

UPDATE

Schoeller Holdings | Austral Asia Line | COLUMBIA

2.14

*Singapore
is home to us*

EDITORIAL

Dear Reader,

Thank you very much for your positive feedback regarding the first issue of our quarterly update. In this second issue – accordingly labelled 2.14 – the focus will be on new cruise ship assignments, operations in the Pacific region and our expertise in managing chemical tankers and handling heavy-lift cargoes. Capt. Bernd Schlarmann explains why it takes ten years just to learn the basics of transporting chemicals (see page 4). In April “AAL Shanghai” made the headlines in the Canadian trade magazine “BC Shipping News”. Excerpts from this article can be read on page 5.

If there are topics that you would like to know more about, just drop me a line.

Yours sincerely

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AAL voted best project cargo shipping line

Austral Asia Line has been awarded Best Shipping Line – Project Cargo at this year’s Asian Freight & Supply Chain Awards (AFSCAs). The AFSCAs involve key decision makers in the industry who take part in an independently verified process that comprises of a nomination round and a voting round. To be a finalist of the prestigious awards is a reflection of a company’s position as one of the leading organizations in the industry. The award for Best Shipping Line – Project Cargo is given to the company that demonstrates superiority in quality customer service, flexibility in approach, delivery of cargo at the agreed schedule and damage-free handling of cargo.

Thomson Cruises awards CSM with five year contract

Thomson Cruises and Island Cruises, part of the UK's leading holiday company TUI UK & Ireland, announces that it has appointed COLUMBIA Shipmanagement as its technical management partner for its three 'owned' cruise ships – "Thomson Celebration", "Thomson Dream" and "Island Escape". The contract, which breaks new ground in the cruise industry, begins in November 2014.

Incumbent COLUMBIA Shipmanagement, which has worked with Thomson Cruises and latterly Island Cruises for over ten years, won the five-year contract after a thorough tender process involving several of the industry's leading ship management companies. The new contract will be structured in a very different and innovative way that brings ship owners and managers closer together in a more collaborative partnership.

The key innovations include a structure of joint governance committees that enable collective decisions to be taken on all aspects of the operations and financial processes, with full transparency between the two parties. In addition this allows the very top level of management of both organisations to be closely involved with the operation, particularly from a long-term strategic point of view.

Helen Caron, managing director of Thomson Cruises & Island Cruises said: "I am delighted to announce our new partnership with COLUMBIA Shipmanagement. Over the last 18 months its senior management team has worked closely with my senior operations team, to develop an innovative governance structure that brings ship owners and managers closer together in a more collaborative partnership.

As a result I firmly believe that COLUMBIA Shipmanagement is the right partner to ensure that we continue to drive the highest operational, safety and environmental standards – a key part of our plans as we enhance the fleet going forward."

First co-operation with Hurtigruten

Since June 2014, COLUMBIA is providing crew management services to Hurtigruten's expedition ship "Fram". The 128-cabin vessel is designed for sailing in polar waters, holds the highest safety standards and is the perfect size for optimum nautical manoeuvrability and guests' comfort. COLUMBIA is honoured to begin co-operation with an organization that has been in the shipping industry for over 100 years.



Crew management services for Mano Maritime

Israel's leading vacation cruise operator Mano Maritime Ltd. – a subsidiary of the Mano Holdings Group – has assigned its two passenger vessels to COLUMBIA's crew management services. The luxury cruise liners "Golden Iris" and "Royal Iris" operate in the Mediterranean and the Black Sea offering a huge selection of cruise options.

With these latest additions COLUMBIA now provides crew and technical management services to 16 passenger vessels and ferries and expects further growth in this demanding sector.

A closer look at operations in Singapore



With the global economic growth Singapore has become one of the world's leading international maritime centres. Singapore offers a breadth and range of maritime services that few can match. Sitting at the centre of a web of trade routes and being connected to more than 600 ports in over

120 countries five companies of Schoeller Holdings benefit from this strategic geographic position in Asia.

Singapore is home to CSM, Austral Asia Line, New Pacific Line and Horizon Shipping Agencies – all located in the Suntec Office Complex close to the city's central business district. Last but not least Bengal Tiger Line operates from offices in Southpoint Building near the Brani Container terminal.

COLUMBIA Shipmanagement (Singapore) Pte Ltd. was established in 2000 as a branch office of COLUMBIA's head office in Cyprus. Following its expansion CSM received the Maritime Sector Incentive - Shipping-Related Support Services (MSI-SSS) award from the Maritime Port Authority of Singapore (MPA). Currently over 30 employees in the Singapore office provide full management services for a wide range of vessels including chemical tankers, product tankers, multi-purpose vessels, bulk carriers and container vessels.

CSM Singapore extends partnership with Transport Capital Pte

COLUMBIA Shipmanagement Singapore is pleased to announce its growing business partnership with the newly established Singapore-based Transport Capital Pte Ltd., an investment management firm focused on international industries. Since 2013, CSM Singapore has been assigned full management of the following vessels:

- 80,000 DWT bulk-carrier "Asia Opal"
- three 64,000 DWT bulks carriers, "Asia Ruby I," "Asia Ruby II" and "Asia Ruby III"
- 37,000 DWT oil/chemical tankers, "Nordic Amy" and "Nordic Agnetha"
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Before the end of July CSM Singapore will take over full management of the 64,000 DWT bulk carrier "Asia Ruby IV" and the 35,820 DWT oil/chemical tanker "Nordic Ruth".


CSM appointed ship managers for Sinokor Petrochemical



Based on the approval of Royal Dutch Shell COLUMBIA is very proud to have been selected as one of the ship managers for the South Korea company Sinokor Petrochemical Co Ltd. In November 2013 Sinokor signed a long-term charter agreement with Shell to transport the latter's oil products and ordered a series of medium range tankers at Hyundai Mipo Dockyard.

Delivery of the first eight tankers is scheduled to be completed this November. "Silver Valerie" the first vessel of the so-called "Silver Project" was delivered in April followed by "Silver Órla" in May and recently the "Silver Emily". "Silver Cindy", "Silver Carolyn", "Silver Carla", "Silver Hannah" and "Silver London" will follow.





“It takes ten years to learn the basics of transporting chemicals.”

The business card says “Training Manager Germany” but this is only one thing he is in charge of. Capt. Bernd Schlarmann is one of the most seasoned experts in tankers. Based on his experience as officer and captain of various tankers he developed CSM’s respective training programmes. Working from CSM’s Hamburg office he travels the world to train crews and office staff how to handle highly sensitive products.

Whereas managers in other industries strive to reduce complexity his job is just the opposite – pointing out all potential hazards and making people aware that no detail is negligible. With approximately 4,000 different products that is quite a challenge. 400 chemicals are precisely specified, some 3,600 are mixtures thereof.

When “fine” means complicated

So-called “easy chemicals” like alcohol and methanol show stable behaviour even when pressure and temperatures change within a certain range. “Fine chemicals”, however, are unstable which can mean a lot of things. Some must be kept precisely at 60° Celsius in their respective parcel; some may not get hotter than 40° Celsius and require constant cooling. Others are flammable, highly explosive or toxic. Some are so aggressive that their parcels must be made of stainless steel. When kept apart two chemicals may be harmless but highly explosive when they mix – accordingly they cannot be stored next to each other. Capt. Schlarmann could list hundreds of examples. When he says it takes ten years just to learn the basics of transporting chemicals one knows he is right.

Due to all peculiarities chemical tankers are expensive to build and expensive to maintain. First of all they have not just one parcel tank but up to twenty – made

of different steel qualities. Secondly each parcel must be equipped with its own pipes and valves not connected with others. Thirdly each parcel must be kept according to cleanroom standards before loading and after unloading. Charterers do not accept contaminations when some 500 tonnes of a product may be worth millions of Euros. Finally the crews must be accomplished and trained continuously.

Abound with rules and regulations

To prevent environmental pollution the carriage of chemicals by ship is strictly regulated in the International Convention for the Safety of Life at Sea (SOLAS) and the International Convention for the Prevention of Marine Pollution from Ships (MARPOL). In addition EU regulations stipulate that every litre of chemicals produced in Europe must be traceable from origin to destination. Accordingly paperwork and documentation duties on board absorb an ever increasing amount of time. However, there are no rules and regulations how chemicals have to be transported. Some charterers may request certain seals or conditions but how the job is finally done is up to the ship managers and their crews.

“Experience makes the difference.”

Sharing knowledge and learnings therefore are an essential part of every training session. What has to be kept in mind when unloading sulphur acid in Genoa? What can we learn from this “near incident”? Should this safety procedure go more into detail? Discussing news and views helps to build both further knowledge and the understanding of sensitive products.

Experience is what matters most when a ship manager is to be selected for a particular project. Capt. Schlarmann and his colleagues do their best to broaden CSM’s impressive track record.

Piping system
on a chemical
tanker



AAL Shanghai with gantry crane

The largest crane in Canada – delivered by AAL Shanghai

In mid-February, Seaspans Vancouver Shipyards took delivery of a 300-tonne Gantry Crane – the crowning piece in their \$200-million modernization program. Once erected, the crane will be the largest in Canada, towering 80 metres high and spanning 76 metres wide*. Designed and built by Shanghai Zhenhua Heavy Industry Co., Ltd. (ZPMC) and weighing over 1,000 metric tonnes, the shipment of the crane highlights a new service for heavy-lift cargo projects offered by Austral Asia Line (AAL) for the U.S. and Canadian West Coast.

Working closely with Fraser Surrey Docks (FSD) and Pacific Rim Stevedoring (PRS), Austral Asia Line began offering heavy-lift cargo projects and break bulk (steel, pipe, round bar, etc.) into the West Coast last spring. "AAL is a great fit for Fraser Surrey Docks," said Brady Erno, Manager of Sales and Customer Service, Fraser Surrey Docks (FSD). "We have the capabilities and have been growing that side of our business – especially for companies looking for heavy-lift projects out of Asia and Europe."

James Clouse, AAL's representative on the West Coast, noted that, in addition to bringing in heavy-lift cargo on a regular basis (at least once a month), AAL is taking timber and forest products back to Asia. "We have the very unique capacity to be able to bring in heavy cargo and also cater to the already existing forest product service here."

AAL's service directly from Asia to the West Coast is a significant step in developing British Columbia as an import and export project cargo gateway. "Not only are we developing the east-bound heavy-lift cargo project sector but we're also developing a west-bound service out of Canada," said Clouse. "We're working with FSD and Pacific Rim Stevedoring (who are key for the unloading and discharge operations) to attract exports – project cargo and break bulk cargo leaving Canada. No other heavy-lift carrier has a backhaul and the ships that are doing backhauls aren't large enough to cater to these cargoes. We're in a much better position to bring cargo in because of our unparalleled capacity and regularity on the West Coast."

"Projects like the Seaspans crane take months of planning," said Clouse, himself an engineer with super heavy lift experience. "There are lifting plans, stability calculations, lashing calculations and bedding plans to make sure the cargo and the vessel aren't damaged underway. Our crews, provided by COLUMBIA Shipmanagement, are experts in seamanship and proper handling of lift cargo which is essential." He further noted that the experience of Pacific Rim Stevedoring and Fraser Surrey Docks has gone a long way in making these projects successful. "It's like a big orchestra – lots of moving parts that require a great deal of co-ordination and the professionalism of FSD and PRS have been exceptional."

*Since this article was published in "BC Shipping News" in April 2014 the crane was erected. You can take a look at it here:

seaspans.com

> Service & Companies
> Vancouver Shipyards
> Video-Gallery
> Corporate Videos

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