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THE SPIRIT OF THE 7

THE CONTI 7 FAMILY-MEMBERS FORUM

<http://www.conti7.com>

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Dear friends,

What a fantastic development !

Last year Conti-Lines became the owner of three multipurpose vessels and today, with the creation of BoConti Shipping, our fleet will be reinforced with a number of newly built bulkcarriers as from mid next year.

As you can see, our group is constantly pursuing its dreams and reaching its goals : steady growth through new projects and joint ventures, diversification and specialisation in all different areas of the maritime scene, enhancement of actual services and operations. We are on the right track !

Recharge your batteries during the Summer Holidays and enjoy your time off, in order to begin the second semester with renewed energy and sparkling enthusiasm.

Looking forward to a challenging future !

Jean-Frédéric Brion

BOCONTI SHIPPING NV - CONTI7 AND BOCIMAR JOIN FORCES IN TRAMP TRADE.

Messrs. Conti 7 and Bocimar International are proud to announce the foundation of a new joint venture company, BoConti Shipping NV.

Through this venture, Bocimar, world renowned for their activities in the large bulkcarrier market, will now be diversifying into the Handysize sector.

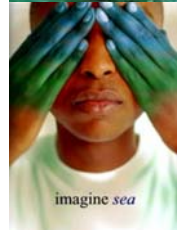
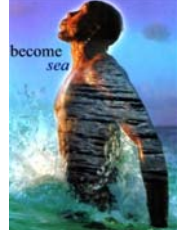
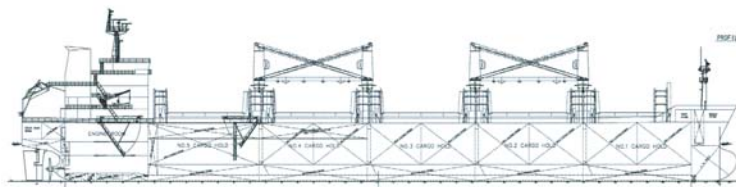
Conti 7 - well established in the breakbulk market through its daughter company Conti-Lines, where they have acquired a strong reputation in operating multipurpose and small bulkcarrier vessels in their liner services and parcel trades - will be expanding their owned fleet and making a concerted entry into the tramp market.

By joining together, these two important Antwerp based companies will be pooling their expertise in the development of a tramp operating company of a modern Handysize fleet (25,000 up to 45,000 dwt). Six newbuilding vessels of about 35,000 dwt, to be delivered in 2009 and 2010, are already assigned to BoConti Shipping nv, which has ambitions to grow to a substantial player in the Handysize sector through further acquisition and long term chartering.

The daily management of BoConti Shipping will be run in the Generaal Lemanstraat 82-92, 2600 Berchem (Antwerp) by a team of skilled and experienced ship operators.

Benoît Timmermans, Managing Director of Bocimar, was quoted as saying: "Bocimar wants to increase its operational expertise in the Handysize segment and Conti was the obvious first choice: Antwerp based, well established and first class owner."

Jean-Frédéric Brion, Managing Director of Conti 7 and Conti-Lines says: "Creating this new set-up with Bocimar as a strong and solid partner, is a unique and promising opportunity which will surely further enhance both our positions in the global maritime scene. I consider it a real asset to exploit a fleet of young modern vessels, most of which will be flying Belgian flag, and it is my firm belief that this venture is heading towards a bright future!"



THE SPIRIT OF THE 7

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LIVING AND EXPERIENCING MUMBAI

By Christophe van Aelst (Conti-Lines)

Living and working in Mumbai for more than one year is a unique experience. India is a huge country, always crowded anywhere you go, always so noisy, much more polluted than Belgium, ... Luckily you kind of get used to all these aspects of India.



Mumbai, with a population of around 20 million people (almost twice the population of Belgium in only one city), is the economic capital of India. Because of this I was expecting to find a big expat community in this city. I quickly understood that it is not at all the case.

Only around 0,1% of the Mumbai population is expat (which is really nothing compared to 10% expats in a city like Hong Kong).

The biggest advantage of India is that almost everybody speaks English. This makes it a lot easier to meet locals. Especially for business it's a major advantage that India has compared to other Asian countries.

Some people even predict that by 2020 Indian English will be the first language worldwide.

A few examples of Indian English: (1) *I will make a move now* - means 'I'm leaving', not 'making a move on someone'; (2) *Where are you put up?* means 'Where do you live?'; (3) *"Your good name please?"*: "What is your name?"



A positive aspect of living in Mumbai is that you live an experience that is totally opposite of what you are used to in Belgium. Every day something fascinating is happening, something totally crazy in your eyes, but very normal for Indians.

An expat friend once told me: "When you are in the car and you look outside it's like watching the National Geographic channel, there is always something different to look at".

A more negative aspect of India is that you need to be very patient. Things don't happen as we are used to it in Europe, not with the same speed (different sense of time) and efficiency.



The Indian logic is sometimes very difficult to follow and that can drive you crazy sometimes (many times).

Before coming to India I had been told that if you are not patient, you learn to be patient in India.

On the other hand, if you are patient before coming here, you will loose your

patience. Before coming to India I believe that I was very patient, now ...

A wrong image that people have of India is that everything is cheap.

This is absolutely wrong. If you want to have a real Indian experience, live in a very small apartment very far from work, commute everyday by train and bus for two hours and eat street food or in small/cheap restaurants (which the stomach of most Europeans will not really support), then you can manage to live on a small budget.



However if you want to live like a European, you will spend a lot more than you would in Europe. It's the same with hotels, there are five stars and all the other hotels are no stars. Everything is very expensive or very cheap.

Before coming to Mumbai I had no idea that the real estate prices are at the same level as London and Tokyo.

For those of you who don't know a lot about India, I will give you some facts and figures. India is growing fast, with a GDP growth of around 9% in the last years. It also has the world's second largest labour force, with 519,3 million, of whom 60% are employed in agriculture and related industries.

Despite significant economic progress, a quarter of India's population earn less than the government specified poverty threshold of \$0,40 per day. On the other side the top 10% of the population earns 33% of all the Indian incomes. This shows how uneven the growth has been.

Mumbai's per-capita income is Rs.48,954 (less than € 800 per year) which is almost three times the national average. In Mumbai 60% of the population lives in slums. It's also in Mumbai that you will find Asia's biggest slum (Dharavi), in which more than a million people live.



India is a country of contrasts. Especially in a city like Mumbai you will be amazed by the contrasts between the richness, luxury, modernity and the poverty, simplicity, outdated ...

It's really so strange to see all these contrasts coexisting, not at all separated the one from the others. For example you will find slums just next to a 5 star hotel. It was also an amazing experience to play golf in Mumbai, where you have to cross a road with slums to go from one part of the golf course to the next few holes.

On a par 3 I hit just behind the green, and my ball was against the back wall of a slum.

Maybe I should also mention something about my working experience in Mumbai, after all I was here for work. I had the chance to visit several ports in

LIVING AND EXPERIENCING MUMBAI



problems can be in a specific port.

During my stay in India I met a lot of people from all different shipping & logistic companies and also people from all different levels (from executives to Managing Directors). This helped me to understand better how business is done here, how meetings happen, when and how you need to plan your appointments, ... These things you can only learn by spending a lot of time in this country.

It was also very nice that a lot of colleagues of the Antwerp office have been to India during the last year.

First of all Mr. Ulrich Spenke who came to India during my first two months in India, and who told me a lot about India (he knows a lot more about India than 90% of the Indians), introduced me to many business partners,



... He helped me to get going here, and when I see that I managed to survive more than 14 months in India, I can only conclude that he did a very good job during my first two months in India!!!

Ms. Sonia Bruynseels has been here many times (once a month), Mr. Jan Bachot was here for a few weeks last August, Mr. Jean-Yves Brion is here for many months, Mr. Pieter Staes has been here for two months.



Then we also had many visitors for a shorter stay: Mr. Jean-Frédéric Brion, Capt. Pascal Boulanger, Mr. Walter Schrauwen, Mr. Willy Van de Velde, Ms. Anita Custers.

This shows how important India is for Conti-Lines, and how much Conti-Lines believes in the Indian market.

India is growing and developing fast, but it still has a long way to go.

That's where Conti-Lines can help by transporting a lot of steel, machinery and all kinds of project cargo which Mumbai needs to become the next Shanghai, and which India needs to overtake China! ■

WESTPHAL BROKER'S MEETING (MUMBAI)

Ever since Conti-Lines has been active in India – from 1977 that is – there was an increase in activity to and from the Indian subcontinent. What started as a single line between the Continent and India, extended to a full triangle service between the Continent – India – South Africa and back to the Continent, presently running on four multipurpose tweendeckers between 22.000 and 24.000 dwt!

Next to that, the Conti7 group also started Conti-Lines Asia in 2005 which is mainly focusing on steel export from India. This massive increase in activity throughout the years also had its effect on the in-house chartering department of the group, R. Westphal & Co, which over the years saw its staff grow up to seven people at present.

As Mr. Pieter Staes from Westphal was appointed for a two month stay in Mumbai, this was the ideal moment for a meet-and-greet with Indian brokers, Owners, Charterers and shipping individuals in general.

Mr. Walter Schrauwen flew over as well, and together with Mr Jean-Yves Brion and Mr. Christophe Van Aelst - who have been present in Mumbai for many months already – it promised to be a proper gathering! Speeches were given, drinks were served, and a nice Indian buffet made the whole event complete.

Parekh Marine Agencies, Seagate Shipping, Aryacorp, JM Baxi & Co, Link Shipping & Management Systems, Saigal Seatrade, Samsara Shipping, SSS India, Tradex Chartering & Trading and Sujora Shipping were well-represented at the happening amongst many other shipping-related guests. ■

(article by Pieter Staes - Westphal & Co)



SOCIAL ELECTIONS

Early May, the national 4-yearly social elections were held, in order to select members of the 'Company Council', as well as the 'Safety Committee'. The target date for our company was Thursday 8th May and thanks to good preparations, the inconvenience and loss of time were kept to a minimum. All voters chose their attendance well spread, and at closing of the polling, we encountered no illegal documents, nor discussions afterwards. There were no surprises with the end-result either. Last but not least, my thanks to all assisting people (directly or logistic wise), who contributed to this smooth event.

Patrick Brisard (Chairman Voting Office Conti7)

Company Council :

Employer : R. Swenters (chairman), A. Custers, P. Vloeberghs
 Employee : M. Bogaerts (ACV), D. Busselen (ACLBV),
 E. Coppens (ABVV), W. Geboes (ACV), J. Janssens (ACV)
 Deputy: Hugo Vercammen (ACV)
 ABVV : 1 chair ACV : 3 chairs ACLVB : 1 chair

Safety Committee :

Employers: R. Swenters (chairman), A. Custers, P. Vloeberghs
 Employees: M. Bogaerts (ACV), D. Busselen (ACLBV),
 E. Coppens (ABVV), W. Geboes (ACV), H. Vercammen (ACV)
 Deputy: Jan Janssens (ACV)
 Safety Advisor : Patrick Brisard (secretary & union-less)
 ABVV : 1 chair ACV : 3 chairs ACLVB : 1 chair



AOP PROJECT PARTNERS NETWORK NEW MEMBER

www.contiexpedan.be



Proud to announce
 we were accepted as a member of the
AOP Project Partners network,
 exclusively for specialists in
Project Cargo Forwarding !



No doubt this will enable us
 to improve our efficiency
 resolving your logistic headaches ...!

Enjoy summer (and don't hesitate to call us
 to find your holiday-destination ...) !

**Annie, Nadine, Marianne, Roxanne,
 Yo, Erwin, Paul, Hugo & Arnold.**

A member of the Conti7 Group

CONTI-LINES CHINA HONG KONG LTD

Conti-Lines delegates a new permanent representative in P. R. of China.

Mr Pierre-Yves Buyschaert moved to Shanghai in July 2008 where Mrs Fei Xing took station in June after having worked six months in the Antwerp head office.

We wish them success in their delicate and important mission.

CONTI CHINA Ltd.



PIERRE-YVES BUYSCHAERT
 OWNERS REPRESENTATIVE

CONTI-LINES CHINA HK
 SHANGHAI REPRESENTATIVE OFFICE
 A Member Of The Conti7 Group
 22/F Tomson Commercial Building
 710 Dong Fang Road,
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Tel: +86 21 61652221
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 Mobile: +86 159 2176 6199
 E-mail: shanghai@contichina.com
 Web: <http://www.conti7.be>



From Left to right : Mr Pierre-Yves Buyschaert,
 Mrs Fei Xing and Mr Joris Peeters

HERCULES THROPHY, 14TH OF JULY 2008

« It's a beautiful day »...

An early morning wake-up call by Jean Bosco Safari.

And it was a beautiful day!

Within a total of 144 teams, Conti 7 was well represented by 5 teams: Conti 7 Pirates, Conti Express, Conti Forza, Conti Olympic Dream Team and Spartacsa. A mix of experienced players and newcomers, power, agility and tactics.



With 12 different labours to perform, everybody had the chance to excel. Kinball, speedminton, acro raft, highland games, cross country, quads, bugxter, karting, streetsurfing, intercrosse, rope skipping and powerjump.

The day started with team photo shoot, brain labour and general warming-up. Then labours began, indoor for the lucky ones, on the beach for the less fortunate ones. Luckily rain only fell during lunch, when everybody was enjoying fresh soup and wraps.



With new energy, our five teams started the afternoon battle. Races were won, other teams beaten, a lot of fun and teamwork. Conti was present! During the afternoon snack, players were entertained by a rope skipping team, showing us what rope skipping really is about.

Fatigue disappeared with the idea of the last labours, a shower and last but not least, aperitif. After socializing, hunger was satisfied with a barbecue. And while toasting on a beautiful day, awards were given.



The Conti Olympic Dream Team won in their ranking with 208 points, followed by Conti Forza on the 5th place with 183 points. Conti Express team obtained the 7th place with 180 points, Conti 7 Pirates capped away the 16th place with 158 points and Spartacsa became 22nd with 132 points. In the overall ranking, Conti Olympic Dream obtained a 6th place, Conti Forza became 31st, Conti Express 41st, the Conti 7 Pirates 96th and Spartacsa 134th. Congratulations to all players! ■



A WORD ABOUT REAL IT

By Frank Hermans (Conti7)

IT stands for Information Technology and most people think it's about doing work with a PC. They maybe receive a quotation request via an e-mail, do a reply and file this correspondence in a personal folder. They probably print the mails and then store them into carton boxes - never to be found again. When a colleague requests this information they do a forward of the mails or make another print or a copy. The new receiver then prints the mails, stores them into carton boxes, and so on.

Instead of doing their work with telexes or faxes like they used to, they do it in the same way, but with a more sophisticated and expensive machine. They didn't re-think their way of working and it certainly isn't what real IT is about.

The new system that we are currently analysing goes a step further. The correspondence can be filed in a more structured way in an electronic box and is available for anyone who has the authority to access this information. And yet, this still isn't what real IT is about.

Real IT is about receiving the quotation request in a structured way, so it is automatically processed into a quotation system, where the user can add the necessary information and sends it automatically back to the requester. This way, the information is saved in a structured way. It can be used to automatically create a booking, to search it or to analyse it with statistical tools. At the same time the mail answers can also be stored into the new electronic archive boxes. This way, the information is available for everyone who needs it at some point without having to type the data in again. More so, there even hasn't been an input at the start of the process. The whole flow has been done in an automatic way.

This is what real IT is about: about re-thinking the way we work, even reconsider processes that may or may not have been computerised. That's why we ask to think about these things. It can only make our life easier, now and in the future, and will give us more possibilities to spend time to the things that really matter. More and more industries become aware that those companies, who will stay with their old working processes, will find it difficult to survive. And maybe - in the end - IT should be standing for Innovation Technology. ■

RETIREMENT

Jan Proost started his career within the import department of Randaxhe Bally. This company finally ended up into Grisar & Velge, after some merger with other firms. At that time there were no containers nor computers, everything was done manually including freight calculation, which was often in English pounds and British measurements and weights. Arrival Notes and Delivery Orders were still hand-written in fourfold and tax stamps had to be glued on invoices.

His first phone was to the (local) Line Manager, asking him when the vessel would leave berth. The man replied: "when the Captain has pulled the whistle three times". At noon, Jan told his mother that he would never be able to get used to the maritime customs, usages and "slang". When the computer was introduced on the scene, Jan got his training as a programmer and was asked to take the responsibility over the "mecanography" department. If he would not succeed, he would get his old job back. (times have changed)

When the company became the agent of a big new containerline, the Line Manager at the time, our Mr. Hugo De Cleyn, asked Jan to prepare a computer program for the logistic follow-up of the containers. When afterwards Hugo joined Continental Lines and saw the problems with the existing computer-programs he invited Jan for snack and a talk at the "Quinten" (very old "Inn" in the middle of Antwerp). As a result of this meeting, Jan joined Continental Lines on December 16th. 1984, which proved a few days too early because his office desk and chair had not arrived yet. Together with the old mainframe, most of the previous team and, of course, all old programs left as well. With a new team consequently a new system was developed, Everything became on-line and in real time. Soon each and everyone faced a green screen.

NEWCOMERS

Sunil Kumar Chaudhary
joined Conti-Lines Ops. dept.
based in Mumbai
on 1st April 2008



Mathijs Taildeman
joined Kennedy Hunter
Zeebrugge office
on 16th April 2008



Koen Aelvoet
joined Kennedy Hunter
on 16th June 2008



Jan takes pride in the fact that his company was the first agency to exchange electronic messages with the Port Authorities, the Customs Office, the terminals and other important actors within the port.



The green computerscreens were replaced by PC's and telex, fax and phone systems changed into Internet access and e-mail. Once in the new building, November 2003; Jan managed to develop a modern network and came up with the Citrix system, thin clients, blade center, Internet sites, etc. As Jan put it himself: 'the train of changes speeds along, but I am getting off now'. With the next generation in the driver's seat, Jan is convinced that we are in good hands.

After Michel Wauters passed away, Jan took the job of Human Resources on his shoulders and finally introduced his second successor Philippe Vloeberghs into the various aspects of the Human Resources Management.

To mark our thanks for all the work he did for all companies and all its colleagues of the Group, a farewell party was held on March 20th.

Enjoy your retirement, Jan, you certainly deserved it, but remember, you're only a "click" away!

We know that we shall meet again at special occasions, but we also know that you still have the analyst-virus in you and wish you success on any new venture you might engage in. ■

FLEET NEWS

	Suez Express	Atlantic Express	Panama Express
Master	GARSHANOV Ivan	STOROZHUK Ivan	RYABININ Aleksandr
CH/OFF	SAMUSENKO Oleksandr	VOROPAIEV Maksym	SHLYKOV Sergiy
2nd/Off	ZMEUL Anatoliy	GOLOBORODKO Andriy	SEMENCHENKO Rodion
3rd Officer	POLYAKOV Sergiy	STESHENKO Mykola	STIKHIN Erast
D/Cadet	KONDRUSYEV Oleksiy	ZABLOTNY Oleksandr	SKACHKOV Ivan
CH/ENG	POPOV Sergiy	SHAPOVALOV Anatoliy	YEZHOV Valeriy
2nd Engineer	CHALOV Valeriy	DOLIDZE Dzemal	ZARAMENSKIKH Mikhail
3rd.Eng	FURSOV Igor	DANU Oleg	ZHELEZNYAK Yuriy
4th.Eng.	KOSMACHOV Oleksandr	SAYFUDINOV Sirodzhidin	KRYGA Vadym
Electrician	MILENTYEV Igor	YAKOVETS Viktor	KRASHYNSKYI VIKTOR
Electrician			SHAROV Sergii
Bosun	KOZLOV Mykola	KARAMAN Yuriy	LAZUTA Roman
A/B	RUBTSOV Volodymyr	PETRENKO Yevgen	KATERNYAK Viktor
A/B	SKOBENYUK Stepan	POPOV Mykhaylo	KRASNOSHLIK Kostyantyn
A/B	KYRYCHENKO Oleksandr	OSAULENKO Oleksandr	IVANYUK Oleksandr
O/S	TKACHUK Fedir	DIORDIYCHUK Sergiy	OVSEPYAN Vadym
O/S	SOLOVYOV Oleksiy	KULYK Oleksandr	GVOZDYOV Oleg
Oiler	BOYCHENKO Volodymyr	KOZYREV Mykhaylo	VALENTIROV Yuriy
Oiler	DOBRYEV Andriy	DYNKO Yevgeniy	VLASHCHYTSKY Oleksandr
Oiler	KRAVTSUNENKO Viktor	GUKGrygoriy	MOLCHANOV Valentyn
Fitter	SHEVCHUK Oleksandr	GRADOV Volodymyr	MARTSENYUK Sergiy
Fitter	POLISHCHUK Oleksiy	CHEBAN Vasyi	SHYKHOVTSOV Oleksandr
Fitter	SAMSONOV Oleksandr	VATRICH Mykola	
Fitter	TKACHENKO Igor	SHATALOV Mykola	
Cook	PETLYUK Pavlo	SKVORTSOV Olexandr	KARAKA Grygoriy
Steward	KHORONZHUK Dmytro	POLOTILOV Kostyantyn	KYLYMNYK Ruslan
Steward	KORLYUGA Sergiy		RAK Roman
Messman			



MV Atlantic Express



MV Suez Express

CONTI-LINES AWARD 2008



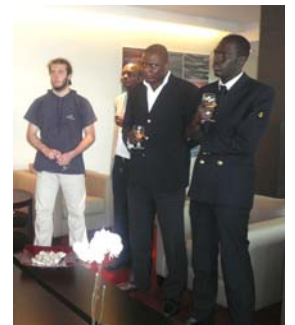
* Mr J Brion and Mr W. Van Parijs handing over his award certificate to Mr J. de Bock

During a ceremony held at Conti7 premises in Antwerp on 02.07.2008, Mr Jean Brion, chairman of the group, distributed the Conti Awards 2008 to the following three students of the Antwerp Maritime Academy whom we sincerely congratulate.

Mr Vincent C. R. Vannieuwerburgh 3rd bachelor year "Nautical Sciences"
 Mr Johan F. De Bock 3rd bachelor year "Nautical Sciences"
 Mr Barome Ndiaye 3rd bachelor year "Marine Engineering"

The Award winners, students of the 3rd bachelor year, have been proposed by the students of the Antwerp Maritime Academy for their human qualities, their aptitude to evolve in a cosmopolitan environment, and their ability to work closely with different nationalities and cultures.

The jury of the "Antwerp Maritime Academy" and "Conti-Lines n.v. / s.a." have decided to offer the opportunity to the award winners to participate in the 2008 edition of the Tall Ships Races organized by "Sail Training International".



The purpose of "Sail Training International", the development and education of young people of all nationalities, cultures, religions and social backgrounds through the sailing experience, is matching the spirit that Conti-Lines wishes to promote.

The award winners will sail on board of the Dutch flag tall ship "Eendracht" as per the following schedule :

Le Havre to Liverpool : from 14.07.2008 till 18.07.2008 (Beagle voyage) Liverpool to Maaloy : from 20.07.2008 till 03.08.2008 (Tall Ships' Race 1)
 Maaloy to Bergen : from 03.08.2008 till 11.08.2008 (Cruise in company) Bergen to Den Helder : from 11.08.2008 till 22.08.2008 (Tall Ships' Race 2)

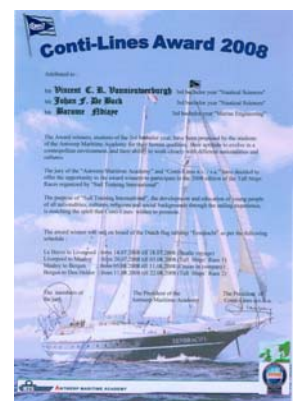
The "Eendracht" is a three masted schooner built in 1989 is 59.08 m long with a beam of 12.3 m, and a draft of 5 m while the main mast is 41.7 m high With her standard sail area of 1033 m² which can be increased up to 1300 m² she can reach the speed of 14.5 knots while her speed under engine power is restricted to 6 to 10 knots. 23 cabins / 56 berths are available on board for trainees / passengers. ■

We invite our readers to visit following sites in order to seek further info on the sailing ship "Eendracht", the Tall Ships races as well as the Antwerp Maritime Academy :

<http://www.eendracht.nl/en/default.jx>

<http://www.sailtraininginternational.org/page.asp?partid=619>

http://www.hzs.be/html_EN/start.htm



SAMUEL PLIMSOLL AND THE TODAY PARAMOUNT LOAD LINES MARKS.

Adventure is the best word to qualify a deep sea trip for millennia.

The dangers encountered by the seagoing vessels are numerous, ranging from spectacular Piracy attacks to exposure to extreme weather condition, some of which, like freak wave are still unpredictable today.

An ever increasing collection of international rules and conventions are with mitigated success, attempting to render the sea voyage safer for the vessels, their crew and their cargoes.

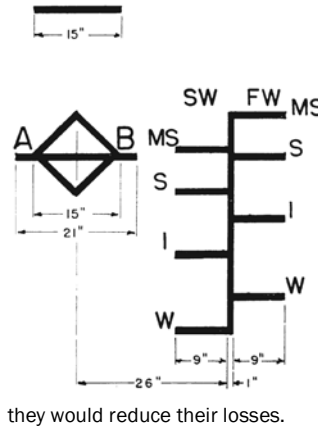
Marine casualties are still far too numerous, even though they drastically reduced in the last two centuries. While the purpose of a cargo vessel is definitely to carry as much cargo as possible, there have been times in history that vessels were so deeply loaded that it was, for some of them, a miracle that they reached their destination. While many a factors affected the safety of a vessel, such as a lack of knowledge in stability, cargo properties, a combined poor maintenance and condition of a vessels some owners who were loading their vessels as much and deeply possible, were sending their vessels at sea with no reserve of bouyancy, rendering them extremely vulnerable in case of a damage to the hull or when encountering bad weather,

Scared crewmembers that feared for their life had sometimes no alternative but to report for sailing. When identified, they were either forced to enroll, either punished by imprisonment.

Although as early as 2500 BC, toughly 4 to 5 millennia ago, max load lines have been painted on seagoing vessel's hulls, the oldest evidence known concerning a vessel sailing the flag of the Kingdom of Crete, no such paramount rule existed until that Mr. Samuel Plimsoll who fought for years for improving safety at sea, obtained that a law was voted by the British Parliament in 1876.

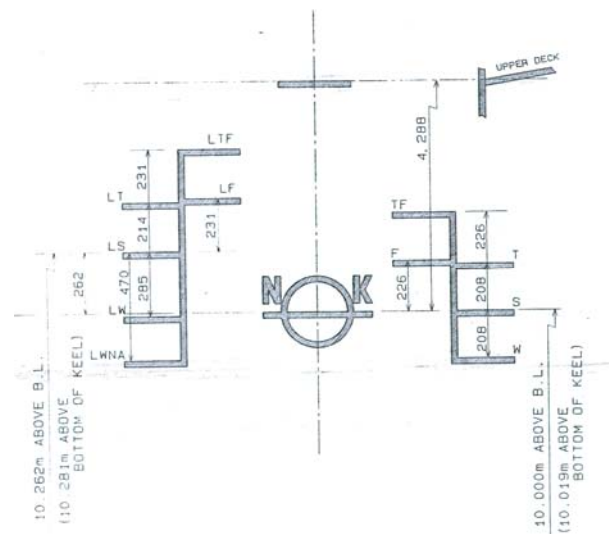


This law, sometimes referred to as "Unseaworthy Ship Bill", introduced a permanent marking on ship's hull, soon referred to as "Plimsoll Line" and adopted by all maritime nations. This mark, also named "freeboard mark", consists in a circle or parallelepiped stroke by a horizontal line, the upper edge



of which indicating the most current allowed draught, called "Summer Sea Water" draught.

At the initial stage indelicate owners obeyed the law but brought this mark above the vessels main deck, in masts or funnels, rendering the measure useless, while the majority of shipowners welcomed the new legislation, not only because safety at sea improved but especially because they would reduce their losses.



LOAD LINE	FREEBOARD(DRAFT (EXT.))		MT		LT	
	(M)	(M)	DISPT.	D/W	DISPT.	D/W
SUMMER	4.288	10.019	39684.23	32609.51	39057.47	32094.49
WINTER	4.496	9.811	38772.59	31697.87	38160.23	31197.25
TROPICAL	4.080	10.227	40599.56	33524.84	39958.35	32995.36
FRESH WATER	4.062	10.245	39686.81	32612.09	39060.01	32097.03
TROPICAL FRESH WATER	3.854	10.453	40583.40	33508.68	39942.44	32979.46

LOAD LINE	FREEBOARD(DRAFT (EXT.))		MT		LT	
	(M)	(M)	DISPT.	D/W	DISPT.	D/W
SUMMER	4.026	10.281	40837.81	33763.09	40192.84	33229.85
WINTER	4.311	9.996	39583.32	32508.60	38958.16	31995.17
WINTER NORTH ATLANTIC	4.496	9.811	38772.59	31697.87	38160.23	31197.25
TROPICAL	3.812	10.495	41783.95	34709.23	41124.03	34161.05
FRESH WATER	3.795	10.512	40838.26	33763.54	40193.28	33230.29
TROPICAL FRESH WATER	3.581	10.726	41765.02	34690.30	41105.40	34142.42

UNIT	
1 L. T.	= 1.016047 M. T.
1 CUB. FT.	= 0.028317 CUB. M.

A lot still needed to be done and accurate rules to be established.

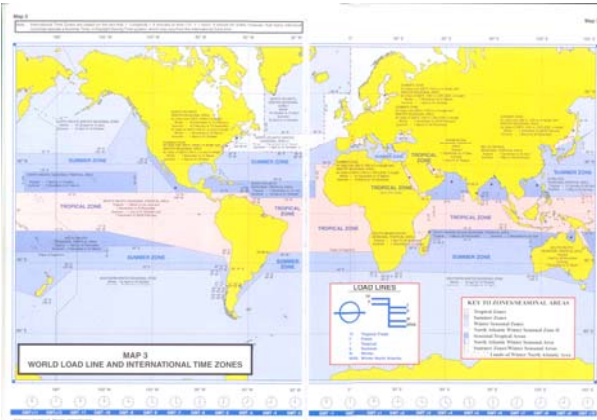
The Plimsoll marks evolved in a sophisticated marking on the hull which consider variable elements such as

- The cargo, lumber offering for instance additional floatability, a vessel loading lumber on deck may be deeply loaded than a vessel carrying any other cargo.
- The trading area, a vessel trading in confined, protected or calm area will be allowed to load deeply than a vessel trading in area where bad weather prevails.
- The season, a ship trading through oceans will be allowed to load more or less depending on the period of the year and the probability to encounter rough weather.

(Continued on page 9)

(Continued from page 8)

- The water density, a vessel's draught varying, with the water density, for the same weight displaced.



The international community adopted a Convention in 1966, called the "International Convention on Load Lines". While the application of the load lines rules is paramount, the responsibility to assign the load lines belongs to the classification Society who will consider the structural integrity of the hull, the thickness of the plates and the condition of the vessel prior to issue a "load lines certificate".

Not all trades require a vessel to load at the maximum possible deadweight, typical example being container carriers who will reach their limit of stability prior to reach their scantling draught., such vessel typically have their load lines allocated in function of their design draught, which is the draught offering the best performance of the hull, particularly taking the immersion of the bulbous into account resulting in the need to perform further intensive studies and calculations when the owners wish to load the vessel up to its maximum safe capacities, i.e. without exceeding the scantling draught, corresponding to the minimum safe freeboard according to the 1966 convention.



It is worth mentioning that a vessel sailing through different load lines areas will never be allowed to sail with a draught exceeding the max authorized according to her load lines certificate.

Anyone browsing the internet will be submerged by thousands of links referring to Samuel Plimsoll.

We can however recommend our readers willing to learn more about this critical and historical maritime subject to visit following web sites, our article being far from being exhaustive, the purpose not being to be encyclopedic .

- International convention leading to the adoption of the load lines convention. (http://www.imo.org/conventions/mainframe.asp?topic_id=1034)
- About the Plimsoll line. (<http://www.nmm.ac.uk/server/show/ConWebDoc.153>)
- Loadlines convention (1966). (<http://www.admiraltylawguide.com/convention/loadlines1988.html>)

Protocol of 1988 relating to the International Convention on Load Lines, 1966

- About Load Lines (http://en.wikipedia.org/wiki/Ship%27s_load_line#Load_line)
- US/AB (American Bureau of Shipping) regulations reg. allocation of loadlines) (http://a257.g.akamaitech.net/7/257/2422/05dec20031700/edocket.access.gpo.gov/cfr_2003/octatr/pdf/46cfr45.33.pdf)
- Appropriate load lines-zones, areas and seasonal periods. (http://www.legislation.gov.hk/blis_ind.nsf/da97f6a8ed400207482564820006b580/cc4c9e64de581924c8256483002a826c?OpenDocument)
- Australian regulation reg. attribution of loadlines certificate. (http://www.amsa.gov.au/Shipping_Safety/Marine_Orders/Superseded_marine_orders/documents/MO16%20issue2%2012of1997.pdf)
- About Samule Plimsoll (1824 - 1898)
 - <http://www.plimsoll.com/history.html>
 - http://en.wikipedia.org/wiki/Samuel_Plimsoll
 - http://www.rhiw.com/y_mor/plimsoll/plimsoll.htm

VISIT KAREL DE GROTE HOGESCHOOL

Visit last year students Karel de Grote Hogeschool - logistic management :



Last year's students "logistic management" at the Karel de Grote Hogeschool have visited our offices on Thursday April 10th after which we accompanied them to explore the breakbulk terminal of DPWorld breakbulk at the Churchill-dock.

They were welcomed by Jean-Charles Carême, wereafter Willy Van de Velde introduced Conti Asian Lines and explained with a nice powerpoint presentation the various aspects of the trade.



On the terminal our Wilfried Van Santvliet guided the group through the complex proceedings on a breakbulk terminal, showing and explaining various features of different cargoes both ashore and aboard a ship in full loading operations. ■