

Young Maritime International



MAGAZINE



WWW.YMI.NU



2nd edition October 26th, 2010

Enrol for the YMI -magazine at:
Website: www.ymi.nu

"Promoting Young Potentials"

For all those who feel passionate about the maritime sector,

Welcome to the second edition of YMI!

Young Maritime International is a new magazine that aims to provide youth in the maritime sector with the opportunity to publish their projects, innovative ideas, and graduation projects.

Each edition will contain eight to ten projects of students worldwide. Two other topics that will be touched upon in the magazine are "From a legal point of view" and "History".

The magazine is meant for youth and students in the maritime sector, maritime businesses, educational institutes, business schools, governmental institutes, and other interested parties.

Daniëlla Vermeer



YMI



Circulation 500

PERFECTION IN INSPECTION – PERFECTION FOR PROTECTION

Recently a new service company in the Maritime World was established in Ridderkerk, The Netherlands.

Ned Marine Services BV was set up in July 2010 and is currently already climbing her way up to become the understatement in the inspection world of shipping, offshore and wind industries!

After a long time of preparation and hard working, the high skilled employees who carry out the inspections, and the high quality products as cathodic protection and magnetic core drilling technology against competitive prices all around the world, are already making a significant difference for our customers.

With thanks to our head office located nearby the harbours of Rotterdam and branche offices in Latvia, Belgium and upcoming in France, together with our agents in China and Greece, is it possible to serve our customers in the best possible way, 24/7 during the whole year.



Manon Monster, born 1990 Maasdam
You can recognise Manon at her never ending smile.
Manon is Ned Marine Services.

Ned Marine Services BV

E-mail info@nedmarine.com

Website www.nedmarine.com

With big projects in the area of Rotterdam, Europe, China, Middle East and Far East as being in charge to carry out super intendency on the vessel, and being in charge of the dockyard, carrying out the CAP-Survey(UTM-Survey) in combination with a final official class report and in combination with NDT Inspections, Weld Inspections and QC Service, making repair recommendations and provide customers with her cathodic protection all at the same time, Ned Marine has already shown to the world that quality and knowledge does exist.

Passion for shipping and off-shore started at very young age. Her father, who worked in the same field, always came home with exiting stories from all over the world.

After high school, Manon started to work in a company for shipping and off-shore related services and products A few years later, Manon decided to start her own company, with the aim to give more and better service to clients. “This I can do better” she said and a new company was born.

After many months of thinking and day and night working, Ned Marine Services was founded, the name was made and the logo created.

Now there is a need to make the name of Ned Marine Services BV known everywhere. Manon is travelling to build up long-term relationships with several clients all around the world.



De ontwikkeling van een SCADA besturingssysteem

In dit verslag is er onderzoek gedaan naar SCADA applicaties voor gebruik aan boord van binnenvaart schepen.

SCADA staat voor:

Supervisory Control and Data Acquisition.

Dit stelt een schipper (operator) in staat om een volledige technische installatie snel en duidelijk te overzien. Het SCADA systeem is ontworpen voor een schip de: "Kraanvogel". Dit is een kraanschip met een kraan die een maximale vlucht heeft van 32 meter met een bijbehorende hijscapaciteit van 8 ton. Het SCADA systeem werkt op een computer die draait op een professionele versie van Windows. De reden waarom computers gebruikt worden is: de grote rekenkracht en het geheugen van computers waardoor de mogelijkheden vele malen groter zijn.

Het SCADA systeem communiceert met de PLC (Programmable Logic Controller) door het gebruik van het LAN (Local Area Network) netwerk aan boord waar de PLC ook op is aangesloten. Op dit moment is er een uitgebreide keuze van SCADA pakketten op de markt. Door een uitgebreid onderzoek gebruikmakend van demo's en presentaties van verschillende leveranciers is er gekozen voor CX-Supervisor van Omron. Deze keuze is gebaseerd op het feit dat CX-Supervisor een relatief goedkoop programma is met uitgebreide mogelijkheden.

De communicatie tussen de PLC en het programma verloopt goed en er zijn geen extra programma's nodig. De verschillende analoge signalen van de sensoren aan boord moeten verwerkt worden. Dit wordt gedaan door een remote I/O waar alle analoge signalen worden omgezet naar een digitaal signaal en een busbar worden ingestuurd. Hier werkt een PLC mee en kan het ook makkelijk doorgestuurd worden naar de computer waar het SCADA pakket op draait.

Voor de communicatie kunnen er verschillende soorten bits gebruikt worden. In het PLC programma worden voornamelijk booleans (1 of 0) of integers (0 – 65536) gebruikt. Deze bit functies worden gekoppeld aan een punt welke in het programma een tag worden genoemd in het SCADA pakket worden dan ook de tags uitgelezen en/of aangestuurd.

De grote kracht van een SCADA pakket is de grafische weergave welke gedaan wordt door het gebruik van animaties welke meegeleverd worden bij het pakket. Om de animaties te laten bewegen of waardes te converteren worden er scripts gebruikt. De scripts zijn waarschijnlijk de belangrijkste onderdelen van het SCADA pakket. Scripts bestaan uit programmataal die zich vertalen als wiskundige functies waar de tags de variabelen zijn.

Om een proces te kunnen optimaliseren is er de mogelijkheid om data op te slaan. Dit kan gedaan worden bij de grafieken (trend manager) die snel en duidelijk laten zien wat de proces waardes zijn over een langere tijd. Wat een SCADA systeem tot een grote hulp maakt is het uitgebreide alarm systeem wat je kunt gebruiken. Via de alarmen krijg je snel een duidelijke indicatie van een afwijking op een installatie die in normaal bedrijf is.

Met behulp van het alarm systeem is ook een gedeelte van het onderhoudssysteem van de generatoren opgenomen. Als er gekeken wordt naar de regelgeving dan is er het nodige geregeld in het: Binnenschepenbesluit, Reglement onderzoek schepen op de Rijn en Lloyds register. De aanvullende informatie is ontvangen van een externe adviseur van Inspectie Verkeer en Waterstaat.

tekst: **Sander van der Velden**



MCR PRIJS NAAR JONGE MAROF

De havenondernemers verenigd in de **Marine Club Rotterdam** hebben donderdag 14 oktober de zogenoemde MCR-prijs 2009 – 2010 uitgereikt aan **Sander van der Velden** (23) voor zijn opvallende prestaties bij de Hogeschool voor de Zeevaart Rotterdam, onderdeel van de STC-Group. Hij begon in 2003 aan de opleiding MBO (niveau 4) richting maritiem officier aan het Scheepvaart en Transport College (STC). Hij sloot deze in 2007 met succes af. Daarna volgde hij aan de Hogeschool voor de Zeevaart te Rotterdam de HBO opleiding tot Bachelor of Maritieme Operaties (maritiem officier), waarvoor hij dit jaar het diploma behaalde.

Hogeschool voor de Zeevaart Rotterdam afdelingsdirecteur Alco Weeke stelde Van der Velden kandidaat; eerst intern en vervolgens ging de aanbeveling richting Marine Club Rotterdam: “Sander is na zijn MBO Marof stage doorgestroomd naar het HBO. Naast een mooie lijst heeft hij een negen behaald voor zijn afstudeerscriptie. Het afstudeeronderwerp was: **SCADA Supervisory Control and Data Acquisition**

Daarbij bleef de inzet van de Marof student niet beperkt. Hij hielp veelvuldig bij het maken van video's, foto's en interviews om het beroep van Maritiem Officier onder de aandacht te brengen bij buitenstaanders. “Sander weet zijn publiek op de juiste manier te woord te staan en komt innemend over”, aldus Weeke die daaraan toevoegt dat in de presentaties het Scheepvaart en Transport College en de Hogeschool voor de Zeevaart Rotterdam ook voor het voetlicht worden gebracht.

Tekst: Mrs. Janny Kok
Photo: Daniëlla Vermeer

Weeke en de zijnen hebben de MCR kunnen overtuigen dat Sander van der Velden de MCR prijs waardig is. Deze bestaat uit een laptop die ongetwijfeld zal helpen de promotionele presentaties nog mooier te maken.

De prijswinnaar werkt nu bij P&O North Sea Ferries als 4^{de} werktuigbouwkundige, maar zijn stageperiode als maritiem officier bij de Holland Amerika Lijn is hem zo goed bevallen dat hij liever bij die cruisereederij zou willen werken. “Dat betekenen dat ik langer van huis ben dan de twee weken op/twee weken af die ik nu vaar”, zegt Van der Velden die daaraan toevoegt dat het voor zijn vriendin niet leuk zou zijn als hij langere periodes zou varen. Dat gegeven en dat zijn sociale leven er anders uit zou zien, heeft hem richting P&O North Sea Ferries getrokken.

Daar heeft hij het naar zijn zin, al kan hij zich niet voorstellen dat hij zijn hele werkende leven lang zou willen varen. “Maar aan de wal is ook genoeg interessant werk, waar ik mijn nautische kennis in kan zetten.”



Left: Sander van der Velden, prijswinnaar
Right Theo Schut voorzitter MCR



The start of the program 'Ideale Haven Plus'

Six organizations which together would like to strengthen the knowledge and innovative abilities of the harbor in the Rotterdam region. That is how one can best describe the partners in the 'Ideale Haven Plus' program: Rotterdam University, Inholland University of Applied Sciences and STC Group will work together with the Port of Rotterdam, de Jong Havenvereniging and Deltalinqs on an extensive program for the Harbor and Industrial Agglomeration of the Rotterdam region. The program started in June after having been granted a subsidy within the scope of 'Pieken in de Delta' (the Ministry of Economic Affairs, the City of Rotterdam, the Zuid-Holland Province and the Port of Rotterdam).

The Plan

The harbor is more than a berth for ships. The harbor of Rotterdam is successful in the region because of the Harbor and Industrial Agglomeration as a whole. Not just the harbor, the logistics and transport are important, but the petrochemical and (maritime) industrial complex and business services as well. The program therefore aims to introduce this multifaceted side of the harbor and its opportunities to as many students as possible, from operator to lab assistants, and from shipbuilder to constructional engineer. It also intends to link education to business, by means of projects, research opportunities and sharing knowledge. No sustainability without continuity.



Photo's: Roy Borghouts

Sharing knowledge

Rotterdam harbor, and all harbors in Holland for that matter, need a sustainable knowledge infrastructure that guarantees sustainable development. This program intends to establish a centre of expertise: to which partners in education contribute their knowledge and thus bringing together a unique set of expert opinions for the harbor. This Knowledge is shared with the business community in the harbor, which will also be involved in the development of this knowledge. An additional goal is to increase the number of parties involved in the program.

The official kick-off will take place this fall. At that time the new name will be presented, 'Ideale Haven Plus' being the working title of the program.

A number of activities have already been organized within the scope of this program, and these will only increase after the kick-off.

More information

Would you like to know what the 'Ideale Haven Plus' program can do for your organization? Please contact the manager or a staff member of the program:

Wietske Willemse – Project manager
(w.k.m.willemse@hro.nl)

Lisanne Broos – Project staff member
(l.r.broos@hro.nl)



always thinking ahead

S5-Burger Port Agencies is part of Royal Burger Group an international company specialized in maritime and logistic services. Approximately 60 persons work for S5-Burger Port Agencies, spread over several European countries. The headquarter of the group is in Poortugaal (Rotterdam), where two young employees tell us a bit more about their jobs.

1. Name, age

Tom Hietbrink, 28 years old and
Jan Koedood jr., 26 years old

2. How long have you been working for S5-Burger Port Agencies?

Tom: Since January 2007.

Jan: I joined the S5-Burger Port Agencies team in the spring of 2006 as ships agent / boarding clerk (attending on board of vessels we handle as ships agents).

3. Tell us about your current job

Tom: I am responsible for the Marketing and Sales activities within the Brokerage department of S5-Burger Port Agencies. It is my job to try to find new clients, cargoes and cargo routes. These clients can be based in Holland, but also outside of Holland. That means that I am travelling quite a lot. The travelling aspect as well as meeting new people everywhere is one of the best aspects of my job.

Jan: In the course of the years I developed my skills as ships agent / boarding clerk and in line with this personal development the management team of S5-Burger Port Agencies asked me to fulfill the position of marine operator. The main tasks of a marine operator consists of keeping ship owners and charterers informed



left Jan Koedood jr, right Tom Hietbrink

about the status / locations / prospects of their vessel or chartered vessel which is bound for Rotterdam. Also I have to assist these parties with requirements they may have.

4. How did you end up in the maritime sector?

Tom: My father has been in the maritime sector all his life, and therefore everybody thought that I would follow his footsteps. However, when graduating from high school, I decided to study Law at the Erasmus University. After two years it became clear that a theoretical study like Law was not in my line, and I decided to go for a study that was more "hands-on". I looked at a lot of studies, but in the end I found out that Logistics seemed to be perfect for me, and I went to Hogeschool Rotterdam to study Logistics & Economics

I specialized in Maritime Management, because that was most interesting for me. I absolutely do not regret one second that I went this path in the end!

Jan: I ended up in the maritime sector because my father was employed in that sector and as a child I went, on various occasions, along with him to visit vessels. It caught my interest and based on these experiences I decided to study at the Shipping and Transport College in Rotterdam which I completed successfully. After that I applied for a job at Royal



Burger Group, to start as documentation employee in a Liner Department. In the spring of 2006 I made the switch to S5-Burger Port Agencies.

5. How do you like working for an international company?

Tom: It brings along a lot of chances and opportunities for the employees. You learn to speak fluently English, German or another language, you are in contact with people from other countries many times, learn about their habits, their food etcetera.

Besides, working for an international company can mean the opportunity to work in another country. Royal Burger Group has own offices in many countries in Europe, and therefore the chances of being able to work in another country are quite high. One of the other interesting things about this, is that Burger implemented the so-called Burger Propellor Program: a program for young potentials within Royal Burger Group. Two to three times a year we come together for one day where we learn about specific topics, such as Sales & Marketing or Finance.

During the day there is also enough opportunity for teambuilding with our foreign colleagues.

Jan: Working for an international company is really interesting because the commercial network that the company built up since their start in 1772 gives me the opportunity to work with companies all over the world.

6. What do you like most about port agencies?

Tom: Port Agencies really is the most hands-on division of all. You are very close to the actual business, and are involved in activities that are at the roots of

any Logistics route. Without vessels being handled by a port agent, there will be no goods that can be transported and there will inevitably be no seaborne logistics.

Working at Port Agencies means that you have daily contact with a lot of parties in the chain. That ranges from seamen and terminals, to customs and surveyors. In no division the day to day contact with such a diverse base of parties is present as in Port Agencies.

Jan: I can not specify what I like most about the business unit Port Agencies but the contact with clients, working in a team like ours and to be involved in lower commercial matters is what I like.

The combination of these aspects gives me a good satisfaction and is really enjoyable.

7. How do you see your future within the maritime sector?

Tom: It is one of the most fascinating sectors to work in, and there is always a lot of activity going on. The business is so diverse, that if you want to shift to another job or work, but want to remain in the maritime sector, it is always possible. Therefore, as it looks now, I will remain in the maritime sector for many years. I can of course never exclude switching jobs or companies, but it will always be within the maritime sector.

Jan: Hopefully I will keep developing my skills and knowledge in the future as agile as the last couple of years in order to reach a higher level in the branch. I can not imagine to leave this branch because the challenges encountered on a daily basis keeps the job as such a never ending story of new encounters.



10 - 3.500 GASTEN | 20 VERGADERRUIMTES | 14 BANQUETINGRUIMTES | 1 MULTIFUNCTIONEEL THEATER | 2 RESTAURANTS | 3 BARS
257 HOTELKAMERS | 48 BUSINESS BOARD ROOMS | 600 PARKEERPLAATSEN

WELKOM OP DE ROTTERDAM



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ON BOARD
ON SHORE
excellence in party, sailing

The Rotterdam came into service for Holland-America Line in 1959. She is the largest passenger liner ever built in the Netherlands and is numbered among the most successful liners which ever sailed the seven seas. The ship has largely maintained her original character and remains in good condition. The new owners gave her a profound refurbishment so she can be in service as a static liner for many years.

Since February 15 the s.s. Rotterdam is open for the public. Please see the website of the operators www.derotterdam.com for information about possibilities on board.

The history of the SS Rotterdam

On 13 September, 1958, with a clearly spoken "I name you the Rotterdam and wish you a safe journey" Queen Juliana christened the new pride of the Dutch

merchant fleet and sent the ship down the ways at the Rotterdam Drydock Company under the eyes of an enormous audience. Just under a year later, on Thursday 3 September, 1959, The SS Rotterdam departed on her maiden voyage from Rotterdam to New York. Among the guests aboard was then-crown princess Beatrix.

The ship was advertised with the slogan "The ship of tomorrow ... today!" Over a period of nearly four years between the granting of the commission to construct the ship by the Rotterdam Drydock Company and transfer of the ship to the Holland-America Line, the largest passenger liner ever built in the Netherlands came into being. It featured a progressive design. Many noted architects and artists worked together on the interior arrangements and furnishing of the ship, making her a floating work of art.

“Promoting Young Potentials”

**Announcement for all students and educational institutes:
for publications of projects / thesis;
mail to: dani.vermeer@ymi.nu**



NMU Newsflash

Volume 1, Issue 1, 20 Oct 2010

Editor: Maurice Jansen

24 new students start their Master Shipping and Transport



On 27th of September, Netherlands Maritime University welcomed 24 new students who started their studies their Master Shipping and Transport program in Rotterdam. Like previous years, students have found their ways to NMU from a variety of countries: Brazil, Oman, Indonesia, China, South-Africa, Nigeria, Mozambique, Ethiopia, Greece, Spain, Mexico, Benin, Suriname. Mr Erik Hietbrink, chairman of the board of directors of STC-Group opened the academic year. In his presentation he elaborated on the dynamics of the shipping industry and the prominent position STC-Group has as a knowledge and education institute for the maritime cluster.

Maritime Education Platform presents e-learning modules and discuss important international maritime trends

The Maritime Education Platform (MEP) is a project-based cooperation between six maritime educational institutes from six different countries. This platform, which is sponsored by the Life Long Learning Program of the European Commission, develops e-learning modules for maritime lecturers. The main goal of the MEP is to produce and to share high quality educational material. This goal is achieved through the development of a virtual learning space and by the organization of several seminars. Following two previous successful seminars, it is our pleasure to hereby invite you to the third and final MEP seminar:

During this two day seminar several e-learning modules will be presented and various international speakers will discuss important international maritime trends. If you would like to participate, then please send an e-mail containing the days on which you will participate and whether you will join the maritime dinner, to: mep@stc-r.nl For any additional information please contact Jaap Gebraad (gebraad@stc-r.nl) or telephone: +31-104486080

Master students from both classes meet in Rotterdam



From an alumnus: Roberts Gaillitis



After graduation from Netherlands Maritime University I am continuing my studies in Riga Technical University. Recently I started my studies at Faculty of Engineering Economics and Management (FEEM). I am doing my PHD course in management science and economics and I think this is good way how to supplement my educational background from Netherlands Maritime University. I am planning to do my doctorate research on maritime clusters and factors on which development of a maritime policy should be based.

International Exchange Program unique experience for Masters students



Korean Master students visit Rotterdam

Last Summer, students from both NMU locations had the opportunity to experience the world of shipping in a different continent. Both groups of students, 19 students from Korea and 9 from Rotterdam met in Rotterdam on the 13th of August, a day before departure of the Rotterdam group to Korea. In an informal setting, some students organized an event to get to know each other. The course program was a mix of everything: classroom sessions, exercises on the full mission bridge and VTS simulator, field trips to the Second Maasvlakte, Deltaworks, a two-day journey through the inland waterway system of The Netherlands. In weekends many students explored The Netherlands either by themselves or joined in the leisure trips organized by NMU: Amsterdam, Windmills of Kinderdijk, World Port Days and sailing with The Eendracht. Unfortunately Peter Ju, one of the Korean students was taken into hospital for more than 10 days, because of a viral infection (meningitis). Luckily Peter was able to travel back home with the Group on 12th of September.

STC-Group makes progress with European Transport Academy Project



Headquarters of STC-Group in Rotterdam

Since the end of last year, the STC-Group is investing millions in education for the shipping, transport and port (Industry) sectors in the period 2009–2012. In doing so, the STC-Group will transform itself from school to also internationally renowned knowledge Institute for Shipping and Transport. To realize this transformation, the STC-Group will invest in the following:

An investment project of 35 Research and Development projects which will comprise investments in the simulator park, new education materials and (interactive) courseware for all sectors in the shipping and transport sector. A second pillar of this project is the new building extension at location Brielle, where Process and Maintenance College is located. **New school building at location Waalhaven:** At the STC-Group facilities located in the Waalhaven in Rotterdam a new school building will be realised for pre-vocational secondary education (VMBO) and secondary vocational education (MBO).

A number of projects have been delivered already, such as an electro engineering room, foundation work of the new Brielle building, new hard- and software for shipbuilding program.

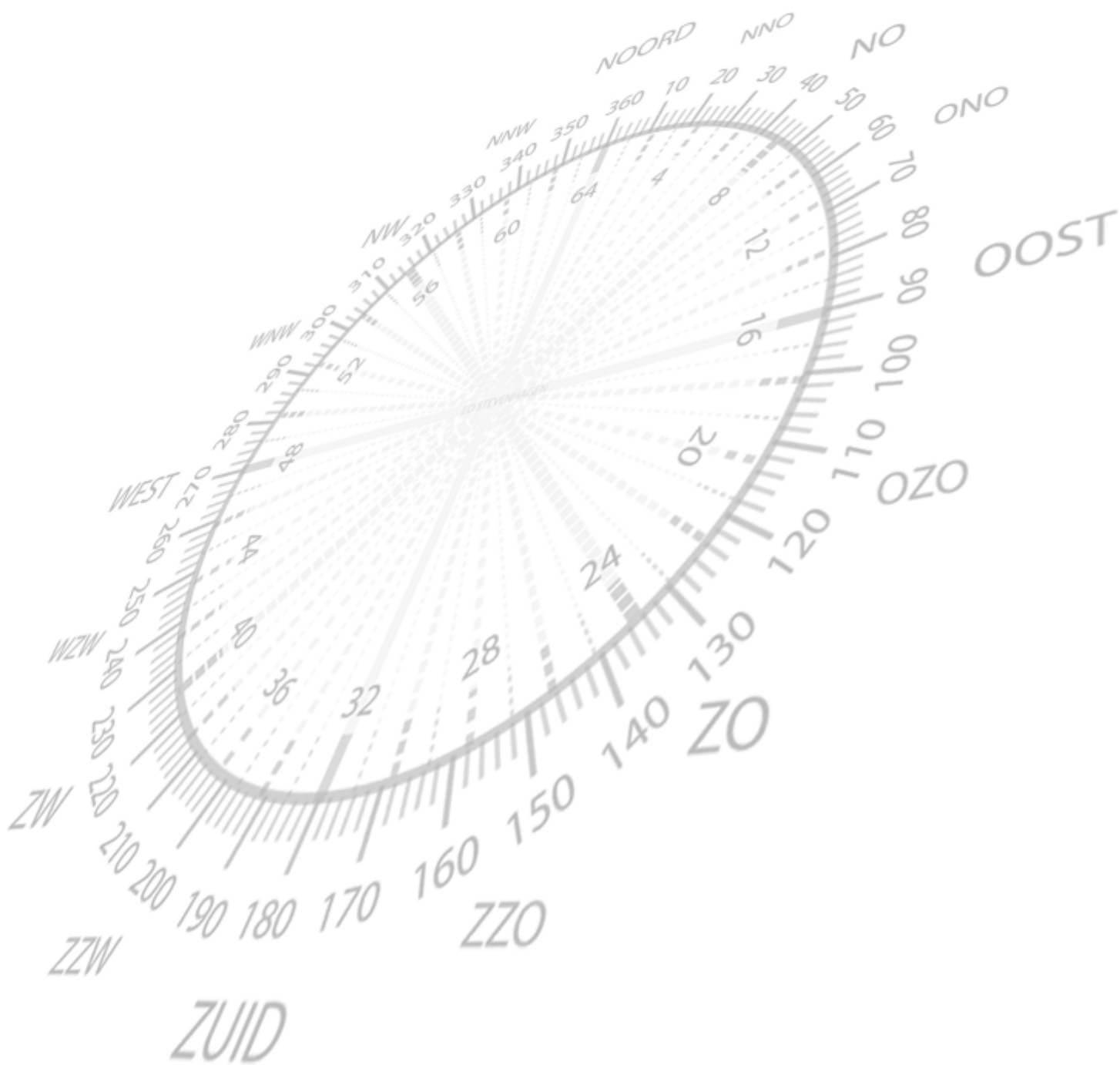
This newsletter is sent to Netherlands Maritime University relationships, such as students, alumni, STC-Group lecturers, and associate lecturers with the objective to provide information on news, events and career developments of our alumni. To subscribe or remove your name from our mailing list, please [click here](#).

Young Maritime

International



From a Legal point of view



CLASSIFICATION NEWS

September 27, 2010

No. 37/2010

STATUTORY ALERT Port State Control – Riyadh MOU concentrated inspection campaign

APPLICABILITY All shipowners and operators trading within the Riyadh MOU region

INFORMATION The Secretariat of the Riyadh MOU has announced that it will embark on a concentrated inspection campaign (CIC) to verify Safety of Navigation in compliance with SOLAS Chapter V. The CIC will last for three months, starting on October 1, 2010, and ending on December 31, 2010.

During the campaign period, member authorities of the Riyadh MOU will inspect, within the resources available, as many ships as possible in conjunction with routine port state control inspections. Port State Control Officers (PSCOs) will verify the following items in more detail for compliance with SOLAS Chapter V:

- Navigation-related equipment and documentation.
- Relevant records of equipment.

They will also evaluate the familiarity of the Master and Watchkeeping Officers with bridge equipment.

Owners/Operators may find it useful to view the relevant sections contained within Lloyd's Register's [Maintenance Guide Checklist](#) and [Port State Inspections Pocket Checklist](#).

When deficiencies are found, the actions of the PSCOs may range from recording a deficiency and instructing the Master to rectify it within a certain period, to detaining the ship until deficiencies have been rectified. Detentions will be published in the monthly list of detentions available on the Riyadh MOU web site.

Riyadh MOU comprises the following member states:

The Kingdom of Bahrain; United Arab Emirates; Kuwait; Qatar; The Sultanate of Oman; and The Kingdom of Saudi Arabia.

HELP US TO HELP YOU – if you are an owner or operator and require further assistance, please get in touch with your local Lloyd's Register Group office at the earliest opportunity and we will be happy to assist.

Further information

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LIFE MATTERS

CLASSIFICATION NEWS

October 8, 2010

No.38/2010

SAFETY ALERT MCA safety alerts: Lifebuoy Eval, Type 558, and Thermal Protective Aid, Type MF 206B

APPLICABILITY All shipowners and operators

INFORMATION The UK Maritime and Coastguard Agency (MCA) has issued safety alerts regarding the following two items.

Lifebuoy Eval, Type 558, manufactured by E.G Vallianatos S.P.A., Athens

The MCA reports that a Type 558 lifebuoy was found to make a clattering noise and upon opening was found to be missing half of its foam and to contain sand-like material. More information from the MCA can be found at:

www.mcga.gov.uk/c4mca/safety_alert_32.pdf
www.mcga.gov.uk/c4mca/safety_alert_tech-no34.pdf

Owners are encouraged to examine all lifebuoys to ensure similar defects are not present. The manufacturer has issued a letter which details a suitable test procedure. This is available at:

www.mcga.gov.uk/c4mca/lifebuoy_code_558_alert.pdf

It should be noted that this alert follows previous information regarding other defective lifebuoys, so owners and operators are encouraged to examine all lifebuoys. If you suspect constructional defects, they should be brought to the attention of the manufacturer or supplier.

Thermal Protective Aid, Type MF 206B, manufactured by BCB International Ltd

These items are marked with an incomplete wheelmark – the date and notified body identification are missing. The certification was incomplete and the manufacturer states they have been erroneously placed on the market. The manufacturer is contacting all customers and is recalling the product. The full information can be found here:

www.mcga.gov.uk/c4mca/safety-alert-33.pdf

Owners are encouraged to check their TPAs and, if this type is found, to contact the manufacturer.

HELP US TO HELP YOU – if you are an owner or operator and require further assistance, please get in touch with your local Lloyd's Register Group office at the earliest opportunity and we will be happy to assist.

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LIFE MATTERS

New free online maritime course at www.egmdss.com

Long Range Certificate course

A partnership of 12 partners from 10 countries, of which 7 maritime faculties, academies or institutes, developed a new free online maritime course: Long Range Certificate Course. The course has been developed within international EU project »E-learning system for GMDSS VET«. The course is available for free at maritime e-learning portal www.egmdss.com in more than 10 languages.



The course covers mainly VHF, MF, HF and Inmarsat communication. To support the communication topics, the following simulators of GMDSS communication equipment are also included: VHF radio simulator, MF/HF radio simulator and Inmarsat C simulator. All listed simulators and additional NAVTEX receiver simulator are only simulators available for free.

The course may be used by radio operators on leisure or commercial vessels not under the regulation of the SOLAS convention that are fitted with long range communications (MF/HF radio) or satellite equipment that must be qualified to a minimum standard. This standard is the GMDSS LRC (Long Range Certificate). In the Netherlands is the Maritime Institute Willem Barentsz involved in this project and has translated the course to a Marcom A course (GOC) info: www.egmdss.com



Bartels International Shipping Company BV
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Ancillary management services

Bartels International Shipping Company B.V.

Cost efficient, effective and sustainable company for marine business.

Our core business and primary activities are within the fields of :

Free lance superintendence for handling or follow up of important problems or repairs is also part of our activities.

This can be extended to the complete package of dry dock inspections and repairs, from the preparation of tenders, communication with repair yards, classification societies, owners representation on the shipyards until the completion of the repairs.

Contact : Joop Johannes Bartels.

Website: www.bisc-holding.nl

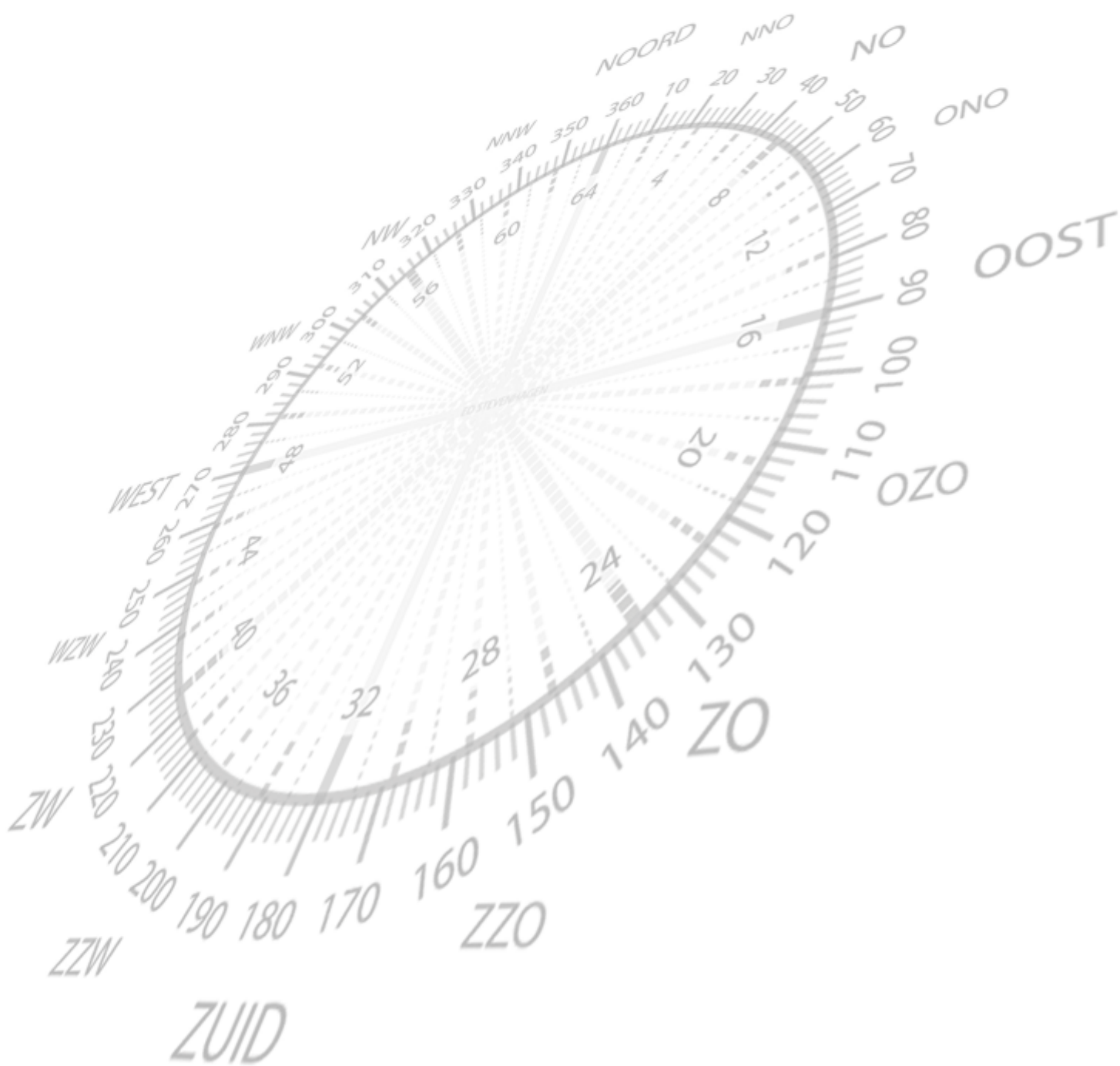
E-mail : j.bartels12@kpnplanet.nl



Young Maritime International



History



Koninklijk Jacht “Piet Hein”

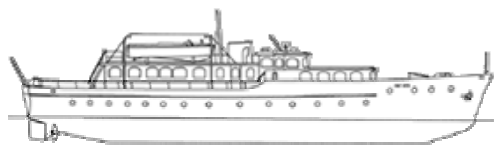
Op 16 oktober 2010 vierde Willem Spuijbroek zijn 25-jarig jubileum als vrijwilliger op het Koninklijk Jacht “Piet Hein”.

Tevens is Willem die dag onderscheiden met de Erasmusspeld van de gemeente Rotterdam, voor bewezen diensten aan Maritiem Rotterdam de afgelopen 25 jaren.

Jubilaris Willem Spuijbroek aan het woord:

Het huwelijks cadeau aan Prinses Juliana en Prins Bernhard namens het Nederlandse volk zou een in Nederland gebouwd jacht worden. Onder leiding van de heer Crone in overleg met de architecten en bouwers. Heel het Nederlandse volk heeft mee gedaan. Met stuivertjes, dubbeltjes en kwartjes kwam het bedrag bij elkaar. Symbolisch werd het cadeau op 29 augustus 1936 aangeboden, zo kon het prinselijk paar zelf nog mee beslissen in de inrichting van het Koninklijk Jacht “Piet Hein”.

Op 14 augustus 1937 ging het jacht te water en 28 augustus 1937 was de officiële overdracht.



Willem en achter hem, de fantastische bemanning van de “Piet Hein” op 16 oktober 2010

Het ontwerp is van architect de heer De Voogt uit Haarlem en binnenhuisarchitect de heer ir. D. van Ravesteyn uit Rotterdam. Het jacht werd gebouwd bij de Amsterdamse scheepswerf G. de Vries Lentsch en dat in de crisistijd!

Het Koninklijk paar heeft heel veel vaartochten mee gemaakt behalve van 1940 – 1945 toen was het in handen van de bezetter als commando schip van de luchtwaffe. In 1946 zwaar beschadigd in Hamburg teruggevonden en in Den Helder is het weer hersteld.

Het jacht is 31 meter lang. Het ontwerp was 32 meter, maar dan kon het schip niet door de toenmalige sluis van Lemmer. De breedte is 5.50 meter. Diepgang 1.54 (nu 1.65 meter) er zijn 138 accu's onder de plaat vandaan gehaald en daar is meer ballast voor in de plaats gekomen.



Er staan twee hoofdmotoren in. Twee DAF Dieselmotoren type DK1160 ieder 210 pk. Deze zijn tijdens de verbouwing in 1969 geplaatst. Vroeger stonden er 2 Stork motoren in en als hulpset een Samova 2 Cil die inmiddels is vervangen voor een Perkins diesel die zorgt voor de spanning van de boegschroefmotor. Het hulpsetje voor de boordspanning 's-nachts, is eerst vervangen door een Mitsubishi, deze moest ervoor zorgen dat alles omgebouwd werd van 110V gelijkspanning naar 220/380V.

Inmiddels hebben wij deze in 2009 vervangen voor een zogenaamde fluistermotor, zodat wij als we in een haven of een ligplaats in een stad zijn, geen geluidsoverlast bezorgen. We nemen ca. 3800 liter brandstof mee en ca 3500 liter drinkwater. Het schip is geheel geklonken, heeft 2 schroeven en dubbel roer. In 1962 is het schip, op verzoek van Prinses Wilhelmina uitgerust met een Denny Brown slinger demping installatie.



- 1988 Thee drinken aan boord met Prinses Juliana, de bemanning was wat zenuwachtig; een gerepareerd oortje van een suikerpot, en een hete glijdende theepot.... Enfin het was voor de Prinses een geweldig uitje en met veel gelach en een uitbundige hofdame.
- 2000 Het ondertrouwen van Bernard jr. met veel Koninklijke gasten.
- 2005 Het vrijgezellenfeest van een van de prinses.



Deze is helaas verwijderd. De boegschroef is er in 1995 ingebouwd.

De "Piet Hein" is tot 1980 in gebruik geweest door het Koninklijk Huis. In 1985 bij het "ZKK" in Rotterdam gekomen en haar eerste reisje met de Zeekadetten was op 16 oktober. Onze dochter en onze zoon, die op die dag 16 jaar geworden was, waren aan boord en wij gingen als ouders hun uitzwaaien, in de Waalhaven. Echter de stuurboord motor wilde niet starten. Na mijn aanbod aan de gezagvoerder om het euvel eventueel te verhelpen, bleek het startslot defect. Met een dikke "schroevendraaier-trucje" sloeg de motor aan. 's-Avonds heb ik er een nieuw slot ingezet en dit was toen nog niet wetend van een tot heden 25 jarig "bloed, zweet en tranen-klus", maar zij is er nog steeds, dankzij het bedrijfsleven die ons van alle handen steunen en de grote inzet van een aantal vrijwilligers.

Wij hebben in deze periode ook heel vaak leuke en spannende dingen meegemaakt. Een aantal hiervan zijn:

- 2007 Alle kleinkinderen van Prinses Juliana en Prins Bernhard.
- 1990 Alle Sails Amsterdam sinds 1990.
- De jaarlijkse Zomerkampen en diverse Jubilea
 - Dagen van het Zeekadetkorps Nederland.
 - Vaartochten met sponsors en vrienden, begunstigers van de "Piet Hein".



The women of Michiel de Ruyter (1607-1676)

Aelken, Michiel's Mother

Hello, I'm Aeltje, wife of Adriaen, who works as a beer porter in the port of Flushing.



I'd like to tell you about my son. His name is Michiel, like his grandfather. He was born on 24th March 1607. Four centuries ago, long before your time ...

Michiel wasn't like other children. You wouldn't believe the scrapes he got into ... He didn't really care for school. In fact, he was expelled for 'fighting and unruly behaviour'. His father said it was time he got a job. So, he found work as a rope-maker, where they let him turn the big wheel. He liked that, it was exciting. And he earned a bit of money, thirty cents a week... But he was thrown out again. He never told me exactly what he had got up to...

Michiel thrived on adventure. When he was ten, he climbed the church steeple. He could have killed himself. And he so wanted to go to the sea. Well, he had heard all those exciting yarns from seafarers while he was hanging around the harbour. 'Let him go to sea,' said his father.

He had been a sailor himself when he was younger ...

I didn't want him to go. Michiel had just turned eleven, and I had already lost a son at sea. But, what can you do ... so many children in Flushing flew the nest at a very young age...

And I have to admit, he did well .. He started as a bosun's boy and within four years had risen to the job of seaman, then helmsman and finally captain. And he experienced a lot. He met all sorts of people. He made friends with a former negro slave, John Company. And when he was wounded in the arm, but still managed to escape – he was so smart – then he journeyed back on foot to the low countries, all the way from France.

I wouldn't put anything past him.

Maayke Velders, Michiel's 1st wife

Never marry a sailor. That's what my father always said.



Hello, Maayke Velders, pleased to meet you. Well, my father was a farmer. What did he know? I was smitten by Michiel. All these thrilling stories. Like that battle at Bergen Op Zoom, where he

served as a soldier a gunner. Brave that he was. He attacked the Spaniards on horseback and helped to liberate the city.

People say that he chose the surname De Ruyter (horseman) later on, but he told me that it was because his uncle used to be in the cavalry. He was really proud of that uncle. But when we got married, he was still, pure and simply, Michiel Adriaenszoon.

Neeltje Engels, Michiel's 2nd wife

Hello, I'm Neeltje Engels, Michiel's second wife. Michiel had a difficult time coming to terms with the death of Maayke, his first wife.



I had known Maayke because we both used to live in the same street in Flusing. Michiel tried to get over his grief by studying and going off to sea for long periods at a time. He also drew comfort

from his Christian faith.

Michiel went to Spitsbergen, on a whaling expedition. In 1636 he came home briefly. That's when we married. A year later, our eldest son was born, but Michiel wasn't there. He had become captain of a private ship which hunted down raiders.

Michiel wasn't at the birth of any of our other children either. First, he was back in Brazil as skipper of a merchant ship, trading tobacco and sugar. Then he was rear admiral for a short while on the war fleet, fighting the Portuguese. But he felt more at home in merchant shipping. He made many trips to Morocco with his own ship, The Salamander, to do business, but also to redeem Christian slaves.



Anneke, the sailor girl

Ahoy there, I'm Anneke. And yes, I want to go to sea.



The captain of my ship was called Michiel de Ruyter. I reckon I was lucky, he was a good captain ... Nothing like that Witte de With, who captained the ship my young man was on. He

used to shout abuse at the crew, calling them curs and scoundrels, and he meted out some terrible punishments for the slightest misdemeanour. I'm not saying that De Ruyter never got angry, but I was usually justified ... He would fly into a rage occasionally – especially if the men were behaving cowardly...

Fortunately, nobody ever suspected that I wasn't a boy. Then the fat would really have been in the fire! I just did my job, like everyone else.

Anna van Gelder, Michiel's 3rd wife



Good-day, Anna van Gelder, how do you do? Life has just dealt me a heavy blow. I have received word that my beloved husband, Michiel Adriaenszoon, has been killed, God rest his soul. In all, he spent fifty-eight years at sea.

When we wed, Michiel didn't really want to go back to sea again. My friend, Neeltje Engels, is second wife, had died two years previously. Their youngest son, Engel, was only sixteen months old at that time ... Michiel wanted to be with his children. I myself was a widow. My husband had died on a voyage to the Antilles.

Margaretha, Michiel's daughter

Hey there, I'm Margaretha, Michiel de Ruyter's daughter. How did I come to have



such a famous father? When I was born, the Admiralty of Amsterdam had just appointed him vice-admiral ... Because he had fought so bravely against the English ... The whole country was talking about it. People saw

him as the successor to Admiral Maerten Tromp, who was killed at the Battle of Ter Heijde ...

Thanks to father, the Dutch ships could sail back to the Baltic Sea, which was vital to trade. The Danish king was so pleased that he knighted him.



Netherlands – Brazil

In the 16th and 17th Century, a Spanish treasure fleet transported treasures from South America to the homeland every year. Many different actors, among which the West India Company (WIC), hunted this treasure fleet. Robbery amongst each other was daily business at that time. This was one of the reasons for the WIC to establish itself in Brazil; the North coast was a very suitable base of operation. As the well-known song illustrates, Piet Hein conquered the treasure fleet in 1628. He hijacked millions of guilders in silver and pearls.

Michiel de Ruyter has been in Brazil several times, already as a cabin boy. During these trips he sailed with Jan Compagnie, de black boy who had been brought in Vlissingen.

Brazil was (and is) a rich country in many different aspects; a typical country that is worth fighting for. This is exactly what the Dutch and Portuguese did.



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Based in Rotterdam, Polder Knowledge is specialized in web design, applications and corporate design with over 10 years of experience. The company name Polder Knowledge refers to a typical Dutch countryside phenomenon. Also the name reflects the method of approaching customers by its employees, namely in a clear, realistic and down to earth way. Typical Dutch values!

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The inland shipping industry is confronted with all sorts of requirements mainly from its customers, law and ISO 9001 & 14001 standards. Managing a fleet in compliance with these requirements needs an effective and efficient process. BargeControl anticipates on this need by streamlining the process of information input and overview. BargeControl helps to close the gap between shore and ship management, because information about due dates of certificates, waste, maintenance, stock reports and incidents are online available for each vessel in the fleet.



Harbour towns

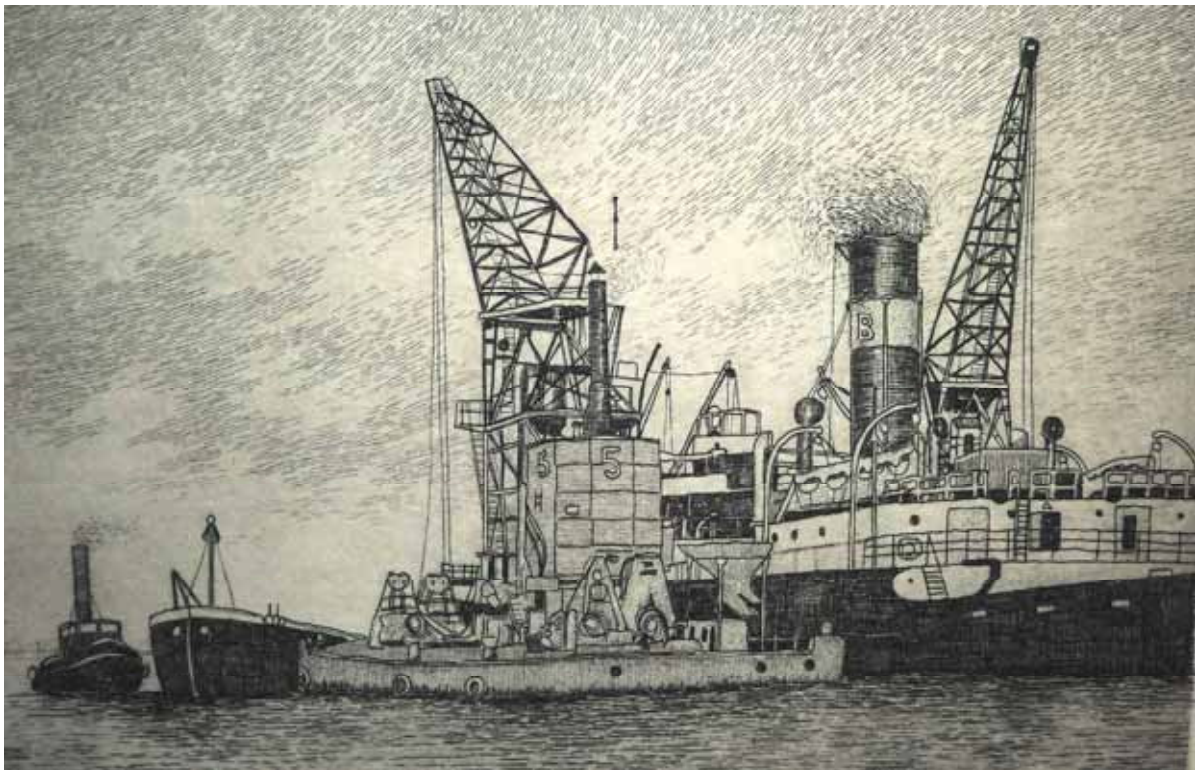
Only the harbour towns are true to us,
All the others out there on the land
We don't belong to, pal nor lass
Would for the sailor take a stand.

Too many, yet, have a family hearth,
And stare, off duty, out to the sea,
Their sole connection with the earth
Desire yet, still melancholy.

I've got a home in every port,
A resting place during the night,
I hand her all I can afford,
And forget her then – once out of sight.

I never think of them at sea,
Bur of the towns I call my own
And so they are real friends to me;
I touch the earth through them alone.

J. Slauerhoff



Rotterdam



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