léon XIII

Jean Guiffan

La fin d'un trois-mâts nantais sur la côte d'Irlande

Les grands voiliers métalliques nantais ont connu leur âge d'or au tournant du xixe siècle. A cette époque, les différents chantiers navals de Nantes et de Chantenay construisent de nombreux long-courriers qui concurrencent encore pour quelque temps les vapeurs pour certains frets pondéreux au grand long cours. Ils lancent de beaux petits trois-mâts barques comme le fameux Belem, construit aux chantiers Dubigeon en 1896, ou des grands quatre-mâts comme le Mistral, sorti des Ateliers et chantiers de la Loire en 1900. Entre 1898 et 1902, les chantiers Dubigeon mettent en chantier une série de cinq trois-mâts carrés, très semblables, de plus de 2 700 tonnes de port lourd et mesurant près de 80 mètres de long : David d'Angers, La Fayette, Léon Bureau, Léon XIII et Maréchal de Castries.

Le 21 juin 1902, le lancement du Léon XIII — construit pour le compte de la Société des armateurs nantais, dont le siège est au 1, quai d'Alger — passe un peu inaperçu. Et pour cause ! Ce jour-là, les Nantais peuvent assister à pas moins de trois mises à l'eau de grands voiliers ! A commencer par celle du Sully, à 5 h 30 aux Chantiers de la Loire, pour le compte de la Compagnie maritime française. Puis, simultanément dans l'après-midi, celles du Léon XIII à Chantenay et du Maréchal de Noailles, pour la Compagnie française de navigation et de constructions navales, en ses chantiers de la Prairie-au Duc. Le lendemain, c'est au tour du trois-mâts Notre-Dame d'Arvor, également pour la Compagnie française de navigation, de rejoindre son élément...

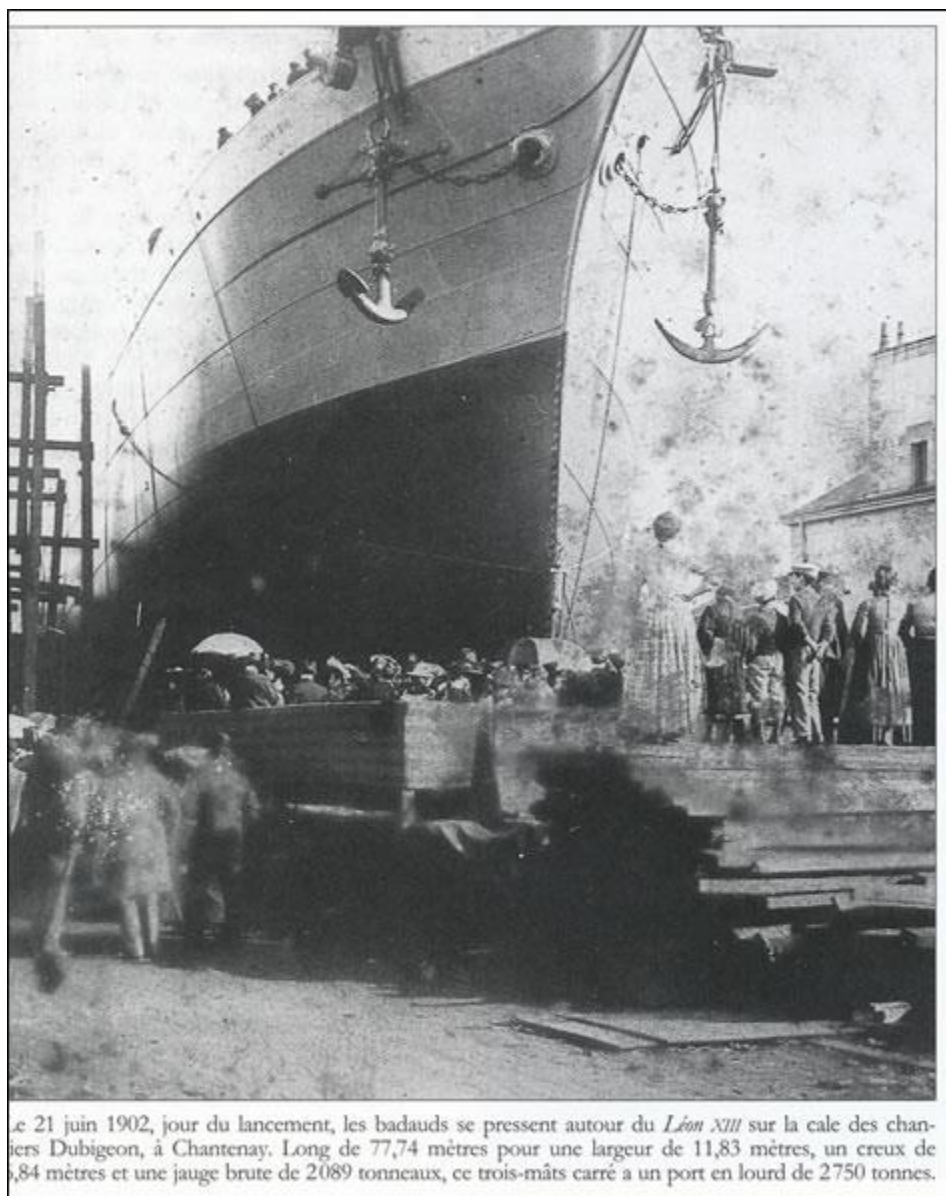
D'ordinaire, la presse locale annonce systématiquement les mises à l'eau des grands navires, un spectacle qui ravit toujours les habitants de la basse Loire. Or, curieusement, la plupart des journaux nantais ne signalent pas — ou très discrètement — le lancement du Léon XIII, alors que les trois autres bâtiments ont droit à beaucoup plus d'égards. Une omission d'autant plus étonnante que ce navire est le seul à être baptisé par l'évêque de Nantes en personne, Mgr Rouard. Seul Le Nouvelliste de l'Ouest, dans son numéro du 23 juin, publie un assez long compte rendu concernant le voilier de la Société des armateurs nantais. Sous le titre "Deux lancements", un article en page 2 relate les mises à l'eau du Maréchal de Noailles et du Léon XIII. Mais le quotidien catholique nantais semble s'intéresser davantage à la présence du prélat qu'au navire qui a motivé son intervention...

Reçu par M. Dubigeon et les armateurs, l'évêque est conduit sur une estrade de dressée dans le prolongement du navire, où il prend la parole. "Mgr Rouard, rapporte le journaliste,

évoqua successivement, en un superbe langage, toutes les gloires de la Bretagne, puis, après avoir montré tout le lustre dont elle jouit encore de nos jours, il évoqua la resplendissante figure et les principaux actes du, grand pape dont les membres de la Société des armateurs nantais ont voulu qu'un de leurs navires portât le nom."

Après, cette allocution, l'évêque de Nantes fait le tour du navire, comme il est d'usage, avant de procéder à sa bénédiction en présence du parrain, M. Dubigeon père, et de la marraine, Mme Julien Chéguillaume, épouse du président du conseil d'administration de la Société des armateurs nantais. Quant aux opérations de lancernent, "très bien conduites, elles se sont effectuées de la façon la plus satisfaisante", conclut sobrement l'auteur de l'article avant d'énumérer la liste des personnalités présentes.

Si le journal catholique nantais célèbre la naissance du lion XIII, il est amusant de constater que le quotidien monarchiste L'Espérance de l'Ouest ne consacre pas une ligne à cet événement, alors qu'il relate longuement les lancements du Maréchal de Noailles et du Notre-Dame d'Arvor. Manifestement, le journal royaliste nantais n'a toujours pas digéré la consigne du "ralliement" des catholiques français à la République donnée par Léon XIII dix ans plus tôt dans son encyclique Au milieu des sollicitudes. Dans la France de l'Ouest, cette directive pontificale reste très mal ressentie par les monarchistes.



Le 21 juin 1902, jour du lancement, les badauds se pressent autour du *Léon XIII* sur la cale des chantiers Dubigeon, à Chantenay. Long de 77,74 mètres pour une largeur de 11,83 mètres, un creux de 1,84 mètres et une jauge brute de 2089 tonneaux, ce trois-mâts carré a un port en lourd de 2750 tonnes.

Une courte carrière

Ainsi placé sous le patronage pontifical, le Léon XIII ne semble pourtant pas béni des dieux. Dès 1904, lors de son second voyage, il s'échoue à l'entrée de Diégo-Suarez à Madagascar. Pour pouvoir rentrer en France, il doit y décharger sa cargaison, ce qui coûte à ses

assureurs la bagatelle de 75 000 francs. L'année suivante, parti de Swansea au pays de Galles, il perd son gouvernail au cours d'une tempête dans l'Atlantique Sud et doit relâcher début octobre à Montevideo, qu'il réussit à rejoindre avec un gouvernail de fortune. Après réparation, il repart le 24 décembre vers le cap Horn pour rallier son port de destination, San Francisco.

Mais c'est en 1907 qu'aura lieu le drame. Parti le 20 avril de Portland, en Oregon, chargé de 2 663 tonnes de blé, le *Léon XIII* est d'abord retardé par le mauvais temps au cap Horn et n'arrive en vue des côtes irlandaises que le 25 septembre, après cent cinquante-huit jours de mer. Le pilote de Kinsale, à bord du *Mary of Erin*, remet alors au capitaine Emile Lucas un ordre lui enjoignant de se rendre à Limerick pour y décharger sa cargaison. Remontant la côte occidentale de l'Irlande, le *Léon XIII* arrive sans problème en vue du feu de Loop Head, à l'ouvert de la Shannon, dans l'après-midi du 30 septembre. Il ne lui reste plus qu'à s'engager dans l'estuaire et remonter la rivière jusqu'à Limerick.



Mais le lendemain, une grosse houle du Sud-Ouest et un fort courant déportent le navire vers le Nord, au large de Spanish Point. Une chute brutale du baromètre précède de peu une violente tempête d'Ouest qui secoue le navire sous voilure réduite. A 10 heures, le capitaine Lucas apercevant par le travers le feu de l'île d'Aran, décide de virer de bord. La manoeuvre difficilement effectuée, le voilier fait route au Sud. Mais le *Léon XIII*, la plupart de ses voiles en lambeaux, dérive alors dangereusement vers la côte dans la nuit du 1er au 2 octobre. Vers 2 heures du matin, l'équipage aperçoit le feu de Loop Head droit devant. Le capitaine Lucas juge alors la situation périlleuse : "Il était impossible de s'échapper de la terre par le Nord ou par le Sud", écrit-il dans son rapport de mer. "Le vent et la tempête nous poussaient vers la terre, sur la côte Ouest de l'Irlande ; notre position était critique", confirmera le lieutenant Boutin, second du *Léon XIII*, dans son récit du naufrage publié dans *Le Populaire* du 15 octobre 1907.

Balayée par les vents d'Ouest, bordée de récifs et de hautes falaises, avare en abris, cette portion de côte est réputée très dangereuse. A quelques kilomètres au Nord de Quilty, le site de Spanish Point rappelle qu'ici, plusieurs vaisseaux de l'Invincible Armada, pris dans une violente tempête, ont fait naufrage, en septembre 1588.

Naufrage en Irlande

Au petit jour du mercredi 2 octobre, le navire désespéré ne se trouve plus qu'à environ 7 milles de la côte. "Jugeant absolument impossible d'éviter une catastrophe en dérivant de 2 noeuds à l'heure sur la terre, précise le capitaine Lucas, je fais réunir l'équipage et, après lui avoir exposé la situation, je lui déclare que le meilleur parti à prendre est de faire route immédiatement sur la terre, qui se trouve par le travers, où il est quelques chances de salut pour le navire, la côte à cet endroit présentant plusieurs plages de sable."

Consultant la carte, le capitaine Lucas repère une plage au Nord de l'île Mutton. "Il pouvait espérer y atterrir car le vent l'y conduisait, commentera Louis Boutin. Aucun rocher n'était signalé, c'était la seule chance de salut ; il n'y avait pas à hésiter plutôt que de faire perdre la vie à vingt et un hommes qui ne demandaient qu'à s'échapper de l'horrible gouffre dans lequel ils se trouvaient." L'échouement volontaire sur une plage — que l'on appelle "faire côte" — est en effet l'un des moyens alors utilisés pour tenter de sauver l'équipage d'un voilier en perdition. Cinq ans après le naufrage du *Léon XIII*, Louis Boutin recourra d'ailleurs à cette même manoeuvre lorsque, devenu capitaine de l'*Antoinette*, il choisira d'échouer volontairement son navire désespéré sur une plage de la baie d'Audierne (CM 84).

Se tenant prêt à mouiller à la vue du moindre récif, le capitaine Lucas fait donc route vers la terre. Mais, à quelques centaines de mètres de la côte — entre 250 et 600 mètres selon les témoignages —, le trois-mâts carré talonne sur une roche immergée et s'échoue. Aussitôt, des vagues énormes balaient l'arrière et le pont avec violence ; l'une de ces lames renverse six marins et projette le capitaine par-dessus la claire-voie, le faisant retomber sur le pont où il se brise la jambe gauche. Aussitôt, les matelots le transportent dans la chambre de veille. Selon Louis Boutin, appelé à son chevet, le capitaine conseille à son équipage de se sauver à la nage, ajoutant : "Moi, je suis perdu, mais tâchez de vous sauver et dites à ma femme, quand vous la verrez, que ma dernière pensée a été pour elle et pour mon enfant que je ne connais pas" — Mme Lucas venait en effet d'accoucher. Le second s'efforce alors de remonter le moral du capitaine Lucas, qui doit songer à la fin tragique de son frère, capitaine d'armement péri en mer quatre ans auparavant lors du naufrage du Commandant Marchand. Refusant de quitter le navire, il le rassure : "Nous serons tous sauvés, et pas un homme ne sera assez lâche pour quitter l'épave, sachant que son capitaine blessé va y trouver sûrement la mort". Quelques minutes plus tard, une lame gigantesque s'abat sur le Léon XIII, emportant les baleinières et brisant les cabines et la chambre de veille. L'arrière du navire entièrement submergé, le capitaine est transporté sur le gaillard d'avant, tandis que l'équipage se réfugie dans la mâture pour échapper à la fureur des flots. Une bouée autour du corps, les hommes vont rester ainsi, sans manger ni boire, agrippés dans le gréement, de 10 heures à 17 heures, dans l'attente des secours.

Les pêcheurs de Quilty au secours des naufragés

Sur la plage du petit village de Quilty, l'animation est grande en ce 2 octobre. Ayant dès l'aube aperçu le trois-mâts carré en difficulté, un jeune pêcheur, Michael McInerney, a aussitôt alerté tous, les habitants, qui se rassemblent sur le rivage d'où ils perçoivent les appels de l'équipage. Mais la tempête est si violente que le canot de sauvetage est rejeté à terre par le ressac à chaque tentative de sortie. Encouragés par leur curé, Ned Scanlan, les pêcheurs de Quilty mettent alors à l'eau leurs curraghs, de légères embarcations en bois recouvertes de toile d'environ 8 mètres de long, maniées à l'aviron par trois hommes. Pour atteindre le navire, relativement proche, ils doivent faire un long détour afin de contourner une barrière de rochers sur laquelle la mer en furie se brise avec force. Au prix de mille difficultés, plusieurs embarcations parviennent à s'approcher du Léon XIII mais ne peuvent l'aborder en raison de l'état de la mer. Leur présence rassure cependant les naufragés, qui ne se sentent plus abandonnés à leur triste sort.



Cette photographie suffit à imaginer la stupéfaction des habitants de Quilty quand ils ont découvert le *Léon XIII* échoué à quelques pas de chez eux.

En fin d'après-midi, malgré la pleine mer, l'avant du navire reste hors de l'eau. Transis de froid, les marins se décident à descendre des enfléchures pour se réfugier sur le gaillard. Malheureusement, bien qu'affamés et assoiffés, ils ne peuvent atteindre les provisions de bord emmagasinées à l'arrière du navire, qui est immergé. La pluie tombant assez drue, les naufragés parviennent tout de même à recueillir dans une toile un peu d'eau, qu'ils réservent d'abord à leur capitaine ; jusque-là, le blessé miné par la fièvre n'a pu boire que de l'eau salée. Tous passent une nuit pénible sous la pluie et les embruns, tandis que, sur les points proéminents du rivage, les habitants de Quilty entretiennent de grands feux pour les encourager.

Le lendemain matin, persuadés que le navire ne résistera plus longtemps, les pêcheurs de Quilty décident d'affronter à nouveau la tempête pour secourir l'équipage. "Quatre chaloupes sont parties, se souvient Joe Morrissey, l'un des derniers témoins du naufrage. L'une d'elles s'est retournée ; l'un de ses hommes a réussi à atteindre les rochers à la nage et les deux autres ont été recueillis par une autre barque." Quant à l'équipage du Léon XIII il assiste impuissant à cette nouvelle tentative. "Les bateaux de Quilty ne pouvaient toujours pas nous approcher, rapporte Louis Boutin, et ces hardis pêcheurs, malgré leur audace, devaient regagner la plage, sans quoi ils auraient péri."

Conscients de ces difficultés, les hommes du voilier décident alors de construire un radeau. Mis à l'eau et amarré à un long cordage, le frêle esquif prend malheureusement la direction de la pleine mer. Aussi, l'équipage décide-t-il d'attendre la renverse pour un nouvel essai. Celui-ci se révélant concluant, les deux plus vieux matelots du bord se portent volontaires pour tenter l'aventure. Embarqués en début d'après-midi, ils se couchent à plat ventre sur le radeau et se laissent porter vers le rivage. Chaviré à plusieurs reprises, l'engin parvient néanmoins à franchir la barre, derrière laquelle les deux hommes sont recueillis par les canots des pêcheurs.



Aujourd'hui encore, un dessin glissé derrière une fenêtre de Quilty rappelle le courage des pêcheurs qui n'ont pas hésité à embarquer dans leurs currachs pour se porter au secours des marins français.

Encouragés par ce succès et par la présence de nombreuses barques à proximité de l'épave, onze marins décident d'affronter la mer à leur tour, soit à la nage, soit sur des radeaux de fortune. Tous seront sauvés, dans des conditions souvent périlleuses. Certains naufragés, trop épuisés pour se hisser à bord des canots, devront être remorqués jusqu'au rivage. En essayant d'atteindre un matelot qui tentait de gagner la côte à la nage, un curragh se retourne sous les yeux de la foule massée sur la plage. Les femmes poussent des cris désespérés en voyant leurs maris se débattre dans la mer démontée. Heureusement, une autre embarcation parvient à s'emparer du marin français et des sauveteurs tombés à l'eau, sous les applaudissements et les acclamations des témoins. Les

treize naufragés recueillis à Quilty sont aussitôt pris en charge bénévolement par les pêcheurs et leurs familles en attendant leur rapatriement.

Au soir du 3 octobre, il ne reste plus sur l'épave que le capitaine, son second, le maître d'équipage et six matelots. Contraints de passer une nouvelle nuit sur un gaillard d'avant qui menace à chaque instant de s'effondrer, ils en sont réduits à mâcher le blé humide et salé qu'un marin a pu récupérer en cale dans la cargaison.

Le lendemain, au petit jour, tandis que la tempête s'est un peu calmée, les neuf hommes décident à leur tour de construire deux radeaux en démolissant les cloisons du dessous du gaillard. Mais, alors qu'ils s'apprêtent à les mettre à l'eau, Louis Legou, le cuisinier du bord, aperçoit à l'horizon un navire se dirigeant droit sur eux. Épuisés, c'est d'un commun accord qu'ils décident d'attendre cet ultime secours. Le bâtiment aperçu vers 7 heures du matin est le croiseur anglais l'Arrogant, dépêché sur les lieux par l'amiral commandant la flotte de l'Atlantique.

Mouillant à un mille de l'épave, il met à l'eau une chaloupe, qui parvient non sans mal à accoster sur tribord avant. On y fait d'abord descendre le capitaine blessé, puis tous les naufragés y prennent place, le second Boutin quittant le Léon XIII en dernier.

Recueillis à bord de l'Arrogant, les rescapés sont soignés, nourris et vêtus d'uniformes de la Royal Navy, que le commandant leur laissera emporter à titre de souvenir. Une collecte

effectuée par les marins anglais au profit des naufragés rapporte la coquette somme de 750 francs. Débarqués le lendemain à Queenstown (aujourd'hui Cóbh), ils sont logés à la maison de retraite des marins, hormis le capitaine, admis à l'hôpital militaire d'Hawbowline pour y soigner sa jambe fracturée. Ils seront rejoints peu après par leurs treize camarades arrivés de Quilty en train. Rapatrié via Southampton, l'équipage débarque au Havre le 11 octobre, à l'exception du capitaine Lucas, resté hospitalisé pour quelque temps en Irlande.

Dans la presse nantaise

Pendant ce temps-là, à Nantes, c'est par un court entrefilet dans Les Nouvelles maritimes du 3 octobre que la population apprend le naufrage du Léon XIII. Les quotidiens locaux n'ont alors comme seule source d'information qu'un télégramme en provenance de Kilrush (Irlande) qu'ils se contentent de reproduire. Ils assurent cependant être en mesure d'affirmer que tout l'équipage est sauf. Ce qui est un peu prématuré puisqu'à cette heure neuf hommes sont encore prisonniers de l'épave et que le capitaine est sérieusement blessé. Dès le lendemain, la presse doit d'ailleurs émettre un autre son de cloche : "La situation du voilier Léon XIII de Nantes s'aggrave...

L'équipage est en grand danger". Le trois-mâts, dont on donne les caractéristiques, est alors considéré comme perdu. Du coup, on rappelle qu'il est assuré en Angleterre pour la somme de 395 500 francs... Dans leurs informations de dernière heure, suite à de nouveaux télégrammes, les quotidiens nantais annoncent le sauvetage de trois, puis de onze ou douze hommes d'équipage, ainsi que l'arrivée imminente du croiseur Arrogant envoyé au secours des naufragés. Ils signalent également qu'il reste douze hommes à sauver et que le capitaine Lucas a une jambe cassée. Et Le Nouvelliste de Bretagne en rajoute, qui annonce en dernière minute "qu'un coup de mer a emporté le capitaine Cluen (sic) des haubans où il s'était cramponné".

Le surlendemain, 5 octobre, la plupart des journaux nantais reprennent cette information provenant d'un télégramme de Kilrush daté du 3 octobre. Le Populaire fait même état d'une autre dépêche du 4 octobre, en provenance de Londres, selon laquelle les rescapés confirment que le capitaine a bien été enlevé par une lame. Mais dans la journée tombe la nouvelle que tout l'équipage a finalement été sauvé. Soulignant la contradiction existant entre ces différentes dépêches, Le Populaire demande à la Société des armateurs nantais de "mettre les choses au point". Interviewé, le représentant des armateurs, M. Polo, déclare ne pas encore être exactement fixé sur le sort du capitaine Lucas, ajoutant qu'il ne croit pas qu'il ait péri. Quant au Nouvelliste de Bretagne, le premier à avoir annoncé la mort du capitaine du Léon XIII il signale sans état d'âme, en dernière heure dans son édition du 5 octobre, que tout l'équipage est sauvé, y compris le capitaine Lucas.



Bien qu'ayant mis leur vie en jeu, sans compter la perte du matériel de pêche occasionnée par ce sauvetage, les pêcheurs ne recevront de la France qu'une simple médaille en guise de récompense...

MARINE	LE « LÉON XIII » ÉCHOUÉ
<p>Longs-courriers. — Nous recevons le télégramme suivant :</p> <p>KILRUSH (Irlande). — Un grand voilier s'est échoué à 3 milles au nord-est de Seafield. Une dépêche ultérieure annonce que ce vaisseau est le « Léon ». L'équipage s'est réfugié dans la voilure et la mer balaye le navire.</p> <p>D'autre part, suivant le Lloyd, il s'agit du « Léon-XIII », de la Société des Armateurs nantais.</p> <p>Nous sommes en mesure de rassurer les familles qui seraient en droit de s'alarmer à cette nouvelle : il n'y a eu aucun accident de personne et il n'y a pas lieu de s'inquiéter sur le sort de l'équipage.</p> <p>Nos voiliers. — Arrivés à Saint-Nazaire le 1^{er} octobre, « Le-Plessis », capitaine La Croix, venant d'Aruba.</p> <p>A Astoria (Orégon), le 1^{er} octobre, « Laënnec », capitaine Guriec, venant de Hobart-Town. Tout bien à bord.</p>	<p>Les dernières nouvelles</p> <p>LONDRES. — Une dépêche de Kilrush (midi quarante) annonce que le voilier « Léon-XIII » est toujours dans la même position, avec son équipage à bord.</p> <p>Le canot de sauvetage de la côte et des canots de pêche tâchent de l'aborder.</p> <p>Le commandant en chef de la flotte de l'Atlantique a envoyé le croiseur « Arrogant » sur les lieux.</p> <p>Une autre dépêche de Kilrush (3 h. 40 soir) dit qu'on a pu sauver trois hommes de l'équipage. Les efforts des sauveteurs continuent.</p> <p>La houle s'est abattue. Le temps est favorable.</p> <p>Le sauvetage de l'équipage</p> <p>La Société des Armateurs Nantais nous donne la liste suivante des hommes de l'équipage actuellement sauvés : Briand, Chéron, Le Floch, Héry, Sigalot, Caplain, Ollivier, Jegaden, Cotard, et trois matelots étrangers.</p> <p>Le capitaine a une jambe cassée. Il reste 12 hommes à sauver.</p>
<p>Le 3 octobre 1907, au lendemain du naufrage, les Nantais découvrent l'événement survenu en Irlande en page 5 du <i>Petit Phare</i>. Dès le lendemain, ce même journal publie déjà une liste des premiers rescapés.</p>	

Le 6 octobre, à l'exception de l'hebdomadaire *Le Nationaliste de l'Ouest* qui persiste à dire que "le capitaine aurait été emporté par un coup de mer", toute la presse nantaise se réjouit de l'heureux dénouement du sauvetage. "Tout le monde a été sauvé, se félicite *Le Petit Phare*, même le capitaine, malgré le bruit qui avait couru qu'il avait péri." Et *Le Populaire* de renchérir : "Quant au sort du capitaine Lucas, sur lequel on n'était pas exactement fixé, nous sommes particulièrement heureux de le voir figurer parmi les survivants".

LA PERTE du LÉON XIII

**Emouvantes Péripiéties — Sauvetage périlleux —
Le Rapport du Capitaine — Interview
de M. Boutin, second**

Cinq jours après *Le Petit Phare*, qui a reproduit dans ses colonnes un récit du naufrage paru dans la presse anglo-saxonne, *Le Populaire* du 15 octobre 1907 offre à ses lecteurs le témoignage des marins.

Les jours suivants, les quotidiens locaux donnent encore quelques détails sur le naufrage du Léon XIII et le sauvetage de l'équipage, signalant notamment le retour des marins originaires de la région, "vêtus encore de l'uniforme des marins anglais dont le capitaine de l'Arrogant leur a fait cadeau". Dans son édition du 10 octobre, *Le Petit Phare* publie un long récit du naufrage en reproduisant un article de l'*Evening Standard and Saint James' Gazette*. Cinq jours plus tard, c'est *Le Populaire* qui consacre trois colonnes en page 3 à l'événement, avec notamment la publication du rapport de mer du capitaine (repris le 17 octobre par *Le Nouvelliste de Bretagne*) et une interview du second, Louis Boutin. Après quoi le Léon xiii tombera peu à peu dans l'oubli.

La fin du trois-mâts carré

Le voilier nantais ayant encore une valeur non négligeable, un renflouement est tenté dès la première amélioration notable du temps. Le 25 octobre, deux vapeurs de la société de sauvetage de la Clyde commencent l'opération en installant divers matériels et des pompes sur l'épave. Mais un fort vent de Nord-Ouest interrompt presque aussitôt les travaux. Le

28, les vents ayant tourné à l'Est, des scaphandriers explorent les fonds du navire, qu'ils trouvent très abîmés. "Tout est prêt pour tenter le renflouement, annonce cependant Le Petit Phare, et on a le meilleur espoir de réussir."

Mais la mer qui déferle constamment sur le voilier échoué rend très difficile l'établissement de cloisons étanches, et les travaux sont souvent interrompus par des tempêtes successives qui empêchent tout travail continu. Le 4 décembre 1907, l'épave se brise en deux avant de se désintégrer complètement. Cette disparition est seulement signalée par de courts entrefilets dans la rubrique Marine de quelques quotidiens locaux. "Le trois-mâts nantais Léon XIII, lit-on dans Le Petit Phare du 6 décembre, dont on se rappelle l'émouvant naufrage sur la côte Ouest d'Irlande et qu'on avait longtemps eu l'espoir de pouvoir sauver, vient d'être complètement démoli par la dernière tempête; les assureurs ont abandonné son épave." Le même jour, Le Nouvelliste de Bretagne se contente de publier sans commentaire une brève dépêche de Londres : "Le voilier français Léon XIII, échoué en octobre dernier à Limerick, a été détruit définitivement par la dernière tempête. La mer pousse les débris du navire sur le rivage où les habitants de la côte les ramassent." La cargaison sera rejetée à la côte pendant des semaines, les pêcheurs de Quilty utilisant le blé gorgé d'eau de mer pour nourrir leurs animaux. Juste compensation pour cette communauté qui avait perdu une partie de ses filets pendant le sauvetage.

Pour rendre hommage à la vaillance des pêcheurs de Quilty, le gouvernement français offrira à chacun d'eux une médaille en bronze au cours d'une réception dans un hôtel près de Spanish Point. Fin octobre 1907, le père Scallan, qui avait pris une part active au sauvetage, reçut du président du Conseil français, Georges Clemenceau, une lettre lui proposant la croix de chevalier de la Légion d'honneur. Le prêtre le remercia de cette faveur mais refusa la décoration, "regrettant de ne pouvoir l'accepter". La hiérarchie catholique serait-elle pour quelque chose dans ce refus ? N'oublions pas que la France avait rompu ses relations diplomatiques avec le Vatican trois ans plus tôt, le 30 juillet 1904...

Des médailles, mais pas d'argent!

De son côté, le Comité central des armateurs de France multiplia les remerciements aux habitants de Quilty, au secrétaire de l'Amirauté britannique pour la mise en œuvre rapide des secours maritimes, et au commandant de l'Arrogant, Ralph Hudeston. Celui-ci reçut en décembre une médaille en argent dite "de la marine florissante" car elle fut gravée au XVIIe siècle à l'effigie de Louis XIV en l'honneur de la rénovation de la flotte française entreprise par Colbert.

A ces décorations, médailles et lettres de félicitations, les courageux sauveteurs de Quilty auraient sans doute préféré une aide plus substantielle de la part de la France. En effet, au lendemain du naufrage, une double souscription publique avait été lancée : la première pour dédommager les pêcheurs de la perte d'une partie de leur matériel, la seconde pour construire une église à Quilty même. Le village était si pauvre qu'il n'en possédait pas et ses habitants devaient aller suivre la messe à Kilmurry, une localité voisine. La presse s'étant fait l'écho de l'héroïsme des sauveteurs, des fonds affluèrent de toute l'Irlande et même d'Amérique, nombre d'habitants du comté de Clare ayant émigré aux États-Unis à la suite de la Grande Famine. Grâce à ces dons, l'église fut construite en 1910.

La participation française à cette souscription fut sans doute des plus modestes, car le jour de la pose de la première pierre de la future église de Quilty, le révérend Fogarty souligna la générosité des nombreux donateurs, "à l'exception de ces mêmes personnes — le gouvernement français — qui avaient été les premières à proposer de faire quelque chose pour ce village dont les braves pêcheurs avaient risqué leur vie, mais qui n'ont jamais donné un penny de ce jour à aujourd'hui. Le gouvernement français est riche en rubans et en lettres de compliments, mais il est sourd et muet quand il s'agit de donner un franc pour les hommes héroïques qui ont mis en péril leur propre vie pour sauver les citoyens de la République." A en croire ce sermon, l'avarice ne serait pas l'apanage des Ecossais! Ainsi, une petite église d'un village côtier du comté de Clare dit-elle son existence au naufrage d'un trois-mâts carré nantais en 1907. Six ans plus tard, le Maréchal de Noailles, un autre navire nantais lancé le même jour que le Léon XIII terminera également son

existence sur les côtes irlandaises, s'échouant dans la nuit du 14 au 15 janvier 1913 quelques encablures du phare de Mine Head, dans le comté de Waterford.

Remerciements: à l'association Histoire de la Navale de Nantes, à Eamonn Giblin, Cioran O Murchadha, John et Marie Kelly. Bibliographie: Louis Lacroix, Les Derniers Grands Voiliers (1893-1931), Paris, Peyronnet, 1937; Henri Picard, La Fin des cap-horniers, Lausanne, Edita-Vilo, 1976; P. Ryan, Histoy of Kiluny-Ibtickane (sans date); Kevin Danaher, Irish Counhy People, Cork, The Mercier Press, 1966; Edward J. Bourke, Shipwrecks of the Irish Coast (1105-1993), Dublin, 1994.

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Inséré 17/12/21 NIEUWS NOUVELLES Enlevé 17/01/22

Belgium's Euronav Posts 2Q Loss on Low Oil Tanker Demand

Juliette Portala and Sarah Morland



Euronav's SARA transiting the Singapore Strait eastbound following the deepwater route

Belgium's Euronav, which provides shipping and storage services for crude oil, swung to a second-quarter loss, it said on Thursday, as recovering demand for oil and easing production cuts had yet to lead to better shipping rates. The Antwerp-based group posted a loss of \$89.7 million for the period compared to a \$259.6 million profit a year earlier. «Improving crude demand and the tapering of OPEC+ production cuts have yet to translate into freight rate recovery," Chief Executive Hugo De Stoop flagged in a statement. Euronav's shares were down over 3% in early trading. The Organization of the Petroleum Exporting Countries and its allies, known as OPEC+, cut oil output as the world's demand for crude oil plunged during the pandemic last year.

OPEC+ ministers however agreed in July to boost oil supply from August to cool prices that had climbed to 2-1/2 year highs as demand progressively rebounds. According to analysts at Evercore, the impact of increasing global oil exports will probably not be seen until the autumn, at the earliest. «It's probably time to throw in the towel on any material rate rebound in 2021," the broker said in a note last month. Euronav also pointed to persistent

COVID-19 outbreaks that continued to curb demand, deferring a recovery in freight rates. These two interlinked factors remain the key variables for oil tanker markets short term, the company said, citing "largely static" tanker market dynamics from the first quarter. Available tonnage, whilst not increasing, has remained stubbornly elevated in particular in key export markets like the Middle East, the group added. Last Wednesday, U.S. President Joe Biden's administration urged OPEC+ to boost oil output to tackle rising gasoline prices that they see as a threat to the global economic recovery.

Source : Marinelink (Reporting by Juliette Portala and Sarah Morland. Editing by Jason Neely and Susan Fenton)

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DNV – why LNG fuel makes sense

LNG fuel makes sense when you consider that it would enable a vessel built today to operate until 2040 under current and anticipated regulations, explained DNV

Many people question how worthwhile it is running ships on LNG fuel, if it only gives a 6-20 percent improvement on greenhouse gas emissions once methane slip is taken into account, and a zero carbon fuel may be available within a decade.

The answer looks clearer when you look at how IMO's decarbonisation trajectory works, explained Christos Chryssakis, business development manager with DNV.

He was speaking at a webinar organised by DNV on May 11, "LNG as ship fuel – where are we and what comes next?"

Under IMO's Carbon Intensity Indicator (CII), all ships, existing and new, will be graded according to their emissions per ton mile, and a grading model for that specific ship type. A score of A, B or C counts as a pass, and a score of D or E counts as a failure.

Failing ships will be required to make improvement plans. The grading model will be tightened every few years, so a ship which passes today may fail in the next tightening. The whole system is designed to ensure the maritime industry decarbonises at a rate to reach IMO's target.

To maintain its A, B or C status, a ship can reduce speed, or make some other energy improving adjustment to its equipment, such as switching to a lower carbon fuel.

DNV assesses that half of VLCCs built before 2015 will be already on the failure line in 2023, if they operate at normal speeds. A VLCC built today running on conventional fuel will be sailable at normal speeds up to 2030. But a new-build VLCC with LNG as fuel will be sailable until 2040.

So despite LNG fuel only achieving a 14-23 per cent improvement in carbon emissions, it also means another 10 years of viable life.

Similar factors apply to bulk carriers, DNV calculates. As an example, for a conventional design of vessel that might fail by 2022, or pass up to 2026 with some optimising. But by using LNG fuel, it could be operated up to 2033.

The targets from 2030 to 2040 are not yet precisely set, DNV is using its estimate for this calculation.

DNV envisages low CO2 fuels coming onto the market in small volumes starting in 2025 or a few years after, and after that point LNG fuelled tankers could use something else such as bio-LNG to replace part of their fossil fuel.

But shipowners don't have much choice today – they either order conventional vessels which they can only sail for a limited period, use LNG vessels, which can ensure compliance for another decade without needing special zero carbon fuels, or don't order at all.

There are other commercial factors which may make LNG more viable. Consider that a vessel using LNG fuel will be able to go at a faster speed than a vessel with conventional fuel, but make the same emissions. A charterer needing cargo delivered more urgently may preferentially charter the LNG fuelled vessel. (This would of course negate the carbon benefit of using LNG.

There may be a need to pay carbon taxes in future for CO2 emitted. This would give an LNG fuelled vessel a small financial advantage.

In terms of overall economy, DNV calculates that the price of buying and running LNG fuelled vessels today is competitive with running high sulphur fuel vessels, based on both the capex and the fuel cost over 5-7 years.

Other environmental benefits are that LNG has a NOx reduction of 20-80 per cent, and no sulphur. The particulate matter is "significantly reduced".

Methane slip

The CII calculations are based only on CO2 emissions. They do not consider methane slip (methane which passes through the engine un-combusted). This adds to the greenhouse gas emissions (GHG), because methane is a more potent greenhouse gas than CO2.

But DNV's calculations show that LNG is still better than conventional fuel on a greenhouse gas emissions basis, taking methane slip into account.

A low pressure, 2-stroke engine can achieve a 14 per cent reduction in GHG by using LNG compared to conventional low sulphur fuels, over the full lifecycle, DNV calculates. A high pressure, 2-stroke engine can achieve at least a 20 per cent reduction, compared to conventional low sulphur fuels. A 4-stroke engine running on LNG will see a 6-14 per cent reduction.

How many LNG fuelled vessels?

As of May 2021 less than 1 per cent of the existing shipping fleet were using any kind of alternative fuels, and about 0.16 per cent using LNG, according to DNV's analysis.

But already by mid-2020, 9.52 per cent of the vessel order book (new builds at yards) were for LNG fuelled vessels. Over the whole of 2020, 16 per cent of the vessel order book had LNG as fuel. Over Jan- April 2021, 18.5 per cent of new build orders had LNG as fuel. Extrapolating this trend indicates that the vessel order book for the whole of 2021 may be above 20 per cent LNG.

This is a much bigger proportion of the fleet than many people believe. To illustrate this, the webinar audience was asked to share their views about how many newbuildings to be contracted in 2021 would have LNG as fuel. 33% of the audience said less than 10%; 35% of the audience said 10-20%; 19% of the audience said 20 to 30%; and 10% said more than 30%.

The audience was asked what percentage of the shipping fleet would use LNG as a marine fuel by 2030.

2 per cent of the audience said under 10%, 20% of the audience said 10-20%, 40% of the audience said 20-30%, and 37% of the audience said more than 30%.

These percentages are on the basis of number of vessels. But if the analysis was in terms of dwt of vessel, the LNG percentage would be higher, because LNG is more likely to be used on bigger vessels, Mr Chryssakis said.

DNV forecasts that LNG consumption by vessels will grow from 1m tonnes a year in 2020 to 4m tonnes a year by 2025. It anticipates particularly big interest for container vessels, bulk carriers, and very large tankers.

Geography

On a geographical basis, LNG fuelled vessels are now operating on most major shipping lines crossing the Atlantic and Pacific, Mr Chryssakis said. They are now being seen going around Africa.

The areas not yet covered well for supplies of LNG to ships are South America and South Africa. "For South Africa there are some projects in the next few years," he said.

"The availability of LNG is one big barrier that has to come down for LNG to be selected as a fuel."

There are LNG bunker vessels operating in Florida, Northwest Europe, Gibraltar, the Red Sea, Singapore, Korea and Japan.

The number of LNG bunker vessels and their capacity has increased very quickly. Roughly half vessels are under 5000m³, and half are 5,000 to 10,000 m³.

The LNG bunkering domain is also showing a trend towards shorter term contracts, he said. "There's a lot changing."

The price of LNG fuels in ports is becoming more even. A few years ago, North America was cheapest, Asia most expensive, and Europe somewhere in between.

Replacing with biogas

One option over the longer term is to start replacing LNG with liquefied biogas, for example from rotting organic matter (plants). In determining whether or not this is better, there is a complex lifecycle CO₂ emission calculation to make.

The carbon which is emitted when combusting the methane would have originally come from the atmosphere when the plant was growing, so in this sense the cycle is carbon neutral. But there will have been emissions associated with growing the plants, such as for tractors and fertiliser manufacture, and in transporting them.

If the organic matter was not grown specially to make the biogas, there is an argument that using the biogas as fuel prevents methane entering the atmosphere, which would have happened as the organic matter rotted otherwise, such as in a landfill.

Depending on these factors, the biogas could be as bad as hydrocarbons, or close to carbon neutral, Mr Chryssakis said.

There is also a range of forecasts for how much biogas will be available for ships.

Despite this, DNV sees that biogas offers "real potential for vessels," Mr Chryssakis said. "This is one way to make LNG engines sustainable into the long-term future."

Replacing with zero carbon fuel 2025 could be "a bit optimistic" as a date for seeing low carbon fuels available for shipping, such as hydrogen and ammonia. "It could be a few years later," he said.

Factors affecting availability include infrastructure and storage, the maturity of technology, energy density and the price.

"We're trying to guess what is going to be the best zero carbon fuel option. This is a very difficult question."

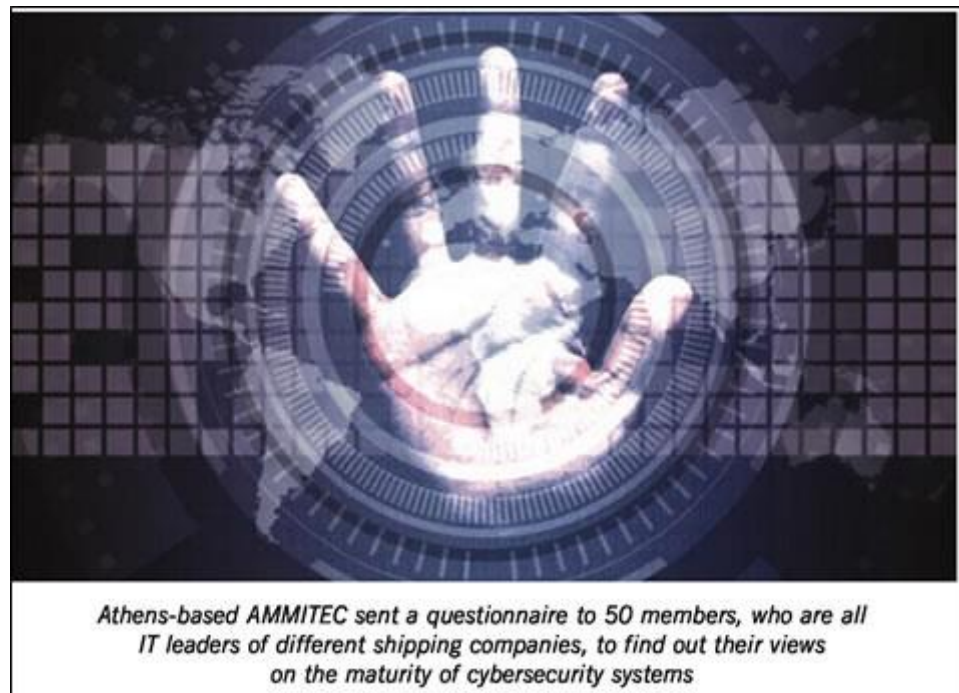
You can view the webinar online here <https://www.dnv.com/maritime/webinars-and-videos/on-demand-webinars/LNG-as-ship-fuel-status-and-outlook.html>

TankerOperator

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Maritime IT managers' views on cybersecurity

AMMITEC conducted a survey of 50 serving shipping company IT leaders to ask about their organisation's maturity on cybersecurity - and had some interesting responses.



AMMITEC, the Athens-based Association of Maritime Managers of Information Technology and Communications, sent a questionnaire to 50 members, who are all IT leaders of different shipping companies, to find out their views on the maturity of cybersecurity systems.

Responsibility

Only 26 per cent had a dedicated person responsible for cybersecurity in the company (such as a chief information security officer).

AMMITEC noted that for small to medium sized shipping companies, the workload could be handled by other staff members, such as ICT, legal, HSQE, commercial, if they have appropriate training. But for larger shipping companies, a dedicated person, or even department, should be employed to undertake this role. But other company departments should not (as a result) feel that cybersecurity is no longer their responsibility. The CISO or security department "is to be the conductor or the liaison for cybersecurity within the company and of course its reporting line is of paramount importance in that context."

When asked who the CISO (where appointed) reports to, 53 per cent said to the board of directors, 35 per cent to the IT manager, and the remainder to the CEO, internal auditor, or others.

AMMITEC also noted that it is better if the CISO reports directly to the CEO, because there can be "possible conflicts of interest and security risks if reporting to the CIO or IT Manager," although this does not usually happen. The CISO needs to "function independently, in order to provide fair and objective risk assessments and guidance. If a CISO reports directly to the IT management, it is likely that pressure could be placed on the CISO to lighten security, so as to accommodate the existing technology processes or solutions," AMMITEC said.

Being informed

When asked how they stay informed of new information security threats, 92 per cent said from the internet (social media, blogs and forums), 82 per cent said training / conferences, 76 per cent said from vendors, 62 per cent said from networking with other IT professionals, and 10 per cent said from books.

Obstacles

When asked what major obstacles they see in improving their organisation's maturity and preparedness, 68 per cent said heavy workload in the IT department, 64 per cent said insufficient budget, 60 per cent said lack of management commitment, 38 per cent said lack of awareness, 12 per cent said lack of technical knowledge, and 10 per cent said lack of independent and reliable advice.

"Our hypothesis [is that] poorly budgeted or under-staffed ICT departments are in most cases the result of lack of [poor] management commitment," AMMITEC said.

Measures

When asked, "What security measures has your company implemented to ensure proper protection against cyber-attacks?" 94 per cent said endpoint protection (such as antivirus), 84 per cent said firewalls, 68 per cent said "intrusion detection / prevention", 64 per cent said controlled use of USB sticks, 58 per cent said two-factor authentication, 50 per cent said solutions for anti-phishing, 44 per cent said sandboxing, 42 per cent said mobile device management, 34 per cent said a 24/7 SOC (security operations centre), 22 per cent said SIEM (security information and event management), only 2 per cent said e-mail filtering.

"One of the biggest challenges that IT managers are facing today is the selection of the optimum mix of cybersecurity tools, finding the best possible solutions that minimise cyber risk, while remaining within budget," AMMITEC said.

"Many vendors these days are aggressively promoting portfolios of promising maritime cybersecurity tools and solutions, with some of them portraying themselves as panaceas for all our cybersecurity problems.

"Maritime IT leaders know better than that. They know that there is neither a single cure for all illnesses, nor a single size that fits all."

"AMMITEC has an initiative to create a set of 'Guidelines for the Evaluation and Selection of Maritime Cybersecurity Solutions'. This effort will be led by a joint Working Group with members from AMMITEC and all interested Vendors."

Training

When asked if their company provides cybersecurity awareness training for employees and crew members, 94 per cent said it was provided to employees, 84 per cent provided it to crew members. 2 per cent provide information data sheets and 2 per cent said, "not yet".

When asked how training is provided, 63 per cent use outside companies, 52 per cent use online self-training courses, 31 per cent use in house experts, 23 per cent don't provide specialised training, 2.1 per cent provide computer-based training for crew and 2.1 per cent have a cybersecurity training platform.

"The main purpose of awareness training is to create a culture of security in the organisation," AMMITEC said. "No technical measures are bullet-proof. Even the strongest setup may be compromised by irresponsible browsing, greedy email reading, entering passwords in an airport or a token left unattended at the office. One user's loose behaviour is enough for the breach."

"A cyber culture needs to be built, and the IT department needs to push towards it. It takes a modern management to enforce some otherwise inconvenient policies and boring [sounding] procedures. Management determination and users' cooperation are equally required."

Third parties

Respondents were asked how much they assess the cybersecurity status of 3rd party companies considered to be critical for your business (for example, ERP or email software vendors, airtime / telecom providers / charterers / major suppliers) and how.

59 per cent said they did not assess it themselves; 25 per cent asked for a relevant certification such as ISO 27001; 22 per cent sent questionnaires, 8.2 per cent used IT vendor risk management tools, and 2 per cent did penetration / vulnerability tests.

AMMITEC noted that 3rd party external cyber assessment is a relatively new offering in the market, based on publicly available data which may indicate compromise, including using the partners' known IP addresses. So, it becomes a tool like a credit risk score for banks. There is a need to assess how the usefulness is balanced against the cost.

Penetration testing / drills

Respondents were asked if they did penetration testing. 66 per cent said yes by outside companies, 14 per cent said they did it in house, 26 per cent said no.

"The above results may rather indicate that some IT departments either do not feel confident enough to engage into a 3rd party penetration evaluation, or that they do not have the budget to support it," AMMITEC said.

77 per cent of respondents said they did penetration testing in the office, 48 per cent said on selective vessels.

AMMITEC noted that traditional penetration tests, including phishing, impersonality, social engineering and attempts to get access control, are not suitable for vessels. There could be a market need for a ship specific penetration test.

When asked how often they did penetration tests, 46 per cent said, "at least yearly", 10 per cent said, "every 2-3 years", 21 per cent did not have a specific interval, the remainder had never done penetration tests.

When asked if they confirm the results to management, 68 per cent said yes and 11 per cent said, "only if asked".

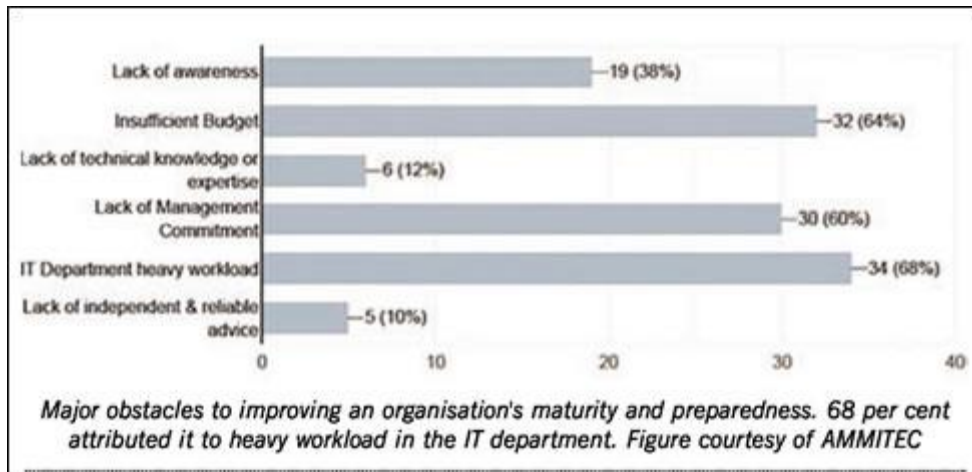
When asked if they carry out vessel cybersecurity drills as part of the safety management system, 58 per cent said yes. AMMITEC noted that cybersecurity drills are a recommended part of a company's cybersecurity plan which ships are required to have under IMO 2021 regulation.

Communication

When asked if they communicate about their cyber-attacks, 80 per cent said they communicate to company management / board of directors, 22 per cent said they communicate to stakeholders such as shipowners, 16 per cent said they communicate to authorities, 8 per cent said they do not communicate them at all, 6 per cent said they communicate to the wider maritime community.

"While it is obviously important that actual or suspected security incidents are reported as early as possible, so that organisations can limit the damage and cost of recovery, the responses indicate that most companies choose to stay quiet! Senior management might be unwittingly hindering the reporting of cybersecurity incidents," AMMITEC commented.

The people who said they do not report them more widely were asked for the reason. 54 per cent say management prefers to keep it confidential, 46 per cent said there is no reliable body to report to, 31 per cent said the IT department prefers to avoid any possible implications (such as blame), and 23 per cent said it might affect company image and reputation.



"In cases of serious cyber breaches that require public disclosure, it is often the CEO who becomes the face of the breach; however, most CEOs aren't familiar enough with cybersecurity to be responsible for such reporting," AMMITEC noted.

Respondents were asked if they might be willing to anonymously report a security threat or incident to a database controlled by AMMITEC, with access restricted to full members only (serving heads of IT with shipping companies). 76 per cent said it seemed an interesting idea, 22 per cent said, "it seems a good idea but difficult to implement", 4 per cent said they would not trust data in the hands of any third parties.

When asked if they would be willing to anonymously share key findings from external cybersecurity audits and inspections of vessels with other AMMITEC members, 66 per cent said yes, 30 per cent said maybe, 4 per cent said no.

AMMITEC noted that many of the shipping auditing bodies, such as port state control, "usually employ old school inspectors" who may not have great cybersecurity audit skills, and so make unexpected demands. Such a database could help shipping companies understand these demands.

Insurance

Respondents were asked if they have cyber insurance. 31 per cent said yes, 63 per cent said no, the remainder were mixed between don't know, planned and not to my knowledge.

"Our estimation is that this number will grow rapidly," AMMITEC said. "There is an increasing demand for maritime insurance products and services against cyber related risks. Maritime insurance companies are offering a wide portfolio of policies such as LMA5403 Marine Cyber Endorsement Buy-Back (former CL380); Cyber H&M [hull and machinery] Cover; Cyber LoH [loss of hire] cover.

"Risk assessment and risk mitigation policies are preconditions imposed by the insurers before offering an insurance coverage. Via their enrolment questionnaires, they seek for evidence of extensive technical and non-technical measures proving the company's approach to Cyber Risk Management," AMMITEC noted. "Cyber Insurance must be considered as a complementary measure, in addition to the already existing cybersecurity strategy of the organisation."

When asked which three areas of cybersecurity will be highest priority in the coming years, 71 per cent said remote workforce, 55 per cent said IoT, 53 per cent said cloud, 51 per cent said endpoints, 49 per cent said mobile, 45 per cent said e-mail, and 2 per cent selected each of third-party risks, cybersecurity awareness, and penetration testing. DS

Note to readers – percentages have been rounded to two significant figures for ease of reading.

Inséré 21/12/21 BOEKEN LIVRES BOOKS Enlevé 21/01/22

“Oesters en Walvissen”

B O O K R E V I E W Auteur : Frank NEYTS.

Recent gaf het VLIZ, het Vlaams Instituut voor de Zee, en interessant boekje uit getiteld “Oesters en Walvissen. De queetse van professor Pierre-Joseph Van Beneden, stamvader van het zeeonderzoek. Doris Klausing tekende als auteur.

Op een lijst van Belgische wetenschappers die hun vakgebied fundamenteel beïnvloed hebben, zou Pierre-Joseph Van Beneden, paleontoloog en zoöloog, een prominente plaats bekleden. In zijn tijd was hij wereldberoemd en alom geëerd. Hij geldt als een van de stamvaders van de moderne zoölogie. Geboren in Mechelen in 1809, gaf hij al vanaf heel jonge leeftijd blijk van een vurige interesse voor de wetenschap en een onverzadigbare drang naar kennis. Na zijn collegetijd in Mechelen studeerde hij geneeskunde aan de universiteit van Leuven. Nog voor hij afstudeerde, werd hij conservator van het Natuur Historisch Kabinet in het Koningscollege. Een beurs om aan het Natuur Historisch Museum van Parijs te studeren was de start voor het pionierswerk van P.J. Van Beneden als zoöloog. In 1836 werd hij professor zoölogie aan de K.U. Leuven, waar hij tot zijn dood zou blijven. Als hoogleraar was hij geliefd bij zijn studenten en gerespecteerd door zijn collega's. In 1843 huwt hij Rosalie Valcke, dochter van de Oostendse oesterkweker Valcke. Zijn schoonvader inspireerde hem het 'Laboratoire des dunes' voor zeeonderzoek te ontwikkelen. Het eerste in de wereld want in situ zeeleven onderzoeken was toen een unicum. Het leverde hem internationale bekendheid en waardering op. Hij was het ook die door zijn enorme kennis de Iguanodons van Bernissart wist te identificeren. Dit boek vertelt zijn levensverhaal dat een aaneenschakeling is van studie, ontdekking, verwondering en liefde wat Van Beneden was ook een liefdevolle echtgenoot en toegewijde vader. Pierre-Joseph Van Beneden stierf op 8 januari 1894. Zijn bijdrage aan de zoölogie en aan de mariene biologie in het bijzonder, wordt algemeen als revolutionair beschouwd. “Oesters en Walvissen” (ISBN 9 789492 043986) werd op handig formaat uitgegeven en telt 156 pagina's. Het boekje kost 20 euro plus verzendingskosten. Bestellen kan bij het VLIZ via de link <https://shop.vliz.be/collections/boeken/products/oesters-en-walvissen>.

Inséré 22/12/21 NIEUWS NOUVELLES Enlevé 22/01/22

DEME to split from parent CFE

By : Adis Ajdin

Belgium-based marine contractor DEME is to separate from its industrial parent group CFE and go public on the Brussels stock exchange by summer 2022. The planned transaction involves the partial demerger of CFE by transferring its 100% stake in DEME to a 'Newco'. At the time of the partial demerger, all the shareholders of CFE will receive one Newco share for each CFE share in their possession. CFE said that a demerger should allow the marine engineering as well as the contracting and real estate activities to develop as two solid and separately listed companies, each with their own governance. The transaction is expected to take several months to prepare. It is subject to obtaining a tax ruling from the

Belgian Office for Advance Tax Rulings, the approval of various partners, as well as the extraordinary general meeting of CFE at which at least 75% of the capital represented must vote in favour of the partial demerger. Ackermans & van Haaren, the majority shareholder, and VINCI, who respectively own 62.1% and 12.1% of CFE, support the split. DEME is one of the largest dredging groups in the world, together with its competitors Jan De Nul and the Dutch groups Van Oord and the listed Boskalis. In recent years, the Zwijndrecht-based firm has also grown into one of the top offshore wind contractors. Last month, it landed the largest offshore wind installation contract ever awarded in the US.

Source : splash 247

Inséré 23/12/21 NIEUWS NOUVELLES Enlevé 23/01/22

Marine schenkt oude mijnenveger met rijk verleden aan stichting van vrijwilligers: "Onze houten dame verdient respect"

De Oudenaarde M477, een mijnenveger uit 1958, komt woensdag officieel in handen van MPM, een private stichting die waardevol maritiem patrimonium van de sloop wil vrijwaren. Enthousiaste vrijwilligers zijn al zo'n dertig jaar bezig met de restauratie. Achter deze vergane glorie gaan talloze verhalen schuil. Ilse Prinsen

Historiek van de Oudenaarde M477

Laatste van 16 Belgische ondiepwatermijnenvegers
Werf: Mercantile Marine Yard, Kruikeke
Type: MSI, minesweeper inshore
Lengte: 34,5 meter
Gewicht: bijna 180 ton
Kiellegging: 1958
In dienst van Belgische zeemacht: 1959
Uit dienst: 1988
Bruikleen aan Nationaal Scheepvaartmuseum: 1991
Naar Droogdokkensite: 2018
Overdracht door Belgische marine aan MPM: 13 oktober 2021

Nil volentibus arduum. Niets is moeilijk voor hen die willen. Dat is de leuze van een tiental vrijwilligers, vastberaden om een oude mijnenveger in zijn vroegere glorie te herstellen. Dertig jaar lang heeft de Oudenaarde M477 dienstgedaan voor het onschadelijk maken van mijnen in ondiepe wateren. Eind jaren tachtig leek hij, als laatste in zijn soort, ten dode opgeschreven. Maar dat was zonder de vrijwilligers gerekend. Sinds het schip 'op pensioen werd gesteld', restaureren ze het met vereende krachten. Ruim 85.000 uren van schuren, schilderen, sleutelen en schoonmaken zijn intussen verstreken. En die moeite wordt nu beloond.



Al dertig jaar lang zijn enthousiaste vrijwilligers bezig met de restauratie van 'hun houten dame'. — © RR

De Belgische marine draagt de Oudenaarde op 13 oktober officieel over aan MPM (Maritiem Patrimonium-Patrimoine Maritime), de stichting van deze vrijwilligers. Haar doel: waardevol maritiem erfgoed vrijwaren voor de sloop en de rijke geschiedenis ervan delen. Als we bij de vrijwilligers polsen naar details over de geschiedenis van de Oudenaarde, zijn de gepassioneerde heerschappen niet te stoppen. Ze hebben een emotionele band met het schip, dat ze teder hun 'houten dame' noemen. Als oudgedienden van de Belgische zeemacht maakten ze ooit deel uit van de bemanning.

Veertien man aan boord

"Ik heb op dit schip van 1970 tot '72 mijn legerdienst gedaan als boordwerktuigkundige", steekt François Masset (72) van wal. "Na de Tweede Wereldoorlog waren vaarroutes bezaaid met mijnen en ander springtuig. Ons land had 62 mijnenvegers in drie categorieën. De ondiepwatermijnenveger MSI (*minesweeper inshore, red.*) is de kleinste, met veertien man aan boord", legt François uit. Met zo'n kleine bemanning moest iedereen alles doen. "Wilde je als machinist alleen maar de machines bedienen, dan werd je op de vingers getikt", zegt Martin Ferket (66). Hij deed zijn legerdienst op de Oudenaarde in de jaren zeventig. "Je moest ook patatjes schillen, poetsen en schilderen. En bij het mijnenvegen was het letterlijk alle hens aan dek."

Luxe kende de Oudenaarde niet. "Er waren maar zes bedden voor acht matrozen", zegt François. "Waren we een tijdje onderweg, dan stonken we uren in de wind. Er was namelijk ook geen douche aan boord. Vandaar we ons altijd zo snel mogelijk naar de sanitaire gebouwen repten bij aankomst op een basis. In Engeland verzeilde ik zo in al mijn haast per ongeluk in de vrouwendouches. Zonder bijbedoelingen", lacht hij. "Sowieso was ons motto: alles wat aan boord gebeurt, blijft aan boord. Wat aan wal gebeurt, blijft aan wal."

In 1988 uit dienst

En nu blijft ook de Oudenaarde aan wal. De mijnenveger is de enige die rest van zestien Belgische MSI's. "Wie had kunnen denken dat ik er nu nog zou staan te schilderen en koper te poetsen?", zegt Martin. Hij legt uit hoe dat is gekomen. "Het schip ging uit dienst in 1988 en verhuisde naar de marinebasis van Kallo. Toen die enkele jaren later werd opgedoekt, ging de Oudenaarde in bruikleen naar het Nationaal Scheepvaartmuseum aan het Steen. Daar begonnen vrijwilligers met het onderhoud en de restauratie."

Minutieus en respectvol namen de mannen hun geliefde schip onder handen: de binnenkant met de vertrekken van matrozen, officieren en onderofficieren, de kombuis, de brug én de enorme buitenkant. De romp van de Oudenaarde is gemaakt uit hout, want de magnetische mijnen leverden gevaar op voor stalen schepen. "We hebben urenlang oude verflagen afgeschuurd en nieuwe aangebracht. Op het dek zetten we rubberverf, omdat er te veel waterlekken waren. Het originele houten dek had nadelen: we moesten het met zandzeep schuren, een lastig karweitje."

Open voor publiek

In 2018 verhuisde de Oudenaarde van de Jordaenskaai aan het Steen naar de Droogdokkensite. "Deze plek is uniek en krijgt een nieuwe invulling met het toekomstige Maritiem Museum", zegt voorzitter Luc Hofkens. "Zeker in Antwerpen moet het maritieme verleden zijn plek blijven hebben." Maar MPM is een private stichting, zonder overheidssteun. "We zijn afhankelijk van giften en sponsoring voor het veiligstellen van dit erfgoed. De stad gaf ons wel de garantie dat we hier zeker zes jaar kunnen blijven. In het voorjaar van 2022 stellen we met gidsen de West-Hinder III open. De Oudenaarde is nadien ook te bewonderen, maar op het water mag het schip niet meer." Zelfs op het droge voel je de kracht die uitgaat van het trotse gevaarte. En je ziet weer prachtige tekenen van zijn vroegere glorie. Met dank aan de mannen met een groot hart voor 'hun houten dame'. De vrijwilligers, allemaal gepensioneerd, zijn nu nog met vijf. "We hebben dringend nieuw bloed nodig, maar het is niet eenvoudig om jongeren aan te trekken. Wel hebben drie studenten van de Hogere Zeevaartschool de machinekamer gerestaureerd. Maar de mensen vinden hun weg minder naar onze huidige locatie."

mpmstichting.be

Inséré 25/12/21 HISTORIEK HISTORIQUE Enlevé 25/01/22

De Antwerpse noorderpolders in de 16de - 17de eeuw (I)

1.1 De Kwade Zaterdag of Sint-Felixvloed – 1530

Rond het jaar 1526 had Antwerpen zich economisch tot een welvarende stad ontwikkeld. Zij was niet alleen de metropool van de Nederlanden, maar op velerlei gebied ook een van de meest toonaangevende steden van Europa.

Deze uitzonderlijke bloei wordt duidelijk geïllustreerd door de bevolkingsaan groei. In een tijdspanne van 30 jaar werden er bijna 2000 huizen meer geteld.

Het aantal inwoners steeg van ±6.000 in 1496 tot ±60.000 in 1526, om in 1568, volgens een volkstelling, de 100.000 te overschrijden.

Dit zelfde verschijnsel, zij het dan niet zo spectaculair, deed zich voor in de Antwerpse Noorderpolders.

In 1526 noteerde men voor de dorpen Lillo, Berendrecht en Oorderen samen, ongeveer 130 huizen meer dan in 1496.

De Polder voer in het kielzog van Antwerpens gouden eeuw.

Het jaar 1530 werd nochtans, zowel voor Antwerpen als voor de polderstreek, een jaar van beproeving. Na een besmettelijke ziekte die in de stad en in de polderdorpen talrijke slachtoffers eiste, brak in de maand november een zware noordwestenstorm los die Noord- en Zuid Nederland teisterde.

De grootste schade werd aangericht op de Zeeuwse eilanden die onder water liepen. Maar ook in Friesland en langs de beide oevers van de Schelde braken de dijken door.

Volgens Kummer begaven de dijken langs de linkeroever nabij Saaftinge en het water drong door tot de 'Kouter van Kieldrecht'.

Daartegenover zegt K.L. Torfs dat naast het onder water staan van 36 polders in het Hulsterambacht en 9 op het eiland Cadzand, er nog 21 parochiën verdronken in de richting Gent, en tussen Antwerpen en Bergen-op-Zoom de polderdorpen Lillo, Stabroek, Zandvliet, Berendrecht en Ossendrecht hetzelfde lot ondergingen.

Floris Prims treedt deze versie bij en verklaart dat de Friese overstromingen niet alleen Zeeland en de Vlaanderse en Antwerpse polders teisterden maar dat zelfs een gedeelte van de stad Antwerpen hierdoor onder water liep.

Volgens Jacobus Ermerins zouden van deze vloed geen aantekeningen gevonden zijn. Hij schrijft hierover slechts: 'daar alleen van gewaagd wordt, dat die van Antwerpen tot Bergen op Zoom toe, alle de Dorpe hebbe doen verdrinken, verwoest en geheel bedorven.'

Ernest van Bruyssel in zijn 'Histoire politique de l'Escaut', handelend over de rampen die de bewoners van Antwerpen en poldergemeenten overkwamen in het jaar 1529, in het bijzonder over de 'zwetende' ziekte, citeert ondermeer dat deze besmetting nog voortwoedde in de stad, toen rampspoedige overstromingen, zich uitstrekkend over de ganse lengte van de Vlaamse en Hollandse kust, het lijden van de bevolking nog kwam verhogen.

Tobias Gutberleth, de beschrijving der watervloeden volgend van Simon Abbes Gabbema, vermeldt ten slotte dat deze watervloed plaats had op de 5de van de 'Slagtmaand' (november).

Uit de 'Beschrijvinge van de Forestiers ende Graaven van Vlaenderen' van Johan Berthaut van Loo, haalt hij een aantekening aan, waaruit het volgende werd overgenomen: '... totten eynde vander Schelde wast water seer extraordinaris onstuymigh, soo dat den dyck van Vlaenderen bij Antwerpen ten drie plaetsen inbrack, ende daer verdroncken veele beesten die in de weyde ware.'

Verder citeert hij nog Marcus van Vaernewyck met zijn 'Spiegel der Nederlandsche Ouwdeyde':

'... in 't selve jaer, vijf daghen naer Alder Heylighen dach soo is daer gheweest een groote vloet in Hollandt, Zeelandt ende Brabandt, tot Antwerpen toe, die treffelickste en rycste Coopstadt van geheel Europen, waar door veel menschen ende Dorpen ende ander gheuchten ende beesten verdroncken ende vergaen zijn, wel tot drie hondert Prochien.'

Zoals hij zelf zegt, voegt hij er om de 'vermaardheid des vloods' nog de woorden van Oudenhoven uit 'Cimberie oudtheeden' bij:

'... anno 1530 op den 5 november is de Zee soo hoogh gevloeyt door eenen Noordt-Westen ende swaren stormwindt dat bij nae alle de Dijeken in braken in Hollandt, Zeelandt, Vrieslandt ende de omliggende landen. 't Antwerpen quam eenen Watervloedt met eenen stercken Windt over de Dijeken ende Schutten in Vlaenderen, alsoo dat het altemael vol waters liep, ende bij de twee mijlen alle de Beemden onder liepen.

Van Antwerpen tot Bergen op den Zoom toe, aen de Scheldt zijn alle Dorpen 't samen met de Menschen, Beesten, ende al wat daer in was verdroncken, verwoest en geheel verdorven...'

Door Emanuel van Meteren wordt deze overstroming in zijn 'Nederlandse historiën' de St.-Michielsvloed genoemd.

Omdat de inundatie plaats greep op de 5de november, feest van St.-Felix, ging zij nochtans als de St.-Felixvloed de geschiedenis in.

Volgens oude kronieken zou deze vloed in de volksmond ook algemeen bekend staan als de vermaarde 'Kwade Zaterdag'.

Een nog bewaard vers luidt:
'Hollandt ende Zeelandt wel beklaghen mach, Sint Felix quaden Saterdag.'

1.2 De overstromingen van 1532 en 1551

In de jaren 1532 en 1551 teisterden overstromingen opnieuw de Antwerpse polders.

Weinige en soms nog tegenstrijdige gegevens zijn hierover beschikbaar.

Floris Prims zegt in zijn 'Geschiedenis van Antwerpen' dat de landen na de overstroming van 5 november 1530 nog niet van het water bevrijd waren toen op 2 november 1532 een nieuwe watersnood insloeg.

In een kroniek vindt men hierover:
'Op den 2en van november heeft het binnen Vlaenderen een soo groot tempeest gemaakt, dat de zee in verscheyde plaetsen is doorgespoelt.'

Tobias Gutberleth vermeldt in dit verband:
'Deeze overvloeyinge heeft haar den 11e in Slagtmaand geopenbaart, en viel bijzonderlijk voor Zeeland, zeer bezwaarlijk door het vernielen en ooverwaateren van de meeste deel haarder eylanden.'

De hevige stormwind die de hoge vloed in de hand werkte, hield aan van Allerheiligen tot de 11de november.

De grootste schade werd in Noord- en voornamelijk in Zuid-Beveland aangericht, terwijl Vlaenderen evenmin werd gespaard. De stad Antwerpen liep gedeeltelijk onder, maar de Noorderpolders bleven grotendeels gevrijwaard.

Een tiental jaren later, nl. in 1542 werd onder de regering van Keizer Karel V de bouw van de omwalling van Antwerpen aangevat, dit volgens de plannen van de Italiaan Donato Buono, maar aangepast door de Antwerpenaar Peter Frans. Dit gigantische werk was de voorloper van een reeks forten en versterkingen die later langsheen de Scheldeoevers zouden worden opgericht.

In het politiek en strategisch kansspel van de volgende jaren zouden al deze 'sterkten' een belangrijke rol spelen en bijdragen tot het onoverzichtelijke inundatieterrein, dat, kunstmatig verwekt, twee vijandelijke groepen moest scheiden, maar de polderbevolking in een enorme waterellende zou dompelen.

In 1551 hadden er nogmaals overstromingen plaats. Zeer waarschijnlijk waren ze, voor wat de Antwerpse Noorderpolders betreft, eveneens zoals deze van 1532, van geringe omvang.

Kummer en Ermerins spreken beiden van een inundatie maar citeren zowel verschillende plaatsen als data van gebeuren.

Kummer heeft het over een overstroming van de Borgerweertpolder met vorming van het Grote Wiel en van de polders van Hingene, Bornem en Weert, op 16 januari, terwijl Ermerins deze ziet plaats grijpen op 15 februari en dit te Zandvliet en Ossendrecht.

Dr. G. Hasse maakt melding van een dijkdoorbraak in de Borgerweertpolder, maar vermeldt slechts het jaartal 1551, zonder dag of maand te bepalen.

Volgens een Antwerpse kroniek richtten verschillende hoge vloedden, zowel in januari als in februari plaatselijke schade aan, waardoor de verschillende versies verklaard worden: 'Den 13 January, 't woensdags 't savonds ten vijf uren is tot Antwerpen geweest den 4en hoogen vloet, daer men aff wist te spreken...'

'Den 15 Februarij 's maendaghs ten 10 uren is geweest tot Antwerpen die vijfde hooge vloet die veel meer schaede dede dan die vierde...'

1.3 De Allerheiligenvloed – 1570

In oktober 1555 deed Karel V afstand van de 17 Provinciën en een jaar later van de Spaanse troon, ten voordele van zijn zoon Filips II. Door deze abdicatie werd Filips II nu tevens hertog van Brabant en markgraaf van Antwerpen.

Op 18 januari 1556 werd hij luisterrijk in de stad ontvangen.

Rond dit tijdstip besloten de Domeinen, om een betere financiële stabiliteit te verkrijgen, zekere lenen te verkopen in plaats van ze nog langer in pand te geven of te laten. Op 20 november 1559 kocht de stad Antwerpen, bij wijze van belening, Oorderen, Wilmarsdonk en Oosterweel en kreeg derhalve het zeggenschap over deze polderdorpen.

In 1614 werden deze dorpen overgedragen aan Jean van Nevele, maar op 6 augustus 1626 kwamen ze terug in leen aan de stad door verzaking van rechten door diens erfgenamen.

Een betrekkelijke rust kenmerkte het begin van het beleid van Filips II.

In 1561 werd te Antwerpen een aanvang genomen met de bouw van het stadhuis en in hetzelfde jaar huldigde men de vaart van Willebroek naar Brussel in.

Maar met Filips II kwam ook het geleidelijke verzet van de Nederlanden op het politieke toneel. Een verzet dat geïnspireerd werd, enerzijds door het nastreven van Filips II van een vorstelijk absolutisme dat formeel indruiste tegen het Nederlandse particularisme, en anderzijds door de gewetensvrijheid en de hervormingsgedachte die zich stilaan in onze streken een weg baande (protestantisme) en waartegen Filips II, als verdediger van de katholieke Kerk, zich met man en macht verzette (contrareformatie).

Daarbij kwam nog dat hij na 4 jaar verblijf in onze gewesten het bestuur overliet aan zijn zuster Margareta van Parma, en verder de Nederlanden bleef regeren vanuit Madrid.

Ingevoerde veranderingen, het in het leven roepen van diverse instellingen, hadden geleid tot een volkse revolutionaire overmoed die oversloeg in de beeldenstorm. In Oosterweel werd een eerste kleine slag geleverd waarbij Kapitein Thoulouze (Jan Marnix), aanvoerder van een rebellenlegertje, het leven liet. Verder verliet Willem van Oranje het land na geweigerd te hebben een loyaliteitsverklaring af te leggen.

Verward geraakt in het labyrint van troebelen en onhandige reactie op de Hugenoots – Calvinistische reformatieve perikelen, zou dit tot ontslag van de regentes leiden en vervanging door de Spaanse hertog Ferdinand Alvarez de Toledo, beter bekend als de hertog van Alva (1567).

De gespannen toestand en de wens om bestraffing van de schuldigen van de beeldenstorm en om vonnissing van de majesteitsschenners (o.a. de edelen van het eedverbond) leidden tot de oprichting van Alva's 'Raad van Beroerten', door het volk 'Bloedraad' geheten.

Rond die tijd begonnen de Oranjes met steun van Duitse huurlingen een effectief gewapende strijd tegen Alva te voeren.

Als een voorbode van het naderende onheil stak op 1 november 1570 een hevige storm op, gepaard gaande met een woelige zee die in Nederland een geweldige overstroming veroorzaakte waardoor duizenden mensen het leven verloren.

Volgens Kummer werd de rechteroever van de Schelde eveneens door de overstroming getroffen en dit vanaf de stadswallen van Antwerpen tot aan de Kauwensteinse dijk.

Hij vermeldt echter dat deze inundatie plaats had op 28 november 1570. Klaarblijkelijk is deze datum onjuist, omdat alle kronieken en geschiedschrijvers 1 november citeren en deze vloed daarom algemeen bekend werd onder de benaming 'Allerheiligenvloed'.

Van Bruyssel beweert dat deze storm en hoge springtij buiten Zeeland en Gent, weinig schade veroorzaakte in Brabant, op uitzondering van de stad Antwerpen zelf.

In de 'Nederlandse Watervloeden' van Tobias Gutberleth R.G. vindt men hierover het volgende:

'In Brabant was wel de minste noodt; nochtans groote armoede tot Antwerpen, met het berghen van kruydery, suyker, oly, en andere koopmanschappen, die, voor een goet deel, nat en door de brakheyt bedorven werden: behalven den afbrek aan sluyzen, kaayen en muyren der stadt; en dat'er etlijke luyden, zich in kelders onthoudende, smoorden.'

Deze versie volgt die van Van Meteren in zijn 'Nederlandse Historiën': 'Op Aller Heylighen dagh heeft 't Antwerpen soo hooghe ghevloeyt, 's avonts ten neghen

uren, dat wel eenen voet passeerden boven den Vloet van Anno 1530, alser 72 pro-chien verdroncken, ende wel twee voeten hooger dan het was anno 1552, (in Vlaanderen en Friesland) ende soude aldaer (soo het schijnt) veel hooger gevloeyt hebben, hadde het niet in de Nieuwstadt of elders ingebroken; maer het heeft alle de Stadtskelders, Beemden binnen ende buyten de Stadt, ende alle leeghten gevult, so datter ontallijcke beesten ende oock menschen verdroncken. Oosterweel, Kiel ende Hoboken stonden al onder water. Gheladen schepen, ja een Hulck van hondert ende vijftich vaten, werdt op de Engelsche Kaye ghestelt. Dese vloet dede ontallycke Schade alle de Stadt, in alderhande Koopmanschappen die nat werden, dies werdt de schade meer dan hondert duysent guldens gerekent. Aen der Stadt gemeyn gebouwsels, als Sluysen, Kayen ende Stadts-mueren, acht men de gheleden schaden oock wel hondert duysent guldens...'

Lodewijk Torfs schrijft in een poëtische stijl: 'De geweldige Allerheiligenvloed die den 1e november al de Nederlanden beliep, teisterde ingsgelijks Antwerpen en verkeerde zijn korte min of meer gekunstelde vreugde in lang nawee; onze handel alleen leed bij dit opwater voor 100.000 guldens schade...'

Dagboeken, memorieboeken en kronieken verhalen bijna meestendeels dezelfde historie. Hieruit kan men besluiten dat buiten Antwerpen en omgeving, deze stormvloed het Antwerps polder - landschap weinig teisterde.

1.4 De strategische overstromingen van 1584-1585

1.4.1 Politiek voorspel

Een eerste militair succes werd op 1 april 1572 door de door Oranje gesteunde Watergeuzen geboekt bij de inname van Den Briel, een havenstadje aan de Brielse Maas. Belangrijker nog was het in opstand komen van geheel Holland en Zeeland.

Via de stedelijke calvinistische machtsgreep en de erkenning van de Prins van Oranje als stadhouder, eigenden de gewestelijke Staten zich de soevereiniteit over Holland en Zeeland toe.

Omwille van de strategische waarde van de eilanden Walcheren en Beveland ten opzichte van de doorvaart op de Schelde, wilde Alva tot iedere prijs de bezetting van gans Zeeland door de opstandige steden verhinderen.

De onbedwingbaarheid van de opstand enerzijds en de langzame ontreddering van een muitend Spaans leger anderzijds, zouden op het einde van 1573 leiden tot Alva's ontslag. Medina Celina, die als opvolger aangeduid werd, weigerde deze functie en uiteindelijk werd Don Luis de Requesens door Filips II als plaatsvervanger aangesteld. Op 23 december deed hij zijn plechtige intrede te Antwerpen.

Omdat zijn veldheer Mondragon nog steeds de door geuzen belegerde vesting Middelburg bezet hield, besloot hij deze te ontzetten. De poging mislukte echter en de Westerschelde bleef, na overgave van de stad, door Oranjegezinde eenheden gecontroleerd.

Tijdens een aanval op Zierikzee, die tot doel had de Oosterschelde te beheersen, bezweek Requesens op 5 maart 1576, aan een koortsaanval.

Bij ontstentenis van een landvoogd nam de Raad van State het bewind in handen. In die Raad zetelde ook de Spaanse bevelhebber Roda, die in tegenstelling tot de andere leden die een gematigde koers voerde, uitsluitend de koning politiek trouw bleef.

Diverse intriges, o.m. een mogelijk akkoord van de Staten met Oranje en het verlangen tot wegzending van de Spaanse troepen, noopten hem tot versterking van het fort over het Veer en tot het bouwen van de forten bij Oosterweel en Dambrugge.

Op 4 november 1576 brak te Antwerpen de Spaanse Furie los waardoor honderden het leven verloren, huizen afgebrand werden en plundering schering en inslag waren.

Toen Don Juan van Oostenrijk, aangesteld als landvoogd in de plaats van Requesens, op 12 februari 1577 door het 'Eeuwig Edict' grosso-modo de bepalingen van de 'Pacificatie van Gent', op 8 november 1576 door de Staten-Generaal gesloten, erkende, en zijn troepen uit de Nederlanden terugtrok, betekende dit het hoogtepunt van de politieke

activiteit van Willem van Oranje. Hij verwierf hierdoor het gemeenschappelijke verzet van alle 17 provinciën tegen de macht en het gezag van Filips II.

Het sein van de algemene opstand werd echter gegeven op 24 juli 1577 wanneer na herhaalde druk van Oranjegezinde eenheden, Don Juan plots bezit nam van de vesting Namen en zijn Spaanse troepen terugriep.

Na een reeks intriges werd de citadel van Antwerpen door de Staatsgezinden bezet.

De grootste verwarring heerste in de Nederlanden wanneer de Prins van Parma, Alexander Farnèse, na de dood van Don Juan deze als landvoogd opvolgde op 1 oktober 1578.

Mathias van Oostenrijk, zoon van de Duitse keizer, waarop door de katholieke adel uit het Zuiden beroep was gedaan om het bewind in handen te nemen, nam op 7 maart 1581 ontslag. Dan droegen de Staten-Generaal de soevereiniteit der Nederlanden op aan de hertog van Anjou die al eerder met de titel: 'Défenseur de la liberté des Pays-Bas' was vereerd.

Door een zekere machtseerzucht geprikkeld wilde deze met zijn troepen verschillende Vlaamse steden bezetten, waaronder Antwerpen.

In februari 1582 deed hij er zijn intrede. Farnèse was echter intussentijd begonnen aan zijn veroveringstocht in Vlaanderen en overmeesterde de ene stad na de andere. Na Maastricht vielen Doornik en Oudenaarde.

Nieuwe Franse troepen werden uit Frankrijk naar onze gewesten gedirigeerd en Anjou wilde hierdoor eigenhandig de macht zonder de Staten in handen zien te krijgen. Dit lukte o.m. te Duinkerken, Diksmuide en Dendermonde, maar te Antwerpen was men de 'Spaanse Furie' indachtig en bij de eerste schermutselingen was gans Antwerpen in de weer. De 'Franse Furie' werd in de kiem gesmoord en na een gedwongen terugtocht naar Dendermonde moest hij uiteindelijk ons land verlaten.

Op 30 november 1583 werd Marnix van St.-Aldegonde, burgemeester van Antwerpen. Het gevaar inziende van een Spaanse aanval op de stad werden in allerijl forten en verdedigingswerken opgericht.

De vesting van Lillo, waarvan de verdediging opgedragen werd aan de Statenbevelhebber Odet de la Noue van Taligny, voorzag men van geschut, en aan de linkeroever werd het fort van Liefkenshoek gebouwd. Het fort van Thoulouze en het fort van Oosterweel werden versterkt. Verder werden de Boereschans en de Boerinnenschans opgetrokken.

Al de forten die hun ontstaan dankten aan deze troebele oorlogsjaren werden niet willekeurig gebouwd. De meeste werden volgens een gebastioneerd plan opgetrokken, op strategisch gunstige- en militair verantwoorde plaatsen, o.m.:

1. aan de oevers van de stroom zelf, dit om het verkeer op de Schelde te kunnen controleren;
2. bij sluizen, om inundaties te veroorzaken of te voorkomen;
3. bij dijkbressen, om een vaarweg tussen rivier en geïnundeerde polder veilig te stellen of te belemmeren;
4. aan kunstwerken zoals brug, kanaal enz. om deze tegen vijandelijke aanvallen te beschermen;
5. op de dijken, omdat deze tussen twee geïnundeerde gebieden dikwijls als aanvalswegen werden benut.

Als volgende maatregel gold het doorsteken der dijken langs de rechteroever van de Schelde bij het kasteel van Antwerpen, met als gevolg de overstroming van de polder van Hoboken.

Deze polder viel, buiten de Borgerweert- en Melselepolder die op de linkeroever al vroeger onder water gezet werden, als eerste slachtoffer langs de rechter Scheldeoever.

Dan kwamen de dijken van de Rupel aan de beurt die heel de streek vanaf Ruisbroek, Willebroek, Blaasveld tot Heffen blank zetten.

1.4.2 De belegering van Antwerpen

In 1584 vergrootten de oorlogsgebeurtenissen de reeks overstromingen.

De krijgspolitiek van Alexander Farnèse behelsde voornamelijk het terugwinnen van het land dat de Staatsen onder hun bevoegdheid hadden. De hoofdmacht van deze laatste lag echter te Antwerpen dat buitengewoon strategisch gunstig gelegen was, nl. door de nabijheid der polders in het noorden, die geïndeerd een natuurlijke hindernis konden vormen en zo een specifieke bescherming aan Antwerpen boden.

In juli 1584 richtte hij zijn hoofdkwartier op in Beveren, en besloot Antwerpen aan te vallen. Een eerste vereiste hiervoor was de stad af te snijden van Holland en Zeeland en te beroven van de hieruit komende bevoorrading. Hiertoe staken zijn veldheren Mondragon en Mansfelt de Schelde over en trokken hun kamp op te Stabroek.

Waar de markies de Richebourg meer geluk had met de inname van het fort Liefkenshoek, moest Mondragon, na heel wat manschappen verloren te hebben, zich tevreden stellen met een omsingeling en belegering van de vesting Lillo.

Volgens F. Strada zou deze laatste, op bevel van de hertog van Alva nog, het fort van Lillo vóór 1573 opgetrokken hebben.

Als onrechtstreeks bewijs wordt aangevoerd dat Mondragon zelf in 1584, sprekende over de bestorming van het fort, zou gezegd hebben dat hij bewust was van de sterkte van deze schans die hij zou aantasten 'dewijl hij haar zelfs gebouwd hadt'.

Dit zou hierop neerkomen dat de Spanjaarden dit bolwerk oprichtten en dat na hun vertrek uit de Nederlanden in 1577, de Antwerpenaren het herstelden en weer in een volkomen weerbare staat brachten.

In 1582 nam de hertog van Anjou, uit Zeeland naar Antwerpen reizende, in dit fort zijn intrek en verder kan men opmerken dat een schans, in zeven haasten bij de belegering van Antwerpen opgetrokken, onmogelijk een dergelijk zwaar beleg van Mondragon kon doorstaan.

Vele geschiedschrijvers citeren echter dat het fort van Lillo in 1583 of 1584 door de Antwerpenaren werd gebouwd. Wat de juiste toedracht ook moge zijn, er dient toegegeven dat velerlei bronnen al op een bestaan wijzen in 1580.

Volgens sommigen duidde Oranje op 8 juli 1579 de plaats aan waar het fort diende opgetrokken te worden. In oktober 1579 was het in volle constructie en het zou in de zomer van 1580 klaar zijn gekomen.

'Opgetrokken' mag men nochtans niet in de letterlijke zin van het woord interpreteren. Het is immers mogelijk dat de eerste schans slechts uit verstevigde aarde bestond en dat Oranje slechts nadien de aanstoot gaf tot het bouwen van een degelijk militair bolwerk.

Lillo werd tevens door de benoeming van een bezoldigd super-intendent door de magistratuur van Antwerpen, een Antwerps fort, opgericht ter beveiliging van deze stad.

De oorzaak der mislukking van Mondragon tot inneming van de vesting is eveneens een graag bediscussieerd onderwerp.

Buiten alle polemieken om, kan met zekerheid aangenomen worden dat één der grote redenen, het enorme overstromingsgebied is geweest dat door de Hollanders en Antwerpenaren verwekt werd door de door middel van de sluizen op 8 juli 1584 onder water gezette polders.

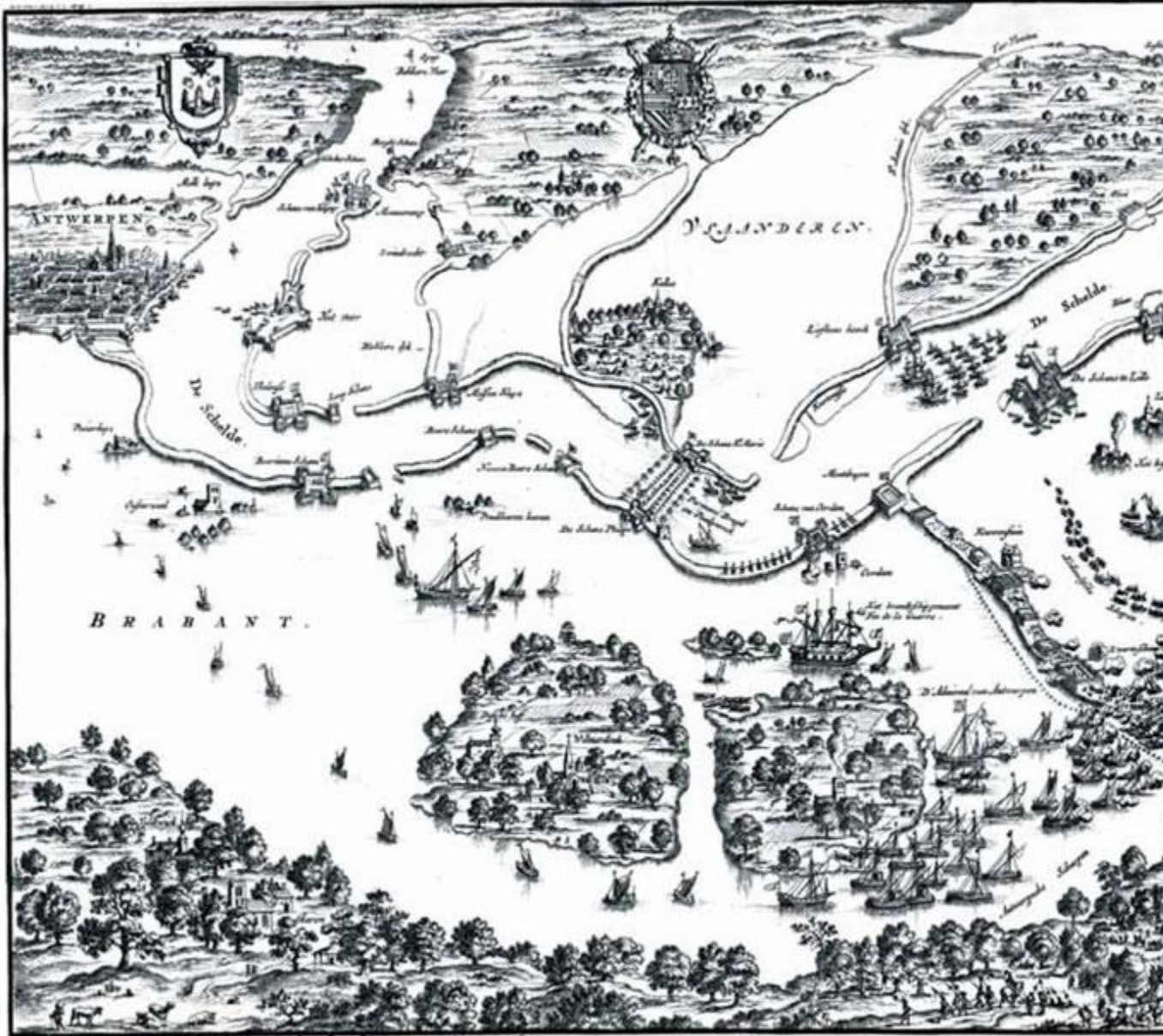
Deze overstroming strekte zich uit, enerzijds van noord naar zuid, vanaf de polder van Zandvliet tot de Kauwensteinse dijk, en anderzijds van oost naar west, vanaf de hoogten van Stabroek en Berendrecht tot aan de Schelde.

Zij vormde een uitstekende kunstmatige bescherming voor Lillo en vertraagde onomstotelijk de opmars en aanvalskracht van Mondragons troepen, die zich verplicht zagen zich te Berendrecht en Zandvliet terug te trekken.

Tevens werden de sluizen van de Boereschans en Boerinnenschans opengezet waardoor de polder van Oosterweel bij hoog water inundeerde. Deze maatregel werd genomen

uitsluitend ter verdediging van de stad Antwerpen.

figuur 1



Het Velgh der Stadt Antwerpen in den Jaeren

MDLXXXIV en MDLXXXV.

figuur 2



Volgens een collegiale acte van de magistraat' zouden al in 1582 drie gaten in de Oosterweelse dijk gemaakt zijn, nl. het Spaanse gat, het Boerinnegat en het Boeregat, dit onder voorwendsel van algemene beveiliging.

Nochtans werden, na de aanstelling van Marnix van Sint-Aldegonde tot burgemeester van Antwerpen in 1583, slechts de eerste preventieve maatregelen ter beveiliging van de stad genomen.

Verder raadde de Prins van Oranje in 1584 Marnix aan, de Blauwgarendijk, noordwaarts Lillo, en de Kauwensteinse dijk door te steken, ten einde een kunstmatig

overstromingsgebied te bekomen om te allen tijde een verbinding tussen Antwerpen en Holland te verzekeren.

Hierop reageerden de beenhouwers zo heftig, dit niet alleen wegens de schade die hieruit voor de landbouwers zou voortspruiten, maar ook wegens de vrees voor een onvoldoende ravitaillering van de Antwerpse bevolking die aangewezen was op het vee dat uit deze streken betrokken werd, dat van dit voornemen toen afgezien werd.

Het is dan ook twijfelachtig dat de polder van Oosterweel al in 1582 aan het water zou zijn prijs gegeven.

Men kan zich afvragen of aan de sommatie van de overheid wel degelijk gevolg gegeven werd.

Farnèse wilde tot elke prijs de Scheldedoorvaart volledig afstoppen en hierdoor ook automatisch Lillo volkomen afsluiten.

Zijn eerste werk was het bouwen van twee forten: St.-Marie op de linker- en St.-Filip op de rechteroever van de Schelde. Tussen deze twee forten werd vervolgens een vlottende brug gebouwd.

De plaats van deze brug was gunstig gekozen, omdat enerzijds langs de linkeroever een ondiepte de Schelde introk en zo de breedte van de stroom enigszins gereduceerd werd, en anderzijds de kronkeling in de Scheldeloop, hier een werkelijke hinder uitmaakte voor het manoeuvreren van zeilschepen.

Een staketsel langs beide oevers en daartussen 32 grote aaneengeschakelde schepen, vormden de brug.

Noordwaarts van deze brug werden nog opgericht: de schansen St.-Barbara (Oordam), ietwat meer landinwaarts St.-Andrea (St.-Andries) en om de Blauwgarendijk te beschermen, de redoutes Trinitatis.

Na de bezetting van de Kauwensteinse dijk werden hierop gebouwd: het fort St.-Kruis (Kruisschans of Santa Cruz) waarvan de eerste benaming 'Mondragon' zou geweest zijn, naar de opdrachtgever, verder de schansen of redoutes: St.-Joris (de la Motte), Paalschans (Victoria), St.-Jacob (St.-Jago, St.-Jaak, of Santiago), en het Pekat bij Stabroek.

Sommige historici situeren echter de St.-Jacobsschans naast de Kruisschans, hoewel de meeste oude kaarten de eerste versie aannemen.

Al deze werken, zowel de bouw van de brug zelf, als de verschillende bastions vergden een ontzaglijke hoeveelheid materiaal dat uit Vlaanderen en zelfs uit Noord-Frankrijk afkomstig was.

Via de Schelde en het overstroomde gebied langs de linkeroever, veroorzaakt door dijkdoorsteken te Burcht en van de Uitgebrande Dijken en Blokkerdijken, geraakten de schepen ter bestemming.

Door een aanval van Téligny, bevelhebber van de Staatsen, en het bouwen van een fort te Burcht werd deze vaarweg nochtans afgesneden en de bevoorrading van de brug in gevaar gebracht.

A SUIVRE

Inséré 27/12/21 DOSSIER Enlevé 27/01/22

Understanding energy density of future fuels could carbonisation decision-making

Industry coalition SEA-LNG believes that greater understanding around the comparative

pricing, vessel performance and procurement of marine fuels is required to avoid costly mistakes as companies plan their decarbonisation pathway.

The statement comes as the coalition examined the individual capabilities and requirements of low emissions 'future fuels', including the impact that fuels' energy density has on newbuild and retrofit investment decisions, on the size and cost of fuel storage systems, on available cargo and passenger space, vessel design, deadweight tonnage and on fuel purchasing for operators and owners.

The energy density of a fuel — measured in either volumetric energy density or gravimetric energy density — is frequently overlooked due to 'legacy' fuel comparison methodologies. This is where like-for-like comparisons based on unit volume or weight alone do not take a fuel's real energy value property into account. With an influx of new fuels coming into the market, evaluating fuel performance and price by metric tonnes is no longer fit for purpose without the correct context. This is because the energy density of fuels will vary depending on their type and energy properties.

Volumetric energy density needs to be considered when looking at vessel investment decisions. The less storage space required for fuel means more space will be available for cargo. Looking ahead, when hydrogen-based fuels such as green synthetic LNG and green ammonia become available from renewable energy sources, volumetric energy density will be important to ensure owners maximize the performance and value of their vessel investments. The lower energy density will have an even bigger impact on vessel design, deadweight tonnage, cargo volume and passenger space.

Liquefied ammonia, for example, has approximately half the volumetric energy density of synthetic LNG and therefore requires twice the storage capacity. In addition, the size and cost of the storage systems is affected by factors such as insulation and containment for cryogenic liquids, containment pressure and critical safety requirements. This will likely mean less cargo capacity and the need to plan for variety of design implications.

Gravimetric energy density is how much energy a fuel contains in comparison to its mass. This measure is critical when comparing the energy costs of different fuels. When buying fuel, the transaction is really about buying energy to propel the ship and power any auxiliary operations. Understanding how much energy you are buying is therefore an essential component of the bunker transaction. LNG offers a lower energy cost compared with traditional marine fuels. When compared with VLSFO, LNG's energy cost per metric ton starts with a 20% advantage because it contains 20% more energy per metric ton.

Wärtsilä's John Hatley and Chair of SEA-LNG's Investment Working Group said: "Understanding the different physical properties of current and future marine fuels is critical for the industry to make the right investment and fuel procurement choices. Getting it wrong will be costly. We need to understand and standardise the methodology now, so that the industry can start basing its fuel comparisons on a level baseline."

Peter Keller, Chairman, SEA-LNG said: "We must be clear on how fuel composition, pricing and performance measures are calculated. Similar to the need for like for like comparisons when considering the full lifecycle analysis of future fuels, unless energy density comparisons are made accurately, we will continue to see a distorted picture. This can seriously skew vessel operating forecasts and is an obvious concern when considering newbuild and infrastructure investments. Ship owners and operators must have accurate and valid information to support shipping's decarbonisation pathway." Understanding fuel performance is critical and will enable operators to make more informed decisions regarding pricing, value and ultimately their low carbon fuel procurement opportunities. To support this there are also credible sources of pricing information. For example, Platts' monthly average prices can be found on SEA-LNG's website. This data is adjusted for energy content allowing one to see a cost comparison between Marine Gas Oil (MGO), Low Sulphur Fuel Oil (LSFO) and Heavy Fuel Oil (HFO).

Source: SEA-LNG

Inséré 29/12/21 BOEKEN LIVRES BOOKS Enlevé 29/01/22

“De Cirkel is Rond”

BOEKBESPREKING door Frank NEYTS

Bij Pandora Publishers verscheen recent het tweetalige (Nederlands/Engels) boek “**De Cirkel is Rond**” of “**The Full Circle**” of hoe de familie Aertssen zich heruitvond. Bij het samenstellen van het boek trad Danny Deckers op als auteur.



Het polderdorp Oorderen verdween in 1966. Het dorp betaalde de tol voor de groei van de Antwerpse haven. Plant 2 van General Motors kwam in de plaats. Waar ooit de boerderij van Marcel Aertssen stond, zouden tot in 2010 meer dan 13 miljoen wagens geassembleerd worden. En wat met Marcel? Die vond zichzelf heruit en startte een bedrijf, Grondwerken Aertssen.

Nu is dat bedrijf een internationale industriële duizendpoot geworden en wordt de Aertssen Group geleid door de tweede en derde generatie. Wil nu toch het toeval dat uitgerekend dit bedrijf in 2020 startte met de hele ontmanteling van de voormalige fabriek!

En zo is de cirkel rond. Jezelf altijd maar opnieuw durven heruitvinden, daar draait het om! Van polderboerderij over auto-assemblagefabriek tot de

site die klaargemaakt wordt voor de toekomst.

Het boek “**De Cirkel is Rond**” (ISBN 9789 0532 54789) werd als een hardback uitgegeven, is rijkelijk geïllustreerd, telt 224 pagina’s en kost 35 euro. Bestellen kan via lodico@skynet.be en door storting op BE12 0012 5574 2192 met vermelding van naam en volledig adres. BTW nummer vermelden indien een factuur gewenst.

Inséré 29/12/21 NIEUWS NOUVELLES Enlevé 29/01/22

Grootste windpark van Noorwegen moet sluiten van rechter

De twee Noorse windparken Storheia en Roan moeten sluiten omdat ze de rechten van de inheemse bevolking schenden, zo heeft het Noorse hooggerechtshof maandag besloten. Storheia is met een capaciteit van 288 megawatt het grootste windpark van Noorwegen en is onderdeel van het grootste Europese windparkproject op land. Beide parken zijn sinds 2019 in werking. De bouw ervan begon in 2016.

De inheemse Sami-bevolking, die rendieren houden in het noorden van het land, hadden de eigenaren van de windparken aangeklaagd. Ze voerden als argument aan dat het geluid en het aanzicht van de windmolens de dieren angst aanjaagde, wat hun traditionele manier van leven in gevaar bracht. Daarnaast vonden ze ook dat velden niet gebruikt mogen worden voor dit soort projecten. De rechter was het ermee eens dat de rechten van de

Sami-herders werden geschonden. Hij besloot dat de licentie van de parken moet worden ingetrokken en dat de "onteigening" ongedaan gemaakt moest worden. Het is onduidelijk wat dat concreet betekent, maar volgens een advocaat van de Sami's wil dat zeggen dat alle 151 turbines moeten worden afgebroken.

Forsen Vind, dat Storheia in handen heeft, reageerde verrast op de uitspraak en laat weten dat het wacht op een reactie vanuit het ministerie van Energie voor het actie onderneemt. Het ministerie onderzoekt de zaak. De uitspraak kan impact hebben op later geplande projecten. De advocaat van de herders verwees naar andere windparken, "maar ook voor mijnen of bijvoorbeeld grote wegen is dit een relevante uitspraak". Forsen Vind is een samenwerkingsverband tussen de Noorse energiebedrijven Statkraft, TrønderEnergi en Nordic Wind Power DA. Het Roan-park is in handen van TrønderEnergi, Stadtwerke München en Nordic Wind Power.

Bron : Nu.nl

Inséré 01/01/22 DOSSIER Enlevé 01/02/22

BIMCO and ICS warn of serious potential officer shortage in new report

A new Seafarer Workforce Report from BIMCO and the International Chamber of Shipping (ICS) warns that the industry must significantly increase training and recruitment levels if it is to avoid a serious shortage in the total supply of officers by 2026.

Given the growing demand for Standards of Training Certification and Watchkeeping (STCW) certified officers, the report predicts that there will be a need for an additional 89,510 officers by 2026 to operate the world merchant fleet. The report estimates that 1.89 million seafarers currently serve the world merchant fleet, operating over 74,000 vessels around the globe.

The report is jointly published by BIMCO and ICS every five years and looks at the global supply of qualified and competent seafarers available on ships and the demand for seafarers to operate the global merchant fleet. The report also highlights the composition of the global workforce and estimates the future growth of the merchant fleet over the next five years.

The new report highlights a current shortfall of 26,240 STCW certified officers, indicating that demand for seafarers in 2021 has outpaced supply. Although there has been a 10.8 per cent increase in the supply of officers since 2015, this shortfall could be due to a reported increase in officers needed on board vessels, with an average of 1.4 officers required per berth.

In addition, some officer categories are in especially short supply. There is a shortage of officers with technical experience especially at management level, and in the tanker and offshore sectors there is a reported shortage of management level deck officers.

However, in the past five years the industry has made good progress in reducing officer turnover rates from 8 per cent to 6 per cent, retaining qualified seafarers and increasing the number of years that they serve at sea. Indeed, compared with estimates from the 2015 report, the average age of officers serving at management level and operational level has increased.

The Seafarer Workforce Report - formerly the Manpower Report - is an essential management tool for those tasked with developing crewing and training strategies, delivering the market intelligence that the industry needs to plan for the future.

"The Seafarer Workforce report warns of a shortfall in officers by 2026. To meet the future demand for seafarers it is vital that the industry actively promotes careers at sea and

enhances maritime education and training worldwide, with a focus on the diverse skills needed for a greener and more digitally connected industry,” said Guy Platten, secretary general of the International Chamber of Shipping. “This is especially important as we recover from the effects of the pandemic, and we will need to address the real concerns that we could see seafarers turning away from careers in shipping. We must analyse and respond to trends in seafarer retention, and continue regular monitoring of the global seafarer workforce, to ensure that the supply of STCW certified seafarers continued to keep pace with demand.”

BIMCO secretary general & CEO, David Loosley, commented: “The Seafarer Workforce Report is not only a useful tool but also a necessary one when it comes to planning for the future and assuring that the backbone of world trade is sufficient in numbers and skills. The insight and data contributions from shipping companies, national maritime administrations, and maritime education and training institutions to the new report is invaluable in gaining a picture of what our industry must prepare for in the future of seafarer recruitment and retention.”

The report also focuses on diversity within the seafarer workforce, analysing a range of demographic data, including age, nationality and gender. The latest statistics show that there is a positive trend in gender balance, with an estimated 24,059 women serving as seafarers, a percentage increase of 45.8 per cent compared with the 2015 report. The percentage of female STCW certified seafarers is estimated to be 1.28 per cent of the global seafarer workforce and it appears that there has been a significant rise in the number of female STCW certified ratings compared to STCW certified female officers, with female ratings found predominantly in the cruise ship and passenger ferry sectors. Female officer numbers are spread more evenly across the sectors.

TankerOperator

Inséré 02/01/22 DOSSIER Enlevé 02/02/22

DNV – helping understand CII

Tankers will need a Carbon Intensity Indicator (CII) below a certain limit, under regulations taking effect in January 2023. DNV ran a webinar to explain how this scheme works

The Carbon Intensity Indicator (CII) requirement from IMO is somewhat confusing, since when we also have the EEDI / EEXI requirements, you may wonder why the industry needs to be regulated twice.

The difference is that EEDI / EEXI focus only on the ship itself – how much fuel is needed to move the cargo in standard speeds and operating conditions. CII is looking at the actual emissions you make. So if you improve your weather routing, or reduce speed, you reduce CII but not the EEDI / EEXI.

To add to the complication, you can improve your EEDI / EEXI by setting a maximum speed for the vessel, since this is seen to be changing the ship itself. But your CII will only change if you actually change speed.

If you were never operating at this high speed which is now restricted, this restriction doesn't change the emissions, and so your CII does not change.

The word 'intensity' is used because we are talking about emissions per tonne mile. If it was about absolute emissions, countries would complain it denies them of the right to grow their maritime industries.

DNV held a webinar on Sept 16 to explain further.

So we can say that EEDI and EEXI sit on the technical side and CII sits on the operational side, said Tore Longva, Principal Consultant, DNV.

The CII requirements apply to all cargo, ropax and cruise ships above 5000 gt. It does not cover offshore support vessels, other passenger ships, fishing vessels and other service vessels such as supply vessels, anchor handlers and construction vessels.

Cruise ships are defined as "a ship with overnight accommodation". Ropax is defined as a "passenger ship with cargo space". So a ship without either overnight accommodation or cargo space is not included.

CII does not distinguish on propulsion type or age, it looks purely at emissions per tonne of cargo carried per mile over the year.

It comes into force on January 2023. During the 2023 calendar year, ships need to gather data, and make a report in early 2024 for the calendar year.

The carbon intensity will be used to determine their score, with enforcement action if they get a D for 3 consecutive years, or a single E rating.

If this happens, the ship will need to show its flag authority its plan for getting a C. If a ship has a C or better rating, or an approved corrective action plan, it gets a "Statement of Compliance" which is valid for 1.5 years. Each ship will need to have this from 2024.

The emissions levels for the various scores have been defined up to 2026. The scheme will be reviewed by January 2026, with potential tightening from 2027, and perhaps also "strengthening the corrective actions", i.e. making more serious consequences for failing ships.

Mr Longva expects IMO to finalise the guidelines for calculation of CII, including correction factors, by June 2022, the time of the MEPC 78 meeting.

Note that using biofuels will not reduce the carbon intensity using this equation, because it looks only at emissions from the vessel itself, known as tank to wake. It does not cover fuel lifecycle emissions, such as including CO₂ absorbed when the plant is grown, or CO₂ emitted in the processes of producing fossil fuels, which is known as well to wake.

"There is an intersessional working group addressing these guidelines," Mr Longva added. "We see a lot of questions around applying biofuels." But this is not expected to be reviewed until 2025.

Calculations and graphs

The CII is calculated as (fuel consumption x CO₂ conversion factor) divided by (annual distance travelled x capacity). So it is g Co₂ per deadweight tonnage mile.

The formula for CII was chosen because all of this data is available and already reported. It does not yet have any coverage of ballast trips.

Ballast legs could give complex incentives, because if a ship has an opportunity to go a long distance carrying no cargo, and so using less fuel, that would give a better CII over the year. Although shipowners may prefer to take a cargo if it is available, because they can earn money from it.

If you reduce speed, you will reduce the fuel consumption, but may also reduce the annual distance travelled, so a reduction on both the numerator and denominator of the equation. But overall, your emissions per dwt mile should be reduced.

There may be correction factors to take into account the extra emissions from vessels travelling through ice, or the reduced distance travelled by some ships which spend a lot of time in port. "It's undecided which will be taken onboard."

IMO will develop a "carbon intensity code", showing in more detail how the calculation must be done.

Then to determine which category or band a ship falls into, IMO has drawn a graph for each ship segment, bulk carrier, tanker, container vessel, passenger. There are separate lines showing where the A, B, C, D, E criteria are, as a function of deadweight or gross tonnes.

For each line, the intensity reduces by 5 per cent over 2019 to 2023, and then a further 2 per cent each year, to 11 per cent in 2026.

The graph begins with an analysis of the 2019 fleet, so that in 2019, 30 per cent of vessels would have been C, 20 per cent each B and D, and 15 per cent each A and E.

There is no requirement that a certain number of ships should fall into each rating every year.

DNV calculates that if the 2019 fleet was still floating in 2030, and no changes made, and tightening rate increased to 3 per cent a year over 2026 to 2030, then 70 per cent of the tankers would fail, scoring D or E, The audience was asked in a poll what the average CII of their ships was based on today's operations. 4 per cent said A, 9 per cent B, 25 per cent C, 13 per cent D or E, and 49 per cent did not know.

The SEEMP

An important component of the CII scheme is the requirement to create a Ship Efficiency Energy Management plan (SEEMP), with upgraded requirements on Jan 2023 known as "SEEMP part 3".

It should include the methodologies of how the ship calculates the CII, the target for the next 3 years, an implementation plan, including a procedure for self-evaluation.

There will be company audits, probably including a check on how the 'implementation plan' has been implemented.

Public disclosure

The calculation is based on data submitted through IMO's Data Collection System (DCS), which is not public. The European Union has an equivalent scheme, called MRV (Monitoring, reporting and verification), which is made public, although it only covers vessels going to, from or between EU ports.

"I expect that there will be review discussions on availability of DCS data," Mr Longva said. "In a couple of years we'll see."

DNV's services

DNV offers services to help shipping companies calculate their CII, or verify what they have done. It can put together roadmaps for your existing ships and newbuildings, explained Øyvind Sekkesaeter, consultant maritime environmental technology with DNV.

Its roadmap for existing ships has three steps – first to calculate the CII on a vessel, second to work out the most cost efficient way to reduce carbon intensity, based on its database of energy efficiency measures, and third to prepare your company "road map" for CII compliance.

For example, you may find that in a 5 ship fleet, 4 attain D and one attains C.

To do the work, DNV maps out what energy efficiency measures are already implemented on the vessel, typically through a questionnaire. It gathers operational data on the vessel, the fuel consumption and speed profile.

Then the decarbonisation measures are ranked according to cost efficiency, defined as how much you pay to reduce one tonne of CO2 from the vessel.

Example analysis

In one example, the 8 most promising measures to reduce carbon intensity for a ship were estimated to be improving load on auxiliary engine, manual engine performance optimisation, voyage optimisation, propulsion efficiency devices (such as Mewis Duct), engine de-rating, energy efficiency lighting, a different hull coating, and variable frequency electric drives.

The study found that improving the load on the auxiliary engine could achieve a 1 per cent reduction by itself.

"We estimate that for this particular vessel, if all the measures are implemented, you would achieve a reduction of 18 per cent, without reducing the speed of the vessel," Mr Sekkesaeter said.

The roadmap for this particular vessel showed a carbon intensity of 4.5 g CO₂ / dwt mile, equating to a C rating in 2023. If all the above measures were implemented in 2023, in line with the vessel's planned dry dock, it would stay in C rating until its expensive end 190mm wide x 130mm of lifetime in 2028.

TankerOperator October 2021

Inséré 04/01/22 HISTORIEK HISTORIQUE Enlevé 04/02/22

De Antwerpse noorderpolders in de 16de - 17de eeuw (II)

Hierop reageerde Farnèse door het laten graven van een vaart, de Parmese vaart of het Parmakanaal genaamd, lopend noordwaarts Kallo en Beveren tot in de omgeving van Stekene, met aansluiting op de Moervaart (arm van de Moer) naar Gent.

Het is bij de monding van dit kanaal in de Schelde dat hij het fort 'De Parel' liet bouwen. In maart 1585 was de doorvaart op de stroom volledig geblokkeerd.

In april viel het fort Liefkenshoek, de redoutes van de Noord, Terventen, St.-Antonius en gans de Doelpolder in handen van de Hollanders, terwijl te Antwerpen op bevoorrading werd gewacht van een konvooi dat zich aan de noordzijde van de brug klaar hield.

Aan een Italiaans ingenieur Gianibelli (Genibelli of Giambelli) werd daarop door Marnix van St.-Aldegonde opdracht gegeven de brug te vernietigen, wat hij zou trachten te verwezenlijken door middel van met kruit gevulde schuiten die met het tij meegedreven tegen de brug zouden ontploffen. De poging mislukte echter en de schade was zeer gering en vlug hersteld.

Terugdenkend aan een al veel vroeger beraamd plan, besloot men uiteindelijk een poging te wagen om via de overstroomde polders de bevoorrading van Antwerpen te verzekeren door middel van lage schuiten .

Hiervoor werden de Schelde- en binnendijken zuidwaarts de Kauwensteinse dijk op verschillende plaatsen doorgestoken.

Het inundatieterrain, zich uitstrekkend over de polders van Zandvliet, Berendrecht, Lillo en Stabroek, breidde zich verder uit over de polders van Oordam, Oorderen, Wilmarsdonk, Ettenhove, Muisbroek, Oosterweel en Ekeren. Volgens een kaartje van Luyken (figuur 1), het beleg van de stad Antwerpen voorstellend in de jaren 1584-1585, waren er drie bressen in de Scheldedijk: twee respectievelijk ter hoogte van de Oosterweelse- en Wilmarsdonkpolder, nl. ten noorden van de Boerinnenschans en Boereschans, en één ten zuiden van de Nieuw Boereschans, soms St.-Petrus genaamd.

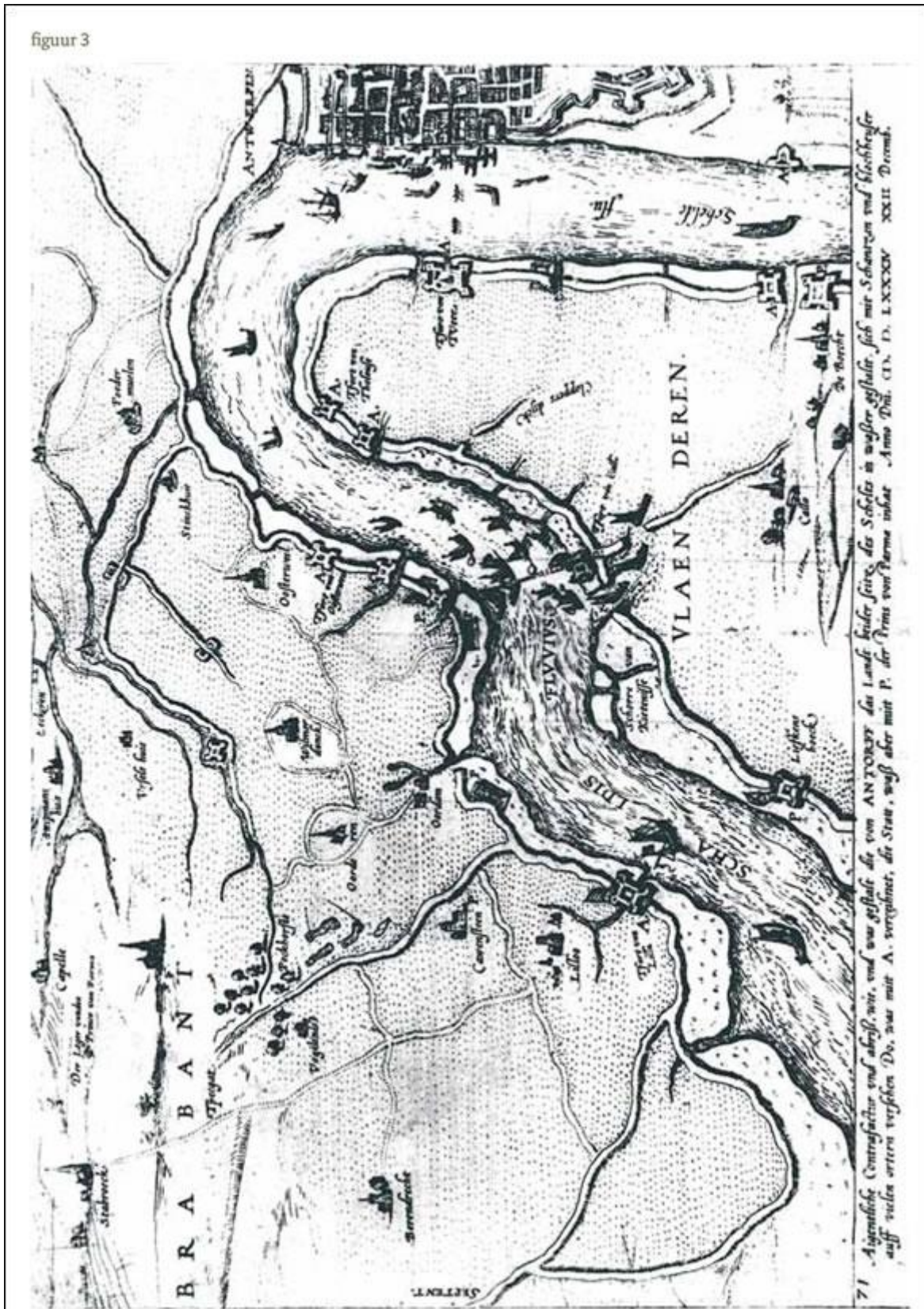
Bewaarde rekeningen over de herstelling van de Scheldedijk in de jaren 1589-1592 bevestigen het bestaan van deze gaten³³ door vermelding van het aanvoeren naar- of het opslagen bij deze plaatsen van zinkrijs, houtwerk en dergelijke. Naast Luyken bevestigen Verbiest en later in 1691 Van Lyere in een kopij van voornoemde, getiteld 'Obsessio Antverpiae Alexandro Imperante' (figuur 2), deze dijkdoorbraken en duiden tevens de grote doorsteek bij Lillo aan.

Volgens al deze auteurs bleven alleen de hoogten van Wilmarsdonk en Oorderen boven het omliggende water uitsteken.

De overstroming werd in oostelijke richting begrensd door de hoogten van Berendrecht, Stabroek, Hoevenen en Ekeren.

De Oostenrijker Aitzinger, die vele jaren in de Nederlanden verbleef, en zijn befaamde 'De Leone Belgico' uitgaf, beschrijft hierin in een kaartje wat aan beide zijden van de Schelde in 1585 tijdens Farnèses belegering van Antwerpen voorviel.

Buiten voornoemde bressen vermeldt hij nog het 'Groot Gat' bij de Kruisschans (figuur 3). Hij situeert dit nochtans dichterbij het fort van Oordam dan bij genoemde schans.



Uit een rekening van penningmeester Merten Mermans aan aannemer Adriaan Gheens 'om te vullen en te stoppen 8 gaten staande tussen de Oordamse schans en de Kruisschans '34, kan aangenomen worden dat hier alleszins een grote doorbraak tot stand kwam.

Een ander kaartje van Aitzinger (figuur 4) getiteld 'Wie und wass gestalt die diecken vor Antorff durch gestochen, und mit vielen blochhusern so woll von dem Princen von Parma, als von der Statt Antorff besatz seindt'. (anno 1585) toont ons ten slotte een vierde bres in de nabijheid van Antwerpen, ter hoogte van de huidige Royerssluis.

Het is deze doorsteek die de naam kreeg van Spaansgat, terwijl de overigen genoemd werden naar hun respectievelijk fort, nl. Boeregat en Boerinnegat.

In het uitgestrekte overstromingsgebied vormde de Kauwensteinse dijk de enige hinderpaal voor een doorvaart van Holland tot de grens van de stad Antwerpen.

De aanvallen van de Hollanders op 7 mei en 16 mei 1585, onder leiding van de graaf van Hohenlohe waren daarom op dit doel gericht.

Volgens sommigen lag de concentratie van de aanval tussen de St.-Joris- en St.-Jacobsschansen, volgens anderen strekte zij zich verder uit, zelfs tot het fort Peggat in de nabijheid van Stabroek.

Een werkelijk succes werd het alleszins niet voor de Hollanders en partijkiezende Antwerpenaren, omdat ze de dijk slechts op drie plaatsen konden doorsteken, waardoor amper een enkele schuit met levensmiddelen doorgeraakte.

Dat de bressen waarschijnlijk geslagen werden rond het fort St.-Jacob kan blijken uit rekeningen voor het aanvoeren van houtwerk naar desbetreffende schans.

De Paalschans die de hevigste aanval had afgeslagen kreeg achteraf de naam 'Victoria' (overwinning).

Farnèse bleef meester van de dijk.

Verstoken van voorraden en van hun Hollandse bond - genoten, capituleerde Antwerpen op 17 augustus 1585 en Farnèse deed er op 27 augustus zijn intrede.

Van al deze feiten zegt Torfs in zijn 'Historische schets der watervloeden in België en Holland' slechts dat 'oorlogsgebeurtenissen ettelijke moedwillige waterspanningen over uitgestrekte landerijen meebrachten zoals in 1584 over al de polders benoorden Antwerpen, van Merksem tot boven Lillo en in 1585 over de gehelen Bommelerwaerd.'

De 'Corte Deductie nopende het gepasseerde omtrent de polders van Austruweel, Lillo ende Oorderen, 't sedert den Jaere 1585' beperkt zich tot: '... Desen dyck (loopende van Antwerpen, lancx Oorderen voor by Lillo tot Zant vliet) is door onze regeringhe door - ghesteken op diversche plaetsen corts voor het voorschreve beleigh. Ende die wateren syn ghelopen door de Dorpen van Lillo in 't gheheel, Stabroeck, Beirendrecht, Santvliet voor een deel, Austruweel, Wilmersdonck, ende Oorderen in 't gheheel, Eeckeren ende Mercxem ten deele tot aen de Veste van Antwerpen.

Den Hertogh van Parma hadde in 't beleigh van Antwerpen vande Cruysschansse tot aen Stabroeck ghemaect eenen Dijck, die ghenoept wiert den Cauwenstijnsche Dijck, separerende den Polder van Lillo met de Fort vande Cruysschansse, tot aen Stabroeck. Blijvende den Polder van Lillo geinundeert ende die van Austruweel, Wilmersdonck, ende Oorderen. '

Verder vindt men in de inleiding van het 'Octrooi voor de Polders van Lillo, Stabroek, Zandvliet en Berendrecht dd. 13 mei 1650' een bondig relaas van de gebeurtenissen.

'Wij hebben ontfangen d'ootmoedige supplicatie vande Gemeyne Gelande vande verdroncken Polders van Lillo, Staebroek, Santvliet ende Beirendrecht, inhoudende hoe dat de selve Polders door 't bevel van de Hertogh van Parma in 'tjaer vijftien-hondert vier- en tachtich waeren door - gesteken geweest ende met het zee-water bedeckt ten eynde om by dien middele onse Stadt van Antwerpen te reduceren onder onse gehoorsaemheyt de welcke alzo doorgesteken ende overdeekt waeren gebleven, nyet tegenstaende aen de Supplianten tot verscheyde tyden hope wirde gegeven van tot de herdyckinghe der zelve te kunnen geraecken.'

1.5 De vloed van 1627

Acht jaar nadat Willem van Oranje vermoord werd te Delft (10 juli 1584) stierf Alexander Farnèse in de abdij van Sint Vaast te Atrecht (3 december 1592). Zijn opvolger,

Aartshertog Ernst van Oostenrijk, overleed al kort nadien in 1595 en slechts op 6 mei 1598 bij het overlijden van Filips II van Spanje bekomen diens dochter Isabella en zijn neef Aartshertog Albrecht, zoon van Maximiliaan II van Oostenrijk, wier huwelijk aanstaande was, de Nederlanden als een af-zonderlijke staat.

Deze gift gebeurde onder zekere voorwaarden, o.m. dat de Nederlanden bij gebrek aan descendenten (kinderen) opnieuw bij de Spaanse kroon zouden komen, en meer nog dat de Noordelijke Staten opnieuw bij de Zuidelijke zouden gevoegd worden.

Filips III volgde intussen zijn vader op.

In 1604 veroverde Ambrosio Spinola, bevelhebber van de Spaanse troepen, de stad Oostende.

Hierdoor werd opnieuw een uitweg gemaakt naar zee, die sinds 1585 verloren was gegaan. Het 'Twaalfjarig bestand' (1609-1621), gesloten tussen het reformistische Noorden en het Spaanse Zuiden, bracht een korte adempauze in de zo aan oorlog rijk zijnde Nederlanden. Het einde van die toestand viel bijna samen met de dood van Filips III van Spanje en van Aartshertog Albrecht in 1621.

In 1627, wanneer onze gewesten opnieuw onder Spaans regime en onder het gezag van Filips IV waren gekomen, en wanneer na verspaansing van de regering in ons land de strijd tussen Noord en Zuid opnieuw ontvlamd was, kwam een stormvloed in het Noorden de miserie nog vergroten.

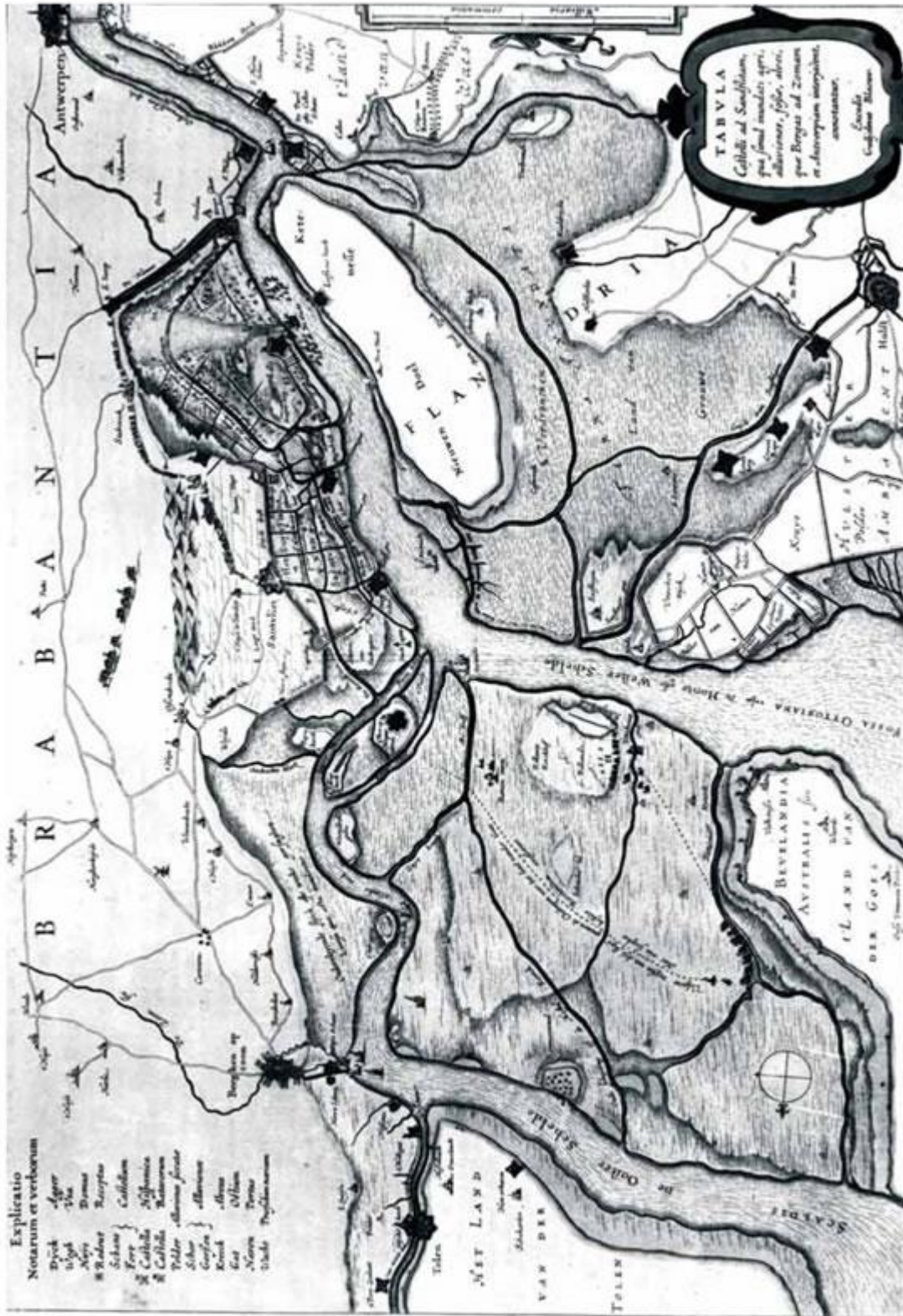
In dit jaar zou volgens Torfs³⁹, Zandvliet door een hoge vloed geteisterd zijn. Hij citeert nl. het volgende: '... een dergelijke ramp, schoon zo uitgebreid niet, bedreigde Santvliet in 1627, alswanneer aldaer over de honderd dorpelingen door een opwater werden verrast en ellendig vermoord.'

In een 'Cort verhael ende perfecte afbeeldinghe der ghelegentheyt van Santvliet mitsgaders het Fort op Hoogerwerf ende de nieu gemaecte Schansen daer omtrent' van Claes Jan Visscher (1628)⁴⁰ vindt men hierover: 'vermits het Landt achter Zantvliet laghe Waterighe ende onghebruyckelycke Weyden zijn / die door het groot onweder ende hooge watervloet omtrent den 9 December 1627 zijn onder ghelopen / welcke vloeden mede hebben tenmeestendeele afghespoelt het fort aent Stoofgat / eenighe Spangiaerden verdroncken, het Fort op Hoogherwerf als mede aende Blaugaeren Dyck groote schade ghedaen / oock den Dyck oft wech na Berendrecht ende Stabroeck gheheel onbequaem ghemaect...'

Een kaart uit de atlas van Guiljelmus Blaeuw dd. 1635 getiteld: 'Tabula Castellii ad Sandflitam qua simul inundati agri, alluviones fossae alvei quae Bergas ad Zomam et Antverpiam interjacent', maar de toestand voor 1632 weergevend, toont ons de situatie rond dit tijdstip.

Alle polders van Antwerpen tot de Kauwensteinse dijk staan droog. Noordwaarts hiervan zijn ze allen geïnundeerd (figuur 5).

figuur 5



1.6 De dijkdoorbraak van 1632

Na het herstel van de dijken van de polders van Oorderen, Wilmarsdonk en Oosterweel, zouden deze door nieuwe oorlogsgebeurtenissen weer erg te lijden hebben.

In 1632, terwijl Frederik Hendrik, Prins van Oranje, zich meester maakte van verschillende plaatsen aan de Maas, kwam Willem van Nassau met zijn leger naar Antwerpen afgezakt. Bij een zware aanval op de Kauwensteinse dijk slaagde hij erin deze te overheersen en

maakte van die gelegenheid gebruik om de dijk door te steken waardoor de polders van Oorderen, Oordam, Wilmarsdonk en Oosterweel opnieuw onder water liepen.

In de 'Corte Deductie nopende het gepasseerde omtrent de Polders van Austruweel, Lillo ende Oorderen, 't sedert den jaere 1585' vinden wij hierover: 'Soo heeft den Heere Prince van Oragnien vermeestert ende doorghesteken den Cauwenstijnschen Dijck met dien van Austruweel, Oorderen ende Wilmersdonck.

Ende de Zee-wateren hebben weder ghevloeyt door de voorghemelde Dorpen tot aen de Vesten der Stadt Antwerpen.'

Joan Blaeu van zijn kant zegt in 1664: '... In 't jaer 1632 heeft Graef Willem van Nassau de Kruysen St. -Jacobsschansen veroverd, en den Cauwesteynschen dijck door gesteken, waer mede Austruweel, Wilmersdonck en Oorderen onder het water staen, welck tot aen de muren van de stad Antwerpen vloeyt...'

Een drukwerk van 1738 'Reflexien voor de Geinterresseerde der Polders van Lillo cum annexis tot bewijs dat hun versoeck om eene voordere Prolongatie van Octroy, bestaat in eene Rechtmaetigheyt ende justitie distributief'⁴³ neemt deze inundatie als voorbeeld om de behoeftige polders op het niet denkbeeldig gevaar te wijzen voor een gelijkaardige situatie in de toekomst.

'... Geconsidereert dat de achter -gelegene Polders, daer zij het Frontier ende Bolwerk van zijn, niet in staet en zijn, de onkosten te kunnen dragen om hun voor inundatie ofte doorbraecke te bevrijden.

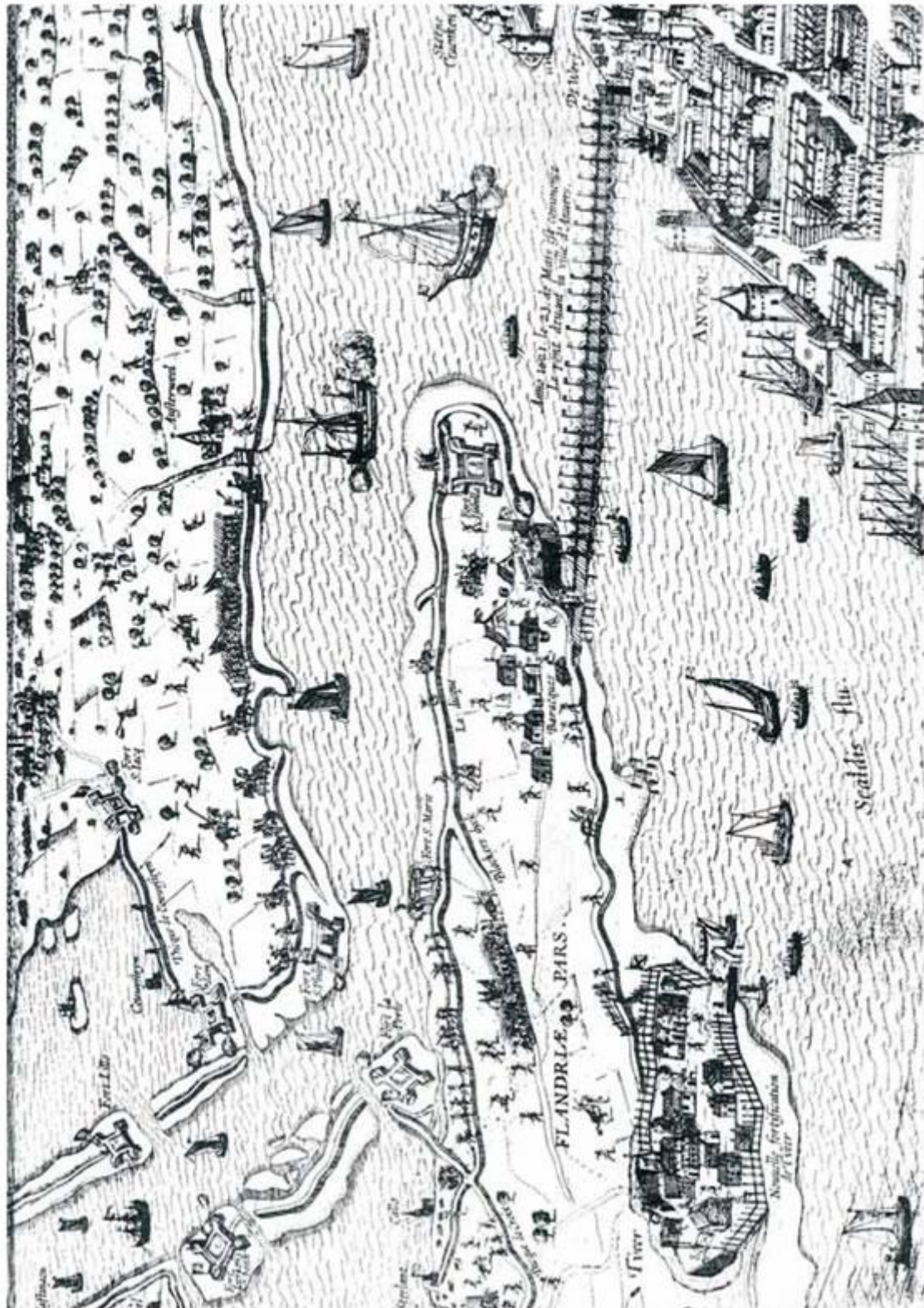
Vervolgens de Zee-waeteren souden komen tot aen ende voorbij de Stadt Antwerpen gelyck die in den Jaere 1632, geweest hebben, wanneer den Dyck aen de Cruysschans was door gesteken ten tijde als de Polder der Supplianten noch met de Zee-waeteren gemeyn lagh.'

Een kaart van Abraham Verhoeven (figuur 6) getiteld: 'Afbeeldinghe van Santvliet, noch hoe den vijandt is ghecommen voor de Cruysschansse ende is te Lande ghesedt in Brabandt teghen over de Perle Schanse, heeft het Melckhuys in ghenomen ende hem daer beschanst - den 7 junii 1632', geeft een beeld weer vóór de nieuwe overstroming. De polders van Oorderen en Wilmarsdonk staan nog droog.



Een ander kaartje van een onbekende auteur, waarschijnlijk getekend tussen 1621 en 1632 (figuur 7) vermeldt dezelfde situatie. De polders ten noorden van de Kauwensteine dijk zijn nog drijvend, deze ten zuiden staan droog.

figuur 7



Daartegenover zien wij op de kaart van Verbist (figuur 8) getiteld 'Nieuwe Caert vande ghelegentheit vande Oost en Wester Schelde, vertoonende ock de verdroncken overwaterde Lande nieu aangewassen Schoren en de Kreeke oft killen en door de selve tussche Bergen en Antwerpen, soo het nu is, 1638', het nieuw geschapen overstromingsgebied zich uitstreckend vanaf de Kauwensteitse dijk tot aan de grens van Antwerpen, ten oosten begrensd door een grillige lijn lopend vanaf Stabroek over Hoevenen, Ekeren tot Merksem.



Joan Janssonius (figuur 9) zal in 1653 met zijn kaart 'Tabula Castelli ad Sandflitam, qua simul inundati agri, alluviones, fossae, alvei, quae Bergas ad Zomam et Antverpiam interjacent', een zelfde toestand aantonen.

figuur 9



1.7 De stormvloed van 1682

Na het sluiten van het verdrag van Munster in 1648, dat een einde gesteld had aan de 30-jarige godsdienstoorlog en aan de 80-jarige oorlog tussen Noord en Zuid, waardoor de jure, de republiek der Verenigde Nederlanden door Spanje werd erkend, was de strijd geenszins gestreden.

De Noordelijke Nederlanden kwamen er zegevierend uit te voorschijn, maar de Zuidelijke Nederlanden waren het kind van de rekening geworden. Belangrijke gebiedsafstanden en het gesloten blijven van de Schelde waren werkelijk geen winstpunten.

Door allerlei politieke intriges kon Frankrijk een aanzienlijke gebiedsuitbreiding bekomen en zelfs aanspraak maken op een deel van de Spaanse erfenislanden. Hun eisen kracht bijzettend vielen zij met een aanzienlijk leger ons land binnen en overrompelden vele Vlaamse steden. Dit was het begin van de Frans-Hollandse oorlog.

Toen het oorlogstoneel een Europees aspect begon te krijgen, kwam einde januari 1682 een hevige storm met erge noordwestenwinden de oevers van de Schelde nogmaals teisteren.

De dijken bij Kallo begaven en langs de rechteroever liep het laag gelegen gedeelte van de stad Antwerpen onder water.

Uit de beschrijving van deze vloed door Oudenhoven, aangehaald door Tobias Gutberleth, nemen wij het volgende over: 'Bij Antwerpen braken de nieuwe en oude Doel, Callo, Melze, Melispolder, Kruidbeke, Basel, Hoboock, Rijsbroek, Boom en Niel in, waer door veel menschen verdroncken, en tot Antwerpen quamen aendrijven... Tot Antwerpen liep het water mede in de L. Vrouwe Kercke, en deed veel Sa rcken 4 à 5 voet diep instorten. '

Dan braken de dijken van de polders van Oosterweel en Oorderen op verschillende plaatsen door om vervolgens met kracht door de bressen in de dijken, die reeds in 1632 verwekt waren en via kreken en geulen, verder het land in te dringen.

'Lesdits Dignes s'estant conservées avecq de frais excessifs contre les eaux de la mer jusques à ce que le vingtsixième de Janvier dernier par une tempeste effroyable la Digue d'Oorderen auroit esté rompue et percée en plusieurs endroits et celle d'Austruweel auroit esté tellement abattue qu'une grande partie d'icelle auroit esté rompue...' (Octrooi van 27 maart 1682).

Buiten Kummer⁴⁶ die hogeraangehaalde feiten uitvoerig beschrijft zegt Ermerins⁴⁷ hierover het volgende 'De geweldige storm en hooge vloed die den 26 January 1682 zoo veel rampen aan Holland, Zeeland, Vlaanderen en Brabant toebragt, deed hier ook de dijken der Lillosche Polders, benevens die van Oorderen, Ettenhoven, Muysbroeck, Eeckeren en Wilmersdonk bezwijken.'

De 'Corte Deductie '48 vermeldt: 'Soo is daer van het eerste effect gheweest anno 1682 als wanneer die eerste Octroyen vanden Polder van Austruweel, ende Lillo noch waeren loopende. Den Polder van Lillo is doorgebrocken in diverse plaetsen. Die van Austruweel overgelopen op verscheyde canten, ende de Dijeken ghestelt in eenen miserabelen staet.'

De in die tijd verschijnende 'loopende nieuwe maren tot Utrecht gedrukt' geeft volgende versie:

'Van Antwerpen heeft men adwijs, dat de Wateren soo hoogh geresen zijn, datse omtrent 9 a 10 voet boven de Werven hebben gestaen, soo dat alle Dijeken, Dammen en Polders, van wat naem die zijn, onder zijn gelooopen, en Menschen en Vee in grootte meenighte verdroncken; de Contrescharpen van Lillo waren al wech gespoelt, en de Stadt vol waters; de Wallen begonden al te vallen, en d'arme menschen noch overgebleven, onthielden haer op de Daecken van de Huysen, in vrese om door de minste Vloet geinondeert te worden, staende alle het land tot 't hooge toe onder. '

Het zou tot na de vrede van Utrecht duren eer de Antwerpse Noorderpolders al deze waterellende te boven kwamen.

Bij dit verdrag, gesloten op 13 april 1713, werd Lodewijk XIV verplicht al het veroverde grondgebied te ontruimen.

De Zuidelijke Nederlanden werden toegewezen aan Karel VI, terwijl de Nederlandse Republiek als veiligheidsbarrière tegen Frankrijk in sommige steden en vestingen een garnizoen mocht legeren.

De Schelde bleef nochtans gesloten.

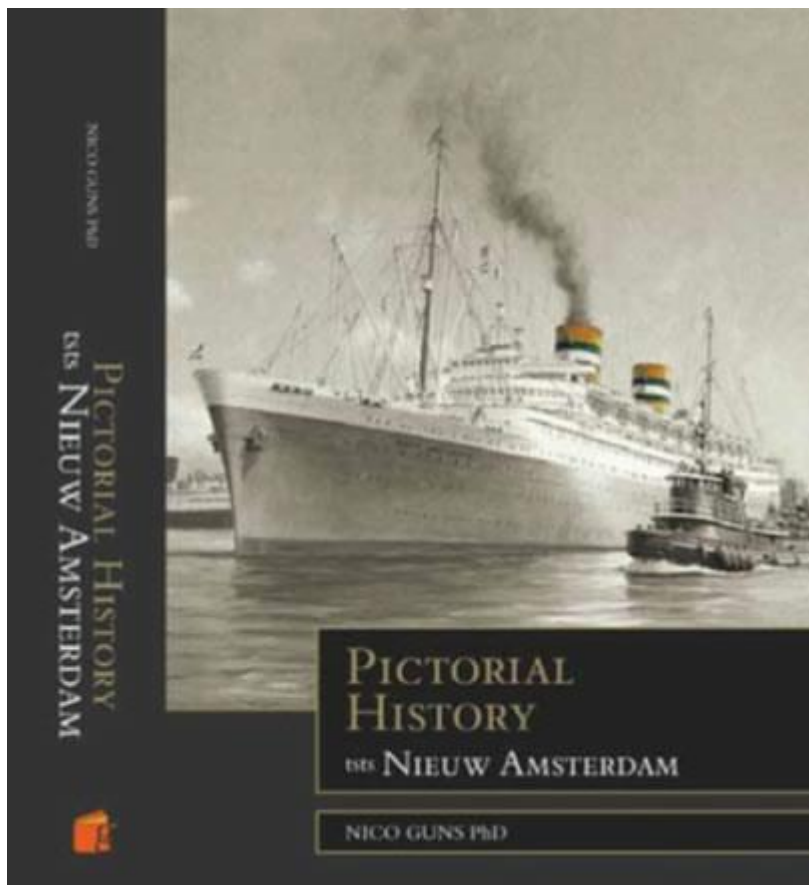
Het Spaanse, het Engels-Bataafse en het Franse stelsel hadden afgedaan. Het Oostenrijks-Habsburgs bewind kon de heropbouw aanvatten.

Inséré 05/01/22 NIEUWS NOUVELLES Enlevé 05/02/22
Koninklijk Belgisch Zeemanscollege KBZ

De beroepsorganisatie Koninklijk Belgisch Zeemanscollege KBZ kaartte in zijn laatste bestuursvergadering aan dat beginnende koopvaardijofficieren bij de aanvang van hun nautische carrière onvoldoende vaartijd kunnen voorleggen. "Ze starten met een ernstige handicap: geen STCW (buitenlands vaarbevoegdheidsbewijs, red.) wegens vijf maanden vaartijd te kort!", was te lezen in het verslag. "Bij sollicitaties onder andere bij Nederlandse rederijen, ervaren zij snel dat reders de voorkeur geven aan afgestudeerde Nederlanders omdat op de zeevaartscholen van Rotterdam en Terschelling, de vereiste vaartijd in de schoolopleiding is geïncorporeerd. HZS-directeur Rowan Van Schaeren reageerde: "De structuur van maritieme opleidingen en het opdoen van praktijkervaring is verschillend wereldwijd. De sociale voorwaarden en verplichtingen, maar ook de vorm van contracten zijn telkens specifiek. De geformuleerde opmerkingen hebben onze alumni in het verleden nooit belet om toch contracten af te sluiten met Nederlandse rederijen. Waar een wil is van beide partijen, is altijd een weg."

Inséré 06/01/21 BOEKEN LIVRES BOOKS Enlevé 06/02/22

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Inséré 06/01/22 NIEUWS NOUVELLES Enlevé 06/02/22

Schooltjalk 'Ortelius' krijgt nieuwe stek in Doel

Na bijna twee jaar onderhandelen is zaterdag de Antwerpse schooltjalk 'Ortelius' – beschermd varend erfgoed – naar een terrein in Doel overgebracht. Volgens bewonersgroepering Doel 2020 'onmiskenaar' een mijlpaal in de heropleving van Doel.



Schooltjalk 'Ortelius' krijgt nieuwe stek in Doel - © Belga image - David Pintens
Het was Vlaams minister van Onroerend Erfgoed Matthias Diependaele (N-VA) zelf die de komst (zaterdag) van het historische schip had aangekondigd en had willen bijwonen. Hij zou daarmee aangeven dat hij van de herbesteding van Doel werk wil maken. Diependaele moest op de valreep afzeggen omdat hij corona heeft opgelopen. Hij stuurde zijn kabinetsmedewerkers.

Aan de overbrenging van de 'Ortelius' – met een uitzonderlijk vervoer door de firma Aertssen, die vlakbij in Verrebroek een gloednieuwe vestiging heeft – ging heel wat getouwtrek vooraf. Antwerpen had de verkoop van het oude, onderkomen en afgetuigde schip in april 2020 goedgekeurd nadat het al meer dan een jaar te koop stond. Volgens Doel 2020 was er aanvankelijk heel wat tegenkanting van verschillende overheden toen bleek dat de vzw de Maatschappij het schip naar Doel wou brengen. Het heette dat men "geen precedenter wilde scheppen". "Of men verwees naar de toekomststudie voor Doel die ... opgeschort was. In januari van 2021 klaagden de vzw en Doel 2020 de aanhoudende obstructie aan. Eind februari liet de vzw aan de bevoegde minister weten dat het schip sowieso naar Doel zou komen. Desnoods zou het op de kade zelf gerestaureerd worden", aldus Doel 2020.

"Begin maart 2021 kwam er dan eindelijk groen licht" en begonnen, aldus de bewonersgroep, zowel de gemeente Beveren, als het kabinet, als de Maatschappij Linker Scheldeoever, constructief mee te werken aan een oplossing. Het resultaat was het voorbije weekend het nachtelijke transport op een dieplader van Aertssen. Daarna takelden twee kranen van het Nederlandse Mammoet het schip op een braakliggend terrein

in de Camermanstraat, de hoofdstraat van Doel, die uitgeeft op de kerk. De mast van het 23 meter lange en 86 ton zware schip moest ingekort worden om – met een speling van amper 5 centimeter – door de Liefkenshoektunnel te geraken. De stalen mast zal er later terug worden opgezet.

Vaardigheden

De vzw de Maakschappij werd opgericht door de Doelenaars Pieter Ghysels, Katrien Pauwels, Kevin De Mey en Liese Stuer. Zij engageert zich om het beschermd erfgoed te restaureren en toegankelijk te maken voor het publiek. In een latere fase wil initiatiefnemer Pieter Ghysels met het schip terug effectief gaan varen. Een deelname aan de Tall Ships Race in 2022, zoals ooit aangekondigd, lijkt niet meer haalbaar. De vzw heeft het nu over het in gebruik nemen 'over afzienbare tijd'.

Behalve Doel nieuw leven in te blazen, wil de vzw vooral jongeren allerlei vaardigheden bijbrengen om hen meer kansen te geven op de arbeidsmarkt. Zo bijvoorbeeld restauratie. De vzw mag daarvoor van de Vlaamse overheid gebruikmaken van een monumentaal leefstaand pand in Doel: het Atelier De Nijs.

Craeybeckx

Over de voorgeschiedenis van de 'Ortelius' – genoemd naar de Antwerpse cartograaf – is bitter weinig gekend. Het schip werd in 1898 gebouwd bij de scheepswerf A. de Goede in Zwartsluit (Overijsel, vlak bij de toenmalige Zuiderzee). Het werd gebouwd met een stalen, geklinknagelde romp volgens de plannen van een houten tsjalk. Dat is een binnenvaartschip waarmee eeuwenlang op de Nederlandse binnenwateren werd gezeild. In 1948 werd het geschonken aan de Antwerpse burgemeester Craeybeckx, die het liet ombouwen tot een schoolschip met een vaste bemanning-stadsambtenaren en slaappleatsen voor 22 jongeren. Dat was om de Antwerpse schooljeugd (uit het vrij onderwijs) aan te zetten tot watersport. Een ander schoolschip, de 'Gerlache', was bedoeld voor jongeren uit het stadsonderwijs.

Het schip kreeg in de loop van de jaren nieuwe motoren en onderging tal van wijzigingen. Zo werden uit een eik uit het Antwerpse Nachtegaalpark, nieuwe zwaarden gemaakt. Maar na heel wat besparingsrondes werd de 'Ortelius' in 2006 afgekeurd en uit de vaart genomen. Sindsdien lag het te verkommeren op een kade vlakbij het nieuwe Havenhuis.

Ommekeer

Dat het schip nu, met de uitdrukkelijke steun van minister Diependaele, naar Doel is overgebracht, betekent volgens Doel 2020 "onmiskenbaar een merkpunt". "Het illustreert dat niemand nog twijfelt aan een nieuwe toekomst voor Doel. Én dat er veel mogelijk is in het historische dorp." "Doel 2020 hoopt dat hiermee de ommekeer écht is ingezet. De bewonersvereniging dringt er op aan dat de Vlaamse overheid, MLSO (Maatschappij Linkerscheldeoever, red.) en de gemeente Beveren in de toekomst hun volle steun verlenen aan andere privé-initiatieven die een meerwaarde kunnen betekenen voor het historische dorp of het talrijke aanwezige bouwkundig erfgoed".

Internationaal

Overigens is dit de tweede erkenning van Doel in enkele weken. Vorige maand droeg de Nederlandse Erfgoedvereniging Bond Heemschut het dorp Doel en de omliggende polders voor als 'meest bedreigd erfgoed' in het "7 Most Endangered Programme" van Europa Nostra. Dat programma werd in januari 2013 gelanceerd door Europa Nostra met European Investment Bank Institute als oprichtende partner en de Development Bank van de Raad van Europa als geassocieerde partner. De Bond Heemschut ijvert voor de bescherming van waardevolle objecten en gebieden.

Paul Verbraeken

Better regulation needed to prevent marine disasters

Maritime pollution: No longer a drop in the ocean

X-PRESS PEARL, the cargo ship that sank off Sri Lanka, earlier this month, is just the latest shipping disaster to have struck. Over the decades, maritime pollution has reached dangerous levels due to accidents, spills, fires or simply dumping of wastes. It is time for governments to get together and crackdown on an industry that goes largely unchecked, despite patchy safety and pollution track record. After two weeks of on-board fire, the Singapore-registered container ship **X-PRESS PEARL** split into two earlier this month and sank just off the coast of Sri Lanka, while the other half followed suit soon afterwards.

The cargo ship was carrying 1,486 containers, including 23 tonnes of nitric acid, a highly corrosive and inflammable chemical. Even before the ship had begun to sink, dozens of containers fell off into the sea, spilling their contents. Within hours, the coastal area of Sri Lanka close to the site of the disaster was covered with millions of microgranules of plastics as well as other toxic material.

The ship also carried hundreds of tonnes of fuel oil that spilled in the sea, threatening marine life in one of the richest parts of the Indian Ocean, besides ruining some of the most pristine beaches of the country that is often referred to as the Emerald Island.

Sure enough, within days over 100 carcasses of turtles with throat and shell damage, as well as a dozen of dead dolphins and a blue whale, washed ashore. Anil Jasinghe, secretary of the environment ministry, told media that the animals died due to burns and also due to chemicals. Activists say that the actual number of marine animals that died due to the disaster could be several times more. Experts warned that Sri Lanka may have mildly acidic rains due to the disaster and also banned fishing in the area, impacting nearly 6000 fishing vessels.

Recurring mishaps

X-PRESS PEARL was just one of dozens of very serious shipping disasters that have occurred around the globe since the **EXXON VALDEZ** incident in 1989 which ran aground in Alaska, spilling millions of gallons of oil that contaminated over 2000 km of Alaskan coastline and caused the death of thousands of birds, fish and other animals. Reports suggest that almost 30 years later, despite a huge cleanup effort, traces of oil can still be found in Alaska.

EXXON VALDEZ was as severe a warning as possible to deliver to the world that it needed to be more cautious and protective of its seas. But it seems to have been duly ignored as the last 30 years have seen hundreds of marine accidents, including some matching or even exceeding the damage caused by Valdez, leaving deep impact on the marine life across the world, even as the oceans battled the toxic effects of climate change and global warming that have exacerbated every succeeding year.

Just last year has seen over a dozen major shipping disasters in places as distant as Brazil and Mauritius. In July last year, a Japanese bulk carrier **MV WAKASHIO** ran aground on a coral reef near Mauritius and within days spilled over 1,000 tonnes of fuel oil in the sea, leading to the worst-ever disaster to hit the pristine waters and beaches of the Indian Ocean island.

Growth without responsibility

With sharp rise in global trade over the past 30 years, shipping industry has increased multifold in size, both individual ships as well as the number of ships afloat around the world. This poses a twin set of problems for the world, both with serious impact on pollution and climate change.

While the modern ships may have better safety standards, but their sheer size means that the impact of even a single accident is several times more than the ships of smaller sizes, carrying the same cargo. One recent example of what the super-large sizes can mean to the environment or the seas is from the obstruction of Suez Canal by Ever Given, one of the largest container ships in the world. It remained blocked in the world's busiest canal for nearly 10 days, leading to severe disruptions in the trade. Fortunately, it did not directly cause any pollution, but it gave a foretaste of how inadequately prepared the world and its ports are to handle super-sized ships, economical as they may be for shipping companies. Even when the ships don't meet with any mishap, they cause pollution, and a lot of it. First and foremost is carbon footprint of the shipping industry due to use of fossil fuels. Shipping industry contributes to over 3 pc of the global carbon dioxide emissions every year, almost the contribution of major carbon-emitting countries and this footprint has been growing, despite calls to curb them and several commitments by the industry to do so. In fact, if global shipping were a country, it would be the sixth largest producer of greenhouse gas emissions. Only the United States, China, Russia, India and Japan emit more carbon dioxide than this industry. Despite this, the emissions remain unregulated, with no curbs being imposed by any governments. Besides carbon, the shipping industry also releases tonnes of sulphur in the air, which is the primary cause of acid rain.

Shipping fleets should implement technical and operational measures to reduce global warming pollution immediately. Such measures include speed reductions, weather routing, fuel switching and specialised hull coatings. The IMO calculated that a speed reduction of just 10 pc across the global fleet would result in a 23.3 pc reduction in emissions. Hapag-Lloyd found that slowing some of their ships by just five knots, or 20 pc, resulted in savings of around 50 pc on fuel costs. Restrictions on vessel speed would reduce emissions of carbon dioxide, black carbon, nitrogen oxides, and nitrous oxide. They also need to review the design of ships and the materials used in order to cut their fuel consumption. They also need to invest in research and development to come up with options of cleaner fuels or cleaner ways of powering ships.

Of total global air emissions, shipping accounts for 18-30 pc of nitrogen oxide and 9 pc of sulphur oxides.

Another source of pollution is wastewater dumped by cruise liners. According to some studies, cruise liners dump about 970 m³ of greywater, from showers, laundry and cleaning activities, and 110 m³ of blackwater, mainly from sewage, that contains bacteria and viruses which are often fatal for marine life.

A large cruise ship of 3,000 passengers and crew generates an estimated 55,000 to 110,000 litres per day of blackwater waste. Estimates of greywater range from 110 to 320 litres per day per person, or 330,000 to 960,000 litres per day for the 3,000-person cruise ship.

Another hazardous product released by ships is bilge water or water from engines that is mixed with oil. A typically large cruise ship will generate an average of 8 metric tonnes of oily bilge water for each 24 hours of operation. Though there are processes and norms for filtration before release of bilge oil into the open seas, more often than not these are blatantly violated, leading to large-scale pollution. The shipping industry has so far gotten away with polluting, only because the governments have failed to act. With limited time left, if at all any, to cut down the pace of global warming and to keep the rise in global temperatures to even below 2.5°C from the pre-industrial era, shipping industry needs to be reined in, and immediately.

Source : MediaIndia

Inséré 09/01/22 DOSSIER Enlevé 09/02/22

BW Maritime - supporting crew mental health

Patrick Kirkman, general manager for insurance with BW Maritime, explained what his company does to support crew mental health, speaking at the IUMI 2021 event

Patrick Kirkman, general Manager, Insurance with BW Maritime Pte Ltd, explained what his company does to support crew mental health, and what the industry can do.

In the maritime sector, the BW Group operates product tankers (through its subsidiary Hafnia), ethylene and gas carriers, LNG, LPG and dry cargo vessels. Mr Kirkman was speaking at the annual event of the International Union of Marine Insurance (IUMI) in September.

Crew mental health "is not a unique issue with my company, it is an industry wide issue. An issue which, in the wider environment, has only recently become a topic people are willing to talk about," he said.

Mental health "is not an issue unique to shipping. But there's no other careers out there when you're away from your family for such a long time, on a restricted space with people you may or may not have known before."

"We have a unique set of circumstances that affect us with our crew onboard our ships."

"Our crews are the heartbeat of our companies, from them flows how we perform. More than the individual shipping company, it is how the industry performs."

"If we had a healthy happy crew, hopefully ships are better maintained, better run."

That leads to business benefits, and will help achieve decarbonisation objectives. Also, "if we have a happy crew, we present an attractive career for others to come in, and hopefully we retain good crew to take our businesses forward," he said.

Today's maritime life

Today's maritime life is improved in many ways, with double hull tankers, better designed ships, better communications, better navigational aids.

Although crew are not necessarily trained to use these things. "We forget that with the new designs, new equipment, issues of competency arise.

"We need to ensure we give them the training. In our ships we don't take out spanners and screwdrivers as often as we used to. Quite often, it's a laptop plugged in, a diagnostics test."

Shipping regulators are focussed on how many people are onboard, not whether we have the right people in the right roles to do the necessary tasks. "Flag, for example, is focused on numbers. 'Do you have a safe manning level.' It doesn't focus on roles. There are roles which used to exist and don't exist now, and others take on."

A big cause of stress is piracy and corrupt port officials. "In West Africa, the first thing someone says when they come onboard, I want cigarettes. We have to say we have zero tolerance for bribery. Then there's a whole manner of issues arising."

"There's the Covid situation. The morale impact this has on our crews - not just because of crew being onboard ships with people infected, also they worry about families at home."

"The ability to have port leave has evaporated. All of this brings greater stress upon crews who are manning the ships."

A coordinated approach

One of the challenges with seafarer health is lack of data. "There isn't any real useful macro level data. We don't have any systematic analysis. We don't have an effective coordinated

approach [for] looking at how bad health issues are onboard ships and how to approach them.

Most of the data is data that companies like mine have.”

“This risks there being an ad hoc approach to dealing with situations, which may or may not be the most effective way of doing it.

“It would be better if the industry were working in a more coordinated fashion.”

“We have to recognise there has been progress,” including in “recognition there is a problem.” [But] “we have to look at the causes not the symptoms. That brings us back to having a better coordinated industry approach.”

“We need to connect much more. We shouldn’t have a situation where ITF was saying to crew go on strike so you can force the issue to be repatriated early. Shipowners are saying the environment is not right to do that.

We’re doing our best.”

“There needs to be a lot more talking a lot earlier so we can come up with the right solutions.”

Doing more for crew

Good companies should take away stress, support development and training, attract the highest quality crew they can and hopefully retain, he said.

Crew retention “is something I think companies haven’t focused on enough.”

One central pillar for keeping crew, which BW Maritime is focussing on, is to “allow the crew to know there is a back to work policy.”

“If you come forward, you have a mental issue or something you want to bring to our attention, you’re not going to be judged, you’re not going to lose your job.”

There may occasionally be specific safety reasons where a crewmember cannot come back to work, “but you need to create an environment where that’s the exception not the rule.”

“They know the company is going to look after them. That is incredibly important.”

“From a shipowner’s perspective, we all need to have a holistic approach, we need to identify the issues which could help make the life of the crew better, and also ameliorate some of the downsides.”

“You need good food. Not all ships have good food. When you can, address shore leave. Have good recreational facilities. Have good crew communal facilities - painted in colours rather than slate grey. Having those antibullying, antiharassment policies in place.”

You need reinforcement of the antiharassment policy, good clear leadership, don’t have mixed messages being sent.

You need to “recognise that life at sea can be lonely and isolating, and there can be boredom.”

One of the most important factors in helping crew maintain lower stress levels is their level of confidence in how people will be treated if things go wrong, he said. “You need to get away from that blame culture, you need a just culture.”

A just culture is defined as one which recognises that mistakes are usually a result of the organisational culture, not something one person did.

“You’ve got to create the cultural environment where a just culture is integral to the way the company operates. They are not hollow words.”

“If it’s not [part of the culture] you’re never going to address the wider mental health issues. You’ve got to get rid of the stigma, ‘if you have a mental health issue you’re going to be judged’. That will embolden and empower the crew to come forward. You need that sort of respectful interaction.”

You have a good crew manager who knows a good crew, who ensures that all of this is carried out, and not lip services.”

Company senior management need to be part of that first responder team. “If an issue is raised to us, we’re there to help out.”

And "it doesn't matter if you do all of that if the crew believe they're going to lose their jobs. They are going to seize up. You've got to have this supportive culture - and one which ensures job safety."

BW Maritime

One way BW Maritime achieves this is by helping crew "make sorting out your life on board a ship fun," including with games, social activity and rewards.

"If you have your fitness and wellbeing programs, you make them fun, you make them competitive. You have the interaction activities, you have rewards. That makes people want to take part. You have to create this sense of wellbeing where everyone supports one another."

It is possible to bring in people's faiths, so religion "is built into the culture of the ship and the company."

Other supports include providing access to psychological help, medical care such as through International SOS, and free broadband.

BW Maritime has 50 per cent of its crew vaccinated. "It is a challenge. you have to go for J+J [vaccine] and do it in one shot. Or be quite clear about the itinerary of the ship - so if you have one jab you can get back in time to have the next."

"I can understand why a large part of the world's crew have yet to be vaccinated." What we can see going forward, we will be vaccinating our crew ashore - so we deal with it onboard the ship and ashore."

What crew can do

Crew themselves need to be 'empowered' to look after their health, and encouraged to speak to counsellors, with confidence that their concerns will be treated in absolute confidence. "Were that not the case, it simply wouldn't work."

Other crew members are also the 'first responders' to support someone in trouble.

"That comes back to this sense of family, everybody being as one onboard the ship, colleagues looking after other colleagues. And if they see some behaviour they can report to the 'old man' on the ship."

What regulators can do

Fine words from governments and regulators about crew being "key workers" are not put into practise. "We need local officials to show a bit more sympathy," he said.

"We had a case recently where we had two crew who were affected by Covid in the US. We wanted to send them ashore, the Customs and Border Control immediately sent them back and said, 'you quarantine them onboard.'"

"Well fine in one sense, if the condition deteriorated you can shift them off the ship to hospital. But the effect on the remaining crew, even though we isolated the two crew, was immense. We put a doctor onboard. We didn't have any sympathy from local officials."

This was in Texas. "We had a ship in California with a completely different attitude."

"This NIMBY [Not In My Back Yard] approach has to stop."

Mr Kirkman ended his talk with a quote from Barack Obama, "We have to acknowledge the progress we made, but understand that we still have a long way to go. That things are better, but still not good enough."

Inséré 10/01/22 NIEUWS NOUVELLES Enlevé 10/02/22

Number crunching says nothing about seafarer competency shortages

By : Richard Clayton

HOW many seafarers will we need in 2026?

One way to work it out is to identify the trends in world trade over the next five years, then estimate how many ships will be needed, and settle on how many seafarers are required per ship. According to the Seafarer Workforce Report, the shipping industry will need somewhere between 923,860 and 970,630 officers, depending on whether you think growth in world trade will be low or high. Maritime education and training institutions are expected to meet the shortfall of between 13,264 and 22,618 officers. Ratings are easier to recruit: they won't be such an issue. These are just numbers— numbers crunched using ballpark estimates and heavily fortified by caveats. Shipping's leaders should be very wary of taking any decisions on the basis of such guesswork.

While the quantities will get the headlines, the real insight comes from the survey respondents' own footnotes. One suggests that the pandemic and the restrictions imposed on crew repatriation have definitely affected the outlook of the seafarer, who will now be looking more dispassionately at comparable compensations and opportunities offered by shore jobs. Another expert warns that experienced officers are getting older; older officers tend to seek jobs ashore. Recruiting a similar number of fresh officers will keep the numbers level but hides a growing skill deficit. The most serious warning in the entire report comes in a graphic revealing the level of difficulty reported by shipping companies in recruiting STCW- certified seafarers. The three roles that are already proving difficult to fill are engine room officers, electro-technical officers and, hardest of all, chief engineers. Senior officers with technical experience are hardest to recruit, shipping company experts say. In the tanker and offshore sectors, Masters and chief officers on the navigation side are in short supply. The increasingly specialised nature of shipping, which in future will see an even greater emphasis on technology, means there's nothing to be gained by pointing out a shortfall of 22,618 officers or even 13,264 officers if the officers you have can't do the tasks required of them.

Then there's the whole issue of decarbonisation, widely described as the single greatest transformation of the industry since the move from sail to steam. The report all but ignores the impact decarbonisation will have on recruitment of seafarers. The likely reason is that the full impact won't be felt until after 2026, but that's to miss the point. Shipping will need seafarers— both officers and ratings— trained in handling new fuels and working with innovative technologies by 2040, probably by 2030, if it is to meet its sustainability obligations. The industry has, thankfully, rejected the pipe dream of widespread unmanned operations, and has become a lot more mature about the way it embraces technology.

However, in obsessing about quantity instead of quality, this report falls short of its remit of providing a comprehensive overview of the supply and demand balance of STCW-certified seafarers. The question should not be how many seafarers will be needed but what competencies will be required. That would have made for an altogether more valuable study.

Source : Lloydlist

Inséré 12/01/22 DOSSIER Enlevé 12/02/22

Developments at OCIMF

In its May, June and July newsletters, OCIMF reported on finding a pathway with climate change, West Africa piracy government initiatives, and concerns about marine loading arm maintenance, and much more.

Recently things have been quite quiet in the Middle East, but you will be aware of the terrorist attacks on two tankers over the past few days [late July 2021], Mercer Street in the Arabian Sea and Alberta in the Red Sea – resulting in the deaths of two seafarers on Mercer Street,” said Rob Drysdale, managing director of OCIMF.

“Condemnation from various countries has followed and there is a real risk of further escalation in the region. I sincerely hope that the situation is not allowed to get out of control.”

Climate change

For climate change initiatives, “there is so much going on within this space that it can be difficult to track what has already been done, what is being done today and what still needs to be done,” Mr Drysdale said.

OCIMF is reviewing what role it will take in greenhouse gas emission reductions. “We cannot be involved in everything, so we need to focus our collaboration efforts where we can best bring value for our members and for the maritime industry as a whole.”

“New fuels, whether they are reduced carbon, carbon neutral or zero carbon, are going to be a big part of the solution.”

“The technical challenges are huge, in fact, technical solutions have a long way to go to have any chance of catching up with the ideas for new fuels and hitting the deadlines set by IMO for 2050 let alone the aspirational targets already being discussed by others.”

“One of the problems not yet fully appreciated is the potential safety impacts of these new fuels on bunkering, storage and handling onboard.”

OCIMF has joined a “Safety of Future Fuels” working group in May, which was launched by the “Together in Safety” coalition (see <https://togetherinsafety.info/>). This group is doing a Strength, Weakness, Opportunity and Threat (SWOT) analysis of various fuels, and risk assessments.

West Africa piracy

OCIMF noted that the first meeting between the Nigerian government and the Inter Regional Coordination Centre (ICC) Yaoundé was held on July 14, as the “Gulf of Guinea Maritime Collaboration Forum / Shared Awareness and De-confliction (GOG-MCF/ SHADE).”

The Yaoundé Interregional Coordination Centre in partnership with NIMASA (Nigerian Maritime Administration and Safety Agency) and the Nigeria Navy chaired the meeting.

“This is a huge landmark in the journey to addressing maritime piracy, kidnap and ransom in the region. There is still a lot to do, but with the collaboration of all stakeholders I am confident of success,” said Rob Drysdale, managing director of OCIMF.

The Director General of the International Chamber of Shipping (ICS) made the following remarks at the meeting. “Regional coastal states are on the right track, ramping up their law enforcement, judicial processes, and military capabilities to establish maritime security in their waters.

“Among these, Nigeria’s Deep Blue project is notable. It is by far the most ambitious and promising project in the region right now and has the potential, over time, to be a game changer to the fight against piracy.”

OCIMF also said it was pleased about Nigeria’s “Deep Blue” maritime security project. “This is a significant investment in military and law enforcement infrastructure to secure its maritime domain and address the ongoing piracy issue in the Gulf of Guinea,” “Managed by the Nigerian Maritime Safety Agency (NIMASA), the multi-agency project will significantly increase maritime security in the region. A central command and control centre based in Lagos will oversee a network of integrated assets including two special mission vessels, two special mission long-range aircraft, 17 fast-response vessels capable of speeds of 50 knots, three helicopters and four airborne drones, providing 24/7 cover for

the region. These complement the Yaoundé ICC structure offering real capability to both Nigeria and the region.”

“OCIMF hopes Deep Blue assets, coordinated with the activities of other navies and programmes through the mechanism of the GOG-MCF/SHADE, will seriously impact on the ability of pirate groups to prey on merchant shipping.”

IACS meeting

OCIMF joined an International Association of Classification Societies (IACS) meeting on Jul 19-21, for an update on progress on working groups, in the lead up to an annual “Tripartite” event in Autumn. The three parties represent shipowners, shipyards and class, discussing design, construction and operation of new and future ships. Themes of the discussion were decarbonisation, human-centred design, design safety and digitalisation. There were updates on fire risks due to leakage from low pressure fuel pipes, and on the joint industry working group on anchoring equipment.

Mooring equivalency

OCIMF has initiated and is funding a joint industry project to study the performance of mooring systems, in order to see how alternative mooring systems compare. The project is being led by research institute MARIN.

Examples of alternative mooring systems are vacuum pads and magnets. There have been growing safety concerns about conventional (rope based) mooring systems due to injuries after ropes have snapped.

“OCIMF supports the application of new technology when its safety and reliability can be demonstrated,” OCIMF said.

The MARIN led project will also identify the most important data to analyse, when assessing a mooring system.

Root cause investigations

At the IACS meeting, OCIMF presented an update on an IMO submission to MSC 104 to amend the Casualty Investigation Code to mandate root cause investigations.

This follows OCIMF’s analysis of an investigation report into the Sanchi-CF Crystal incident (collision between a tanker and bulk carrier off Shanghai in 2018 with 32 casualties). The analysis showed a lack of evidence related to human factors were identified during the investigation.

SIRE 2.0 inspector training

OCIMF’s SIRE 2.0 training programme for SIRE CAT 1 accredited inspectors began with the first course successfully conducted from 19-23 July.

Each course consists of a segment on human factors and non-technical skills, delivered by industry experts, and has segments on technical skills as well as a focus on Ethics and Code of Conduct.

Online courses are being held weekly in different time zones to facilitate the transition of existing SIRE inspectors to the SIRE 2.0 programme, which will commence on 1 April 2022.

Website / annual report

In July, OCIMF rolled out a new website at ocimf.org. The content is now available in nine languages. “I believe it is much more intuitive than the old version and should be easy for you to navigate,” said Rob Drysdale, managing director.

The 2021 OCIMF Annual Report, covering activities throughout 2020, is now available to download from the website at OCIMF - Oil Companies International Marine Forum - Annual Reports

Marine Loading Arm failure

OCIMF noted that the UK's Health and Safety Executive (HSE) has issued a "Safety Alert" after a catastrophic failure of a Marine Loading Arm (MLA) at a UK terminal.

This was found to be due to lack of lubrication, leading to a failure of the pivot.

In its report, the HSE Alert referenced OCIMF documents – the SIGTTO/OCIMF Jetty Maintenance and Inspection Guide 2008 and OCIMF Design and Construction Specification for Marine Loading Arms 2019.

OCIMF is currently revising the Jetty Maintenance and Inspection Guide and will take into account immediate findings for inclusion into the revision of current guidance for MLAs, it said.

California berth emissions

OCIMF has joined a workshop organised by DNV, related to their technology assessment of emissions control regulations being considered for vessels at berth in California.

The full name of the regulations is "2020 amendments to California Air Resources Board's (CARB) Ocean-Going Vessels at Berth Regulation."

Over 40 stakeholders joined the workshops, representing ports, terminals operators, shipping companies, equipment vendors, trade organisations, Classification Societies, as well as oil companies (OCIMF).

The discussion included understanding requirements for shore power technology, categorising the "novelty" level of elements involved, and identifying critical risks. OCIMF provided input on engineering, operational and safety aspects in connecting shore power to tankers. A future step will include assessing threats and risks.

Infrastructure

OCIMF participates in a number of working groups from the World Association for Waterborne Transport Infrastructure (PIANC).

This includes working groups on design and assessment of marine oil, gas and petrochemical terminals; design and assessment of marine single point mooring and multi point mooring facilities; design of fender systems; criteria for acceptable movement of ships at berths; mooring bollards and hooks; met ocean related risk in construction of marine works; and inspection, maintenance and repair of waterfront facilities.

OCIMF members provide expertise from the oil and gas sector, in operations, inspection and maintenance of infrastructure.

Tanker Accident Database

OCIMF encourages tanker operators to register with the Tanker Accident Database, so they can submit reports about accidents, which are then anonymised, so that OCIMF / Intertanko is only able to read about the accidents, not the company involved.

The database is operated by an independent company, MIS Marine, on behalf of OCIMF and Intertanko, but with OCIMF / Intertanko not having any access to the data collection area.

Data can only be submitted by vessel operators holding a Document of Compliance.

The way the system maintains anonymity is by having two separate digital systems. The data is entered into a first system, all information that could possibly identify a company is stripped away, and then it is added to a second system.

The data is used for statistical analysis, trending and benchmarking.

"Despite being launched during a global pandemic many companies have already registered and begun submitting data.

The more companies that join them the better the data pool becomes," OCIMF said. More information is at <https://www.tankeraccidentdatabase.org/> British Standards Institute

OCIMF has joined the "Maritime Works" committee CB/502 under the British Standards Institute.

It monitors European and international activity in equivalent work areas, particularly Eurocodes and optimisation of UK influence.

It oversees the BS 6349 series of standards that provides guidance on the planning, design, construction and maintenance of maritime structures.

STS hoses guidelines

OCIMF has a new paper, "Guidelines for the Handling, Storage, Use, Maintenance and Testing of STS Hoses." It is designed to be used together with OCIMF's STS Transfer Guide and ISGOTT. It is available for download from its website.

Meetings

The Environmental Functional Committee met on July 2, to finalise the committee environmental plan, to review progress on emerging risks, and to review recent IMO meeting briefs on greenhouse gases.

The Human Factors Functional Committee met on June 23, looking at an information paper on the human factors element for the TMSA, due to be published in Sept 2021; contributions to SIRE 2.0 including human factors training and a review of human factors related questions.

OCIMF held a meeting of its executive committee on Jun 9-10. Topics included a strategy implementation update; in-depth discussion on OCIMF's draft Environment Plan; seconded resourcing; update on SIRE 2.0 progress; 2021 financial projection versus approved budget; principal and Functional Committee updates. The next meeting is scheduled for 1 December 2021 in London.

OCIMF's Maritime Security Committee held a meeting on June 9, looking at development of OCIMF's Risk Advisory Function; completing new guidance for the Employment of PMSCs (Private Maritime Security Contractors); reviewing the Indian Ocean High Risk Area.

The Programmes Committee met on June 15, making decisions on the Vessel Inspection Programme (VIP) project that will deliver SIRE 2.0, new criteria for becoming a Programme Submitting Company, review of work experience requirements for applicant inspectors, launching of the revised Programmes policies, procedures and user guidance, and launching of the Programmes Participants Code of Conduct.

Barge inspections

The European Barge Inspection Scheme (EBIS), which has been running by oil and chemical companies since 1998, was transitioned into OCIMF's Ship Inspection

Report (SIRE) programme on 1 January 2021, to create a single barge inspection scheme within Europe.

There has been an "OCIMF-EBIS Transition Taskforce" and a "BIQ5-EBIS9 Inspection Working Group" managing the change.

Half of EBIS members are now approved by OCIMF to commission IQ-EBIS9 inspections within the SIRE programme.

TankerOperator

Inséré 14/01/22 HISTORIEK HISTORIQUE Enlevé 14/02/22

De Zuid-Nederlandse Prize Papers

ONDERZOEK NAAR DE GESCHIEDENIS OP ZEE AAN DE HAND VAN 18DE-EEUWSE BOORDDOCUMENTEN

Wim De Winter'



De archiefdozen waarin de 'gekaapte brieven' of boorddocumenten zijn gerangschikt, werden vaak nog nooit eerder geopend. (VLIZ / Wim De Winter)

Het VLIZ voert sinds 2017 historisch en socio-economisch onderzoek uit naar de interactie tussen de mens en de zee. Centraal hierbij staan achttiende-eeuwse oorlogen op zee. Deze turbulente tijden laten bijzondere sporen en getuigenissen na die een unieke inkijk bieden in de toenmalige maatschappij rond de Noordzee. Hiervoor benutten we een bijzondere bronnencollectie, nooit eerder voor Vlaanderen ontsloten. Dit Prize Papers archief bevindt zich in The National Archives te Kew (Verenigd Koninkrijk). Een omvangrijke reeks pas ontdekte 'gekaapte brieven' of boord documenten geeft een veelzijdig beeld van vervolgen tijden op zee. Maar wat zijn deze Prize Papers eigenlijk? En hoe belandden Zuid-Nederlandse bronnen, want zo heetten onze streken toen, in Britse archieven?

TIJDSCAPSULES UIT DE BRITSE ADMIRALITEITSRECHTBANK

Tijdens oorlogen op zee vormden gekaapte brieven een belangrijk deel van de buit voor officiële Britse kaperschepen. Zij namen alle aan boord van vijandelijke schepen aanwezige documenten in beslag om aan het Britse Admiraliteitshof te tonen dat hun kaping legitiem was. Daarmee konden kapers immers de nationaliteit van de kapitein en de herkomst van de lading bewijzen, en zo het gekaapte schip en haar lading rechtmatig veilen. Een hele reeks van deze boorddocumenten, per schip gerangschikt, bleef gedurende eeuwen in de Tower of London bewaard, tot hun ontsluiting door The National Archives (TNA) in Kew.

Voor de Vlaamse havens Oostende, Nieuwpoort en Brugge zijn deze documenten nauwelijks onderzocht. Het VLIZ neemt hierin het voortouw, in samenwerking met nationale en internationale onderzoekspartners. Focus ligt momenteel op bronnen voor de periodes van de Spaanse Successieoorlog (1701-1714), de Zevenjarige Oorlog (1756-1763), en de Amerikaanse Onafhankelijkheidsoorlog (1775-1783). Tijdens deze oorlogen

dienden de Vlaamse havens als basis voor kapers en vissers, en als internationaal kruispunt voor riskante handelstochten. Intussen bleven de mensen op zee in contact met het thuisfront via brieven. Brieven die verrassend snel vanuit havens en op zee circuleerden. De 'gekaapte brieven' laten toe om de tochten en leefomstandigheden van bemanningsleden te volgen. Doordat deze manuscripten zijn bewaard zoals op het tijdstip van de kaping aangetroffen, kunnen we als vanuit een tijdscapsule zien hoe verschillende actoren hun eigen maritieme geschiedenis beschreven.

Zo bespieden we het maritieme verleden via persoonlijke brieven van zeelieden, soms door hun eigen hand of die van een geliefde of zakenpartner geschreven.

Ze tonen ons een beeld van het kleinmenselijke verhaal van zeelieden, maar onthullen ook de grote internationale handelsstromen op zee. Vermits ze het product zijn van kaping in oorlogstijd, zien we daarin ook hoe oorlog de zeevaart verstoorde – en hoe dit kansen creëerde voor kapers en ondernemende kapiteins of kooplieden. Geografisch ligt de nadruk op de Noordzee en de Atlantische handel naar Franse of Schotse kusten, maar evenzeer vinden we verre internationale tochten terug die strekten van onze Noordzeehavens tot aan de Middellandse Zee of de Caraïben. Persoonlijke brieven beschrijven de moeilijke reis en de oorlogsomstandigheden, terwijl kooplieden hun zakelijk advies rond handelsroutes en hun netwerk van commerciële contacten aangeven.

Bemanningslijsten en handelsdocumenten getuigen ook van Oostendse arbeidsmigratie naar Duinkerke, en van menselijke arbeid op zee. Ladingsbrieven tonen ons de rol van Oostende en Brugge als tussenhavens in maritieme smokkel, het belang van hun economische rol in de wijnhandel met Frankrijk, en ook de onrechtstreekse invoer van koloniale producten zoals suiker en tabak. Tenslotte komt ook het leven op zee aan bod: hoe men diende te navigeren tussen zandbanken of ijsvelden, hoe men poogde om blokkades van vijandige kapers te omzeilen, en hoe men omging met de voedselbevoorrading aan boord. Deze geschiedenis op zee was steeds verbonden met de havengemeenschap.

GEKAAPTE BRIEVEN EN GEKAAPTE KAPERS

In dit artikel volgen we de tochten en leefomstandigheden van enkele zeelieden en hun familieleden aan de hand van hun manuscripten. Wanneer we de archiefdozen openen waarin deze documenten zijn gerangschikt, zijn we vaak de eersten die ze te lezen krijgen. Terug naar het moment van kaping en inbeslagname, komen we eerst uit bij de kapers zelf.

In tegenstelling tot wat men weleens zou kunnen denken zijn kapers geen piraten.

We vinden tussen de Prize Papers dus geen 'piratenbrieven' terug. Wat we wel aantreffen zijn documenten toebehorend aan kapers: zeelieden die in oorlogstijd vijandige schepen overmeesterden in opdracht van een staat of autoriteit. Deze kapers kunnen we makkelijk herkennen aan hun 'lettre de marque' of kaperbrief, vaak uitgereikt door de Franse Admiraliteit. Merkwaardig genoeg gingen Britten soms ook over tot het kapen van Zuid-Nederlandse en Franse kaperschepen, vooral tijdens de Spaanse Successieoorlog! Of hoe de kaper een kaper kaapt...

Tussen de Prize Papers vinden we ook verhoorverslagen terug. Ze vormen de neerslag van een mondelinge getuigenis over de identiteit van de kapitein, het schip, en het verslag van hoe een kaping eraan toe ging. Vaak oogt dit minder spectaculair dan wat de verbeelding ons influistert: in de meeste gevallen, gemiddeld 7 op de 10, was er zelfs helemaal geen verzet. Men probeerde vooral aan de kaper te ontsnappen. Dat kon door bijvoorbeeld ballast overboord te gooien en zo sneller te varen, of door kleine en wendbare scheepstypes te gebruiken. Indien dit niet lukte gaf men zich doorgaans over, zelfs indien het eigen schip zwaarbewapend was. Zo lezen we in de getuigenis van Francis Dmitter, kapitein van het schip Aurora uit Duinkerke in 1703, dat hij bij de achtervolging maar liefst zes kanonnen overboord gooide om zijn schip lichter te maken. Ook bij het schip L'Aigle Volant uit Duinkerke gingen tijdens de achtervolging een paar zeilen, een kanon, drie draaibassen, en een sloep overboord.

Men kon bij die ontsnappingspoging ook beroep proberen doen op de onvoorspelbare weersomstandigheden op de Noordzee, door mistbanken of stormen in het voordeel van de eigen navigatie te gebruiken. Maar ook dat kon verkeren. Joannes Gonzalez, kapitein van het Oostends koopvaardijship Union d' Ostende tijdens de Zevenjarige Oorlog, getuigt dat hij op zijn reis van Bordeaux naar Middelburg in een storm terecht kwam, en zowaar richting Britse kapers afdreef.

Soms was er wel verzet, soms spectaculair. Zo besloot het kaperschip La Levrette uit Duinkerke in 1702 – aangevallen door een Engels schip – om strijdend ten onder te gaan. In zijn verhoordossier verklaart kapitein Nicholas Bateman dat het schip pas na een zes uur durende achtervolging, en een hevig vuurgevecht, gekeerd werd. Toen het Engels oorlogsschip naderde vuurde zijn bemanning een groot aantal musketten af. Uiteindelijk escaleerde het gevecht niet, al had de Levrette nog een wapenkist achter de hand met granaten, strijdbijlen en sabels.

Vaak echter zochten kapers makkelijke doelwitten, zoals de dogger: een robuuste, trage vissersboot, slechts met enkele kanonnen uitgerust. Bovendien gebruikte men allerlei strategieën, waaronder het gebruik van een valse vlag, of het varen in een kaperskonvooi. Zowel Franse, Oostendse, als Britse kapers hanteerden dit soort technieken: zo bevatten de 'gekaapte brieven' van het Duinkerks schip Aurora instructies rond het gebruik van signalen & mistige weersomstandigheden. Wat Oostende betreft, zien we dat deze kapers vaak vissers waren. Ze waren in oorlogstijd soms als kaper actief op hun gebruikelijke visgronden in het Kanaal, bij Schotland, of ter hoogte van de Doggerbank. Anderen bleven tijdens de oorlog gewoon vissen. Zo taxeerden de Britten het snauw-schip de Hope, dat in oesters handelde maar toch ook met enkele kanonnen en munitie was uitgerust, als een prijswaardige kaping. Ook het schip de Union d'Ostende verzette zich tegen haar kapers. Nadat het in 1758 vanuit Oostende een lading haring had verkocht in Bordeaux, geraakte het op haar terugtocht naar Middelburg in de buurt van Fairlight, bij het Nauw van Calais, in de problemen. Kapitein Joannes Gonzalez beschrijft dat zijn schip onder vuur kwam te liggen van wel zeker 50 tot 60 kleine geweren of musketten. Zijn manschappen vuurden terug vanuit hun sloep, al kon hij zich het aantal ingezette geweren niet exact herinneren. Hoewel eerder uitzonderlijk bij kapingen, raakte hier één van de bemanningsleden gewond. Eens de kaping verricht, verzamelde de kaperkapitein de Prize Papers. Welk soort documenten kunnen we daar nu onder terugvinden, en wat tonen zij ons over de maritieme geschiedenis?

PRIZE PAPERS AAN BOORD: JURIDISCHE EN ADMINISTRatieve DOCUMENTEN

Het merendeel van de aan boord aangetroffen manuscripten betreft administratieve documenten voor het functioneren van het schip of de handel: dit gaat van boekhouding, lijsten van slooponderdelen en inboedel, tot administratieve documenten over de bemanning. In bemanningslijsten of 'monsterrollen' is te zien wie er zich aan boord bevond, hoeveel bemanningsleden het schip telde, hun functies, afkomst, en lonen. Een merendeel aan matrozen, aangevuld met gespecialiseerde functies als kapitein, stuurman, kok en sloopstimmerman, stonden in voor het drijvend houden van het schip.

Een bijzonder element betreft de rekrutering van de bemanning. Zo vinden we in een persoonlijke brief aan kapitein Clement Beens, die zich tijdens de Zevenjarige Oorlog in 1757 te Marseille bevond, de instructie om zoveel mogelijk Vlaamse bemanningsleden aan te werven. Bij gebrek daaraan diende hij Hollanders, Denen of Zweden tewerk te stellen. Maar onder geen beding Fransen! Zij waren immers als vijand van de Engelsen actief, terwijl men het handelsschip van Beens absoluut als neutraal wenste te positioneren, zodat het niet legaal gekeerd kon worden.

“ AAN BOORD HIELDEN
ZE LEVENDE DIEREN,
SOMS LEGDEN ZE ZELFS
TUINTJES AAN OP HET
SCHIP, EN ONDERWEG
WERD DUCHTIG GEVIST
OM DE VOORRADEN AAN
TE VULLEN. ”

‘Victualielijsten’ of voedingslijsten leren dan weer welk voedsel aan boord gegeten werd. Tijdens de Spaanse Successieoorlog oogde zeemansvoedsel alvast nogal eenzijdig: aan boord kwam er vooral gort, erwten, bier (ter vervanging van water) en rundsvlees op tafel.

Tijdens de Zevenjarige Oorlog zien we in de Zuidelijke Nederlanden een evolutie naar een breder scheepsdieet, met bijvoorbeeld ook thee. Nog later, tijdens de Amerikaanse Onafhankelijkheidsoorlog, verschijnt een grotere variatie aan groente en fruit, en raakten ook koffie en thee ingeburgerd. Verder is

de bemanning in het bekomen van vers voedsel op lange tochten bijzonder creatief. Aan boord hielden ze levende dieren, soms legden ze zelfs tuintjes aan op het schip, en onderweg werd duchtig gevist om de voorraden aan te vullen.

Het hoofdbestanddeel van de Prize Papers betreft echter de laadbrieven. Dit zijn vaak kleinere documenten of formulieren waarop de lading, de leverancier, en de bestemming in detail vermeld staan. Ze stellen ons in staat om handelsnetwerken te reconstrueren, die laten zien dat handelaren en zeelieden reeds in de vroegmoderne periode vlot over grenzen heen handelden. Ook toen al was er zowel landelijk als regionaal, de nodige flexibiliteit.

Tenslotte bevatten de Prize Papers ook enkele merkwaardige elementen, zoals speelkaarten met aantekeningen die duiden op een onderlinge informele economie tussen bemanningsleden en handelaren.

BRIEVEN AAN LIEVEN... EN VEEL MEER



Een 'victualijst' of voedingslijst leert historici welk voedsel bemanningsleden aan boord aten. Deze voedingslijst behoorde tot het kaperschip Aurora uit Duinkerke in 1703 (VLIZ / Wim De Winter)

Een voorbeeld van een persoonlijke brief die Joanna de Griek stuurde naar haar echtgenoot, kapitein Jacob Francke (17023-1703). We lezen er over haar gemis en de kleine overzeese handelstransacties van zeelieden. (VLIZ / Wim De Winter)

Een laadbrieff – een soort van handelscontract – van het schip de Santa Catharina, op handelstocht van Bordeaux naar Oostende en Brugge. Het schip kreeg een lading van wijn, brandewijn, en pruimen aan boord. (VLIZ / Wim De Winter)

De hoofding van een scheepspas van een 18^{de} eeuwse Zuid-Nederlands schip. Het boorddocument werd door de Britten gekaapt en vormt nu onderdeel van de Prize Papers Collectie. (VLIZ / Wim De Winter)

De Britten stelden verhoordossiers op, waarin verschillende aspecten van het economische tot het persoonlijke samenvloeien.

Een andere categorie in de meer intieme sfeer, en daardoor bijzonder tot de verbeelding sprekend, zijn de persoonlijke brieven. Doorgaans betreft het correspondentie van echtgenotes aan officieren, zoals de stuurman of kapitein.

Het beste voorbeeld van Zuid-Nederlandse gekaapte correspondentie is dat van Joanna de Griek aan haar echtgenoot, de Brugse kapitein Jacob Francke de Jonge, in 1702- 1703. Hij was de zoon van Jacob Francke de Oude, die zelf als kaper actief was tijdens de 17de eeuw. Francke maakte deel uit van een hecht maritiem sociaal milieu te Brugge en Oostende, zoals ook blijkt uit zijn correspondentie. Talrijke brieven zijn bewaard door de kaping van zijn schip, de Santa Catherina. Dat voer in 1702 van Oostende naar Bordeaux om deel te nemen aan de toen courante overzeese wijnhandel. Deze handel komt in de vroeg-achttiende-eeuwse Zuid-Nederlandse Prize Papers overigens het vaakst voor. De laadbrieven laten toe te volgen wie de wijn bestelde,

hoe deze werd verscheept, en voor welke handelaren ze in Brugge of Oostende bestemd was. Ook het wegens oorlogs- en weersomstandigheden bewogen traject van het schip blijkt uit de correspondentie. De Santa Catherina hield meerdere tussenstops in Brest en Saint-Malo. Daarna kaapte de Britse Navy het schip en nam alle aan boord gevonden correspondentie in beslag.

Uit de uitzonderlijke collectie brieven, die kapitein Francke in de wasmand van zijn kajuit bewaarde, spreekt vooral het gemis en verlangen van zijn echtgenote Joanna. Ze schrijft hem al in september 1702 vanuit Brugge om te vragen hoe zijn reis tot hiertoe gegaan is: "schriefft mij toch hou het op de voyaese ghegaen eeft want Ick daer in ongherust ghewest hebbe huijt vrese dat ul soude te veele ghegaen hebbe (...) het is nu elck voor sijn selven dan passencie het en can nu niet ander sijen". Ze verwijst ook naar Jacob's vrienden, allen scheepskapiteins, waarover ze bericht dat ze aangekomen waren te Oostende en bij zijn terugkeer wijn met hem wilden drinken. "Schipper Tomas Luwy is wel gheariveert 2 a 4

daeghen naer dat hij van UL vertrocken is, en Criestiaen Blom en hebben mij de groetenisse commen doen, en sij doen UL al seere groeten en wenschen dat UL al tuis waere om nu een glaes wijen te saemen te drincken en een groetenesse aen Schipper de Munck van alle bijde de schijppers". Joanna oefent blijkbaar zelf in Brugge een economische activiteit uit, want ze schrijft "het gaet noch al al redelick in de wijnckel".

In 1703 echter keert het tij en zorgt de oorlog voor crisis. Ze rapporteert dat het "slechten tij" is. In haar vele brieven beklemtoont ze haar persoonlijk gemis, zoals wanneer ze schrijft "ach myn herte, mocht ick het gheluck hebben dat uL haest tuis waere soude dencken dat ick de gheluckste sijn van de weireldt mijn lief".



Net zoals zijn vrienden wenste ze "met al mijn herte dat het godt gheliefde dat uL aest thuis waere om alte mes een glaes wijen te drincken want het mij seere wel becomt als ick drincken". Dit is een intens voorbeeld van hoe echtgenotes en familieleden hun geliefden op zee misten. Maar het geeft ook een inkijk in hun sociale milieu.

Kennelijk een echt zeemansmilieu, met meerdere familieleden en vrienden actief in de zeevaart. Zo schrijft Joanna dat Cosien Contales zijn schip heeft verloren, "gaende near Naentis", maar het "volck is al ghesapert" (gered). Ze geeft ook aan hoe anderen hierover denken: "vaeder heeft ter part in waer hover hij grote pinnelickheit in heeft mijs dat het aer faute is want het schip verseit is voor de wijendt Staes die was stierman het was een hecht schip".

Naast de brieven van echtgenote Joanna de Grieck, ontving Jacob Francke ook brieven van zijn vader, de ervaren kapitein Jacob Francke de Oude. Deze tonen ons duidelijk zijn expertise en sociale netwerk, wanneer hij zijn zoon verzoekt om onder meer pruimen en gember "in uwe schip sal laden, ten waere datter schepen quaeme die beeter Coopvragt wilden laden". Hij kende ook de gevaren van de Noordzee, en waarschuwt zijn zoon om voorzichtig te zijn, in alles de orders van zijn Reder te volgen, en zijn brieven in de wasmand te bewaren: "sidt toch in alle voorsightigh in Zee comende, en volght in alles ue Reeder sin order en bewart de brieven inue was mande". Hij informeert ook naar een hele reeks van bekenden. Bevindt kapitein Thomas Becquij zich nog in de haven van Brest? En hoe is het gesteld met schipper Jacques Lamiene die ook een schip van Dieppe, via Bordeaux, naar Brugge geladen heeft? "Ick soude gerne weetten oft beyde die franschen bijde tot Brest ligge oock oft schijpper Christiaen Blomme van Freedericxstadt oock voor Brugge gedestineert comt". We zien dus dat men nauwkeurig op de hoogte was van het transnationale scheepsverkeer van meerdere bekenden, en oog had voor opportuniteiten. Tenslotte waarschuwt hij zijn zoon in een tweede brief om een gewapend konvooi ter bescherming te zoeken, en geeft hij instructies hoe hij het best langs de Franse kust navigeert, want "het is al wat perickel om nu thuys te geracken daer ligge wel 16 a 17 Ingelsche oorlogs scheepen buytte Dunckercke ue sult (...) al Langhs de cust comme

strouwe Ick van Brest op Simalho en vandaer op Abbel en soo voort". Het gevaar van kapers uit zowel Friesland als Guernsey -Jersey ligt immers op de loer: "het is seecker dat ue noch de meeste perickels heeft vandie van Gersie en Garnesie en oock Friesschen Capers dan het is noch beetter daer geleege als genoome te werden men moet in alles passen tie hebben". Helaas verliep de afloop net zoals hier voorspeld, met een kaping. Ook voor de Zevenjarige Oorlog vinden we gelijkaardige correspondentie terug, zoals deze van Agnes Hondemarck. Zij schrijft in september 1755 vanuit Oostende naar haar echtgenoot in Marseille, bootsman Joannes Janssen, dat ze naar hem verlangt "want ick in groot verlangen genoeg hebbe geweest niet wetende of dat ghij levend of doodt was".

Ze verzoekt hem daarbij tevens om financiële hulp, en laat hem weten dat ze onder de oorlogsomstandigheden diende te verhuizen naar de Kaaistraat.

De Prize Papers bevatten heel wat meer dan wat de termen 'Gekaapte Brieven' of kapers-documenten doen vermoeden. Ze laten een reconstructie toe van een hele leefwereld van maritieme contacten en omstandigheden, tot op heden voor historici moeilijk bereikbaar. Maritieme historici, in tegenstelling tot maritieme archeologen, moeten hier zelf de zee niet meer voor opzoeken.

In archieven bewaarde documenten vertellen het verhaal. Net alsof we door een verrekijker naar het verleden turen, geeft een detail of wedervaren van één persoon aanwijzingen over een breder fenomeen of historische context. Historici zelf benutten hierbij vooral de methode van paleografie: het ontcijferen en lezen van oud handschrift. Wat daaruit komt vindt vervolgens een plaats in de historische en socio-economische context van hun tijd. Geschiedschrijving is in dat opzicht ook een interpretatieve (zee-)wetenschap.

De historische onderzoekers van het VLIZ doen dit werk niet alleen. Net zoals de zee zelf, is ook haar historisch onderzoek een verbindend element dat het best interdisciplinair wordt onderzocht. Hiervoor werkt het VLIZ samen met universitaire partners en experts aan de Universiteit Gent, Katholieke Universiteit Leuven, Vrije Universiteit Brussel, Universiteit Antwerpen en de KU Leuven. Ook consultatie van museale partners als NAVIGO en het MAS, maken deel uit van het proces. Deze aanpak laat toe om via systematisch onderzoek de Prize Papers voor de hele achttiende eeuw te bestuderen. Sinds twee jaar richt het VLIZ hiervoor mee onderzoekseminaries in, waarbij jonge studenten geschiedenis van de KU Leuven en de Universiteit Gent rechtstreeks aan de slag gaan met dit materiaal. Dit geeft een stimulans aan het onderzoek naar de maritieme geschiedenis van ons deel van de Noordzee. Meer dan 50 gepassioneerde jonge onderzoekers-in-spé hebben hieraan met hun inzichten al kunnen bijdragen. Tezeldertijd maken ze zich het historisch wetenschappelijk onderzoek eigen. Zij oriënteren zich in het beschikbare materiaal, en werken creatief eigen onderzoekshypotheses uit. Zo komen hopelijk nog vele onvermoede facetten van het achttiende-eeuwse zeemansleven in Oostende en Duinkerke aan het licht. De toekomst van de studie naar dit maritieme verleden is aan hen.

Dit artikel kwam tot stand in samenwerking met de historische taal- en letterkunde aan de Vrije Universiteit Brussel (via het WikiScripta platform), de studenten in de maritiem-historische seminaries aan de UGent en KULEuven, en het Prize Papers Project aan de Carl von Ossietzky Universität te Oldenburg. Bijzondere dank is ook verschuldigd aan Willy Versluys, dr. Ann-Katrien Lescauwet, en Ruth Pirlet voor het initiëren van het Zuid-Nederlandse Gekaapte Brieven project tijdens de pioniersfase van de VLIZ onderzoeksafdeling.

De Grote Rede nr 51

Inséré 14/01/21 BOEKEN LIVRES BOOKS Enlevé 14/02/22

A guide to bulk carrier operations

BOEK BESPREKING By : Frank NEYTS

The Nautical Institute recently published "A guide to bulk carrier operations".

Bulk carriers are the workhorses of international maritime trade. Those working both on them and with them need to understand and manage significant risks inherent to the dry bulk trade. Certain cargoes can deplete oxygen, catch fire, explode, corrode holds or simply deteriorate. At terminals, ships may be pressurized to accept cargoes that are too hot or too wet, which could endanger the vessel and its crew.

This highly practical guide draws on the expertise of more than 20 contributing authors. The book takes the reader through the essentials at each stage of the voyage, from preparation and loading, to care of cargo and ship at sea, and finally arrival and discharge.

Subjects covered include strength and stability, hatch cover care, enclosed spaces, charterparties, legislation, draught surveys, deballasting, monitoring hazardous cargoes, spontaneous combustion, fumigation, coal fires, liquefaction and oxygen-depletion, safe mooring and access, ship-shore communication and ship/shore damage.

"A guide to bulk carrier operations" (ISBN 978-1-906915-77-3), counts 152 pages, is issued as a softback. The book can be bought from the better bookshop, or one can contact The Nautical Institute, 202 Lambeth Road, London, SE1 7LQ, UK. Tel. +44.(0)20.7928.1351, Fax +44.(0)20.7401.2817, pubs@nautinst.org , Web: www.nautinst.org.

Inséré 15/01/22 NIEUWS NOUVELLES Enlevé 15/02/22

Parametric Rolling Movement

The phenomenon known as Parametric Rolling Movement (PRM) can cause a ship to roll at extreme angles of up to 30-40 degrees or more and may in extreme cases lead to capsizing of the vessel. PRM mainly affects modern container vessels and car carriers which have hull forms with flared fore and aft decks.

However, in quarter seas, when the sea is striking a ship's quarter at an angle of 45 degrees to its heading, PRM may occur with other types of vessels. Abnormal rolling of a large container vessel to a sudden and severe angle is not only unsafe and uncomfortable to the crew, but may also result in damage to cargo, vessel's equipment, collapse of container stacks and eventually loss of deck containers overboard. According to the World Shipping Council PRM contributes to loss of around 1000 containers a year. PRM occurs when the vessel is sailing in head or stern seas or with a small heading angle relative to the wave direction, and where the length of waves is about the length of the vessel and the encounter period of the wave is equal or close to half the ship's natural roll period. In these conditions the vessel's underwater hull geometry is changing, and which leads to changes in the vessel's stability. The situation is especially prominent when the wave crest is amidship. As the waterplane becomes smaller the GM (metacentric height) value is reduced. The vessel will roll over to one side, but when the wave trough will reach amidship, the increased stability will push the vessel quickly to upright position. At this point the wave's crest reaches amidship position again and GM value is again reduced, and which results in rolling the vessel in the opposite direction. Once the vessel rolls to other side the wave's trough will reach amidship and push the vessel back in upright position. Provided that few consecutive waves will be of the same length the vessel will develop a parametric resonance. The rolling amplitude will increase until the point when dampening forces will

be big enough to absorb the ship's rolling energy. PRM may occur quickly just in only a few cycles and last a relatively short time. Nevertheless, this time would be sufficient to cause severe damages to the vessel and cargo. Seafarers should be made aware of the PRM phenomenon and actions to be taken to avoid such situations. When accessing the PRM situation, the following should be considered:

1. Direction, length, and height of dominating waves
2. Area of navigation (North Atlantic is known for PRM)
3. Encounter period of waves which can be calculated
4. Vessel's stability characteristics

In an area where PRM is highly likely to be encountered a proper look-out watch is always to be kept on the bridge. If the Master believes the vessel will experience PRM the vessel's speed and course should be altered so that the vessel will leave the dangerous zone. Weather routing services may provide valuable assistance when calculating the wave encounter frequency for a given vessel and will give warning of areas with the potential of causing PRM. Detecting equipment can be installed for determining the risk of PRM. The ship's crew should be properly trained to assess PRM situations. The issue of PRM is duly recognised and addressed by IMO in the "Revised guide to the master for avoiding dangerous situations in adverse weather and sea conditions" (MSC 1228). Skuld recommends members to ensure that the said guide is available on-board relevant vessels.

Source: Skuld

Inséré 16/01/22 NIEUWS NOUVELLES Enlevé 16/02/22

Russia Hands Over 'World's Largest, Most Powerful' Nuclear-Powered Icebreaker To State Atomic Energy Corporation

Russia's first serial project 22220 nuclear-powered icebreaker known as SIBIR, was handed over to state atomic energy corporation Rosatom for exploitation on Friday.



“On

December 24, the ceremony of signing of the Delivery-Acceptance Act of the first serial universal **Project 22220 SIBIR** nuclear-powered icebreaker took place in Baltic Shipyard, St. Petersburg,” the corporation said in a statement.

After necessary documents are completed and preparations for the winter-spring navigation are made, the icebreaker will leave St. Petersburg for the port of Murmansk, according to the statement. The keel laying of the ship took on May 26, 2015, and the icebreaker was floated on September 22, 2017. Universal nuclear-powered icebreakers **URAL**, **YAKUTIA**, and **CHUKOTKA** are currently under construction at Baltic Shipyard too, with all of them named after Russia's regions. Project 22220 nuclear-powered icebreakers are to date the most powerful and the largest in the world. The ships ensure Russia's leading position in the Arctic. The icebreaker is 173.3 meters (568.6 feet) long and 34 meters broad with a 33,500-tonne displacement.

Can Russia's Arctic Game-Plan Outdo US' In The Indo-Pacific?

While global headlines continue to focus on Russia's "aggressive postures" against Ukraine, Moscow seems to be slowly and steadily playing its geopolitical game in the Arctic, by emphasizing the importance of the accessibility to Arctic ports and further developing the shipping lanes of the Northern Sea Route (NSR), connecting the Pacific and Atlantic.

With the active support of China in this game, Russia is now wooing Japan and South Korea, with the obvious aim of weakening the US plans in the construct of the Indo-Pacific.

As luck would have it, the Russian game-plan has got a further boost with the recent week-long jam of the Suez Canal that began on March 23, when the ultra-large Golden-class container ship Ever Given (weighing 250,000 tons), en route from Malaysia to the Netherlands, ran aground cross-ways, resulting in the lodging of the massive vessels along both embankments of the waterway. It is said that every day the blockage costs the global economy approximately \$9.6 billion. Besides, as the Suez Canal serves as the main transportation route for hydrocarbons being shipped from the Middle East to the European Union and the United States, the blockage of the tankers temporarily raised global oil prices and bred uncertainty among investors.

The Northern Sea Route

Russia defines the Northern Sea Route as a shipping lane from the Kara Sea to the Pacific Ocean, specifically running along the Russian Arctic coast from Kara Gates strait between the Barents Sea and the Kara Sea, along Siberia, to the Bering Strait. The Northern Sea Route has a number of alternative passages and routes between Novaya Zemlya and the Bering Strait.

The NSR is expected to give Russia enormous strategic and commercial benefits. For instance, as compared to the Suez Canal route, the estimated shipping through the NSR will reduce the distance between Shanghai and Rotterdam (Europe's largest commercial port in the Netherlands) by almost 2,800 nautical miles or by 22 percent. This route is also likely to reduce the transportation cost by 30 to 40 percent.

Similarly, while a container ship from Tokyo to Hamburg (Germany's major port city) sails for about 48 days via the Suez Canal, it can cover the same distance by about 35 days via the NSR. Russian analysts say that while an estimated 12 percent of world maritime trade passes through the Suez Canal and although this proportion cannot be ignored, the route must not be made indispensable; the world cannot be over-dependent on the Suez and must have alternative ways.

Of course, there is the Israel-UAE alternative canal plan to connect Israel's Red Sea port of Eilat to the Mediterranean, but it will prove very costly. According to experts, digging canals along the approximately 250-kilometer (155 miles) eastern end of the Sinai peninsula by cutting through hills hundreds of meters high will take an investment of over \$100 billion.

In contrast, the Suez Canal is 193 km. In fact, Egypt, which owns the Suez Canal, can build a new canal parallel to the Suez Canal or expand the existing one at a third of the Israeli-UAE project cost. Citing the above factor, Russian analysts like Alexei Zubets, the director of the Institute of Socio-Economic Research at the Financial University Under the

Government of the Russian Federation, argue that although the Suez Canal has heretofore been the world's most reliable transportation artery, its reputation has now been shaken, giving opportunities to the NSR.

Climate Changes Challenges

Of late, Moscow is also minimizing the uncertainties related to the seasonal state of the northern polar icecap and the Arctic transit capabilities of shippers. It says that global climate change has gradually boosted the competitiveness of the NSR. According to a Russian study, the year 2020 broke yet another record in terms of temperatures, and the Arctic icecap has decreased by five to seven times in comparison with the 1980s. As a result, the area of ice coverage in the Arctic Ocean reportedly shrank to a record low of 26,000 square kilometers last year. This, in turn, has made the NSR more and more navigable, with lesser need of the icebreakers, of which Russia, incidentally, has the largest fleet in the world. In any case, almost all the merchant ships of today are well-equipped with ice-breaking capabilities, enabling them to make their voyages over the Northern Sea Route by themselves, Russians argue.

They are pointing out how a Russian ship transporting LNG from Yamal, one of Russia's largest natural gas fields on its northern coast, to China, made its return journey between January 27 and February 19 last year, in the middle of winter and without the need for icebreaker assistance.

They also say that despite Western shipping companies showing their hesitance, the world's largest container shipping company, Denmark's Maersk, started using this route three years ago.

China's Interest In The Northern Sea Route

Similarly, China, one of the first countries to try this route for commercial purposes, has been sending an increasing number of ships to Europe via the Northern Sea Route since 2013. Japan and South Korea, two of the leading industrial nations in the region, have also started using the northern route. In sum, Russians argue that the NSR is no longer an obstacle for maritime transport and that it has become increasingly attractive. They are confident that as per President Putin's plan, announced in 2018, the average annual cargo volume transported via the Northern Sea Route will be 80 million tons by 2024 and may reach its full capacity by about 2030.

Obviously, as is the case with Egypt because of its Suez Canal, Russia will gain the most once the NSR becomes fully functional throughout the year, not only during the summer months as is mostly the case at the moment. It will attract foreign investments in the Arctic region that is believed to have 13 percent of the world's unexploited oil, 30 percent natural gas, and 20 percent of liquid gas, not to talk of other minerals and rich bio-resources.

With Russia's growing ties with China, it is not surprising that Beijing has shown great interest not only in the development of the Arctic region but also NSR. With the incorporation of the Polar Silk Road into the Belt and Road Initiative (BRI) network, China is rapidly emerging as the major non-Arctic actor in the region. Contributing to the development of commercial shipping in the North, China aims at the diversification of its trade routes and linking itself with Arctic countries by a network of maritime corridors through the NSR. That will bring it closer to European as well as American markets and lessen its vulnerabilities in the Indian Ocean and make the Malacca straits that much less vital.

Will Indo-Pacific Lose Relevance?

In other words, a fully functional NSR may alter the strategic balance between the Indian and Arctic Oceans, by making the availability of oil and gas cheaper for the main consumers in Europe and East Asia (China, Japan, and South Korea). Once this happens, the Indian Ocean, or for that matter the Indo-Pacific, may have reduced global relevance.

However, the above scenario is still in the realm of possibilities because of three questions for which there are no easy answers:

First, the NSR will be economically attractive provided there are good local infrastructures, for developing which Russia does not have adequate funds of tens of billions of dollars (based on conservative estimates). Will China help Russia in this, without attaching strings. Secondly, will not the expanding US sanctions on Russia make the Bering Strait, which separates Russia from the United States physically, a dangerous bottleneck and thus minimize the commercial competitiveness of the NSR? Thirdly, is it safe to make the NSR an important transportation artery in a region of ecological tragedies because of the melting of the permafrost in the High North?

Source : eurasiantimes

Inséré 17/01/22 DOSSIER Enlevé 17/02/22

Can modelling and simulation unlock a safer, more efficient shipping industry?

A trend towards digital techniques for class approval leads towards a fully digital approach to the industry's biggest challenges, writes Patrick Ryan, VP Technology, ABS.

For more than a century and a half, we've relied on paper documentation to accomplish the ABS class mission. Paper has its uses but the limitations of its functionality in a digital environment have long been apparent.

To take a simple example, it is no longer cost effective for designers to produce designs on a drawing board. They're created in CAD programs and managed in complex product models. As recently as the early 2000s, it was still not possible to leverage CAD on the shipyard platen, or drydock, or deck plate.

But that started to change about a decade ago. And not just with additive manufacturing and robotic welding – but with people too – using tablets and mobility, smart devices, laser scanning and augmented reality.

The reason for this change is value. It is less expensive to produce only the 3D model, and not the drawings. Building from CAD is likewise less costly and even less risky than from drawings if you do it correctly.

This upstream disruption in design and construction is creating a need for change downstream. If the drawings used to support construction are never produced, how does Class Plan review happen? Why not in the same 3D CAD system that was used to design new vessels in the first place?

Beyond design methods, the equipment and components themselves - software and firmware, controllers, and smart machines aboard a ship today – all have a digital element. Software is not developed on a clipboard and it has evolved to become vitally important to the performance of safety related equipment.

Beyond Class engineering, what about Class Surveyors and survey? We rely on human senses – vision, hearing, even our senses of smell and touch. But we know that we can't see or hear the software that is controlling a modern engine. For that, we've relied on testing.

A better way

The search for a 'better way' leads us to speculate if there were a way to put ourselves into the digital world in which that software exists.

Simulation can deliver all of the minimum requirements required by Class in a virtual mode and as of 2016, IACS' unified requirements allowed this alternative for several important events. We believe that tests that previously may have posed hazards to the equipment may be reduced or eliminated with the use of simulation, and further that we can take cost and risk out of commissioning by moving many of these tests to earlier in the process by doing them virtually. This is not intended to replace the human, but to supplement our capabilities in the digital domain.

It's important to stress that simulation in this context does not mean 3D Finite Element Analysis, Computational Fluid Dynamics or other tools we use to solve boundary value problems. When we talk about modeling and simulation, we are talking about multi-physics tools that can leverage data, first-principles mathematical models and original software control systems themselves.

In a digital environment, these tools can be used for design purposes, for test and qualification and also for Class verification. ABS recently released its Class Guide for Hybrid Electric Power Systems including provisions for simulation-based testing as an alternative for the first time.

Today there are three primary use cases for modeling and simulation in the process as we see it from the Class perspective.

More are under development – technoeconomic modeling for example – but today we think modeling and sim will help us with studies around decarbonisation, validation of performance of complex software-driven systems including autonomous functions and virtual testing or commissioning of systems that are highly software affected.

Simulation sits at the centre of a wheel containing familiar engineering topics such as control system analysis, , kinematics, power distribution systems, and interface design. There are tools available on the market today that connect each of these disciplines to one another as well as to our more familiar 3D tools like FEA and CFD. For that reason, we often call them 'multiphysics' modeling or multi-physics sim.

These tools can be connected in the real world through data or connected to physical systems in a test environment, or used entirely digitally. And we also believe that the ABS Rules can likewise be included inside the same model to help designers, Class Engineers or Surveyors evaluate the performance of these multi-physics and inter-connected systems against Class requirements.

Multi-Physics modelling and simulation can deliver three things:
- It connects multiple Engineering Domains;
- It complements physical testing;
- It adds rigor and confidence to the class process.

Decarbonisation

There are several energy initiatives and technologies that could potentially contribute to the decarbonisation of shipping; for example, improvements to the energy efficiency of ship designs will be required by the next phase of the IMO's Energy Efficiency Design Index (EEDI). Closing the emissions gap between 2030 and 2050 will require a combination of physical and operational measures.

With all the available options - and especially with different technologies at different levels of technical maturity - there are challenges for designers offering advice, and for owners to make planning decisions.

The first is diversified selections: the portfolio of different energy saving technology options is large and works on different principles to reduce fuel consumption or emission levels. Alternative fuels have direct impact on the type of emission, which can be the most effective in carbon emissions reduction. Other technologies like hull design optimisation and energy saving devices improve the hydrodynamic efficiency of the vessel. Technologies like solar and wind bring additional energy sources to the vessel for propulsion.

In order to consider the available technologies, it is important to have an evaluation method that can be scaled to consider the combined effect of different technologies or design or operational approaches. There is a lot of risk in making these decisions early in the process that will affect the owner for many years.

At ABS we have been working to develop a multi-disciplinary approach that connects the performance of the vessel in different aspects, which provides a systematic evaluation of the vessel's performance. The decarbonisation Simulation Model can be used to analyse the fuel savings and car-bon footprint for a vessel considering tradeoffs between different design features and operational measures.

Using this tool, we can evaluate the impact of many combinations of technologies and help owners validate some of the claims being made by the designers – whether the designer is using modeling and simulation or not. We can include the timing of the upcoming regulations to see the vessels predicted performance against these requirements over time and can help the designers understand their constraints

Software driven systems

In the second example, modeling and simulation can be used to verify software driven systems up to and including autonomous functions.

As vessels functions become more automated, the reliance on software is ever increasing. Validation of these critical software-driven decisions provides confidence that the system can operate effectively without the human intervention. However, emulating every scenario in the real world to validate the responses of software is becoming increasingly impractical.

There are scenarios that may pose a risk to equipment, personnel and the environment; involving uncontrolled conditions such as weather and sea state or that are simply too costly to recreate or too obscure to contemplate.

Simulation and virtual testing allow for designers to consider scenarios that would otherwise be impossible to recreate in the real world, and conduct testing of these software driven components faster than they could in real time. As these technologies mature, we will see more and more evaluation of these components and systems in the digital domain.

Testing and commissioning

We should already know that testing of system automation is an essential practice today. But it is an expensive process and economically risky as it often cannot happen until late in the build cycle when a system is installed and connected. This makes the concept of virtual testing to supplement physical testing a very attractive concept.

In simulation-assisted automation testing, the application is connected to a dynamic plant system model which can be used to verify the functionality of the automation system before connecting it to the actual process.

This has several benefits when compared to traditional testing methods; in particular the whole automation application can be tested with real system-like responses before installation.

These tests can also include scenarios which would be impossible to carry out at the site because of high risk or cost. Tests made beforehand can significantly reduce the time required for the site acceptance test or onboard testing.

Closing the loop

Modeling and simulation also have a role to play in one the most used – perhaps overused – terms of the digitalisation revolution: the digital twin.

In an industry increasing employing streaming data and machine learning to better understand the real-time condition and performance of a vessel, this approach could help close the loop on the digital twin.

What I mean by that is that modeling and simulation can be used to train the machine learning algorithms in ways that are otherwise far too expensive to test for accuracy. Modeling and simulation can likewise accept streaming data to validate the accuracy and performance of the process itself, closing the verification loop and giving us confidence that the data from the digital twin is accurate and actionable.

Given the increasing amounts of time and resources being expended on understanding the condition and performance of remote assets, the prospect that a true digital twin could be realised using modelling and simulation is an exciting indication of this technology's potential.

DS

Inséré 18/01/22 DOSSIER Enlevé 18/02/22

Decarbonisation and charterer contracts

Denis Petropoulos, Chairman of the Baltic Exchange, and a non-executive director of Tsakos Energy Navigation, shared some interesting views about how decarbonisation could be considered in contracts with charterers, in a podcast by Ship.Energy.

The drive to decarbonise brings in many complexities to the contracts shipowners make with charterers.

In the charter party, you have the requirement for 'due despatch', which needs to be somehow reconciled against a requirement to minimise carbon emissions.

Then there is a need to find a way to reward shipowners for taking on the risk and expense of building lower carbon vessels. This may be easier done if the vessels are under a long-term contract.

"The cargo owner has a responsibility of ensuring the emissions from his mode of transport isn't damaging the world. If he chooses to find a vessel which is a high emitting vessel, he needs to contribute somewhere or another," said Denis Petropoulos, Chairman of the Baltic Exchange, speaking in a Ship. Energy podcast published on June 3.

"If he chooses to find a ship which is a lower emitting vessel, the consumer is receiving a lower emission cargo. The consumer can be charged for that."

Mr Petropoulos is a non-executive director of Tsakos Energy Navigation. He was also a founding partner of Braemar Tankers / Braemar Shipping Services from 1986 to 2018, and had a major role in growing the brand in Asia.

"If we slow down, emissions decrease dramatically, the CO2 is much reduced. [But] that slow speed brings in other questions - how long the cargo takes to get from A to B, how impatient the consumer is to receive it."

"If you speed a ship up, is that the owner's responsibility for emissions or is that the cargo owner's responsibility because he wants a quicker cargo?"

On the other hand, some vessels could slow down without any costs. "I think about container vessels that will go across huge oceans at 18 to 20 knots, and then wait 2 weeks [for a berth]," he said. "There is no fine."

The requirement for "due despatch" ends up as "rush and wait".

"For the owner of those boxes, it is just free storage. But to the world, that's a strong amount of emission and a lot of wastage. Someone's got to pay for that. I don't think it should be the shipowner."

"A lot of very smart people, engineers, people who operate ships, are putting a lot of effort into trying to find a way where shipping can reduce its footprint," Mr Petropoulos said.

Paying for low carbon ships

Another issue is how shipowners are incentivised by charterers to pay more money to build lower carbon ships. One pathway could be for charterers to take on long term charters, in effect paying for the ship themselves, and taking the risk on the investment. But this could be the end of the spot market.

"If cargo owners want to guarantee the availability of transportation, for a certain price, with a certain emission and fuel cost in the cargo, they may find it more worthwhile to build or acquire their own vessels. The spot market will then reduce to a smaller percentage of the market."

"We will be going back in time, to the days when the Seven Sisters [the big oil companies] used to build ships to suit their trade. They would finance through a shipowner who knew how to manage, operate and work a ship," he said.

"Oil companies understood the logistics but didn't understand the mechanics of the ship."

"That continued until there was a drop in the market, there was a surplus of ships on charter to oil companies. They were basically laid up and idled."

The spot market was brought in as a means of finding customers for these surplus ships. But then charterers found that they could get a better deal on the spot market. "They decided not to replenish with endless time charters. The spot market became their friend."

The spot market could get very expensive, or very cheap, depending on what was available at the time. It also meant that the charterer did not have to actually manage the ship.

"When the spot market drops to 20 per cent of the whole market, it can be exceptionally volatile," he said. "If spot market represents 50 per cent, which it does today, there's occasional volatilities."

Something similar is seen in the LNG market, where the bulk of the vessels are owned or on long term charter, and the spot market is very small. "When there's an opportunity the markets spike and big prices need to be paid," he said.

"I think the tanker market will be the one which experiences the greatest dizziness during the transition."

TankerOperator

Inséré 20/01/22 NIEUWS NOUVELLES Enlevé 20/02/22

The Case For A Carbon Levy on Shipping and the Many Challenges This Entails



The **BW ORION** anchored off Gibraltar

A carbon levy for shipping could be the answer, in order to fund the make the transition to greener shipping fuels. In its latest weekly report, shipbroker Gibson said that “heads of state haven’t even got on their respective planes to fly to Glasgow for the meeting of world leaders to discuss climate issues at COP26 and already there are various groups calling for additional changes to climate policies. COP26 is scheduled for the end of October, while only a few days later the IMO’s Marine Environment Protection Committee (MEPC) 77th session will commence. There seems to be significant impetus behind largescale and farsighted action to address climate change”. According to Gibson, “from a shipping perspective, there has been a coalition of 34 nations and the European Commission who are calling on the IMO to decide in their November meeting to start the process towards zero-carbon emissions. Currently, the IMO is aiming to reduce greenhouse gas emissions by half by 2050. However, this is seen as not being robust enough, with the Marshall Islands, Kiribati and Solomon Islands citing the findings from the recent Intergovernmental Panel on Climate Change (IPCC) Climate Science Report. They have signed a letter to the delegates of the IMO in which the Marshall Islands’ ambassador wrote: ‘The findings of the recent [IPCC] report could not be clearer and fill us, the most vulnerable to this climate emergency, with alarm.’ They call for an adoption of a resolution calling for emissions to be cut to zero by 2050”.

The shipbroker added that “the pending COP26 and MEPC meetings will commence at a time when energy is very much in the headlines. Much has already been written about the dramatic escalation in gas (and LNG) prices recently, and which will no doubt be high on the agenda for world leaders to grapple with. Also, the rising oil prices will no doubt get some airtime at the meeting. Without predicting the outcome of COP26, it is certain that there is enough political will by the countries involved to present a more unified stance on environmental issues. This will undoubtedly involve some form of increased interest in what the shipping sector should do”.



The **NORDKAPP** alongside her berth at Honningsvåg

Gibson also noted "shipping is responsible for approximately 2% of global carbon emissions and as such the IMO has recognized the need for action. The International Chamber of Shipping (ICS) recently presented a submission to the IMO, calling for an acceptable market-based measure to accelerate the uptake and deployment of zero-carbon fuels. This could be enacted by implementing a levy on fuels for each tonne of CO₂ emitted. The money would go into an 'IMO Climate Fund' which, as well as closing the price gap between zero carbon and conventional fuels, will also help build the bunkering infrastructure required to supply fuels such as hydrogen and ammonia. The fund would calculate the climate contributions to be made by each ship and collect contributions. In addition, the global airline industry has also committed to reaching net zero carbon emissions by 2050. So shipping is not the only sector that is facing some difficult decisions. A well-known classification society has suggested the need for a CO₂ levy on conventional tonnage in order to create a level playing field for investment in alternative fuels/vessel designs". "Whilst this sounds plausible, the challenges are multiple. First, how to price the levy? Currently carbon prices in Europe are trading around \$60/tonne, which has doubled since the beginning of the year. This rise in price has occurred without the impact of the shipping industry having to pay for their emissions. Secondly, there is the very real concern that an additional levy on vessel fuel will ultimately have a knock-on effect on the end consumer, which depending on how the levy is priced, could have an inflationary impact on the economy. Thirdly, there is the problem with bunkering infrastructure. Which fuel will be available in which port? Will the port specialize in one fuel, or will it offer all future fuels? Finally, there is the economic uncertainty that will come with adopting alternative fuels. Which will be best for your vessel and for your trading patterns? Despite all this, the overriding problem that shipping is facing is that this could take more than a decade to enact. We will have to wait for the final outcome of COP26 and MEPC 77, but to encourage the shipping sector towards zero mission fuels, the industry will need much more than just a declaration from a nongovernmental organization. Substantial incentives and farsighted leadership is what is needed, plus an extended period of time to design and build the infrastructure and vessel engines that will be required to replace the conventional global fleet", Gibson concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Inséré 22/01/21 BOEKEN LIVRES BOOKS Enlevé 22/02/22

**KOOR OP KOERS, het Scheldeloodsenkoor
een halve eeuw zingend de wereld rond**

BOEKBESPREKING



27 April j.l. bestond het Scheldeloodsenkoor uit Vlissingen, het oudste shantykoor van Nederland 50 jaar. De oprichter, oud walvisvaarder en zeeloods Albert Veldkamp, heeft het net niet meer mee mogen maken. Hij stierf 28 februari j.l. op 95 jarige leeftijd, Op 30 april is t.g.v. het 50-jarig bestaan het boek KOOR OP KOERS, het Scheldeloodsenkoor een halve eeuw zingend de wereld rond, uitgekomen en werd het eerste exemplaar door de voorzitter van het koor, Jaap Pop, overhandigd aan Georg Jaburg, voorzitter van de Regionale Loodsencorporatie Vlissingen. Het boek omvat ruim 180 pagina's met verhalen en vele tientallen foto's van de vele reizen en avonturen van het koor van de afgelopen 50 jaar. Een prachtig boek voor wie van shanty's, zeevaart en Zeeuwse geschiedenis houdt. Koor op Koers - ISBN 9789079875962 is geschreven door koorlid Henk Mulder,

uitgegeven door uitgeverij Den Boer/De Ruiter en te koop in de Zeeuwse boekhandels voor 39,50 Euro.

Inséré 22/01/22 DOSSIER Enlevé 22/02/22

How ship recycling is evolving

The ship recycling sector has seen big improvements in safety, much of it driven by the Hong Kong Convention. But conflicting EU requirements can cause more harm than good, and COVID is causing difficulties, we learned at an ICS webinar.

There has been a big increase in the number of ship recycling yards which are compliant with IMO's Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships we learned at an International Chamber of Shipping webinar on ship recycling held on May 12.

92 recycling yards were compliant by May 2021, with all yards in India expected to be compliant by 2022.

"The Hong Kong Convention and certification of the 92 yards by major class societies is a very good and positive thing," said Espen Poulssen, chair of the International Chamber of Shipping and moderator of the webinar.

"I suspect that due acknowledgement has not been given of these improvements.

You have to read statistics, which nobody bothers to do."

Global Marketing Systems

Anil Sharma, CEO of ship recycling intermediary Global Marketing Systems, noted that there had been big swings in the prices of scrap metal in India for ships over the Covid period.

At one point the price commanded by ships being sold for recycling collapsed by 25 per cent, but then rebounded after 30 days, going from \$300 a tonne to \$550 a tonne.

These high prices are expected to last through 2021, he said. One driver for the rising price of scrap metal in India was a drop in steel production in China, which led to reduced exports of steel from China to India.

The recycling work during 2020 was 50 per cent bulk carriers, with the biggest sector within that VLOCs (very large ore carriers) with almost 30 vessels delivered for scrap, "a record year". The next biggest segment was tankers, followed by container vessels.

So far in 2021, high freight markets have meant that there haven't been so many dry bulk and container ships being scrapped, but more offshore vessels and cruise ships, he said.

Shipowners typically recycle vessels when they can get a higher price for recycling than for selling. The VLCC recycling price at the time of the webinar is "in excess of \$20m," he said. "A couple of months ago, this was the second hand price of a VLCC."

Kalthia Ship Breaking

Chintan Kalthia, CEO, Kalthia Ship Breaking, described as one of the leading ship recycling companies in Alang, said that one problem during the COVID period was that all oxygen gas was required for hospitals, and so was not available for metal cutting.

This prevented Alang from continuing in operation. Oxygen is also needed in the re-rolling mills, which process the scrap steel, he said.

"A lot of yards stopped their work, without oxygen they don't have anything to do. A lot of workers are leaving Alang, they cannot sit in the pandemic without work."

The crew change regulations under COVID also cause complexity, with difficulties with the vessel's final crew coming ashore in India.

"The whole shipping world needs to recognise the improvement and development which [yards], especially Alang, has made in the last 5 years," he said. "I'm not saying that we are done with the improvements, but the change in the last 5 years is remarkable."

Unhelpful EU rules?

The EU's Ship Recycling Regulations, in force from December 2018, can add cost and complexity to recycling, without necessarily providing any benefit, it was explained in the webinar.

Mr Sharma told a story of a car carrier which his company, GMS, acquired from a Japanese owner in June 2020 for scrap. It offloaded cars in Belgium, then Spain, then Turkey, and then was sold for recycling.

While the ship was discharging cars in Turkey, the Japanese owners received a message from Belgian authorities saying that they were violating waste shipment regulations, because the proposed recycling yard did not meet EU standards.

The owner's lawyers were discussing with Belgian authorities for six months. Then they decided to take the ship back to Spain and start the paperwork again for a waste shipment.

Today is one year after the ship was due to be recycled. The asset is now valued at minus \$1.5m, due to the costs incurred over the past year. And none of this expenditure has achieved anything in terms of driving better standards in ship recycling, he said.

The problem is that while the Hong Kong Convention sets high standards, it has some small differences with European Union regulations.

For example the Hong Kong Convention specifies that the waste should be handled by the appropriate state operated waste organisation. The EU rules go further in their requirements, Mr Sharma said.

The EU rules also have specific requirements for medical facilities available at the yard.

"There are a lot of things not mentioned in the Hong Kong Convention which is there in EU's Ship Recycling Regulation. It is creating a mess," Mr Sharma said.

Mr Kalthia added that EU's Ship Recycling Regulations were originally created as a "stop gap measure" to be used until the Hong Kong Convention was ratified. "Now it has taken a life of its own."

"From a personal standpoint, EU Ship Recycling Regulation is doing more harm than good, if I have to be blunt about it. We need one level regulation, guideline, policy for ship recycling, give a proper standard so they can stick to the standard and do their job."

Andrew Stephens from Ship Recycling Transparency Initiative added that downstream waste management and the proximity of hospitals "is arguably outside the control of the shipyards and ship recycling facilities. That's government, national, regional, local responsibilities."

"Those facilities are also under the responsibility of national and local authorities in European countries."

"It is a good example of where wellmeaning and well thought out regulation, with perfectly good motives, imposed in different jurisdictions, can lead to the wrong result," said Espen Poulsson of ICS.

SRTI

Andrew Stephens, executive director of the Sustainable Shipping Initiative, presented one of his organisation's projects, the Ship Recycling Transparency Initiative (SRTI).

The aim is to improve transparency about how ships are recycled, and thereby help shipping companies choose better yards. It should help avoid a situation where all the benefits go to companies which recycle most cheaply. There are 28 signatories, including 12 shipowners, 5 cargo owners, 7 financial stakeholders (investors / banks / insurers), and various other industry stakeholders. Tanker operator members include Teekay, Maersk, NORDEN, Stolt Tankers, and Altera (formerly Teekay Offshore).

Charterers can use SRTI's processes as a basis to set minimum requirements for the ships they charter, and financial institutions can use it as a basis for making loans.

"Something like this works much better, if all the parties buy into it, rather than where bureaucracy interferes and causes unnecessary problems," said Espen Poulsson, chair of the International Chamber of Shipping, and moderator of the webinar.

"Most shipowners are very responsible and want to do this the right way, but prefer to do this in a way which is sensible and logical.

"It is interesting to know that financial institutions and cargo interests are buying into this."

TankerOperator

Inséré 24/01/22 HISTORIEK HISTORIQUE Enlevé 24/02/22

Une « force » belge en mer ?

Luc Vandeweyer

Durant la Première Guerre mondiale, l'Allemagne a plongé la Belgique dans la misère. Elle est parvenue à infliger à notre pays de graves dommages, y compris en mer. La Belgique a perdu 44 bateaux, ce qui en tonnage représentait 35,5 % de sa flotte commerciale. La guerre a également coûté la vie à près de



300 marins, soit 19 % du personnel navigant, un pourcentage qui dépasse même celui des militaires tués au front. Ces pertes incroyables avaient aussi de lourdes conséquences d'un point de vue stratégique, car elles compromettaient le renfort des forces armées sur le front de l'Yser et l'approvisionnement en nourriture de la population affamée dans le pays occupé. La Belgique ne faisait-elle rien pour contrer la destruction progressive de sa flotte commerciale? Et bien si! Malgré la nécessité de fortifier autant que possible l'armée sur le front de l'Yser, le commandement a également envoyé des militaires se battre en mer. Cela n'allait toutefois pas de soi car les forces armées n'avaient aucun passé maritime et ne possédaient pas de navires de guerre. La Belgique misait depuis plusieurs générations sur une stratégie terrestre axée sur la préservation d'un refuge national qui n'était autre que la place forte d'Anvers. À l'intérieur de cette ceinture de forts lourdement défendue, le cœur de la ville devait survivre à une invasion jusqu'à ce que l'ennemi soit chassé par les grandes puissances. Malgré cela, l'armée belge devait aussi être présente « sur l'eau ». En effet, la place forte d'Anvers était divisée en deux par l'Escaut et en cas de siège, le génie devait installer des ponts flottants afin de permettre le déplacement de troupes et l'approvisionnement. Il était donc capital que les militaires belges contrôlent ce large fleuve. La Mer du Nord, en revanche, c'était une autre paire de manches...

Les autorités Belges se jettent à l'eau.

Dans cette stratégie, la navigation belge n'avait jamais joué de rôle important. La Belgique était néanmoins contrainte de porter une certaine attention à ses eaux territoriales à la superficie limitée. En effet, en 1839, le pays s'était vu imposer le statut de neutralité armée. Cela impliquait qu'il devait défendre ses frontières par les armes. Mais durant de nombreuses décennies, il s'est trouvé dans l'impossibilité d'affecter des bateaux pouvant s'opposer de manière crédible à des navires de guerre intrusifs. L'arme principale était le canon, et un petit pays comme la Belgique ne pouvait pas se permettre de suivre efficacement les évolutions de l'artillerie sur les cuirassés.

Afin de garantir une présence des autorités en mer et – conformément à la loi du 6 janvier 1884 et aux accords avec les pays voisins – d'exercer une certaine compétence policière, la Belgique disposait de navires garde-pêche. Ces bateaux avaient pour mission d'exercer

un contrôle sur la pêche, mais aussi de trancher les litiges et d'apporter une assistance aux pêcheurs en cas de besoin. L'un de ces navires garde-pêche était le Ville d'Anvers (en mer depuis 1886), un « aviso ». Ces bateaux petits mais rapides, équipés d'une voile et d'un moteur, étaient aussi utilisés pour la formation des officiers de marine et des militaires. L'un d'eux, le comte de Borchgrave d'Altena, souhaitait se développer dans le domaine maritime. Le gouvernement demanda à la marine française de lui permettre d'acquérir une expérience pratique sur l'un de ses navires de guerre. Bien qu'il pût acquérir de l'expérience en France pendant onze ans et demi, cela ne donna pas lieu à la création d'une marine militaire propre à la Belgique.

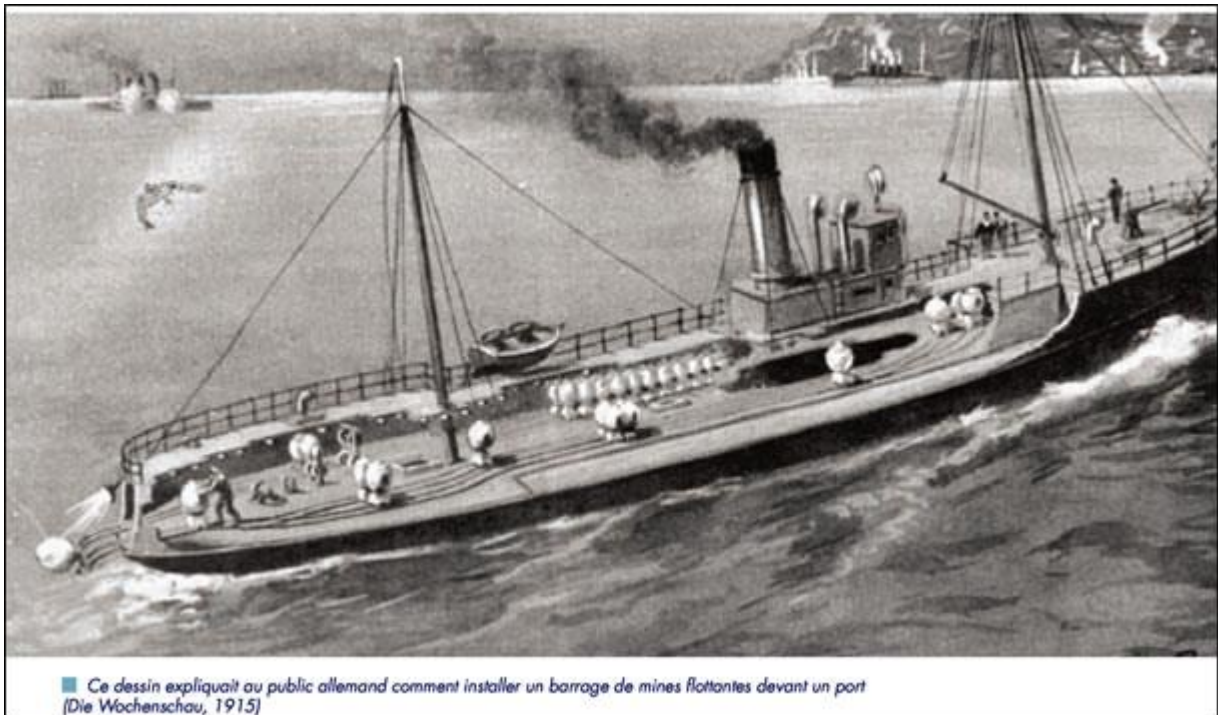
Il y avait toutefois du changement dans l'air. Le développement technique de la torpille, initialement une bombe flottante, en torpille automotrice équipée de son propre moteur, constitua une menace supplémentaire à prendre très au sérieux par les navires, y compris pour les navires de guerre les plus solides. De même, les mines marines représentaient un grand danger pour qui naviguait en mer. Ces armes pouvaient en outre être utilisées par des bateaux de taille relativement modeste. L'époque de l'impuissance maritime était ainsi révolue.

À la veille de la 1^{ère} GM, la Belgique n'avait pas de marine militaire, mais disposait d'une administration civile ayant des compétences maritimes. Cette marine avait sous sa compétence les navires garde-pêche, mais était aussi responsable des bateaux-pilotes et des malles de la ligne Ostende-Douvres. Dans les bureaux de la marine, on reconnaissait la menace croissante de la guerre en Europe. Mais on ne pensait pas à constituer une capacité de combat. En 1907, une conférence de la paix avait encore été organisée à La Haye, lors de laquelle la diplomatie internationale s'était employée avec succès à étendre le droit de la guerre. On espérait ainsi limiter autant que possible la violence et offrir à la navigation civile (y compris la flotte commerciale) des garanties de sécurité. Il allait pourtant s'avérer que cela apportait une réponse insuffisante à la situation internationale de plus en plus menaçante, et plus spécifiquement à la question de savoir comment protéger la bande côtière.

Des forces armées en mer ?

Faire front contre les navires de guerre étrangers

Grâce à la convention adoptée à La Haye, il devenait juridiquement possible d'armer des navires commerciaux et de les transformer en « croiseurs auxiliaires ». La condition à remplir était que l'équipage porte un uniforme et soit soumis à une discipline militaire. Cela devait permettre à la Belgique de marquer également en mer son statut de neutralité armée, à moindre coût et à relativement court terme. Un grand soulagement pour « Bruxelles », qui voulait absolument maintenir la guerre derrière ses portes et devait pour ce faire forcer sa neutralité coûte que coûte.



La Marine ne resta pas non plus impassible. Dans un rapport du 25 octobre 1910, l'ingénieur A. Pierrard, haut fonctionnaire de la Marine, avança que les paquebots des autorités pouvaient être armés d'artillerie. Il proposa également de remplacer les navires garde-pêche existants par des bateaux ayant des capacités militaires. On pouvait éventuellement aussi envisager d'acquérir des bateaux et de les transformer afin qu'ils soient en mesure de poser des mines marines. Ce n'est que par de tels moyens que la Belgique pouvait faire front à l'intrusion de navires de guerre étrangers dans ses eaux territoriales et, au besoin, faire la démonstration de ses forces. Cette intrusion de navires de guerre étrangers était d'ailleurs un réel problème. Dès l'été 1913, des sous-marins et torpilleurs français pénétrèrent à plusieurs reprises les eaux nationales. Du courrier fut échangé à ce propos entre les départements concernés à Bruxelles. Mais jusque-là, la Belgique n'avait pas de bateaux armés, et ne pouvait donc rien faire si ce n'est protester. Le danger était surtout que de tels faits pouvaient être invoqués par d'autres puissances pour accuser la Belgique de ne pas être réellement neutre. Cela pouvait donc provoquer une invasion. Il fallait absolument faire quelque chose.

Les projets de de Borchgrave et De Broqueville étouffés dans l'œuf



Charles de Broqueville (Wikipédia)

La Belgique planchait déjà sur un élargissement systématique de ses forces militaires depuis 1909. L'homme d'État catholique Charles de Broqueville joua un rôle important à cet égard. Afin d'imposer le programme d'armement, qui était très controversé, y compris au sein de son propre parti, il conjuga les fonctions de chef du gouvernement et de ministre de la Guerre. Il put étendre sensiblement le service militaire obligatoire et agrandir ainsi considérablement l'armée de terre. Pour ce qui est de la mer, en revanche, on ne s'y intéressa qu'en 1913. Ce n'est qu'à ce moment que le rapport de Pierrard atterrit sur le bureau du ministre de l'époque, soit plusieurs années après sa rédaction. La menace de la guerre s'était garde-pêche pouvaient-ils en cas de besoin être convertis en torpilleurs? C'était en tout cas faisable d'un point de vue technique, comme l'avait démontré la marine française. Deux de ces paquebots purent en outre recevoir l'équipement nécessaire pour servir en tant que poseurs de mines. Cela allait déjà permettre à la

Belgique de bloquer l'accès aux ports maritimes d'Ostende et de Zeebruges. Un tel acte allait constituer un signal fort.

Le ministre voulait absolument faire quelque chose. Le 22 mai 1914, il envoya un rapport singulier au chef de l'État le Roi Albert ter. Son contenu n'était pas très rassurant.

La Belgique ne pouvait ignorer la possibilité d'un débarquement ennemi par les ports maritimes. Il fallait en outre tenir compte de l'importance de Zeebruges pour garantir à long terme l'approvisionnement du pays. Les Pays-Bas, neutres, pouvaient en effet fermer l'Escaut. Il était donc nécessaire d'y déployer des capacités défensives. Entre-temps, de Borchgrave d'Altena avait déjà utilisé ses connaissances maritimes pour la fortification de la ville d'Anvers, mais il ne comptait pas en rester là. De Broqueville proposa au Roi de mettre sur pied une véritable marine capable de défendre non seulement l'Escaut mais aussi et surtout la côte de la Mer du Nord. De Borchgrave pouvait en prendre le commandement.

Cette proposition, lancée fin mai 1914, allait toutefois être rattrapée par l'évolution de la situation internationale. La guerre était désormais sur le point d'éclater. Début juillet, le chef de la Marine fut informé du projet de mettre en sécurité les meilleurs bateaux en propriété d'État à Anvers afin de les préserver d'une éventuelle réquisition par les



marines belligérantes. Des réserves supplémentaires de carburant furent également constituées. À partir de fin juillet, l'armée commença à se mobiliser de manière ostentatoire. En vain. Le 2 août, la Belgique reçut un ultimatum de l'Allemagne, auquel le gouvernement opposa un refus catégorique.

Une invasion ennemie venant de l'est.

Anvers

aux

avant-postes

À ce moment, ce fut le branle-bas de combat. Le génie se mit à poser des ponts flottants sur l'Escaut, ce qui nécessitait du matériel de navigation. La garnison de la place forte disposait de pontonniers dans ses angs, mais il existait aussi depuis avril 1903 une « compagnie de torpilleurs et d'artificiers » afin de défendre l'Escaut à l'aide de pièces d'artillerie et de mines. Ces torpilleurs et artificiers disposaient de quelques petits bateaux équipés d'un canon léger. Lorsque l'invasion allemande débuta le 4 août 1914, le gouvernement fit en sorte qu'une partie de l'administration de la Marine déménage vers la place forte d'Anvers. Entretemps, la côte continuait à causer des soucis, tandis que la réalisation des plans maritimes se faisait toujours attendre. De Borggraeve fut nommé « commandant de la surveillance côtière », mais il n'avait pas de moyens à sa disposition, si bien que la Belgique restait dépendante d'un appui étranger. Ceci fut clairement démontré par l'appel du pays au gouvernement britannique afin de pouvoir continuer à assurer la ligne Ostende-Douvres. En effet, le 6 août, l'une des malles avait dû faire demi-tour parce qu'une bombe flottante avait été aperçue. De tels explosifs pouvaient aussi atteindre l'Escaut en étant transportés par la marée montante. Le gouvernement britannique répondit que leur amirauté ne pouvait promettre qu'elle enverrait un navire de guerre pour rendre des bombes flottantes inoffensives.



La force d'invasion allemande ne se tourna vers la place forte d'Anvers que de nombreuses semaines après l'invasion. À partir de fin septembre, l'artillerie allemande perça

systématiquement la ceinture de forts, et la place forte s'avéra rapidement indéfendable. Le 6 octobre, le Roi décida d'envoyer le gros de l'armée en direction de la côte. Les ponts flottants sur le fleuve avaient amplement démontré leur utilité. Ils devaient à présent être détruits.

La retraite se poursuit

L'objectif était d'aménager autour des ports d'Ostende et de Zeebruges une « base » afin que l'armée puisse à nouveau se préparer à livrer bataille. La valeur stratégique des ports maritimes devint soudain une évidence. Mais la pression allemande était trop forte. Aussi, l'armée continua-t-elle de marcher en direction de la frontière française, omettant de détruire les installations portuaires. L'ennemi s'empara ainsi de la majeure partie de la côte belge. Il ne fut stoppé que dans la plaine de l'Yser, en partie grâce à une inondation déclenchée, durant la seconde moitié d'octobre.

La retraite des ministres ne prit fin qu'au port français du Havre. Quelques hauts fonctionnaires de la Marine furent également du voyage. Pierrard était parmi eux. Il y avait du pain sur la planche, car la flotte commerciale belge avait en grande partie échappé à l'emprise allemande, et un grand nombre de pêcheurs étaient amarrés dans des ports français, hollandais ou britanniques.

Le pays avait donc encore des ressources pour contribuer à la lutte contre les forces d'invasion, y compris en mer. Malgré cela, la Belgique attendit longtemps avant d'engager pleinement des navires marchands et de pêche dans le combat. Ce n'est qu'avec l'arrêté-loi du 2 février 1916 que la réquisition des navires fut dûment réglée.

La marine allemande montrait à présent les dents. Le 12 décembre 1916, Pierrard fit savoir à son ministre que 16 navires belges avaient déjà été coulés. Il va de soi que la sécurisation des cargos restants était cruciale. Il demanda si l'armée belge pouvait placer des pièces d'artillerie et des canonnières sur les navires afin de pouvoir au besoin combattre les attaquants allemands.

Navires armés.

À cette époque, 66 bateaux à vapeur naviguaient encore sous pavillon belge, pour un tonnage total de 180.640 tonnes. Parmi ceux-ci, 25 furent complètement réquisitionnés par l'État, et 25 autres faisaient exclusivement des transports pour le « Comité » (Comité National de Secours et d'Alimentation/ Nationaal Hulp- en Voedingscomité), au service du ravitaillement du pays occupé.



■ Une torpille frôle un bateau ennemi (Die Wochenschau, 1915)

Ces bateaux devaient absolument être protégés. Les 16 autres bateaux étaient plus ou moins libres, mais étaient susceptibles d'être réquisitionnés. En effet, tous les États belligérants manquaient de capacité de transport. Pierrard fit remarquer que bon nombre de ces bateaux étaient trop petits et trop fragiles pour effectuer des traversées transatlantiques. Il était en outre très préoccupé par le ravitaillement du peuple dans le pays occupé. Ce ravitaillement ne pouvait être compromis par de nouvelles mesures

de militarisation de la flotte. Début 1917, il y avait à ses yeux trop peu de bateaux belges pour approvisionner en vivres indispensables le pays occupé. Il redoutait que ce manque de capacité de transport se fasse encore ressentir après la guerre. Aussi Pierrard tira-t-il la sonnette d'alarme, le 4 février 1917, dans une note au ministre des communications, Paul Segers. Il trouvait effrayant que le volume de cale encore disponible soit aussi faible, d'autant plus qu'on allait encore certainement en perdre davantage en raison de l'agression des sous-marins allemands. Il espérait que l'armement des navires de commerce puisse remédier à ce problème. Car les navires de commerce américains allaient désormais aussi être armés de pièces d'artillerie, tant sur le gaillard d'avant que sur le gaillard d'arrière. Ses appels alarmants ne sont guère étonnants. Le 1er février 1917, l'Allemagne avait annoncé qu'elle passerait à la guerre de destruction totale de la navigation commerciale de l'ennemi, bateaux de pêche compris. À partir de ce moment, la lutte contre les sous-marins devint une priorité absolue du côté des alliés. La Belgique ne pouvait s'y soustraire. Début mai 1917, la Marine créa officiellement le Dépôt des Équipages.

Le Dépôt des Équipages: une épine dans le pied de la Marine

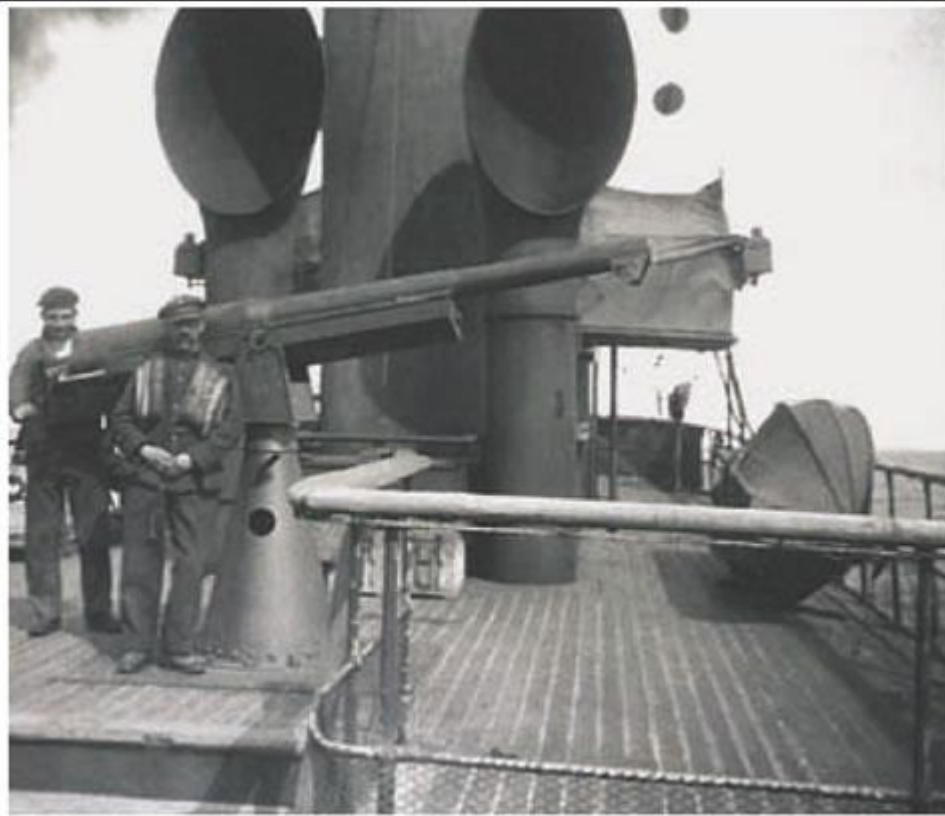


En réalité, cette décision était déjà tombée en janvier, lorsque les ministres compétents avaient ordonné la formation d'une force navale militaire en plus de la marine civile.

Ce Dépôt était en fait un centre de formation et de distribution

pour marins et devait permettre de remplacer des membres de l'équipage de nationalité neutre par des Belges. En effet, ces neutres se retiraient à présent massivement maintenant que leur propre vie était en grand danger. Le 3 mai 1917, le cabinet du ministre de la Guerre fit savoir au Grand quartier général que le Dépôt servirait également à la formation militaire des marins et canonnières pour les pièces d'artillerie qui seraient placées à bord. Le Dépôt s'implanta à Grand-Fort-Philippe, près du petit port français de Gravelines. Outre un état-major et des infrastructures de formation, il comptait deux compagnies de matelots et un peloton de canonnières de marine.

La coopération entre les militaires et la Marine n'était toutefois pas une évidence. Leurs objectifs étaient trop éloignés. La Marine voulait consacrer le plus grand volume de soutenance possible au fret, tandis que le département Guerre voulait constituer une capacité de combat afin de protéger ce transport de fret. Cela nécessitait que les bateaux restent un moment à quai afin que l'on puisse les équiper de pièces d'artillerie.



■ Un canon classique de 75 mm, monté sur un affût de 1916. De nombreux navires marchands furent équipés de ce type de canon (14-18 en mer. Navires et marins belges pendant la Grande Guerre, Freddy Philips)

Cela semblait difficile aux yeux de la Marine. Le 26 octobre 1917, Pierrard reçut la visite de Cornellie et d'un autre officier. Cornellie avait été capitaine d'un paquebot mais était aussi officier de réserve et à présent militaire. Les deux officiers informèrent Pierrard que le commandement du Dépôt passait entièrement aux mains des militaires. Pierrard leur expliqua le point de vue de la

Marine: le Dépôt devait être une réserve de marins compétents et ensuite seulement un centre de formation de militaires destinés à livrer bataille. A son avis, la tâche des militaires consistait seulement à donner une telle formation aux canonnières. Rien de plus. Et il ajouta que les expériences les plus récentes montraient que l'équipage d'artillerie à bord faisait souvent preuve d'une maîtrise insuffisante de sa spécialité. Selon lui, les militaires devaient donc commencer par balayer devant leur porte. Pierrard dit toutefois que l'ancien navire garde-pêche Ville d'Anvers serait bientôt cédé à Cornellie et était mis à disposition à Calais à des fins de formation. Ce bateau devait permettre de former les mécaniciens de marine et canonnières en mer dans des conditions proches de la réalité. Cornellie connaissait bien ce bateau car il y avait servi en tant qu'officier. La Marine continuait toutefois d'exiger que le capitaine et le chef mécanicien rendent des comptes à l'administration civile.

La Marine souhaitait réduire l'emprise des militaires car elle craignait que les bateaux soient également affectés au profit de l'effort de guerre allié. Cela aurait pu déclencher une réaction allemande qui aurait menacé le ravitaillement du pays occupé. C'est la raison pour laquelle Pierrard souhaitait que la Marine reste l'administration directrice en matière d'affectation de la navigation belge. Le département Guerre était à son avis mal placé pour intervenir sur cette question délicate. Ce conflit ralentissait indubitablement la constitution d'une force en mer. Bultinck, collègue de Pierrard et représentant de la Marine belge à Londres, avait un tout autre avis. Il était favorable à une étroite collaboration, même avec les marines des alliés.

Des canonnières à bord.

Bultinck avait eu sous les yeux un rapport datant du 19 novembre de M.C. Simon, ancien capitaine du port de Bruges. Dans ce rapport, ce dernier posait la question de savoir si la préparation quasi inexistante du capitaine était la cause des lourdes pertes essuyées par la flotte marchande belge. D'après l'expérience britannique, un capitaine bien formé avait 95% de chances d'échapper à un sous-marin allemand en approche. L'homme ne perdit pas de temps et vanta le cours britannique auprès de l'Union des armateurs belges, établie

à Londres. Il fut également entendu sur le continent. En décembre, le département Guerre décida d'envoyer huit officiers du Dépôt des Équipages suivre le cours britannique. Avant cela, seuls deux capitaines belges avaient eu cette opportunité. Ces derniers avaient convaincu Bultinck. C'était à présent au tour du département Guerre.

Pierrard se montra conciliant. Les canonniers furent en effet placés sous le commandement du capitaine. Le cours allait améliorer le commandement et donc renforcer l'autorité du capitaine. Il appréciait également que Bultinck fasse de son mieux pour que les capitaines de malles suivent ce cours. Le cours ne durait finalement que quatre jours. Le rapport de Cornellie du 23 février 1918 sur cette formation mettait surtout l'accent sur l'utilité de la démonstration pratique en mer. Celle-ci comportait une attaque de sous-marin et un exercice de tir avec le canon de bord. L'équipage d'artillerie ne comptait que trois militaires, de sorte que les membres de l'équipage civil devaient les aider à utiliser le canon et à faire le guet. Concrètement, chaque participant au cours pouvait tirer six coups en mer sur une cible remorquée. Les officiers de marine civils apprenaient également comment manier le canon. Ils visitaient même l'intérieur d'un sous-marin. La formation était donc courte mais intensive et particulièrement axée sur la pratique.

Le cours montra aussi clairement que beaucoup de personnes à bord des navires belges n'étaient pas suffisamment familiarisées avec le canon de bord. Une telle formation n'arrivait donc pas trop tôt. Mais l'utilisation de canons de bord présentait elle aussi des inconvénients. Le canon à « trajectoire tendue » ne pouvait être utilisé que contre les sous-marins allemands qui effectuaient leur approche en surface et voulaient utiliser leur canon. C'était certes la tactique usuelle lorsqu'il n'y avait pas de navires de guerre dans les environs. Mais qu'en était-il lorsque l'attaque venait d'un sous-marin immergé qui comptait utiliser des torpilles? Les dernières évolutions en matière d'artillerie offraient-elles aussi une solution à ce problème? C'est là qu'intervint l'ingénieur et officier belge Van Deuren.



■ Les torpilles portaient une charge explosive très lourde mais pouvaient être lancées par un bateau relativement petit. La propagande allemande illustre par ce dessin les opérations de la Flandernflotille dans le canal (Die Wochenschau, 1915)

Un mortier contre les sous-marins?

Pierre Van Deuren travaillait depuis longtemps déjà au développement d'un mortier simple. Celui-ci devait donner à l'infanterie dans les tranchées les plus avancées la force de frappe nécessaire pour détruire les positions allemandes lui faisant face. Il voyait aussi des applications possibles dans la bataille en mer. L'expérience avait appris qu'un sous-marin allemand ne devenait réellement dangereux avec son canon que lorsqu'il pouvait s'approcher à moins d'un kilomètre. C'était précisément la distance à laquelle il devenait possible de tirer efficacement avec le « Van Deuren ».

Mais comment procéder? Étant donné la trajectoire fortement courbée de la bombe à ailettes, un tir direct sur le sous-marin était pratiquement inconcevable. Mais cela était amplement compensé par le fait que la bombe contenait une charge explosive beaucoup plus importante qu'un obus de canon à trajectoire tendue. Van Deuren pensait à une charge explosive de 30 à 50 kg. Tomber dans un rayon de 50 à 100 mètres du sous-marin était suffisant pour ébranler considérablement l'ennemi. Celui-ci serait en tout cas gêné dans son opération offensive, surtout si les bombes à ailettes s'abattaient à un rythme rapide sur la surface de l'eau. Lorsqu'un sous-marin était assailli de cette manière, il y avait de fortes chances qu'il interrompe son attaque.

En outre, tirer au mortier depuis un bateau était un peu plus facile qu'avec un canon. Cela nécessitait moins d'expertise et d'exercice car le tube était toujours orienté à un angle de 45 degrés. Van Deuren se faisait fort d'être à même d'armer mille bateaux en trois mois. Mais avant qu'il eut terminé, quelques essais furent réalisés. Cette phase de test eut lieu en étroite collaboration avec la force navale française au cours des mois d'été 1917. Les tirs étaient réalisés depuis un bateau à une distance de 700 mètres. Ils avaient pour cible une zone délimitée de 75 mètres sur 25 sur la plage à l'est de Calais, afin de voir où les bombes tombaient réellement. On tirait par mer calme ou agitée afin de déterminer la précision du tir. Tout fonctionnait convenablement pendant ces essais. La précision du mortier pouvait être mesurée grâce aux tirs effectués sur la terre. Le mortier était donc en bonne voie. Même lors des tests sur mer agitée, les tireurs obtenaient des résultats très convenables en termes de justesse de tir, même si le bateau tanguait énormément. La commission d'évaluation fit également tirer avec le canon de bord de 47 mm. Il ressortit de la comparaison que le mortier obtenait de bien meilleurs résultats. La bombe à ailettes permettait en outre de tirer sur un sous-marin navigant en immersion dès que le périscope était repéré, ce qui n'était pas possible avec un canon de bord ordinaire.



Trop tard, la guerre était finie.

Il fallut toutefois trop longtemps avant que le mortier ne devienne opérationnel à bord de la flotte marchande belge.

Entretemps, la chance tournait sur le front de l'Ouest. L'été 1918 sonnait le déclin de la puissance militaire allemande. Il fut suivi d'un armistice le 11 novembre. La bataille était finie, mais il fallut attendre le 11 avril 1919 pour voir publier une note autorisant les canonnières à quitter la flotte marchande, principalement parce que les cargos n'étaient plus en état de réquisition. De plus, les négociations à Versailles avançaient bien, et il était clair que la force navale allemande ne constituait plus une menace. La guerre était finie mais qu'allait devenir la capacité militaire en mer qui avait été constituée?

La Belgique avait perdu en mer une grande partie de sa flotte marchande. On avait toutefois commencé à développer une marine militaire belge. Le pays voulait-il continuer à déployer une force en mer durant la période de paix qui s'annonçait? Cela faisait évidemment partie des possibilités, ne serait-ce que parce qu'après le 11 novembre 1918, des navires de guerre allemands devinrent disponibles. Mais le pays ne souhaitait pas non plus investir dans cette direction après que la détente internationale devint perceptible à partir de 1925. Il quittait à nouveau le chemin de la force navale. Même si l'histoire nous apprend que cela n'allait être que temporaire.

Sources

- Des listes des bateaux coulés et des marins morts en mer sont disponibles dans Onze

helden, gestorven voor het vaderland, Belgie's epische strijd van 1914 tot 1918, Bruxelles 1922, p. 226 et 229-230.

- Première tentative d'historiographie du déploiement de force militaire en mer: Louis Leconte, Les ancêtres de notre Force navale, 1952.

Depuis, de nombreuses archives sont devenues accessibles, que l'on peut trouver en partie dans les dossiers que le service historique des forces armées a transmis au Centre de documentation du Musée Royal de l'Armée. Une autre partie se trouve dans les archives militaires belges qui ont été confisquées d'abord par l'armée allemande, puis par l'Armée rouge, et qui peuvent aujourd'hui également être consultées au Musée de l'Armée. Dans les Archives Générales du Royaume, les plus importantes sont les archives de l'Administration de la Marine. En particulier les dossiers 8001, 8002, 8010, 8008, 8033-8044.

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Crude tankers still bleeding cash. Stars aligned for 2022 recovery?

Euronav, Teekay Tankers and DHT optimistic on better rates ahead

By : Greg Miller, Senior

Container shipping is having its best year ever and dry bulk shipping its best since pre-financial crisis. Crude-tanker shipping is having its worst year since the 1980s. Tanker executives speaking on conference calls and analysts writing in client notes continue to highlight the green shoots, yet earnings remain stubbornly and deeply in the red.

On Wednesday and Thursday, tanker owners reported huge losses for Q3 2021: Euronav (NYSE: EURN) lost \$105.9 million, Teekay Tankers (NYSE: TNK) \$52.1 million and DHT (NYSE: DHT) \$21 million. The fourth quarter looks like more of the same, albeit less bad. During the past year, multiple analysts had predicted a rebound by now, but the recovery forecast has been pushed back to sometime in 2022.

Timing the recovery

When tanker owners expect a weak quarter, they bring forward drydocking schedules for maintenance and equipment installations and put ships in the yards. Why have tankers in service when they're not going to earn, and why have them out of service in the future when you think they will earn? DHT had 85 off-hire days from tanker drydocks in the third quarter. Underscoring a lack of confidence in the current period, off-hire will be even higher in Q4, at 100-125 days. "We have taken advantage of the weak spot market to bring forward drydockings," said DHT co-CEO Svein Moxnes Harfjeld on the call with analysts. Teekay Tankers CEO Kevin Mackay said on his company's call, "To optimize vessel utilization in anticipation of a tanker market recovery [in 2022], we have tactically brought forward four additional drydockings into the fourth quarter." That brings its total drydockings in Q4 to five, the same as in Q3, a period when rates were historically low. Evercore ISI analyst Jon Chappell — who admits to calling the recovery too early himself — foresees "decelerating losses" for Euronav. "We still forecast losses, though moderating, for each of the next four quarters, but we now believe the risk is skewed to the upside." Stifel analyst Ben Nolan also puts the crude-tanker recovery in late 2022. In a

client note on DHT, he maintained that the market “has likely bottomed but is not yet close to the tipping point.” Nolan said that Stifel “is modelling a slow build in rates until about this time next year, when normal seasonality could pair with underlying improvements in supply and demand, resulting in much better tanker rates. «According to Mackay, recovery timing remains extremely unclear. “I think calling the actual inflection point is futile, because nobody really knows when this thing is going to turn,” he said.

Rates finally rising

“Unlike other industrial and shipping sectors, the late-cycle nature of tanker shipping means that we have yet to regain the pre-COVID levels of consumption that other sectors are already enjoying,” said Brian Gallagher, head of investor relations at Euronav. But he stressed, “There are some very strong fundamentals from 2022 and 2023 onwards. «Among the green shoots: Spot rates are up for very large crude carriers (VLCCs, tankers that carries 2 million barrels), albeit still below cash breakeven. “There have been single voyages and round-trip voyages being delivered at \$20,000-plus a day over the last few days. The [upward] trajectory has continued,” said Gallagher. Citing the same rate levels, DHT’s Harfeld said, “At this pace, you will have profitable levels not too far out.” Cash breakeven levels vary from company to company; Clarksons Platou Securities puts the all-in cash breakeven rate for a 5-year-old VLCC at \$32,000 per day.

There is also more inquiries for time charters, a positive bellwether. “There is definitely more interest on the time-charter front,” reported Harfeld. “Whether it’s traders or end users ... I think this is simply a reflection of their view on the market and the expected activity they will have. And I think that [time-charter interest] is a leading indicator.”

Restocking inventories

Another positive indicator: Oil inventory levels are now well below normal. Teekay’s Mackay said that a key reason for historically bad tanker spot rates in 2021 is that “global oil production has trailed demand for most of the year, resulting in a large drawdown of global oil inventories. The tanker market is linked to the oil inventory cycle, as drawdowns essentially displace oil imports.” According to Gallagher, “Global oil inventory is now way below the five-year average to the end of 2019. At some point, the inventory build will have to begin and inventory builds have strictly been very positive for tanker markets.”

OPEC+ production gains

Yet another green shoot: OPEC+ production cuts continue to slowly unwind and are increasingly translating into tanker volume. “It has been frustrating that production rises in global crude have not always translated into like-for-like increases in export barrels, but this feature has started to change,” said Gallagher. He noted that crude exports from the Persian Gulf increased to 550,000 barrels per day in September, then to 700,000 in October.

Vessel supply upside

The next piece of the recovery puzzle is on the vessel supply side. Another reason rates fell to near or even below zero this year was that previously ordered newbuilds continued to deliver at the same time inventories were drawn down and demolition (scrapping) of older tankers declined. «During this period, we have seen the fleet grow,” said Harfeld. “We have more ships today than we had pre-COVID, so there is an imbalance in the market, and scrapping has been very, very minimal, as quite a lot of the older ships have been engaged in the shadier trades.” (By shadier trades, he is referring to the use of tankers to move sanctioned oil, primarily from Iran to China via ship-to-ship transfers off Malaysia.) But the tide is turning. Orders of new tankers have collapsed. “New tanker ordering ground to a virtual halt in the third quarter with just 0.8 million deadweight tons of orders placed, the lowest quarterly total since the second quarter of 2009,” said Mackay. “Elevated newbuilding prices, which are currently the highest since 2009, are expected to

limit further newbuild orders in the near term. Meanwhile, shipyard availability is becoming increasingly scarce, as record container-ship ordering has filled shipyard capacity well into 2024. "There is also good news regarding the "shadier trades," meaning that more VLCCs are finally going for scrap. According to Euronav CEO Hugo de Stoop, scrapping decisions have been "polluted by the fact that people were willing to pay a premium for very old tonnage" — a premium of \$1 million-\$3 million over scrap value — "to transport Iranian oil." Sanctioned oil is sold at a discount and earns premium shipping rates to compensate for the risk. DE Stoop said that "there has been so much tonnage bought for this trade that it is now oversupplied. With the last couple of ships we have seen presented for either scrapping or for sale, there were no bids beating the scrap price, and therefore they went for scrap, which is a signal that the appetite for these ships from these [sanctioned oil] traders has vanished." Put all of these green shoots together and the message from the DHT, Teekay and Euronav calls was unanimous: Q3 2021 was the trough and, knock on wood, the worst is behind us.

Source : Freightwave

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Ruzie tussen twee loodsen belangrijke

Een ruzie tussen de twee kanaalloodsen aan boord van de 'Ever Given' zou een medeoorzaak zijn van het vastlopen van het schip in het Suezkanaal. Dat blijkt uit gesprekken die zijn uitgelekt vanop de brug.



De 'Ever Given' aan de grond in het Suezkanaal - © SCA
Eerder deze week werd er tussen partijen een akkoord bereikt over de schadevergoeding die betaald moet worden voor de vrijgave van de 'Ever Given'. De containerreus ligt op dit moment nog altijd halverwege het Suezkanaal en zou de komende dagen of weken verder kunnen varen naar zijn eindbestemming Rotterdam. Doordat er een akkoord is, komen er ook een aantal details naar buiten over de oorzaak van het incident.

Zware beledigingen

Zo zijn er gesprekken uitgelekt vanop de brug op het moment van het incident. Die werden opgenomen door de Voyage Data Recorder (een soort zwarte doos voor schepen). Uit de gesprekken blijkt dat er een serieuze discussie gaande was tussen de twee Egyptische kanaalloosden vlak voor het incident.

De hoofdloods zou bij het binnenvaren van het kanaal een aantal grote koerscorrecties hebben doorgevoerd en zou de snelheid hebben laten opdrijven tot 13 knopen (de aanbevolen snelheid is 8 knopen of 15 km/u). Wanneer de tweede loods, die lager in rang staat, hier tegen protesteerde en waarschuwde voor de onbestuurbaarheid van het schip, zou er een fikse ruzie zijn ontstaan met zware beledigingen naar elkaar. De hoofdloods zou op een bepaald moment zelfs bedreigd hebben om het schip te verlaten. Uiteindelijk blijkt dat de hoofdloods beter had geluisterd naar zijn assistent. Ook enkele onafhankelijke technische onderzoeksbureaus lieten al verstaan dat de hoge snelheid wellicht mee aan de oorzaak lag van het incident. In nauw vaarwater wordt een schip moeilijker bestuurbaar wanneer de snelheid wordt verhoogd en zo naar de kant wordt gezogen. In combinatie met een fikse wind en de logge omvang van het schip, heeft het geleid tot de gekende stranding als gevolg.

Na het incident

De ruzie tussen de loosden hield overigens niet op na het incident. Bij het verlaten van het schip waren de twee loosden blijkbaar nog altijd verwickeld in een hevige discussie. De tweede loods zou de andere op dat moment verweten hebben dat hij het schip nooit toestemming had mogen geven om het Suezkanaal door te varen in de weersomstandigheden van dat moment.

Mogelijk hebben deze gegevens de kanaalautoriteiten toch overtuigd om toch een akkoord te sluiten voor een significant lager bedrag dan de oorspronkelijk geeiste 980 miljoen dollar.

Philippe Van Dijck

Inséré 28/01/22 DOSSIER Enlevé 28/02/22

Where's my crude oil?

In *BP Oil International Limited v. (1) Vega Petroleum Limited & (2) Dover Investments Limited* [2021] EWHC 1364 (Comm), the Court held that what was stated expressly and clearly to be an FOB sale contract for crude oil was just such a contract and that the Buyer was entitled to its money back when it did not receive the contractual goods. In doing so, it rejected the Seller's arguments that the payments made were unconditional and that the Buyer did not have to be reimbursed.

BP Oil International Ltd entered into a series of contracts which provided for the purchase of 211,387 barrels of Gulf of Suez Mix crude oil (GOSM) "FOB Ras Shukehir Terminal", located in Egypt. Pursuant to those contracts, BP paid Vega Petroleum Limited and Dover Investments Limited (the Defendants) a total of \$17,235,448, but BP did not receive the GOSM and claimed unjust enrichment for the return of the sums it had paid over for the GOSM on the basis that it had received no consideration. The Court considered whether the payments made by BP entitled it to delivery of the GOSM and then, if that GOSM was not delivered, whether BP was entitled to its money back. Alternatively, whether, as the Defendants contended, the BP payments were made to acquire a right to lift quantities of

GOSM and were, therefore, unconditional payments meaning BP had no recourse against the Defendants if BP chose never to lift the quantity of GOSM it was entitled to lift.

The contractual set-up between the parties was both complex and lengthy, but a detailed review of that set-up is not required.

Commercial Court decision

It was common ground that the contracts had been terminated (either by BP or the Defendants) and the question was what consequences flowed from the termination.

The Court considered two principal issues. First was construction of the contracts. The Court had to decide whether, on their true construction, the contracts were:

- as alleged by BP, contracts for the sale and purchase FOB of crude oil; or
- as alleged by the Defendants, modern commercial contracts with both a substantial duration and detailed provisions which were inconsistent with BP having a right to demand its money back at any time.

The Court found in BP's favour. There was no evidence to support the Defendants' case and their interpretation of the contracts was both convoluted and uncommercial. On the other hand, the existence of a delivery obligation tended to demonstrate that the parties understood that the Defendants had real delivery obligations i.e. to do something or consent to something happening to effect delivery. There was also nothing in the factual matrix to alter this view.

Second was the claim for unjust enrichment. The Defendants did not deliver the GOSM, nor had they repaid any sums to BP. BP sought restitution of the sums it had paid over to the Defendants to purchase the GOSM on the basis that: (i) it had received no consideration whatsoever; and (ii) the Defendants had, therefore, been unjustly enriched by those sums. S.54 of the Sale of Goods Act 1979 provides: "Nothing in this Act affects the right of the buyer...to recover money paid where the consideration for the payment of it has failed."

Accordingly, BP had to establish that: (i) it had not received any consideration (delivery) for the payment it had made; and (ii) the contracts had been terminated. Again, the Court ruled in BP's favour.

There was no evidence to support the Defendants' case and their interpretation of the contracts was both convoluted and uncommercial

'Total failure'

The Court held that there had been a total failure of consideration. Despite paying the Defendants \$17 million under the contracts for delivery of GOSM, none of it had been delivered. The Court rejected that the right to delivery amounted to good consideration as a right to delivery that could never be realised was worthless.

On the issue of termination, there was a breach by the Defendants, but it remained unacted upon and indeed acquiesced to by BP for some time. The letter that BP sent to the Defendants did not refer to an alleged breach of the contracts nor a failure by the Defendants to discharge their delivery obligations, instead focussing purely on reimbursement. The breach was, therefore, the commencement of proceedings by BP (wrongly) asserting a termination, which breach was then accepted by the Defendants as terminating the contract. However, this did not affect BP's unjust enrichment claim because a party which repudiates a sale contract by refusing to accept goods may nonetheless recover the price paid in unjust enrichment.

The Court did, however, dismiss BP's alternative argument based on an implied term in the contract that entitled them to repayment of the purchase monies. Such an implied term was not justified and would not have satisfied the strict requirements for implying terms into English law contracts.

The Court dismissed the Defendants' estoppel defence that it considered "doomed to failure".

It also dismissed their time bar argument based on BP's GTCs. The Court concluded that the relevant clause, s.32.2, focussed on two things: (i) delivery; and (ii) the due date for delivery in the case of a total loss. In this case, neither was in issue. As delivery had never been made, there was no date two years from the date upon which the GOSCM crude oil was delivered and there was also no total loss. Furthermore, if the time-bar provision was ambiguous, then any ambiguity should be resolved against the party relying on it and in such a way as not to prevent an otherwise legitimate claim. BP's claim, therefore, succeeded in full. The judgment demonstrates the importance of contractual wording in defining a party's rights and obligations. Where the words are unambiguous, the Court will apply them. It also highlights the risk of not clearly accepting the other party's contractual breach or termination and subsequently finding oneself accused of wrongful termination. Rory Macfarlane is a partner and James Rose is a managing associate of Ince, www.incegb.com. Boh can be contacted on +44 (0) 20 7481 0010.

Source: The Baltic Briefing

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Exceeding expectations on AIS data quality

AIS message volume has grown tenfold in a decade and increasing demand means new solutions are needed, writes exactEarth CEO Peter Mabson.

The Automatic Identification System (AIS) has fundamentally changed the landscape for monitoring in the maritime domain in a relatively short time. Since its inception as a short-range collision avoidance system, AIS tracking technology has taken flight, with AIS transponders deployed aboard all large vessels and many smaller vessels around the globe, providing a complete global picture of the world's shipping activity.

The technology's effectiveness has seen use of satellite and land based AIS expand dramatically. While not all satellite-AIS systems are created equal, the right S-AIS system is capable of delivering maritime AIS products and services of high enough quality to create real value for users in government and commercial sectors.

AIS is used in applications ranging from pollution control and environmental monitoring to vessel routing and traffic management, security and geofencing and validation of vessel declaration, fisheries protection, vessel safety monitoring and vessel performance analysis. AIS data is also critical to a new class of vessel tracking and online chartering and trading platforms that rely on highly accurate position data for supply/demand analysis, vessel fixing and fleet positions.

AIS data plays a crucial role in the vessel performance toolkits; it creates valuable and reliable vessel routing data to advanced vessel performance analytics. AIS data can also generate a decision-making foundation in transforming performance data into actionable information.

Its importance to both commercial and government users is set to increase further as pressure grows to monitor carbon and sulphur emissions on a vessel-by-vessel basis. The data gathered from vessels will be used to correlate to emissions for compliance with local and international regulations and for broader energy efficiency performance that will feed into the relationship between shipowners and their finance providers.

Accurate data

The importance of AIS to international shipping means that reliable data is the foundation of good decision-making; no organization wants to make strategic or tactical decisions based on data they do not trust.

To put this in a maritime context, consider the data on which search and rescue teams must act with minutes to spare and lives to save. Government agencies must determine whether erratic vessel behaviour is innocent or potentially life-threatening; they must also decide whether position reports reflect compliance inside territorial waters with fishing quotas or emissions reporting. In a crowded channel or other chokepoint, Vessel Traffic Management systems must be able to pinpoint course, speed, rate of turn and proximity for dozens of vessels at a time to avoid collisions and keep ships moving.

For vessel operators, the same data has a fundamental contribution to ship, crew, and cargo safety. Commercial decisions with substantial financial implications rely on accurate vessel positions in relation to their next charter. The same drivers to reporting emissions and the data that flows into a noon report are used to demonstrate energy efficiency measures.

In any of these examples, being able to track, monitor and analyse vessel movements with confidence requires accurate, trusted data on which to base the best possible decisions. Evaluation of situational awareness in a crowded channel should never be made on guesswork, just as the decision to make a ballast voyage in search of employment doesn't have to be a gut feeling when you potentially have data on all the candidate vessels.

Global growth

Substantial growth in merchant shipping volumes and the need for global vessel tracking has made AIS data ubiquitous across government and commercial applications.

Global vessel tracking using AIS has grown tenfold since 2010, and reliable detection in certain regions has become a challenge for the industry. In regions where there are thousands of AIS-equipped vessels, vessel tracking can be impacted by the sheer number of signals.

Vessel positions are constantly collected using thousands of uniquely equipped AIS vessels, regardless of the density of regional vessel traffic, quality and power of the AIS signals. Because customers expect high data quality and demand reliable, consistent and accurate vessel position updates, an additional layer of data is essential in highly congested shipping areas where an accurate and reliable picture of vessel behaviour is crucial. To meet these needs, exactEarth has introduced exactAIS Platinum Plus to integrate vessel-based AIS signals in addition to its satellite-based and terrestrial AIS data.

Platinum Plus's introduction to the exactAIS family of services further augments its real-time capability by combining the data from thousands of coastal and vessel-based terrestrial AIS receivers. The added AIS receivers will provide significant additional vessel detection in ports and regions of high vessel density and deliver the latest in real-time global AIS vessel identification and location data services.

The data available to maritime users and government agencies from exactEarth is already recognised as being among the highest quality available from any service provider. Initial observations since the addition of Vessel-AIS to Platinum Plus shows an immediate addition to the volume of position updates and revisits, particularly for vessels in highly-congested sea regions.

Delivering quality

This enhanced AIS data supports applications from safety and governance to vessel chartering decisions, delivering insight into operational efficiency, enhanced security and time sensitive information where it is needed most. For government and commercial users vessel tracking provides enhanced maritime domain awareness for improved vessel management, scheduling, environmental protection, search and rescue operations, defence and border security applications.

Because exactEarth is focused solely on acquisition, processing and delivery of AIS data, our customers enjoy uninterrupted service with a high level of consistency. This expertise enables a deep dive into AIS data as the decision-making foundation for better vessel tracking and analytics.

Nothing is more critical to data-driven decision-making than data quality; superior data quality means users can act confidently and make better-informed decisions. By making accurate and reliable data more available to the users that depend on it, we can maintain trust in analytics for an industry that stands to benefit from greater visibility and transparency for performance, safety and compliance.

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Inséré 30/01/21 BOEKEN LIVRES BOOKS Enlevé 30/02/22

CS & OCIMF launch new emergency guide for masters

Unlike an emergency situation on land, when a ship faces a crisis at sea, Masters cannot simply dial the emergency services for instant assistance. They take responsibility for dealing with the situation, acting decisively to protect lives and prevent or minimise damage to the ship, environment and cargo.

The International Chamber of Shipping (ICS) and the Oil Companies International Marine Forum (OCIMF) have worked in partnership to provide the industry with a practical guide *Peril at Sea and Salvage: A Guide for Masters* outlines the actions a Master should take when confronted with an emergency: from the initial assessment and immediate actions, through to towage or salvage arrangements, as may be necessary. It also explains the importance of prompt notification to relevant parties with onshore support, particularly coastal States and the company. A section is included with recommendations for a company's shore-based personnel.

Guy Platten, Secretary General of the International Chamber of Shipping says: "Over the years we have seen a reduction in shipping emergencies and major incidents due to the development of regulations governing the safe operation and management of ships. Crews are regularly trained in emergency response preparedness and the industry has adopted a compliance culture.

"But, when accidents do occur, they often have a high impact, and of course they threaten the safety of personnel, ships, the environment and cargo. Whilst it is good news that many seafarers have never experienced an emergency on board a ship, it also means that they can lack the anticipatory knowledge needed to deal with an emergency. *Peril at Sea* has been designed to help provide seafarers – and shore-based personnel – with the decision-making support that they need."

Peril at Sea contains information on the initial response to an incident, implementing the emergency response plan, updates and follow-up actions, and towage and salvage.

It also focusses on the contingency planning a company needs to undertake to prepare for an emergency. This Guide provides clear guidance on best practices for the Master, but should also be read by anyone who might be involved in managing emergency situations on a ship, including shore-based personnel, emergency assistance service providers and training institutions.

Rob Drysdale, Managing Director of OCIMF, says: "Our industry continues to evolve, and vessels are more sophisticated and technically advanced than ever before. While this has made ships and their operations safer, it has also changed how a ship's Master responds to a crisis at sea and the level of preparation required. Therefore, it is of paramount importance that personnel both at sea and onshore are armed with the knowledge, resources and tools to manage crises and minimise harm to themselves, their vessel and the environment in any emergency situation.

"Peril at Sea is the definitive guide to preparing for and responding to incidents, accidents and emergencies at sea. Drawing upon experience from across the industry, this updated edition explains the operational and regulatory changes that have taken place since the last edition was published. I urge all Masters, crew and personnel ashore to familiarise themselves with the revised recommendations, safety management systems and emergency response protocols contained within this new edition."

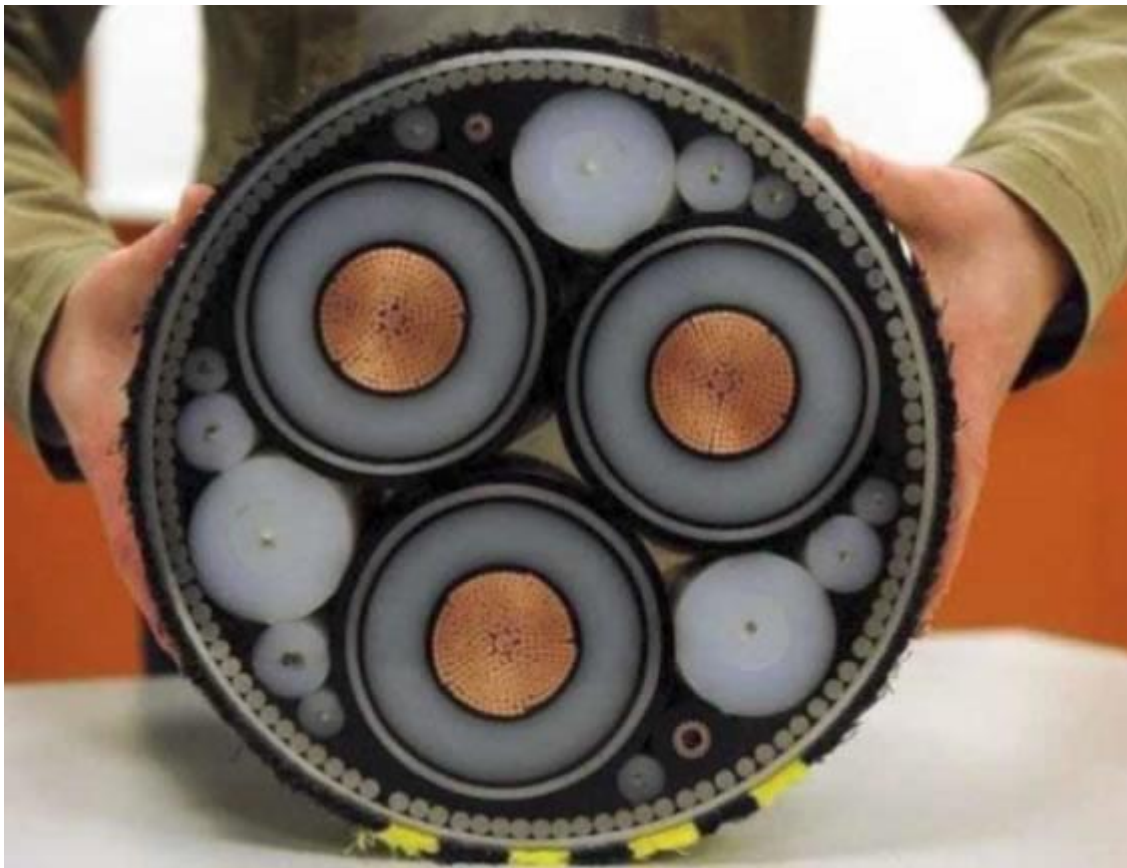
Peril at Sea and Salvage: A Guide for Masters is published by Witherbys, price £155. For further information please visit <https://www.witherbyseamanship.com/peril-at-sea-and-salvage-a-guide-for-masters-sixth-edition.html>

Inséré 30/01/22 NIEUWS NOUVELLES Enlevé 30/02/22

Offshore wind farm grid connection cable, 50kg/meter of copper needed

It also includes:

- Concentric row of silver dots is steel armoring cables.
- The solid black mass is a plastic filler for structural support.
- 3 high voltage conductors for 3 phase power. Those layers:
 - Thin White - Jacket/conductor screen
 - Black - Outer semiconductor
 - Thick White - XLPE electrical insulation
 - Black - Inner semiconductor
- Center - Copper power conductor



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