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deep end

MAGAZINE DUTCH SEAFARERS MISSIONS

Port Betaald



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APOCALYPSE NOW

HIGHWAY TO HELL

HOPE

IN THIS EDITION



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EDITORIAL

“It’s the end of the world as we know it,” American rock band R.E.M. sung in the eighties. Looking at the present times, one could argue that the end of the world is near. Climate change, a war on the European continent which affects many seafarers, refugees drowning in the Mediterranean Sea, what more do we need?

In the meantime, people still make love, get babies, go shopping, do their jobs. And ships are still sailing...

In this third issue of Deep End we look into the future. Is there only reason for pessimism or can we hope for positive developments? Didn’t R.E.M. also sing: “Offer me solutions!”. In this issue we have different photo collages which offer their own view.

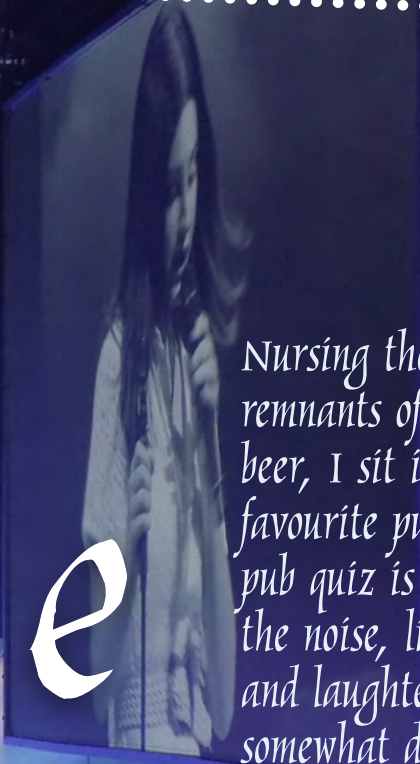
Deep End is the English version of the Dutch magazine Diepgang (Draught) – which is distributed on Dutch merchant, offshore and dredging vessels. It is a magazine that wants to look ‘behind’ the everyday maritime news. We are looking for a mix of human interest, some philosophy, travel stories and interesting things that happen at sea.

Deep End is published by collaborating Dutch maritime welfare organizations.

Voor alle Nederlandstalige lezers: deze Diepgang verschijnt als de Engelse editie DeepEnd. Het volgende nummer is weer in het Nederlands.

Green n/light – picture by Johan Osinga

Hope



Nursing the remnants of my last beer, I sit in my favourite pub. The pub quiz is over, the noise, liveliness and laughter finally somewhat dimmed.

Maarten, the owner, changes the music and I suddenly hear Lana Del Rey singing: "Hope is a dangerous thing". A beautiful and fragile song. The title refers to Del Rey's feelings of hope and how dangerous they can be when everything else seems to be falling apart.

Staring in my beer (good beer; they have their own brew at my pub) I muse on that. Hope as a dangerous thing. How so? Isn't hope a positive thing? And I'd like to say to the singer: "Hey, Lana, wouldn't it be more logical to see hope as a good thing, especially at that very moment when everything else seems to be falling apart? Maybe you know the saying: 'Where there is life, there is hope'? There is a lot of truth in that saying. And of course, the opposite is also true: where there is hope, there is life."

My beer gets warm while I keep reflecting on hope, dangerous or not. In my mind 1 Corinthians 13:13 pops up, where Paul says: 'And now faith, hope and love remain, these three, but the greatest of these is love.' In this chapter Paul introduces us to the three great, enduring spiritual realities of the Christian faith. Much of what we experience in this life will come and go. Some of it will be important for a period, or for a particular situation we encounter. But the three realities that will last forever are faith, hope, and love. Well, I don't know how it is with you, but I've heard many sermons about faith and quite a few about love. But I have heard relatively little about hope. Is it really something that we find hard to grasp? Hmm, I am slowly swaying to Lana's side.

Let's say that hope is a dangerous thing. Is it because hope makes you wish for more? Or that you need to be 'worthy' of hopeful dreams? Scary it certainly is, because: what

if you're not worthy? What if you will not be granted hope? You might be waiting forever looking at the door. Staring at the clock. But hope's not coming - it has probably better things to do.

It's easy to remain stuck in self-remorse and fear. In the feeling that we are on a highway to hell and that nothing ever comes to any good. But what kind of life is that? And I come back to Paul, who, so many years ago, wrote his super sensible letter to those Christians in Corinth. That hope is necessary. Why? It's an essential part to live a fulfilled life. Hope is not an option or accessory that we can or cannot choose. You need it to maintain both faith and love. The one cannot exist without the other. Dutch poet Liselore Gerritsen puts it as follows: 'Faith, hope, and love, and the greatest of these is... hope. Because hope always finds its way again to the point where love begins. Faith, hope, and love, and the greatest of these is hope on faith in love.'

My glass is drained, the lights are on full, time to go home. And Lana sings with the bravery it takes to hold onto hope, despite everything:

'Hope is a dangerous thing for a
woman like me to have
But I have it
Yeah, I have it
Yeah, I have it
I have'

Helene Perfors

SUMMER

SUMMERTIME IS DIFFICULT FOR TELEVISION PRODUCERS. THERE ARE FEWER VIEWERS; PEOPLE PREFER TO SIT OUTSIDE IN THEIR GARDENS. AND, OF COURSE, MANY OF SAID TELEVISION PRODUCERS ARE ALSO ON HOLIDAY. AS I AM NOT GOING AWAY THIS YEAR, FOR WEEKS ALREADY I HAVE TO DEAL WITH A MULTITUDE OF MEANINGLESS SOAPS, QUIZZES AND CHAT SHOWS (VERY OFTEN REPLAYS AS WELL!) SO WHAT I REGULARLY DO IS JUST TURN OFF THAT TV AND GRAB A BOOK. RECENTLY I WAS ABOUT TO DO EXACTLY THAT, THE EIGHT O'CLOCK NEWS JUST OVER, WHEN MY ATTENTION WAS CAUGHT BY A PROGRAM TRAILER WITH A CRYING WOMAN AND A MAN, SEEMINGLY IN GREAT DESPAIR.



Drama

'... and when I folded my blankets, there were two silverfishes walking over my mattress! The shower was also bad: it smelled musty, but the worst part was that the window could not be opened. And there was fungus on the wall. And later it turned out that the floor of our room creaked terribly! If my husband had to go to the toilet at night ... he has to go very often, you know ... then I'd wake up from the creaking and the toilet being flushed ...!'

"Well, I don't have to pee that often, at night ..." the man grumbles.

But his wife interrupts him.

'And you pay seven-hundred-fifty euros for that. For a long weekend! Seven Hundred and Fifty Euros, Sir!' A Holiday Expert is called in to discuss this terrible incident, extensively.

Ah, deary, you're probably never happy, I cynically think. What a load of fuss about nothing!

If you followed the news these past months, you've probably noticed that life has become difficult for tourists and travellers. Entire populations were threatened by disasters and calamities. Take the example of the tourists on Rhodes. You've just arrived at your holiday destination ('I'm still jet-lagged...'), just rolled off the plane ('Yes, I know that flying isn't good for the climate and all that...

but it's hard to get to Rhodes by train! Haha! It's an island, you know!') and then you hear from a panicked campsite owner that you must leave. And leave right now! The wildfire is advancing and getting closer fast, really fast. But luckily, your travel agency comes to the rescue. It sends a plane to pick you up and fly you back to the Netherlands! There you are, sitting at the airport with your – barely saved – belongings, waiting for your flight to leave. To leave the flames behind. The only problem is that your plane is slightly delayed – because a fully loaded holiday flight has to land first ...

Or for example the people who feel at least some remorse when they take a plane. So they drive to Italy by car for their well-deserved holiday. They heard some good stories about the Po Valley, so that's where they go. But no one has told them there can be terrible storms with hailstones the size of eggs. Fortunately, the travel agency again comes to the rescue: tour buses are sent to pick up the tourists. Their pride and joy (read: car and caravan) has to be left behind. They are perforated by the eggs ..., sorry, hailstones.

But there are levels in 'drama'. In Bremerhaven, the RoRo vessel Fremantle Highway is loaded with almost three thousand cars. After all the hustle and bustle in the port the crew is finally at sea: some watchkeeping for a few days and



enjoying the quiet summer weather. Musing about your leave, later, when your term is up again. But then suddenly: 'Fire! Fire!'

The chaos in the middle of the night is complete. Smoke in the accommodation, on the entire deck cars are burning. The fire crew is returning, coughing and panicking., no way they can extinguish the fire. The heat is enormous. The smoke development makes it necessary to abandon ship. A 'Mayday' is broadcast. But the lifeboats are inaccessible due to smoke and fire and several crew members jump in panic, more than twenty meters down. "Stop jumping! Stop jumping!" the Coast Guard messages via the VHF. But if you have the choice between dying in the flames or ending up in the water with maybe some injuries, you just jump. One crew member is killed. No touring car to take the crew back home. No personal belongings to take with you. Barely surviving ...

Then the Dutch Coast Guard reports: the crew of the burning vessel has now disembarked and other ships in the area are thanked for their efforts and can

continue sailing. On one of those vessels first mate Vladyslav gloomily watches the frantic attempts still going on to extinguish the fire on the car carrier. The smoke and utter devastation remind him, born in Bilozerka, Ukraine, of home. That area near Kherson has been completely destroyed. First burned by the Russian invasion, then drowned by the dam burst in Zaporizhia. And now it's in the front line again, because of the Ukrainian spring offensive. Vladyslav cannot go home, he would immediately be drafted into the army. There are no options for a vacation anyway. His wife and child live in a small house in Poland, with shockingly high rent. His fifteen-year-old car, after being riddled by Russian fire, was washed away after the dam burst.

No travel agency, no ship owner, no government to help. Just figure it out for yourself. With a deep sigh, Vladyslav turns his back to the view of the fire. Two more hours and his watch will be over. I will try to call my wife for the latest news, he thinks.

Kees Heavylift



New home for ISC The Bridge in Rotterdam- Europoort.

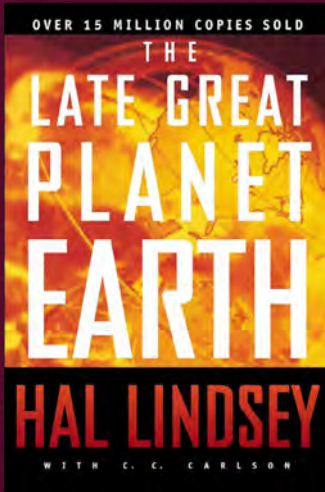
Seafarers' center The Bridge, which has been receiving seafarers in the port of Rotterdam since 2016, has a new home. From the basement in the Oostvoorne community center, it has now moved into a building on the main street. More than three times the size of the old location, the new center gives seafarers even more opportunity to relax, communicate with those at home and do some shopping. The Bridge team - coordinator, pastors, and volunteers - welcome seafarers 5 days a week.

Available on Whatsapp
+31 6 32 27 47 25

First visiting seafarers and volunteers.

*Philippine seafarer Roldan Bacaul,
mayor Peter Rehwinkel and chairman
Bernt Koning*





Nation will rise against nation, and kingdom against kingdom. There will be great earthquakes, famines and pestilences in various places, and fearful events...

These are words from a message of Jesus about a not so nice perspective. This message is elaborated further in the last book of the Bible, Revelation or Apocalypse. Here a sombre picture is sketched of the earth's future with many wars, earthquakes, diseases, and all kinds of conflicts. While the biggest part of the global population continues to live as if nothing is wrong, ultimately no one can escape the big disasters which will destroy the world. By that time, it will be too late, the earth will disintegrate. And then, so is the belief, Jesus will return from heaven.

Apocalypse Is the end of

Compare this vision with what we read on the website of Extinction Rebellion, a group of environmental activists.

THIS IS AN EMERGENCY. Life on Earth is in crisis. Our climate is changing faster than scientists predicted and the stakes are high. Biodiversity loss. Crop failure. Social and ecological collapse. Mass extinction. We are running out of time...

The apocalyptic overtones of this message are clear. And many organizations which focus on environmental issues predict a terrible future. It is almost certain that we are too late. We have already passed the point of no return, the climate has changed too much, the rainforests have been damaged too much, the pollution has risen too high, nature already is too much out of balance. In the meantime, the biggest part of the Western population continues to live as if nothing is wrong. It will be too late; the earth will disintegrate. And then, yes, then what?

Eclipse Now

the world near?



I write this article at the end of a summer, a time that the climate seems to have changed indeed. Too much sunshine in the northern hemisphere in the beginning of the year, too much rainfall in the summer with floodings in many places. It seems that the ice of the North Pole is melting and that even the major gulf streams on the planet are affected. There is a war going on which threatens the food supplies for the African continent. And about 150-200 plant and animal species disappear every day.

Is this the end of planet Earth indeed?

Of course, I am not a fortune teller, but with all this apocalyptic news you start to wonder. I am also reminded of a book which was very popular in the seventies, written by Hal Lindsey "The Late Great Planet Earth". Which, based on the Biblical Revelation, depicted an exact scenario of what was about to happen during the next few years. It would all end with a massive nuclear destruction. I remember, that when

I read that book, I could hardly sleep.

Somehow, horror stories appeal to people. Over centuries, the same type of scary apocalyptic messages have been spread. It seems to me that part of the popularity comes from the psychological attractiveness of the idea that you are at the end of history. Somehow, when the earth ends with you, you are the endpoint and highlight of all centuries, quite a position to be in!

But one of the side effects of the apocalyptic vision is that you start to feel helpless. What difference does it make what you do? There are different examples of (religious) movements in history that people did not care anymore and even started to show more destructive behaviour. "Après nous le deluge" (after us the flood) – let's celebrate today. Too much stress on the fatal destination of our planet might trigger the opposite effect: why bother if the planet is going down anyway?

In general, preaching fear has a great impact but in the end it is not effective. Doom and gloom paralyze.

Do I want to deny the grand problems of our present time? No. But it is important to keep a sober approach. Take for example the energy transition. I just read a very interesting article about the increase of the use of solar energy on our planet (by Jesse Frederik in The Correspondent). The article states, based on lots of evidence, that the amount of solar energy has developed a lot faster than predicted by any scientist. If we extrapolate the increase curve, the energy transition should fill us with hope instead of pessimism. Recently I also read an article about the plastic soup in the oceans, a big problem indeed, but perhaps better manageable than we presumed so far. Of course, these reports do not tell us that there are no urgent problems, but they avoid the “no escape” approach.

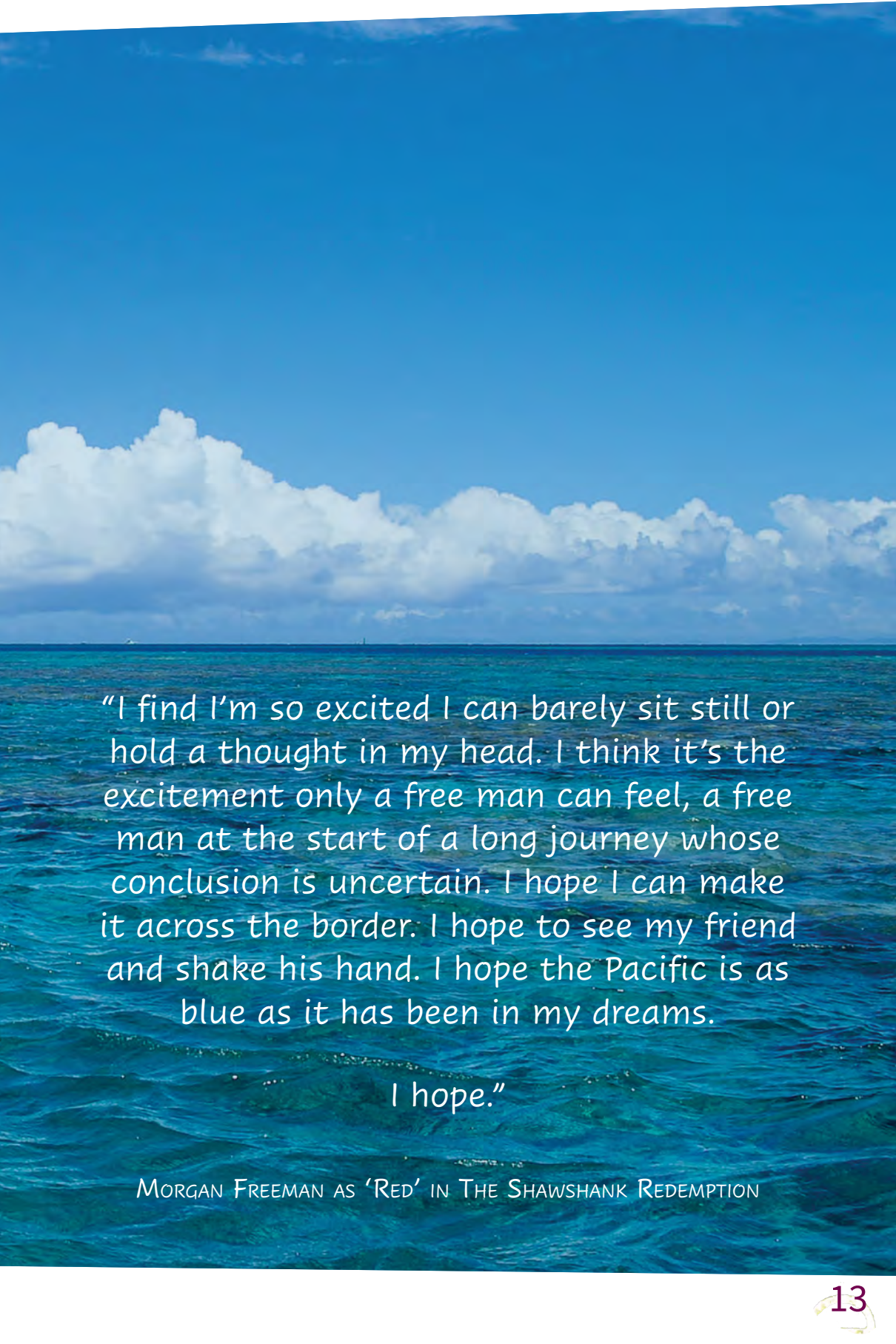
My earlier summary of the book of Revelation or the Apocalypse was too narrow. The Apocalypse is not about depicting some kind of secret scenario for a hopeless future, for an elite group of people who'd really understand what is going on. The book wants to warn us that we should not be surprised about the dark and problematic side of human existence. History does not show straight progress, but is a process with ups-and-downs. In this context the Greek word “kairos” is important. Kairos is different from chronos – both words mean “time”, but from a different perspective. Chronos – chronology – is just the clock ticking. Kairos means “opportunity”. And it's never too late for that. So, I derive hope from the good initiatives, also in the maritime world. We still are gifted with time, with “kairos”.

Stefan Francke



TILBURG
UNIVERSITY
STARTED A
RESEARCH
PROGRAM ABOUT
“RELIGION AND
CLIMATE CHANGE”
– ONE OF ITS
TOPICS IS THE ROLE
OF APOCALYPTIC
LANGUAGE IN
THE MESSAGES OF
ENVIRONMENTAL
ACTIVISTS.





"I find I'm so excited I can barely sit still or hold a thought in my head. I think it's the excitement only a free man can feel, a free man at the start of a long journey whose conclusion is uncertain. I hope I can make it across the border. I hope to see my friend and shake his hand. I hope the Pacific is as blue as it has been in my dreams.

I hope."

MORGAN FREEMAN AS 'RED' IN THE SHAWSHANK REDEMPTION

GARDENING



IN TIMES OF EXTENSIVE AUTOMATION IN SHIPPING, IT IS NICE TO HAVE A BIT OF NATURE AT YOUR WORKPLACE. JUST AS YOU PUT A PLANT ON THE TABLE AT YOUR HOME, YOU CAN DO THE SAME ON BOARD.



ON BOARD

You can for example increase the homeliness on the bridge with some beautiful greens, also the ECR is easy to brighten up with some well-chosen specimen.

There are many different types of plants suitable for use on a ship. Plants with large leaves do well on the bridge and small flowering succulents look great in the engine room.

There are also many seafarers who have nice plants in their cabins. Small nurseries of herbs and cuttings are no exception and turn a hut into a real home.

After my call for pictures in the last issue of DeepEnd/Diepgang, I received several photos of plants on board. The variety of plants and planters is great. So, be inspired by these examples and do some gardening on board yourself.

We love to see your pictures as well!



@STRID



INTERVIEW

FROM MARPOL



CLEAN
UP
YOUR
OWN
MESS

TO NOORDWIJK

IN 1972, THE FAMOUS REPORT OF THE "THE CLUB OF ROME" STARTED TO RAISE AWARENESS ABOUT THE FUTURE OF OUR PLANET. THE REPORT SKETCHED THE BIG PROBLEMS WHICH WOULD BE THE CONSEQUENCE OF OUR LIFESTYLE: POLLUTION, OVERPRODUCTION, RUNNING OUT OF RESOURCES, ENVIRONMENTAL ISSUES. IF YOU REALIZE THAT THE MARPOL POLICY ONLY FOLLOWED ONE YEAR LATER - IN 1973 - ONE COULD SAY THAT THE MARITIME WORLD HAS BEEN REMARKABLY PROGRESSIVE IN TAKING ACTION ON PRESERVATION OF OUR ENVIRONMENT. ALTHOUGH, WASTE DISPOSAL POLICY IS OF COURSE ONLY ONE OF THE POLLUTION ISSUES.

Nevertheless, what happens on a big scale, is not always done on a small scale. That is the reason why I have an interview with Rob Choufoer, one of the founders of a "water clean-up boat" in the small coastal town of Noordwijk. Since 2018 Noordwijk supports its vessel for cleaning, not for the North Sea, but for the inland waters which flow into the sea a few kilometres ahead of the town.

"It started 10 years ago," Rob says, "with a group of people who wanted to clean up their own neighborhood. It was a huge success. But then the owner of a leisure yacht came to us, because





he found a lot of garbage in the waterways. We rented a boat and cleaned up the mess. It turned out there was a need for this kind of action, so we got funding for a special unit. We started fundraising and got our boat with the help of local (business) funds. The municipality takes care of the operational costs and the vessel is manned by volunteers. We can operate from March till October. We do not work with nets, but grab the garbage with graspers, in a very precise way. We want to prevent the creation of the plastic soup.”

Rob continues: “Where there are people, there is garbage. Everything that people throw away onshore, they throw out offshore as well. You won’t believe what we find. Apart from a huge pile of plastic cups, lighters, cigarette filters, plastics and styrofoam, we also fished up once a chemical toilet, pieces of garden furniture, and industrial cover materials. If we find a ball in the water, the local soccer club will pay us € 2,50. And the president of the club doubles that amount.”

A crew of more than 10 is involved in the clean-up actions. It also turns out to be a fun company outing. All in all it’s a success story. Although, two years ago the outboard engine was stolen. “But we immediately got help from the church and a local bank,” Rob says.

What happens on a small scale, also happens on a bigger scale. The “Ocean Clean-Up” initiated by Boyan Slat is well known. “Everything you can do is helping somehow,” Rob Choufoer adds, “everyone has his or her own responsibility. It starts at the source, especially where we use so much wrapping materials, plastics and styrofoam. People should be more careful what they throw into the water.” Which was the reason, why MARPOL was invented in the first place.

Stefan Francke





FOR AGES, MERMAIDS HAVE BEEN A SOURCE OF ATTRACTION AND FEAR. IN NEW YORK THE MERMAID PARADE IS AN IMPORTANT YEARLY EVENT. F





OR SEAFARERS. PROBABLY THAT IS THE REASON THAT IN PORT CITY NEW
PERHAPS AN IDEA FOR THE WORLD PORT DAYS IN ROTTERDAM?





BEING A SEAFARER WHEN YOUR COUNTRY IS AT WAR PEACE ONBOARD

When in February 2022 the war started in Ukraine - in Russia it's called a 'special military operation' - life changed for many seafarers. Together, Ukraine and Russia account for 15% of the world's 1,89 million seafarers. In the beginning the situation was quite unclear: would Russian and Ukrainian seafarers be able to get along onboard? Some shipowners wanted to prevent possible trouble and took the different nationalities apart to put them on different ships. More than one and a half year later, what is the situation now?



As ship visitors we hear stories from both sides. Most of the Russians I talk to avoid a conversation about the war. However, some are very much ashamed of what is going on, and they want to share that feeling. Most of their colleagues indicate that they don't need to express their shame all the time; they did not ask for this war either. Other Russian crewmembers talk about the problems they face: flight detours to get home, unstable currency rates with the ruble, and some are worried about relatives who are involved in combat (on both sides of the conflict). When I heard that some Russian crew members had served in the navy, I asked whether they would run the risk of being called to duty. They were hesitant to respond. "We try not to talk about this topic, it is too sensitive" the Western-European chief engineer explained to me.

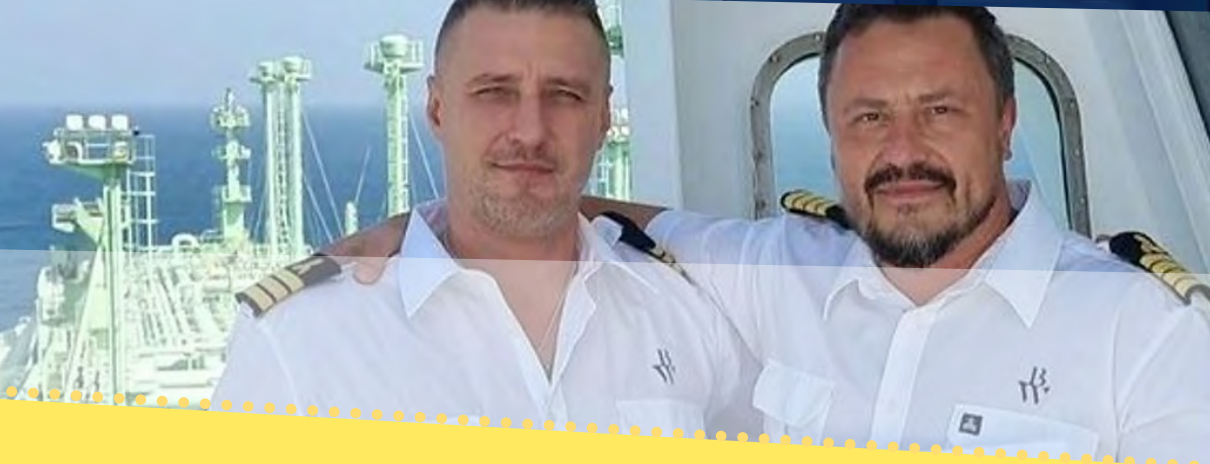
With the Ukrainian crew members, many conversations are related to the family circumstances. In the beginning many crewmembers tried to get their



THE DUTCH WEBSITE SEAFARERSINITIATIVE.COM IS STILL ACTIVE. IN SEVERAL LANGUAGES, IT OFFERS RESOURCES FOR UKRAINIAN AND RUSSIAN SEAFARERS AND ALSO ADVICE FOR SHIPOWNERS

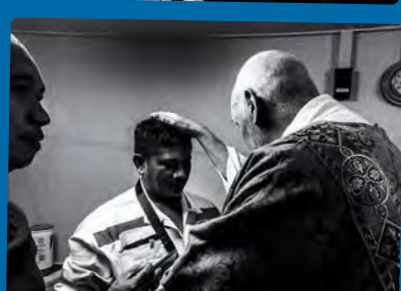
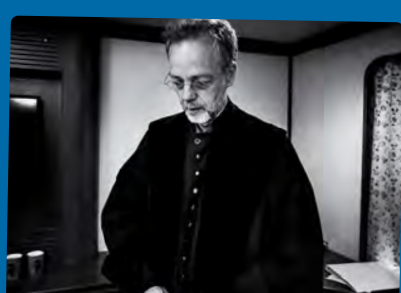
families out of the Ukraine. But some relatives had to stay behind, not an easy situation. After a stay in Romania, Moldova or Poland many families continued to travel further and live now in one of the Western-European countries. I noticed that there are two types of immigrants. The first group stresses that it is temporary stay, it feels like they are in exile. They want to go back to the Ukraine as soon as possible. The second group has decided for a more or less permanent immigration, which seems to make it a bit easier to accept. In the beginning, there was also the category of seafarers who were not allowed to leave the country. But officially, seafarers are now exempted from army duty and free to leave the country.

Of course, in many conversations I notice the stress for many Ukrainian seafarers. Looking at their mobile phones all the time, following every bit of news. Missiles fired at Odessa are a source of tension and anger. Especially in the beginning, there were many financial issues; getting the earned money at the right spot.



One cannot say that you get used to a war, but people do adapt even to an extremely difficult situation like this. There are still not many reports of tensions between Russian and Ukrainian crew members. Which might be noted as a remarkable fact, but which proves one more time the utmost professionalism of these people at sea. In the meantime, it is absolutely not clear when or how this war will end. And how life will be after that. On this point, my conversations onboard run into a dead end as well. Russian seafarers do not express themselves on government issues anyway, and the Ukrainians find it very hard to imagine that peace will return. And who am I, to have an opinion on this? In one of my conversations with a Ukrainian crew member, I started to talk about the interests of the weapon industry in this conflict and that manufacturers of arms would like a war to continue. “Can be,” he remarked, “but for now I don’t like this kind of detached perspective. We cannot do without weapons right now and I am happy to get them.” As a ship visitor I can only talk about the personal impact of what is going on, for everyone involved. And share the hope that this terrible situation will end soon.

Stefan Francke



CELEBRATING



THE CAPTAIN OF THE BULK SHIP 'ROSE' HAD ASKED THE AMSTERDAM PORT CHAPLAIN LÉON RASSER FOR A CHURCH SERVICE ON BOARD HIS VESSEL. TOGETHER WITH DEACON HENK BAK, THE CREW NOT ONLY SANG, PRAYED AND READ THE BIBLE. THERE WAS ALSO A BLESSING OF THE BRIDGE, THE ENGINE ROOM AND THE CABINS. A PERSONAL BLESSING WAS GIVEN AS WELL.



ON BOARD



Photographer Friso Kooijman made a narrative in pictures of this service on board the 'Rose' as part of his project 'Saltwater People'.

Sustainable

What about

This summer we suffered from a tremendous heat of well over 40° C. Moreover, the warming of the ocean waters is cause for great concern. Worldwide we have agreed that we have to reduce our carbon footprint. This is to ensure that the temperature rise does not exceed more than 2 degrees, because there lies a tipping point. The ice around the North Pole will completely melt down, coral reefs will fade and ecosystems will be destroyed forever.

The carbon footprint is the total amount of greenhouse gasses (including CO₂ and methane) which are generated by our actions.

Talking of carbon. Carbon is Spanish for coal. The production of electricity in most countries is generated by the burning of coal - in Germany, Polen, China and the Netherlands, to name a few. To give you an idea, the new coal power plant in Rotterdam, which the government wants to close, produces 3 megaton CO₂ per year.

What about our jobs if, for example, in the Netherlands we decide to quit burning coal? Since 2015, the Dutch trade union FNV has anticipated the shutdown of the coal-fired power stations. The FNV proposed a “coal fund” for the many hundreds of people who will lose their jobs in the entire coal chain.


The idea of a coal fund is not completely new. A similar fund was set up in 1974 when the coal mines in the Netherlands

were not profitable anymore and had to be completely closed.

First it seemed that the new coal fund was just a paper promise. But finally, now money is available for re-training and guidance to new work. And there are practical arrangements for financial compensation of the loss of income, if there is no other work available, or only lower-paid work is available.

The first employees who'd suffer the consequences, are those of the coal chain power plant in Amsterdam. This power station already no longer uses coal. The transshipment company, coal transport by rail and water, maintenance technicians and the processing industry will also be affected. In total, about 100 people will lose

ability out our jobs?



their jobs in Amsterdam, and eventually in Rotterdam. These people are the first to qualify for work-to-work, paid by the coal fund.

Without the efforts and actions of the dockworkers and people from the power stations, the Dutch government would not have made this provision. The last push for the coal fund now was given in cooperation with environmental organizations like Greenpeace.

In October 2022, the IMO (International Maritime Organization) focused on low and zero carbon, in other words green shipping, with cleaner fuel options like LNG, ammonia or methanol as well as trialing wind sails. But I have a question: if for environmental or economic reasons, it is possible to sail with fewer people – and seafarers will lose their jobs - will a Seafarers Fund be set up? I doubt it very much.

Jos Hilberding

A MONUMENT FOR THE
Sober but meaningful!



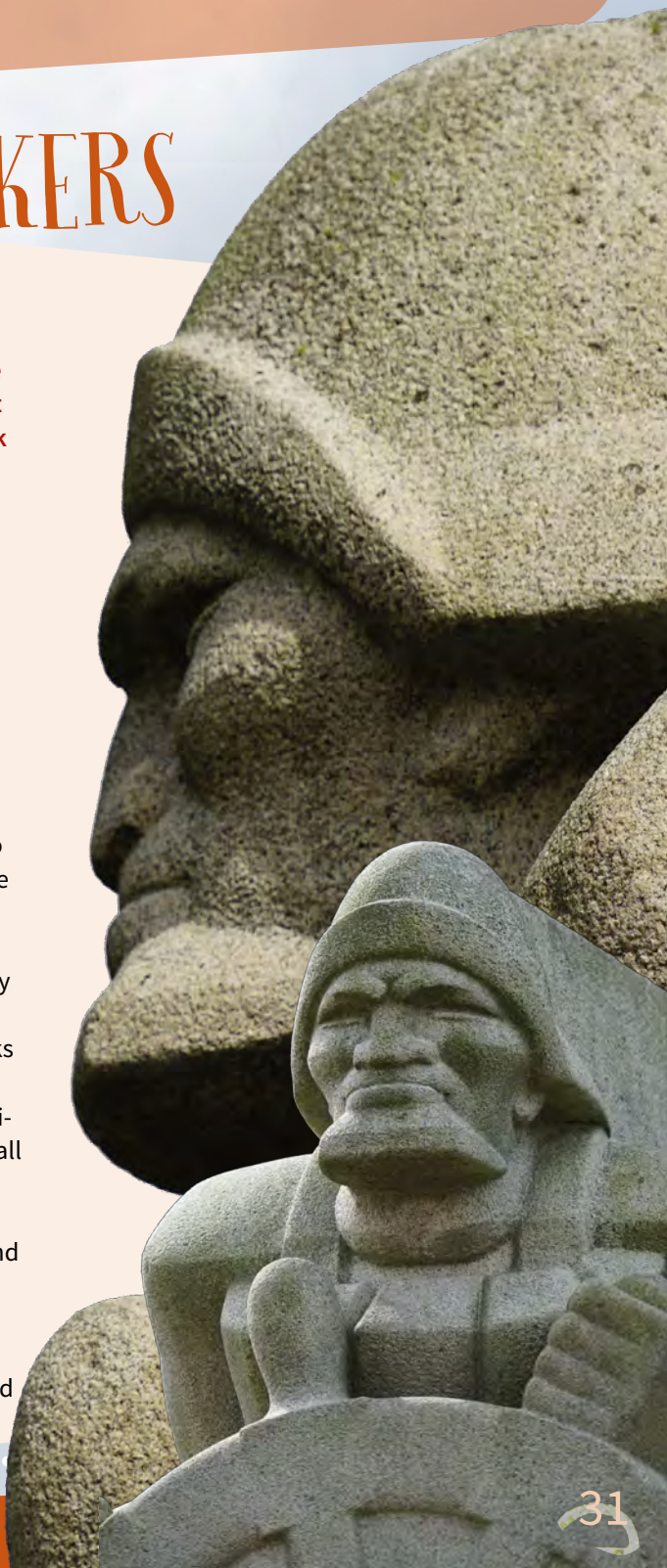
THE WORLD KNOWS MANY LARGE AND SMALL MARITIME MONUMENTS. SOME ARE LOCATED AT PROMINENT PLACES, OTHERS ARE TUCKED AWAY SO THAT THEY CAN HARDLY BE FOUND. IN THE SERIES 'MONUMENTS OF THE SEA', DEEP END TAKES A LOOK AT SOME OF THESE MEMORIAL PLACES.

RESCUE WORKERS

On a Dutch summer day I arrive in the old navy port of Den Helder by train. According to my route planner, it will be a fifteen-minute walk to the 'Monument for the Rescuers.' Because I always think it looks pretty stupid when people walk with their eyes glued to a screen – can't you go anywhere without a mobile! – I store the route into my head and continue my journey without electronic aids. After all, a large part of my life I've been proclaiming that you can go anywhere with just a sextant. No ECDIS for me! So there.

I must admit, after half an hour of walking against a strong west wind, I have to take a quick peek to check whether I have followed the right route. Not too bad, I just drifted a bit to the north. I adjust my course and walk on, past countless empty shops. The vacancy rate of shops in Den Helder is apparently considerable. It looks as if a large number of amateur painters have used the shop windows as an exhibition space. Well, if they want to fill them all they still have a lot of painting to do.

Then I reach my destination. I walk around the structure. What's to say about this monument that is not being said in its name? According to Wikipedia, a certain Piet Kramer designed the monument (and

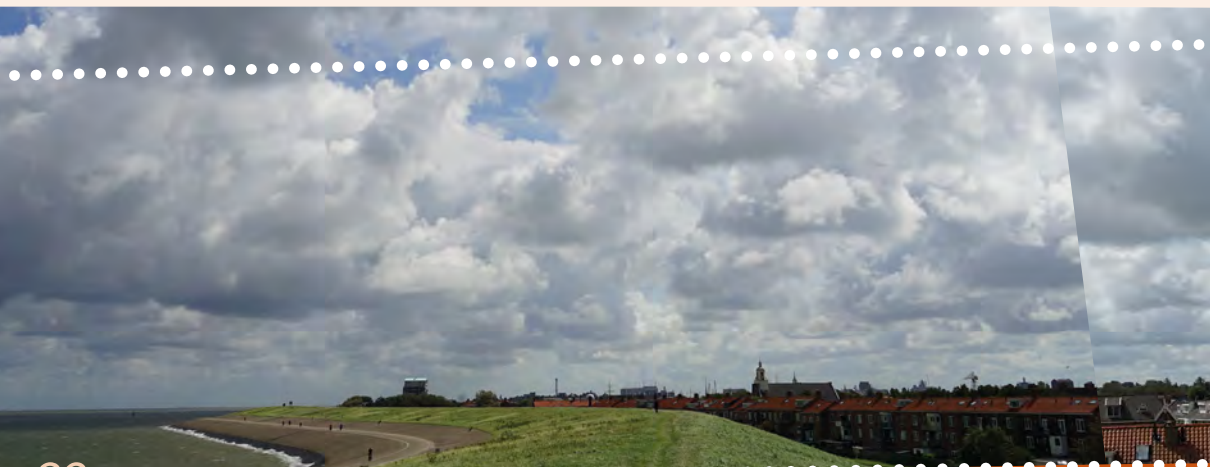




the park, it says. It looks more like a little garden to me, but who am I to judge). He designed it following the principles of the 'Amsterdam School', an architectural movement in the early years of the last century. A bit like the Dutch version of Art Deco, so to speak. The monument consists of a fifteen-meter high, tapered tower (you cannot call it a menhir, Wikipedia warns), with a carillon consisting of 49 bells. The tower has a number of stone carvings. They depict the rescuers, with grim heads, clenched jaws and prominent chins protruding; you can almost touch the perseverance!

A stone relief has been installed at the base of the tower, showing a rescuer in

action. It must have been during a very wild storm: both rescuer and rescued have their clothes washed off their bodies. The rescued is brought ashore stark naked. Underneath is written: 'The Netherlands are grateful for the work of the rescue societies'. It's interesting that there are no names of well-known rescuers. This monument is dedicated to all rescuers who put their lives at risk. For those in mortal danger who, in despair, suddenly saw a rescue boat full of men with sou'westers on their heads, resisting the ground seas. The monument is in a little park, sober and simple, in a rather boring neighbourhood. In the past, Dutch people did not believe in frivolous or bombastic monuments: seriousness,

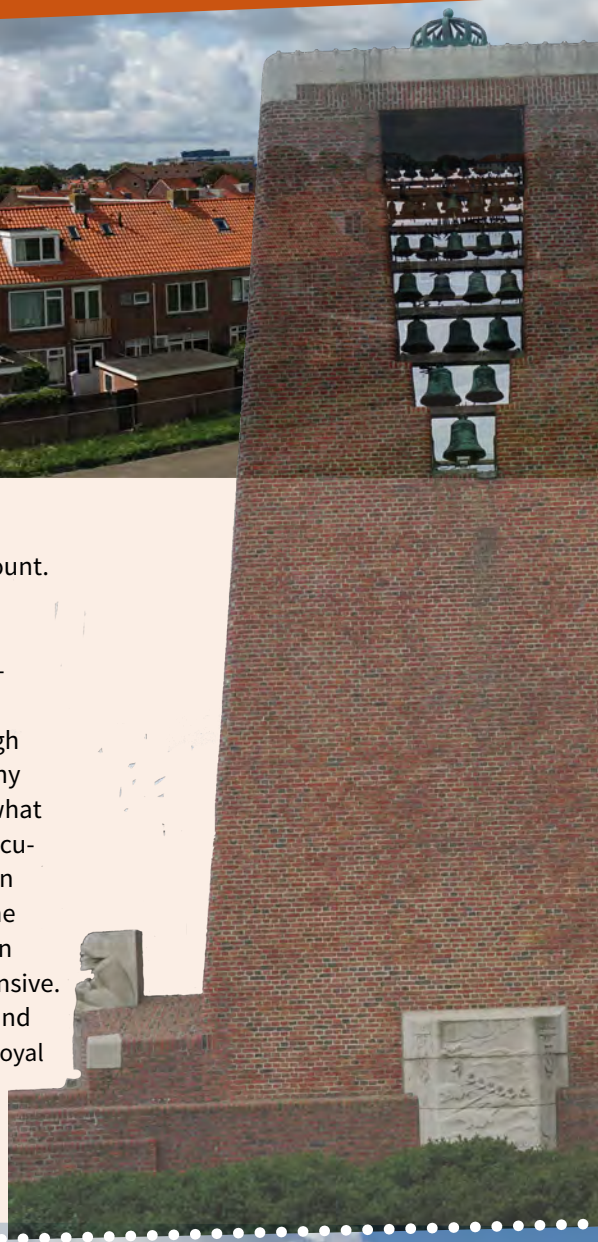




simplicity and determination were paramount.

Perhaps this monument, opened by Dutch Queen Juliana on June 4, 1935, is a bit outdated. And perhaps, hidden in an ordinary working-class neighbourhood behind a high seawall, it is not quite the place where many people pass by. But in the end, that's not what this monument is about. It is about the rescuers: ordinary people, who assist seafarers in distress, ordinary people as well. That is the meaning of the monument. And that's been made very clear! I pause for a moment, pensive. Then I walk, without navigation and the wind at my back, over the seawall towards the Royal Navy Museum, my next stop.

Kees Heavylift





HIGHWAY

“WE ARE ON A HIGHWAY TO CLIMATE HELL WITH OUR FOOT STILL ON THE ACCELERATOR,” UN SECRETARY GENERAL GUTERRES WARNED. ALREADY IN 1989, THE UN PREDICTED THAT IF GLOBAL WARMING IS NOT STOPPED SOON, IN 2000 THERE WOULD BE MEGA-FLOODS IN PAKISTAN AND EGYPT.



TO HELL

The Club of Rome stated in 1972 that by 2100 there will be 56 billion people living on earth. Biologist Paul Ehrlich received several awards for his warnings. For now, we are heading towards 8.8 billion.

Recently the Dutch author Kees van Kooten passed away. He invented a new Dutch word which translates as “doomthinking”. That perfectly describes what’s going on. The apocalyptic thinking is widely spread. How can we keep hope in a world that seems to be heading towards a collapse?

‘Doomsday scenarios make people despondent and young people depressed.’ Scientist Leo Meyer, affiliated with Utrecht University, participated as an advisor in many IPCC (Intergovernmental Panel on Climate Change) meetings and climate summits. He argues that it is not the world that has run

amok, but Guterres. We’re not on a highway to hell at all, Meyer writes, there’s finally reason for optimism. The doomsday scenarios of 4 to 5 degrees almost certainly do not come true, for society has started to move.

The last few years have been tough for news consumers. A deadly pandemic shut down the lives of hundreds of millions of people. At the beginning of 2022, the largest war since the Second World War broke out in Europe. And global warming goes on and on. But are the topics that dominate the news, representative of the direction the world is taking?

Oxford researcher Max Roser started a website: Our World in Data (<https://ourworldindata.org>). It shows factual data of important trends in the world. From increased life expectancies worldwide, to



literacy, inequality and environmental problems. They take in many interesting scientific studies and convert them into graphs that are accessible and understandable for everybody.

Few interesting facts:

- since 1900 infant mortality has decreased dramatically. Back then a quarter died in the first year of life. Around half died as children. The global infant mortality rate today is below 3%
- literacy levels for the world population have risen drastically in the last couple of centuries. 86% now has basic education (200 years ago this was 14%)
- in the past 20 years, the proportion of the world living in extreme poverty has halved
- 55% lives in a democracy (10% in 1940)
- global deaths from natural disasters (volcanos, storm, epidemic, floods) have minimized since 1900 (yes, including Covid 19 numbers!)

HIGHWAY TO HELL

THE DAILY NEWS

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BREAKING NEWS: 140.000 PEOPLE ESCAPED POVERTY



From our correspondent

"We are on a highway to climate hell with our foot still on the accelerator," UN secretary general Guterres warned. Already in 1989, the UN predicted that if global warming is not stopped soon, in 2000 there would be mega-floods in Pakistan and Egypt.

The Club of Rome stated in 1972 that by 2100 there will be 56 billion people living on earth.

Paul Ehrlich received several awards for his warnings. For the time being, we are heading towards 8.8 billion.

Recently the Dutch author Kees van Kooten passed away. He invented a new Dutch word which translates as "doomthinking". That perfectly describes what's going on. The apocalyptic thinking is widely spread. How can we keep hope in a world that seems to be heading towards a collapse?

All in all, the website reveals a surprising picture. The world has become more peaceful, democratic, healthy, wealthy, well nourished, educated, connected, gender equal and tolerant. So, it has become, one can argue, a better place. How about that for a headline? "Breaking news, 140.000 people escaped poverty today".

We all know media is more interested in "bad" news, but statistics prove otherwise. Base yourself on facts and science, and all of a sudden the world looks a lot better. Gradual improvement is not news, a falling tree makes more noise than a forest that grows. Time to become a "positivo", another word invented by the already mentioned Kees van Kooten.

Sea Beggar

KOOPVAARDIJDIENTEN NOVEMBER 2023

Iedereen die zich verbonden voelt met de zee is in november 2023 van harte welkom bij de onderstaande diensten:

Zeemanshuis in de Eemshaven

Borkumweg 2

Datum: zondag 12 november

Aanvang: 16.00 uur

Voorganger: Pastor Sven Standhardt

Muzikale begeleiding Annejet Dijkman

Pelgrimvaderskerk te Rotterdam/Delfshaven

Aelbrechtskolk 20

Datum: zondag 12 november

Aanvang: 14.30 uur

Voorganger: ds. Helene Perfors

Muzikale medewerking wordt verleend door Shantytiental 'Zeezang' o.l.v. Aart van der Gronden en organist Gerard van der Zijden

Nieuwe Kerk, IJmuiden

Kanaalstraat 250 (nabij de sluizen)

Datum: zondag 19 november

Aanvang: 15.30 uur

Voorgangers: Pastor H. Münch, ds. L.J. Rasser en ds. S. Zijlstra

De herdenking wordt verzorgd door de heer Hubert Nijgh, voorzitter van Stichting Koopvaardijpersoneel 1940-1945

Muzikale medewerking wordt verleend door het Katwijkse mannenkoor 'Jubilate' o.l.v. Aldert Fuldner

Na afloop van de diensten is er gelegenheid na te praten onder het genot van een kopje koffie.

Met uitzondering van de dienst in Delfshaven is er in ruime mate parkeerruimte beschikbaar.



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