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FLEET MAGAZINE

CHEMIKALIEN SEETRANSPORT GMBH



LNG as Marine Fuel Gastech in Seoul
 Social Media New Website „Oak“ Vessels
 Jubilees Malaysian Coastal Vessels

EDITORIAL



Welcome to the new edition of Fleet Magazine, the news magazine of Chemikalien Seetransport for summer 2014.

The year is advancing rapidly and numerous events have happened in our company since our last edition was published.

In January this year, the ANNABELLA was handed over to new owners with numerous challenges at delivery. With the departure of the ANNABELLA, a management contract of more than 25 years – which was very successful for the company – came to an end. Numerous emotions became apparent during those last days on board the vessel as well as in the office in Hamburg. In May this year, the NEW YORK STAR left our management because of financial reasons. This vessel also had its own special history, with the pirate attack in 2012 in the Indian Ocean and the various rescue operations in 2013.

In the first quarter of this year, we joined forces with the investor Oaktree/Norbulk for the technical management of dedicated chemical tankers. The technical management of all four vessels have switched to CST in the second quarter of 2014 and the first days of July. This change of management requires a lot of the group's resources and has fortunately developed positively. Thank you to all parties involved for your support.

Furthermore, we are in advanced discussions with one other financial institutional partner and hopefully will have some positive news in the second part of this year. Identifying the correct partner who fits in with us as a family-owned company is one of the key challenges. We want to maintain our knowledge in the gas business and are working closely together with Marine Service on common projects.

Unfortunately, the general environment has not improved in either the tanker or bulker shipping businesses. The earnings have neither developed as expected and hoped, nor have the shipping banks changed their views. Several projects are still under pressure and the attitude in the seventh year of the crisis is getting tougher every day.

The reputation of Chemikalien Seetransport is still very good and we have received a lot of credit from third parties during the past months. We will continue to work on this and become an even better, stronger and more successful organisation.

I would like to thank everyone on board our vessels and on shore for their support and efforts and I am convinced that our chances are good, even in this challenging environment.

Hoping you enjoy reading the Fleet Magazine,

*Sincerely,
Ulrich Schitteck*

New Website for CST and MS



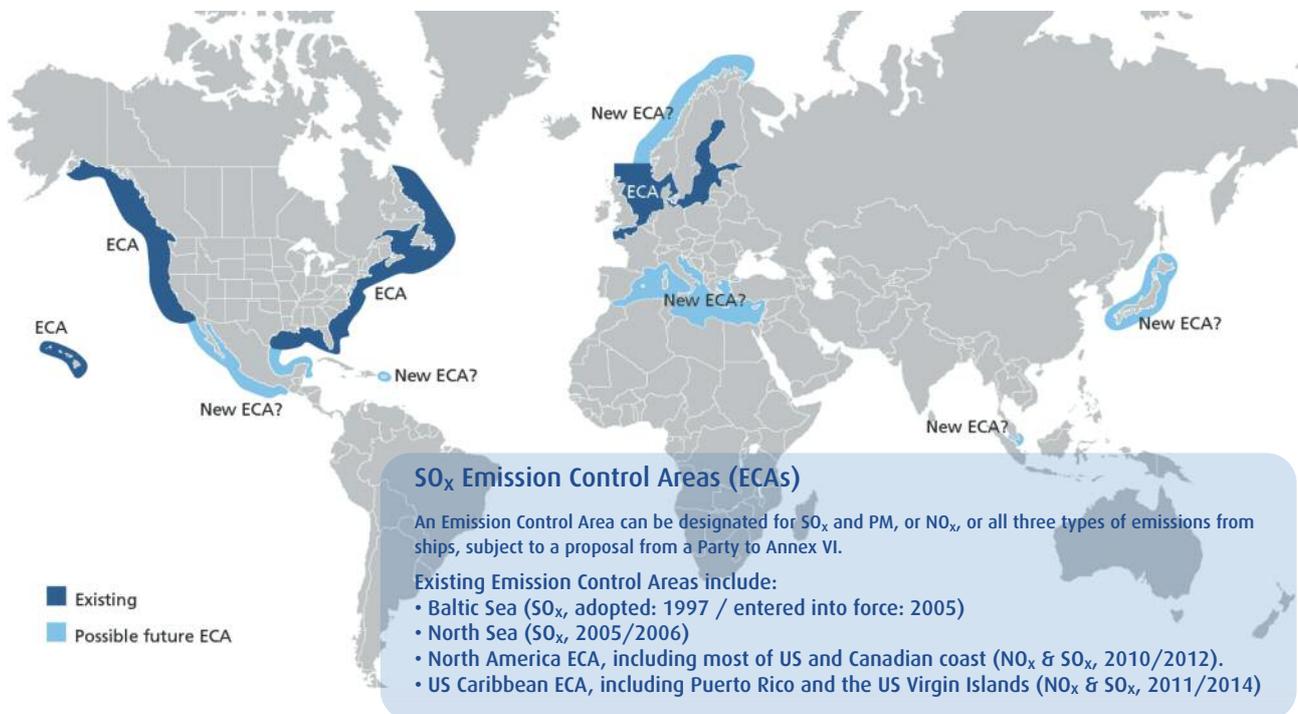
During the first half of 2014, both operating companies of the Krämer group have been working on a new website with a fresh and up-to-date appearance. The aim was also to combine the two sites in order to make it clear to visitors that both companies belong to the same entity.

Earlier this month, both sites went online at www.cst-shipping.com and www.ms-de.eu. You are most welcome to send any feedback to office@cst-shipping.com.

LNG as Marine Fuel

LNG is used around the world as fuel for power generation, as well as for industrial and domestic purposes. LNG has been shipped around the world as cargo for more than 50 years, without any major accidents. Dual-fuel engines, which operate on LNG with diesel as a backup, also reduce emissions significantly. In a typical dual-fuel medium-speed engine, CO₂

emissions are reduced by about 20%, NO_x emissions by up to 80% and SO_x is completely eliminated, providing significant environmental benefits. Therefore, ship owners are considering LNG as a marine fuel for operations in ECAs (Emission Control Areas) in north-western Europe and North America.



In 2000, the first commercial vessel fuelled by LNG, the M/F “Glutra”, entered service in Norway and has been operating successfully ever since. Several dozen LNG-fuelled vessels have since joined “Glutra” in Norway. Outside Norway, it took quite some time for LNG to become attractive as a fuel for vessels. In the Netherlands, three inland waterway vessels have come into service in the last three years. In the USA, the shale gas revolution made large volumes of gas available and LNG has become an interesting alternative transportation fuel. A number of newbuildings have been ordered with LNG as fuel and a number of conversion projects have been initiated.

Although the technology required to use LNG as a marine fuel is mature, the cost of LNG fuel systems is significantly higher than that of conventional diesel systems. Furthermore, LNG supply and bunkering systems are expensive, the safety regulations are very stringent and very few LNG bunkering facilities have been developed yet. This is the cause of the famous “chicken and egg” dilemma: LNG suppliers are unwilling to commit substantial funds to developing LNG bunkering facilities without a customer base in place, whereas shipowners are unwilling to invest in converting existing vessels to LNG fuel without a well-developed LNG bunkering infrastructure in place. Last but not least, LNG has not been

widely available in the quantities required for marine operations. In some areas, it is available by the truckload, which is generally too little for marine operations. These three factors have slowed down the large-scale adoption of LNG as a marine fuel.

Slowly but surely, this situation is changing. LNG suppliers are looking increasingly towards the marine business as a major growth opportunity and LNG bunkering projects are being developed. Shipowners are looking at LNG as a compliance strategy for the upcoming marine emissions regulations. Port operators and environmental authorities are starting to recognise the potential to reduce harmful marine emissions through the use of LNG as a marine fuel. IMO, class societies and national maritime authorities are developing the regulatory framework for safe handling and operations with LNG as a marine fuel.

Let's assess some of the issues a shipowner faces when looking at LNG as a marine fuel:

LNG availability

LNG has traditionally been a baseload fuel for power generation and industrial applications. LNG has been traditionally traded in large volumes, with contracts typically being in millions of mtons of LNG per year. The capacity holders in the LNG import terminals in Europe were focused on doing business with high-volume gas customers and the LNG terminals were mainly laid out for the sending out of regassed LNG into the European pipeline grid, with very small volumes being sent out by truck. The typical marine user's demand volume is too large to be adequately served by trucks. Bunkering LNG directly from the terminal is financially unattractive due to the very high berth occupancy fees charged by the LNG import terminals. Many terminals are now beginning to develop larger-scale LNG send-out facilities, such as additional jetties for loading smaller LNG distribution carriers and LNG bunker barges.

LNG is not yet widely available as a bunker fuel from bunker suppliers, due to the significant investments in LNG bunker barges that bunker suppliers have to undertake in order to be able to

supply LNG to their customers. In Norway, there are some facilities available along the west coast. In the US and Holland, plans for bunker barges are close to sign-off, but these projects will have to cope with underutilisation of their resources for some years until the number of LNG-fuelled ships trading in these waters increases.

LNG storage on board



LNG conversion project for Great Lakes

LNG is a bit of a double-edged fuel; it is an environmentally friendly fuel because of the low emissions, but it needs high investment in the fuel storage system. LNG fuel tanks are one of the major cost drivers in the LNG fuel system, for two main reasons:

- LNG requires much more storage volume than traditional marine fuels for the same amount of energy. LNG has an LHV (lower heating value) of about 49,500 kJ/kg and a density of about 450 kg/m³, giving it an energy density of 22,275 MJ/m³. HFO has an LHV of 40,200 kJ/kg and a density of about 990 kg/m³, resulting in an energy density of 39,798 MJ/m³. With LNG having only 56% of the energy per volume of HFO, the volume of LNG that needs to be stored on board to have the same effective range is 80% larger than the volume of HFO. This additional storage space requirement is often at the expense of revenue-making space, which means lower income for the vessel.
- LNG tanks are much more expensive than traditional bunker tanks due to their materials and their particular design and

construction. The LNG storage tanks on board vessels are usually cylindrical, vacuum-insulated, stainless steel tanks with a pressure rating of 4 to 10 bar (g). These so-called IMO Type C tanks keep the LNG inside cold and liquid. Due to their cylindrical geometry they tend to take up much more space on board the vessel than traditional bunker fuel tanks, which are basically hull conformant in geometry and do not need any vacuum insulation. The pressure rating and the material required for LNG tanks have a significant impact on price, but prices are coming down with increased competition. There are other types of LNG fuel tanks, however the IMO Type C tanks are dominant in LNG as marine fuel applications other than LNG carriers.

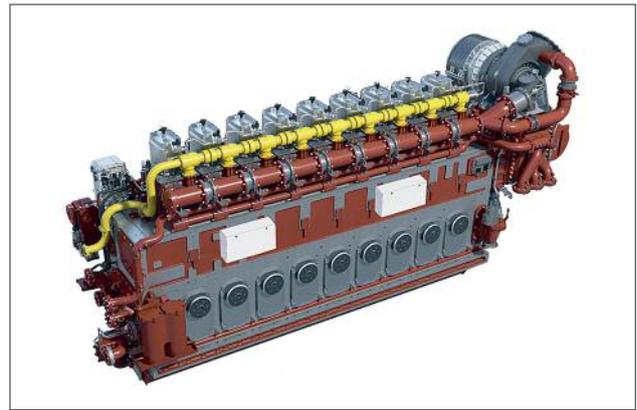
LNG fuel gas system

The gas fuel system consists of gas handling systems such as the LNG vaporiser/gas heater, flow control valves, controls, LNG and gas piping, instrumentation and gas detection. Other components may include gas compressors if the engines are not being fuelled by pressurised LNG tanks and LNG piston pumps for high-pressure, gas-injected slow-speed engines. Depending on the engine type, the fuel gas systems may be very simple and relatively cheap (dual-fuel medium-speed engines) or very complex and expensive (gas-injected slow-speed engines). LNG piston pump skids and gas compressors can be major cost drivers in the LNG fuel gas system.

Compatibility of the engine with LNG

When considering LNG conversions of existing tonnage or LNG-fuelled new builds, the compatibility of the (main) engines with LNG is a major issue. A few major engine manufacturers, such as Wärtsilä, MAN and MaK, offer dual-fuel medium-speed marine diesel engines (DF engines). Wärtsilä has the widest range of DF engines, with DF versions of the 20, 32 and 46 bore engine currently available. Since their market launch halfway through the last decade, Wärtsilä has sold hundreds of DF engines, mainly for LNG carrier propulsion. More recently, they have been increasingly successful with other types of commercial vessel as well. MAN

offers DF versions of the 32 and 48 bore; MaK fields DF versions of the 32 and 43 bore engines. All these engines use MDO micro-pilot injection, meaning that they operate with very high gas for diesel substitution rates of up to 99%. In Japan, Yanmar and Niigata are developing LNG-compatible engines as well and, in Korea, Hyundai offers engines from the HiMSEN range in DF configuration. In the US, EMD is working on a DF version of the popular 710 series, which is mostly used in inland waterway navigation. However, this engine has a much lower gas for diesel substitution rate of about 55%.



MaK M34Df and M46Df dual-fuel engines

In worldwide shipping, slow-speed diesel engines shoulder the brunt of the burden. The world's leading slow-speed diesel licensor MAN B&W has designed a high-pressure gas-injected version of its popular ME series, the ME-GI engine. These engines require

up to 300 bar fuel gas injection pressure, which requires a costly LNG fuel gas system. Several orders have been placed for these engines for use in container vessels and LNG carriers. Wärtsilä recently introduced a low-pressure, gas-injected slow-speed engine, which would have the benefit of using a cheaper LNG fuel gas system. They have announced the first orders for these engines for an LNG distribution carrier to be built in China. Contrary to DF medium-speed engines with hundreds of engines already in operation and the initial teething troubles ironed out, there are no slow-speed DF engines in operation yet. It will be interesting to see how these engines and their LNG fuel gas systems perform in day-to-day operations.

Installing OEM DF retrofit kits to existing engines is a way of making existing tonnage compatible with LNG. Unfortunately, these OEM kits are only available for a limited number of the more recent engine types of very few makers. In some cases, the installation of these DF kits is almost as expensive as installing new engines. Re-engining is another option to ensure LNG capability. Especially for ships with a long economic life, such as Jones Act vessels, re-engining with DF engines is a commercially attractive option, both in terms of emissions compliance and fuel cost, with LNG being cheap because of the abundance of shale gas in North America. There are aftermarket (i.e. non-OEM) DF conversion kits available for some engines, however Class has not approved these kits, which makes it difficult to operate the ship commercially with such DF retrofit kits installed. Class generally wants the OEMs to verify and approve these kits, which the OEMs are quite unwilling to do for commercial reasons.

Generally, the cost of DF engines or the cost of DF conversion of the existing engines is the major cost driver in LNG-fuelled shipping projects and can often make or break the deal.

Crew training requirements

There is quite a lot of confusion with regard to the qualifications required for crews sailing on LNG-fuelled vessels and operating gas-fuelled machinery. There are no uniform international training standards requirements as yet, but efforts are under way. The IMO work group on the International Convention on Standards of Training, Certification and Watchkeeping (STCW) proposed advanced training requirements for masters, officers and any person with immediate responsibility for the care and use of fuels on ships subject to the IGF Code. The crews should receive an intensive training course so that they can:

- Be familiar with the properties of LNG
- Operate the LNG fuel gas system and the safety arrangements
- Perform and monitor all operations with the gas plant
- Plan and monitor LNG bunkering
- Prevent environmental pollution from LNG
- Comply with the relevant legislation
- Prevent hazardous situations
- Be familiar with prevention, control, firefighting and extinguishing systems on board

A well-designed LNG fuel gas system shouldn't prove difficult to operate for a well-trained crew and the fuel gas system's safety arrangements should preclude any catastrophic events from happening if the crew is unfamiliar with the fuel gas system. Nevertheless, it is still better to be safe than sorry.

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Gastech Conference in Seoul



From 24 to 27 March 2014, the most reputable trade fair for the LNG industry took place in Seoul. It was the first time that both Marine Service and CST jointly participated in this trade show. The Marine Service booth was well attended. From our group, Mr Michael Kraack, Mr. Jochen Schmidt-Lüßmann, Mr Alexander Harsema, Mr Ulrich Schitteck and Mr Christian Krämer were present. In particular, the LNG container that was presented to the Asian market received a lot of interest and was an important element for an exchange of ideas. The joint approach to LNG consultation and technical ship management was unique and interesting to several clients.

All international shipyards, charterers and gas owners were present and many interesting discussions and presentations on the topic of LNG were held. We were able to meet old business friends, refresh our relationships and make new contacts. Due to this great success, we will be attending the next Gastech conference in autumn 2015 in Singapore; once again with Marine Service.



“Oak” Vessels

On 1 July 2014, the vessel the Marida Mistletoe was taken under our technical management at Lome/Togo anchorage. The previous technical manager was the company Shipcare. This is now the 4th vessel in a row – after the Green Oak (formerly the Chemtrans Alster), the Golden Oak and the Mountain Oak – that the owner Norbulk decided to switch to CST management.

The vessels are designed, constructed and equipped to carry

- Oil petroleum products and
- IMO II & III cargoes according to the IBC code.

Main dimensions are:

Loa	128.60 m
Lpp	120.40 m
Breadth, moulded	20.40 m
Depth, moulded	11.50 m
Scantling draught, moulded	8.70 m

Just like the Mountain Oak, the Golden Oak and now the Marida Mistletoe are presently trading predominantly in the WAF area, performing STS/bunker operations for the charterer Monjasa. One round trip is approximately 20 days, however the vessel remains off shore all times. In respect of supplying and servicing the vessel, this is a great challenge across the board, as is the very specific and demanding trading area with all its perils. Within the next few months, the vessels will enter a new charter and will be operated in worldwide trade.

From a technical point of view, all these vessels need a lot of attention, as is the case with the Marida Mistletoe. Some of the essential systems like the auxiliary engine need a major overhaul and reconditioning. This will definitely be a big challenge for the entire crew and all persons involved ashore. Due to the specific trading pattern, the vessels do not hold any valid vetting approvals, which means that MOC approvals have to be obtained in the near future and the vessels have to be brought back to a high standard. At any rate, we at CST are happy to be awarded with the manage-

ment contract for the four vessels mentioned. We know that we have excellent and highly motivated crews on board and we are sure to cope with this task.



Malaysian Coastal Vessels



On 1 August 2013, Belchem was happy to be appointed by one of the top banks in Malaysia to manage their 3 coastal tankers, which have a 10-year time charter with Petronas. They had acquired these small tankers from previous owners who had unfortunately encountered financial difficulties.

Two of these coastal tankers come in deadweight sizes of 7KT and the third in a deadweight size of 10KT. They mostly trade in Malaysian ports with occasional loading in Singapore. Their longest voyages are from Singapore or Melaka to any one of the ports in East Malaysia, such as Labuan, Miri, Bintulu, etc.

These ships were operating under the Malaysian flag and classed by BV. Their average age was about 5 years old at the time of being taken over by Belchem.

All these vessels were made by a shipyard in Shanghai, China, and delivered to previous owners brand new. Needless to say, almost all of the machinery on board was from licensee brands but manufactured by local Chinese makers.

Taking them under Belchem's management was a difficult task from the start, since one of the vessels was already having her class suspended due to overdue surveys and was anchored at Pulau Upeh, Melaka. The other 10KT-sized tanker had been held up at a shipyard in Singapore since January 2013 with almost all of her machinery opened up and no one knowing where these parts were and who was keeping them. In fact, the shipyard could not even recall and had to check with many workers since that vessel had been like a laid-up ship at their berth and nobody had focused on her pending jobs, as previous owners had not paid up. At that moment, the third coastal tanker (7 KT) was carrying cargo from point to point like a chartered bus service. However, she was barely making her C/P speed due to severe issues with her main engine.

Cargoes that were ferried were mostly jet, diesel or gas oil and sometimes gasoline. Feedback from the commercial side told us that if any of these ships failed to deliver their cargoes – especially to the eastern states of Malaysia – it could cause havoc and shut-downs, since many consumers would be waiting to receive their parcels of diesel oil or gas oil for their power plants or cars.

Therefore, we were told that these small tankers had a very big responsibility in terms of ensuring things continue to work for people ashore.

Unfortunately, as anyone could have guessed, such responsibilities added pressure to the technical team in Belchem to make sure that they delivered their cargoes somehow.

Let's have a peek into each department to understand why small coastal tankers created big challenges.

Crew department:

Since having been taken over by Belchem, most of the crew had "zero" years with operators. Matrix issues were of concern to Petronas. Although our ladies did a great job of offering direct employment to the existing crew on board, the matrix was not good.

Manning a Malaysian-flagged vessel on domestic routes is a whole new experience for the Crew department. It takes double the effort to man these vessels as compared to our usual tankers.

Special considerations have to be made, as we need to comply with local regulations and also adjust to the working attitude of crew, port agents and authorities as well as how to manage them.

Vessels on domestic runs are governed by a Domestic Shipping License (DSL) for which a minimum number of Malaysian citizens have to be employed on board. It is a challenge to meet this requirement, as there are few Malaysian seafarers in the market. As such, we had to rely on recommendations through word of mouth and advertising on Malaysian websites to recruit crew.

Many of the crew on domestic routes come with only very basic STCW certificates. They do not attend additional training when on leave, as they do not have sufficient funds. With the hectic trading pattern, the crew gets tired easily and we very often receive early requests for relief. Crew members normally take extremely short holidays and expect immediate deployment thereafter; otherwise, they will join another vessel. Presently, we have a mixed comple-

ment of Filipino, Bangladeshi and Indonesian crew on board.

The Malay language is another barrier that we have to overcome, since the Malaysian crew communicates mainly in Malay even though they can understand English. This also applies when dealing with port agents and authorities and when processing flag state documentation. Fortunately for us, two members of our Crew department are fluent in Malay and we have to rely heavily on them to take care of our Malaysian seafarers.

For long-term planning, we are now training Malaysian cadets to meet our future needs.

Our biggest challenge now is to retain the good crew members, inject new blood and instil our Belchem culture into them.



Technical department:

From day one, the assigned Supt was kept busy with breakdowns and refurbishing work for the two small resting tankers, i.e. one at anchorage and the other in the yard. He would be kept busy on a daily basis locating spares and chasing around after the foremen and supervisors to get them to put things back. He was also kept busy travelling between Singapore and the anchorage at Pulau Upeh, Melaka, to prepare the other ship for surveys and services. As expected, each day was full of surprises, but he soon learned to take things in his stride and keep his blood pressure under control.

For the ship in the yard, unfinished jobs were finally identified after one and a half months, but some vital spares were found to be either missing or not ordered. Luckily, with the blessing of the new investors, the Supt managed to get financial support to buy something useful and gradually replace what was needed to put back each machine so that they looked normal again.

Finally, everyone was glad that the ship that was stuck in the yard had a schedule planned for departure. There was almost a big internal celebration except that the Supt was not in the mood, since he still had to make sure that she could survive a short sea trial. This was because the vessel had not been operated for almost 10 months and almost nothing was working. She was pushed out of the yard in November 2013 and made her first voyage successfully after some stubborn inertia to leave Singapore – and we can imagine why.

Let's come back to the ship that was stuck at the Pulau Upeh anchorage. She had actually passed all her surveys, but unfortunately we discovered one small thing. There was a problem with her ram-type steering gear, i.e. the rams were leaking oil and the entire tiller block was seating onto the ram support and scratching it. So, after getting a month and a half to prepare for her surveys and services for departure, we had to break the news to the new owners that we needed a dock for her. Well, the tough part was to explain to the new owners why such a phenomenon was there and what could be so wrong with the rudder carrier bearing that was holding the steering system in place.



All was not lost as we managed to once again get our investors' blessing to dock her and get the rudder carrier bearing changed in the yard. As usual, we used this time to cram in some extra jobs like scrubbing her hull a bit and putting some fresh paints on to improve her skins. By the end of the month, we got this vessel back on track and started to ferry the much-awaited cargoes to the respective ports for those very anxious and eager B/L holders.

As for the Supt, after he got the last one moving, he was at the drawing board again to find out why the only running one as stated earlier was not so keen to perform. Although he didn't have much time to catch his breath, there was still time to talk to the Belchem team over a few cigarettes.

With the technical team's spirits and attitudes, life goes on without much complaint. No surrender – at least not for the foreseeable future.



QA department:

QA had an uphill task from the beginning, as two of the vessels were in laid-up condition and only one was trading when the management contract was signed with the owners. We had to restore the trading requirements for the two laid-up vessels within a short period of time and, most importantly, the vessel that was trading at the time of changeover was going to lose her approval validity (Petronas) immediately upon takeover. Between receiving verbal notice and the time when the management deal was officially signed, we had barely a week to prepare all the required documents for the takeover process. The burden was even heavier, as the previous manager was no longer available for a proper handover.

The task was never-ending, as all 3 vessels were under the Malaysian flag. We therefore had to obtain an Interim DOC to manage these vessels. We were juggling many new requirements such flag state, charterer (Petronas), PMSSB audit (specific to Petronas TC fleet) and local regulation within the coastal ports of Malaysia.

The most challenging task was to get an approval for the Budi Mesra Dua (vessel that was trading) from PMSSB after her initial audit.

The audit team at PMSSB were more thorough than the usual SIRE inspection due to the fact that these were long-term chartered vessels calling at Petronas terminals within Malaysia. As such, the inspectors needed to ensure the vessels would always be in good condition for safe carriage and safe for calling at their terminals.

However, the Budi Mesra Dua was approved for trading within 12 days of the initial audit date and this was also due to the fact that Belchem's vessels had good Petronas SIRE track records, which in turn portrayed the positive side of our shore base management team.

We at the QA department took one vessel at a time and gradually achieved the required approvals for trading with all three vessels under the Petronas charter. The Budi Mesra was inspected on 19 August 2013 and approved after ten days; the Budi Ikhlas was inspected on 22 November 13 and approval was given five days later.

Considering the fact that there were two vessels lying idle at the time of management takeover, you could say that we were fortunate to have some time to prepare for the initial Petronas audit (vetting). Although those initial results and comments were not ideal as compared to our regular expectations, at least we served the main aim for the owners, i.e. to get all ships to start earning!

PMSSB carries out six-monthly audits for time-chartered vessels to ensure compliance and as such we have a task to ensure our vessels will be ready at all times for such audits.

We have now got used to the requirements and are working on establishing our company's policies and procedures on board in order to ensure vessels are managed safely and effectively to meet commercial requirements.

Article from the Belchem team (Steven, Mahes & May)

Responsible Use of Social Media



Why the need for this article?

Please read on and you may learn something.

Homo sapiens is a social animal. We like to share and glean information. Until relatively recently, sharing information and catching up with friends was done using verbal means, e.g. meeting in a social setting, or speaking face to face or via the telephone. For seafarers, it was not so easy. With the rapid advances in technology, this has changed dramatically. We no longer need to be with the people we wish to communicate with; in fact, there may be thousands of miles between each person. For people who are travelling, communicating with friends has become much easier thanks to social media applications and platforms.

Social media is the term given to a group of applications offering many different ways to create, share or exchange information and ideas, with the diagram at the beginning of this article highlighting some examples. The first applications became available in the early part of the 21st Century (2002/3), with one or two applications to begin with. Now there are well over 1,400 different applications (the diagram at the start of this article shows some of them)!

They are powerful communications tools that can have a significant impact on organisational, professional and personal reputations. The impacts may be positive and/or negative.

We have seen the positive impact of social media being used as a marketing tool (the release of a new album being posted on the twitter account of a singer, the release of new designs on the Facebook pages of companies, spreading positive news to our family and friends [birthday wishes, photos of a newborn baby, etc.]).

There are occasionally negative postings, such as proper marketing research not being conducted prior to posting an advert on Facebook, offensive photos being posted or offensive comments about an individual or company. These postings can have serious consequences, not only for the company or individuals being referred to but also for the person posting the comment. In the worst-case scenarios, this has led to companies gaining a very bad reputation and sales dropping as well as individuals suffering psychological trauma. There have also been cases where individuals have committed suicide. For the person posting, there have been criminal prosecutions and job losses in response to certain postings.

As a company, we would like to focus on the positive aspects of social media for our employees and as such we see the following as some of the benefits associated with responsible use of social media:

- An easy way to stay in contact with relatives and friends
- Increased morale
- Sharing interests
- Documenting experiences
- Keeping up to date with news

Most of us will have used at least one form of social media platform, either to keep in touch with family and friends, share experiences by uploading photos, post comments, share and search for information and many other possible uses. Generally, we post information without malice, not wanting to cause harm or damage the reputation of people or companies; however, there are times when people are not aware that what they post can cause personal harm or damage to reputations, including that of the person who has posted it.

On most of the social sites, it is possible to control the privacy settings so that only “friends” can read and see what is posted. Unfortunately, this is not the case – almost anything you post online could possibly end up in the public domain. What if information is shared with friends and family who have no privacy settings? The content is then in the public domain, visible to anyone, anywhere and at any time! What if the site is hacked? Not so private and secure as you thought.

The following should be seen as guidelines for the use of social media:

- **Be respectful: respect other people online as well as their cultures, religions and values**
- **Be conscious of reputations, avoid violating the privacy of colleagues**
- **Be considerate, never use social media as a platform for harming people**
- **Be aware. If you find harmful comments about yourself or the company, please let us know.**

THE GOLDEN RULE IS: IF IN DOUBT, DO NOT POST!

The use of social media during an incident:

As a means of ensuring continuity and the accuracy of information released during an incident, we ask that you comply with the following:

- **If you are not a designated spokesperson for the company, then do not discuss the incident with any person or online information or images online**
- **Do not speculate on what may or may not have caused the incident**

By complying with these basic guidelines, social media can be enjoyed by all participants.

Belchem Philippines Inc.

Belchem Philippines Inc. was established on 27 September 2006 within the historic medieval walled city of Intramuros Manila, Philippines. Three companies engaged in the international shipping industry co-founded the company more than seven (7) years ago from humble beginnings. And this is our story...

The Companies

North South Ship Management
Pte. Ltd. Singapore

POGUN
SHIPPING CORPORATION

UPL
1960

 **BELSHIPS**



Chemikalien Seetransport GmbH (CST), a shipping company based in Hamburg, Germany, together with Belships Management Singapore Pte. Shipping Ltd. (Belships) and United Philippine Lines-Pogun Shipping Corporation (UPL) are the companies behind Belchem Philippines Inc. But before its creation, Belchem Philippines Inc. existed as a crewing department within UPL. It serviced North South Ship Management Pte. Ltd. Singapore (NSSM). A travelling Norwegian shipping executive, Mr Egil Bernstein, chanced upon UPL offices while visiting Fort Santiago in Intramuros. The manning agency agreement was formed after the meeting with the owners of UPL some time in 1983–1984. This manning agency business brought in several ships under bare boat charter and registered under the Philippine flag. The fleet consisted of bulk carriers, tankers and car carriers and comprised as much as fifty (50) ships. Most of the ships in the fleet were manned by a complement of full Filipino officers and crew.

The challenging Years

Towards the turn of the millennium, business challenges came

upon the global shipping industry. NSSM and UPL were not spared from these times. NSSM temporarily changed its name to IUM Pte. Singapore Ltd., but was eventually reorganised and renamed Belships Management Pte. Singapore. The years between 2000 and 2005 were indeed the dark years. By 2006, the world shipping business had gradually recovered. Chemikalien Seetransport GmbH (CST) partnered with Belships Management to form Belchem Singapore Pte. Ltd., supply Asian crew to CST and manage some ships for the latter. The partners then went to the Philippines to join forces with UPL-Pogun Shipping for the supply of Filipino crew to CST ships and founded Belchem Philippines.

The Spin Off

The process started when newly formed Belchem Philippines gradually took the necessary steps to operate independently from its parent company UPL. Starting with more than a dozen ships, the fleet manned by Belchem Philippines Inc. grew close to thirty (30 ships). The POEA then certified and licensed the company as a manning agent on 20 March 2009.

Leadership/Management



Belchem Philippines Inc. has been led by Lieutenant Commander Jose Adolfo B. Cruz PN (Res) Esq. KCTJ as its Chief Executive Officer since 2007, with Mrs Jasmin D. Salvador as Crewing Operations Manager. Mrs Salvador recently left the company at the end of February 2014 to take on bigger responsibilities at UPL-Shell Crewing Group. The new Crewing Operations Manager, Mrs Lorena C. Gallardo, assumed office effective 1 March 2014.

Since its inception and up to present, the company has been supplying and providing world-class officers and crew in line with its vision and mission.

“To continually improve and innovate methods to recruit, train, qualify, deploy and maintain a pool of disciplined, highly motivated, competent world-class merchant marine officers and ratings who comply with statutory and regulatory requirements to man the world’s merchant fleet – supported by a dedicated and equally competent team of shore-based personnel to deliver the company’s promise.”

During the recent annual general meeting of the company’s board and stockholders, Belchem’s mission and vision were revisited. It was agreed to pursue a vision of transformation and expansion, moving from pure crew management operations to become a ship management company by 2023. It is hoped that our very own shipboard officers and crew will join us in this vision and plot the course to success.

At present, Belchem Philippines Inc. supports the owners’ policy on human assets development. This is embodied in day-to-day operations as well as in the special events organised twice a year. These are the crew training seminars and the officers’ training seminars that have been held during the first and third quarter of each year since 2009. The focus in these initiatives is the concept of family, which is important in the way we treat our crew.

Belchem Philippines Inc. believes in the continuous development of manpower. Its cadetship program started in 2008 and had deployed more than one hundred future deck and engine merchant

marine officers by the end of 2013. Apart from technical competence, the company instils the value of hard work, discipline, loyalty and dedication.

Humanitarian Activities

Belchem Philippines Inc. is also engaged in corporate social responsibility activities. Immediately after the destruction brought about by super typhoon Yolanda, for example, which resulted in many lives lost and properties destroyed.



The office premises and personnel of Belchem Philippines Inc. became a trans-shipment point for relief goods bound for Leyte and Samar. The office received donations in kind and made arrangements for their delivery to the vessels bound for the disaster-stricken areas. Aside from these, both Belships Singapore and CST Hamburg donated cash to our crew and their families.





The office cadets of Belchem Philippines Inc. are also members of the Philippine Navy Reserve Force. They volunteer to serve our less fortunate compatriots during disasters and calamities and work on other socio-economic projects of the company and their naval unit. Shown are photos of cadets receiving the Military Merit Medal for their dedication to duty and service.

Way ahead

In closing, Belchem Philippines looks beyond the horizon and plots its course through challenging opportunities. The owners, its shore-based personnel as well as its sailors join hands to realise its vision, which is that, by 2023, Belchem Philippines shall have expanded and transformed its operations, moving from pure crew management to become a ship management company.

From all of us in Manila we wish everyone fair winds, clear skies and following seas!



10-Year Anniversary – of our Captains

“Coming together is a beginning; keeping together is progress; working together is success.” Henry Ford

We would like to thank all the following captains of the long-service awards for their continued dedication and service with the company and we wish them more successful and fruitful years with Chemikalien Seetransport. Their loyalty and service with the company over the years is much appreciated.

The following captains have completed ten years with us in 2013 and 2014:

Captains with an anniversary in 2013

Maslovar, Krunoslav	02/05/03, London Star
Kubitsa, Grygorii	16/09/03, Chemtrans Havel
Tekuchev, Victor	19/11/03, Chemtrans Sky
Gorbunovs, Olegs	26/11/03, Chemtrans Rhine

Captains with an anniversary in 2014

Dolodze, Nugzar	28/03/04, Athens Star
Radcenko, Viktors	22/05/04, Chemtrans Rouen
Almazov, Vitaly	22/06/04, Chemtrans Rhine
Dukko, Alexander	03/11/04, Chemtrans Sun



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