

January 2015

Volume 2, Issue 1



Hunt, Deltel & Co. Ltd

Inside this issue:

New Maersk IOI Vessels 2

Work Attachment Testimonial by Elza Robert 2

The Blue Economy Forum 3

L'Agent Maritime: Un maillon fort dans la chaîne logistique 4

Hunt, Deltel in the community 5-7

Fast Row Rest rows from Australia to Seychelles 7

If we look like a company you would like to work for, why not send us a copy of your CV!



Hunt, Deltel Express

Shifting at Port Victoria, Seychelles
8th November 2015, 3:30pm

Extension of Eden Island Marina

Having opened its doors in 2007 the Eden Island Marina has now extended across to the northern side of Eden Bridge with a new facility named Eden Island Marina North.

With 65 new berths for boats of up to 65m, 40m, 25m and 15m, this extension will provide more yacht-owners with the opportunity to berth their boats in a secure, state of the art facility, while being able to enjoy the convenience and comfort of running water and electricity.

Clients will have access to all the services offered by Eden Island Marina, including dedicated toilet and changing rooms, a customer service and administration desk open every day of the week as well as our friendly deckhand and club car service.

In addition to these standard marina services, the agency for Viking Yachts, Hatteras Yachts and Edgewater Boats held by Hunt, Deltel & Co. Ltd. are being operated from the Eden Island Marina North office.

On another exciting note, the Eden Island Marina looks forward to hosting the first ever boat show in Seychelles as part of the third edition of the country's National Show for the year 2015.



News Update: New Maersk IOI Vessels on pg 2

News Update: New Maersk IOI Vessels

Maerskline is now changing their route for the Seychelles call and will now be using a regional route within the Indian Ocean called the IOI Service. This new Service will offer improved reliability together with reduced transit time. The first sailing is scheduled for the 6th February 2015 ex Port Louis to Victoria, calling Seychelles on the 12th February 2015. The first vessel expected is CLAES MAERSK.

Service Highlights

- Less congestion prone ports together with fixed berthing windows in all ports of call on the service offering high schedule reliability
- Reduced transit time ex Mauritius into Salalah offering transit time reductions of 7 days into both Europe & North America
- A weekly direct call from Mauritius into Seychelles
- Additional ports of call added to our global network in both North America and Europe offering greater global coverage.



In all, there are 3 new vessels that will be serving the route. Their names are CLAES MAERSK, CECILIE MAERSK and TAASINGE MAERSK. They were all made in Denmark and are all 190.49 metres in length and 27.80 metres breadth.

What makes these particular vessels special is that they do not use multiple cranes for their operations. Instead, they use 1 crane which acts as a gantry on the vessel. The crane can manoeuvre itself forwards and backwards on the ship using a rail. The boom of the crane can rotate a full 360 degrees so that it may reach all bays. The crane can do up to 25 moves per hour. To put the number into perspective, a regular ship using cranes offers between 14-17 moves per hour. We expect the new crane system to also be more gentle in handling the containers.

Work attachment testimonial by Elza Robert

My attachment at the Hunt Deltel & Co. Ltd began on June 2ND 2014. I was placed at the fishing department which was based at the commercial port at the time. I spent my first two months doing a little bit of everything, helping out my co-workers whenever I could. It was a step further into the accounting I had done at the university; it served as good practice and further development to my knowledge. For a recruit I knew nothing in fishing vessels and how they operate. In this job I had the opportunity to visit the port and vessels, assisting the clearing agents and learning a great deal about the vessels' many routes and processes. I also learned about stevedoring and transshipment of tuna fish. I looked forward to going to work every day as there was always something new to learn.



Elza with Lyderic Chetty, General Manager of Fishing and Transport, and Selwyn Edmond, Fishing Agency Manager

For my third month I was transferred to the head office at Trinity House in the shipping department. There I learned the different types of containers for example the 40ft and 20ft reefer and dry containers. I also had the opportunity to observe the loading of tuna into a reefer container and to learn the different processes. I was amazed by the size of the tuna fish!

The best part of my attachment was working with yachts at the Eden Island marina. Never did I think I would get the chance to board luxurious yachts during my attachment! With my supervisor, we liaised a lot with DHL, clearing and delivering parcels to the crew, providing them with whatever services they required including transport among others. For my last two weeks I was assigned with the clearance of cargo where I learned how to prepare release forms for clients, tracking of containers and calculating demurrage charges. I also had the opportunity to see the bulk of goods being imported and where most of the countries imports come from.

My attachment ended on August 29th 2014. I was sad to leave but it was a 3 months well spent.

The Blue Economy Forum



Panel discussion on Infrastructure Development & services: Commercial & Fishing Ports. From left to right: Mr. Hugh Adam, Mr. Finley Racambo, Capt. Edmond Houareau, Mr. Philippe Michaud, Mr. Arthur de Bretagne, Lt. Colonel Ciseau & Mr. Jamshed Pardiwalla

With the celebration of 30 years of commercial fishing in Seychelles now behind us, the timing of the national stakeholder forum on the Blue Economy in early December was as relevant as it could ever have been for veteran industry players such as Hunt, Deltel & Co. Ltd.

As was reiterated over and over again during the two-day forum, the importance of the ocean cannot be understated to us Seychellois; we are amongst the largest consumers of fish per capita in the world, we own the largest canning factory in the Indian Ocean and our port is one of the safest in the region, well outside the cyclone belt.

The fact that our world ranking by land mass is 173 compared to an incredible 25 when taking into account our EEZ only goes to show the particularity of our case; all the more reason to work

closely with bodies such as the Commonwealth Secretariat which is working alongside a designated ministerial committee to define our priorities and objectives in developing a blue economy strategy. It was said that in order to succeed it is crucial to do an ocean stock take to evaluate what we currently have and what trade-offs must take place in order to obtain the sustainable decoupling of socio-economic development and environmental degradation.

In this light, the discussions of the forum often came back to the balance between foreign and local investment in our local economy.

Whiles the benefits and paramount importance of Foreign Direct Investment were constantly reverberated, this was also a point of evident concern for numerous Seychellois participants; we indeed have an appetite on-ground to get involved in our economy. As such, the subject of existing investment opportunities was a reminder of the interaction between the players in the blue economy in various industries such as tourism and fishing.

The points of discussion are endless; how are we to encourage our youth to partake more actively in the fishing industry? How much revenue from our 'blue gold' stays in the country? What about the broader issues of taxation? What of water as a source of peace and stability? Have we considered the health risks and educational needs linked to further exploiting our seas?

There is also much to be excited about; government's plans to extend quay space, ongoing hydrocarbon exploration, genetic diversity as a source for patent activity, technological advances onboard purse seiners and pioneer projects in value-adding activities such as seaweed farming and fish processing, to name but a few bright lights on the horizon.



The book detailing the concept of the Blue Economy Forum, made available during the forum at the International Conference Centre

“The fact that our world ranking by land mass is 173 compared to an incredible 25 when taking into account our EEZ only goes to show the particularity of our case”

To quote Dr. Julian Roberts during his presentation on behalf of the Commonwealth Secretariat, if we take care of our oceans, they shall take care of us, all the more true for an economy as dependent on importation as Seychelles, with over 95% of its base export cargo coming from our oceans. If anything, the Blue Economy Forum has certainly provided a feast of food for thought for all those who took a moment to listen.

L'agent maritime:

UN MAILLON FORT DANS LA CHAÎNE LOGISTIQUE

Qu'est ce qu'un agent maritime?

Leur domaine d'activité concerne largement la communication au sein d'une agence maritime, mais couvre tous les besoins des navires qui font escale au port de Victoria.

L'agent maritime intervient dans la chaîne du commerce international au moment où un navire fait part de son escale prévue au Port de Victoria, que ce soit un bateau de croisière, un navire de charge, un bateau de pêche ou un yacht.

Le travail d'un agent maritime

L'agent commence son travail bien avant l'arrivée du navire au port. Ce dernier communique une réquisition officielle avant d'arriver au port et l'agence répond avec un devis. Une fois confirmé, l'agent commence à tout organiser. En ce qui concerne les navires de charge et de pêche, l'agence a généralement agréé un contrat avec une compagnie et s'occupe de sa flotte entière.

Pour les navires de charge, l'agent aide à assurer le déchargement des conteneurs maritimes destinés aux Seychelles et le chargement de ceux qui contiennent des marchandises d'exportation. Quand on prend en compte le nombre de conteneurs maritimes qui arrivent aux Seychelles chaque semaine et la valeur des marchandises qu'ils contiennent, l'importance d'un agent efficace devient bien évidente.

Les qualités requises d'un agent maritime

Les demandes des navires de charge et de pêche sont généralement assez répétitives et prévisibles : demandes de pilotage et accostage auprès de la capitainerie, visites médicales, réservations d'hôtel et transport du personnel qui débarque du navire, l'approvisionnement en eau, en nourriture et en carburant, la facilitation d'un changement d'équipage sur le navire, des travaux de réparation ou de nettoyage, ainsi de suite.

Par ailleurs, la liste de besoins est longue et les cocontractants sont nombreux, ce qui demande un bon sens du contact et de fortes compétences en matière d'organisation.

Il faut surtout maintenir un bon rapport avec les fournisseurs de services - au moment d'un cas d'urgence par exemple, cela permet de réagir au moindre délai.

L'agent doit également être prêt à travailler hors des horaires régulières, selon les besoins du bateau. Il est toujours joignable par téléphone portable.

La particularité du travail avec les yachts

En ce qui concerne les yachts, il s'agit d'une affaire un peu plus particulière. Cont. Pg 5



Les agents maritimes dans notre agence de pêche, gauche à droite: René Benoiton, Berthrand Guichard, Norbert Boniface, José Renaud

Hunt, Deltel & Co. Ltd. In the Community



Seychelles Sail Training Scheme

Headed by Mr. Alain Alcindor, the STS currently offers lessons in sailing, windsurfing and canoeing. The scheme operates from two centres, one at Roche Caiman on Mahe and the other at Grand Anse Praslin.

The organisation has trained Seychellois gold medallists in the Regional Sailing Championship against La Reunion and Mauritius, the All Africa Games and in the Indian Ocean Games. Members have also consistently done well in the Seychelles Sports Awards, with athletes always featuring amongst the top 5 Seychellois sportsmen and women of the country.

This year Hunt, Deltel sponsored the scheme's Optimist and Laser races. Above photo was taken during the Hunt, Deltel Laser Race in September 2014

Seychelles Sports Fishing Club

2014 has been a big year for the Seychelles Sports Fishing Club. Whilst the club is mainly known for its growing calendar of fishing events and tournaments, its most prioritised objectives now also include the promotion of sustainable fishing practises such as 'tag and release' for which training is provided and awards are given. The club has also formed a notable range of international collaborations, such as with the World Wide Fund for nature and the Wildlife Conservation Fund to name a few, as well as forming local ties such as with the University of Seychelles. Students in the Fisheries Science Program can now benefit from using data collected in the tag and release competition in their research papers - the more we tag, the more we can learn about fish in the Indian Ocean.



Hunt, Deltel is a proud annual sponsor of a number of the SSFC's fishing tournaments. Right: Mr. Selwyn Edmond, Agency Manager for Hunt, Deltel & Co. Ltd's Fishing Department presenting an award on behalf of the Hatteras and Edgewater agencies.

La particularité du travail avec les yachts

L'agent dans ce cas doit être très sensible aux spécificités culturelles du propriétaire du bateau dont il s'occupe. Dépendant du patron, les demandes varient énormément: l'acquisition d'un bourgeois vivant destiné à l'aquarium de son yacht, l'achat d'une Mini Cooper de couleur blanche pour sa fille...qui prévoit d'arriver aux Seychelles dans cinq jours! (Et il faut savoir qu'il n'y a pas de dépôt Mini dans l'Océan Indien) La réponse « Non. » n'est que rarement prononcée dans ce métier.

Au bout du compte, si vous avez pu vous acheter une miche de pain dans un magasin aux Seychelles, si votre entreprise profite d'un groupe de touristes arrivés en bateau croisière, ou si vous venez de manger un sandwich au thon seychellois, c'est parce qu'il y a un réseau international d'agents maritimes qui ont bien joué leur rôle à un moment donné.

DHL Seychelles In the Community



Eco Schools Seychelles

The Eco-School Programme has been in existence in many schools in Seychelles for over 15 years, and aims to promote sustainability through environmental education. Every year

the schools registered on the programme are rewarded for their efforts towards environmental learning and management practices in response to environmental issues. Activities include rain harvesting projects, gardening patches, awareness competitions in art and literature as well as active campaigning for best practises in saving energy and maintaining school grounds.

This year DHL contributed gift bags presented at the annual prize-giving, however the star prize for the winning participants is an educational school trip to Aldabra sponsored by the Seychelles Islands Foundation.



DHL Golf Competition - August 2014— Constance Lemuria Resort, Praslin

Below photos - Left: Glass Trophies sponsored by DHL. Right: All prize winners with Praslin DHL representative Jean-Marie Bistoquet.



Hunt, Deltel & Co. Ltd. In the Community



On Friday 19th September, the subsidiaries of Hunt, Deltel & Co. Ltd. joined forces in an effort to commemorate Clean Up the World 2014. Headed by the Dock Master of the Eden Island Marina, an enthusiastic team set off from the marina in the company's landing craft in the direction of Victoria's fishing port. Having chosen to carry out a clearance operation in an area of relevance to its clients, the team came upon Ile Hodoul and wasted no time in ridding the island of a landing craft load of debris.

Ile Hodoul is the reclaimed island found in the middle of the bay between the Fishing Port and the Seychelles Yacht Club. Whilst serving no function to the yachting community, Ile Hodoul is one of the most visible sites along the way to the only fuelling station available to yachts sailing to and around Mahe. In the above photo you can see the team on their way back from Ile Hodoul.

Crew of four rows from Australia to Seychelles



On 9th October 2014 The Ocean Rowing Society confirmed that the Fast Row West set the following records: the fastest four-man crew to cross the Indian Ocean, the youngest four-man crew to cross any ocean and the 4th quickest row boat to cross the Indian Ocean. In the feature photo you see the team waving celebratory flares as they approached Eden Island Marina.

Out of the group of four boys who made up the team, all were aged 22 to 25 years, three British and one Canadian. Their journey took 71 days onboard an ocean rowing boat named Tiny Dancer, measuring 8.84m long and less than 2m wide.

As far as the background of such missions goes, the first successful crossing of the Indian Ocean was back in 1971 by Anders Svevlund. In the ensuing 45 years there have only been 16 successful crossings; and a further 19 failed attempts. When compared to the challenge of climbing Mount Everest, of which there have been over 1500 successful attempts, the feat is all the more impressive.

Where living conditions are concerned, the rowers carried dehydrated food rations to be mixed with desalinated sea water; this made up the entirety of the 10,000 calories they would burn on average per day. Drinking water came from their water-maker (desalinator) and electricity came from solar panels as well as from a fuel cell. This electricity would power the watermaker, operate navigation systems and charge the boat's electrical equipment.

The boat was equipped in Exmouth, Australia and was not supplied or accompanied by a support vessel. If they had come in to 'hard-times' apart from having a parachute anchor to hold them in position during exceptionally rough times, in the worst case scenario they would have had to hope that passing freight ships offered a friendly hand of assistance. This would have meant up to 48 hrs unattended in the deep ocean waters!

For the entire duration of the crossing, two crew would row at one time, whilst the other two rest/eat. Each pair would row for two hours, then rest for two hours.

Aside from the expected difficulties with sleep, nutrition and extreme weather, other challenges included the dangers posed by passing ships, maintaining crew morale, salt sores and minor infections, maintenance of the boat (such as scraping barnacles off the bottom of the boat every week in order to minimize friction and maintain maximum speed) and boredom.

Fortunately the boys made it safe and sound to the shelter of Eden Island Marina, to their awaiting families. Hunt, Deltel & Co. Ltd. was delighted to offer their support to the team, not to mention a complementary Seybrew upon arrival!

Source: <http://www.fastrowwest.com/>

Hunt, Deltel & Co. Ltd.

Hunt, Deltel & Co. Ltd.
2nd Floor Trinity House
Albert Street
Victoria
Mahe



Hunt, Deltel & Co. Ltd

Phone: + 248 4 380 300
Fax: + 248 4 225 367
E-mail: info@huntedtel.com
Web: www.huntedtel.com

The total services company

Hunt, Deltel & Co Ltd was formed in 1937 and is a Seychelles registered and owned company, with an extensive portfolio of activities, with particular emphasis in shipping and service related fields.

The company is certified ISO9001:2008 compliant for its shipping agency, management and administration; this covers our commercial shipping, tuna operations, super yacht activities and courier services.

Our services include: Shipping & Port Operations, Settling Agents for Marine Insurance, Marine Claims & Surveys, Yacht Agency, Marine & Leisure, Flight Forwarding & Clearing, Airfreight, DHL International Courier Service, Vehicle Distribution, Trademark & Patent Registration, Computer & Office Equipment, Publishing House, Eden Island Marina.



Some old friends and colleagues at the NYE gathering



Hike to Copolia- Aug, 14'



Benjamin from DHL being the star of the show at the kids' Xmas party!



The Express Logistics Crew



Paul and Keith at the arrival of Fast Row West from Australia - Sep, 14'



Christmas Carols - Dec, 14'



Visit to State House - Dec, 14'