Taking security matters seriously

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ISSUE NO. 1-2012

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Focus on security

The new year started out on a high note when on 12 January one of our managed vessels, the Siem Car Carriers owned MV Verona took part in a successful rescue operation of nearly 40 persons who were shipwrecked off Malta. With the assistance of the local coast guard and air services, the captain and crew of the Verona overcame great difficulties and brought all victims to safety.

We are also proud to announce that Wilhelmsen Ship Management has been awarded the Shipping Company of the Year Award 2011 by the International Committee on Seafarers Welfare (ICSW). The award recognizes WSM’s excellence in providing welfare services and facilities to seafarers. We feel honored by this recognition because it reflects the hard work and dedication of our worldwide manning organization, which looks after our seafarers around the clock.

This issue of W Manager focuses on security. We register growing concern for vessel security and as a responsible partner, we work together with our clients to take the precautionary measures that will ensure the best possible security. If you have considered using a private security company you may wish to read about the liability incurred by private security companies on p. 14.

The regulatory landscape for seafarers’ welfare and the ILO is constantly changing. We closely monitor these developments, including the MLC2006, to ensure we are prepared for any changes.

Our lay-up management service in Labuan was established in 2009 and continues to provide clients with professional lay-up services when lay-up is the best alternative. You can read about our team of professionals in Labuan and how they care for vessel assets during the lay-up period.

Captain Maciej Osiecki, currently sailing on PGS Geophysical AS’s seismic vessel Ocean Explorer, shares some reflections on his life and experience on p. 6. On p. 8 you can also meet Alex Monteiro, a junior engineer who is on his first voyage on board the WSM managed MV Cassiopeia Leader, owned by NYK Line. Alex is a candidate of the WSM/Malaysian Maritime Institute Smart Partnership Program to develop local technical talent in marine engineering. We hope to develop more candidates like Alex in the future to meet the need for a strong and diverse pool of technical marine competence.

I hope you enjoy this issue of W Manager and find it useful. We will continue to do our best to produce articles that are relevant to our industry and interesting to read.

Best Regards,
Carl Schou
President
Wilhelmsen Ship Management
The Maritime Labor Convention has been called the 4th pillar of quality shipping – the other three being SOLAS, STCW and MARPOL. It is indeed a comprehensive set of basic maritime labor principles and rights and a simplification of international requirements.

The maritime community has been on an alert for this convention to come into force and watched the expected ratification being delayed due to lack of quorum required. It will enter into force 12 months after two conditions are met:

1) Ratification by 30 ILO Member Countries and,
2) Ratifying countries must represent a minimum of 33% of the world's total tonnage.

While condition 2 has been met, condition 1 is shy of 5 countries, as of this writing.

The reason it is much awaited is because it promises advantages for all stakeholders in a maritime venture, but mainly the seafarers for whom the convention:

- Lists out the basic maritime labor principles and rights as well as ILO fundamental rights
- Gives explicitly seafarers’ basic
employment rights and hence the seafarers are better informed of their rights and of remedies available. This includes the right to make complaints both on board and ashore.

- Enforces minimum working and living conditions
- Identifies the shipowner with overall responsibility, for the purposes of this Convention

This convention promises a more socially responsible shipping industry by having a better and more efficient workforce and helps ensure ships are operated safely and securely.

The governments will have more powers for enforcement of this convention on all ships in order to have quality shipping services along with improved protection of the environment.

The enforcement regime for this convention is strong due to the intended improved supervision at all levels-the ship, the company, the flag state, the port state, and the ILO and a global and uniform compliance, verification and certification system. This convention applies to all ships including non-ratifying members.

Wilhelmsen Ship Management has been preparing for this convention the last 2 years and started by engaging LR (Lloyds Register of Shipping) to conduct gap analysis on one ship and DNV (Det Norske Veritas) to conduct the gap analysis of one office. The audits pointed out the gaps between our procedures and that required under the MLC. This enabled us to work on bridging those gaps. The Reference Information Binder (RIB) was significantly revised followed by the Ship Safety Management Manual (SSMM). Other relevant procedures which required streamlining have been revised. The ship’s staff will be educated and prepared through Seagull CBTs which are being placed on board all vessels with the updates being sent on board.

The Management Centers have taken the responsibility to get their offices and ships audited and certified before the convention comes into force. The reason to divide the task of fleet-wide compliance was to enable the management centers to harmonize the audits and certification to the regular audits being conducted on board the vessels.

Most of the flag states whose flags our ships fly, have already ratified the convention and hence we should go about the certification process at the earliest.

The certification process has been divided in the following steps and all are supposed to do their part:

- Declaration of Maritime Labour Compliance-Part I- by the flag state
- Declaration of Maritime Labour Compliance-Part II- by the ship-owner
- Maritime Labour Certificate- the ship
- The management centers need to engage the ship-owners and start the process of certification.

WSM Norway and Malaysia will go through a second round of sample audits of the office and ships, shortly, to find out if any gaps still remain so that they can be plugged before the convention comes into force.

It is expected that the entry into force will be Q1 of 2013 as when the much anticipated EU block of countries ratifies, the condition of 30 countries will be met.

The maritime industry has always been heavily regulated and with MLC 2006 and STCW 2010 coming into force the ship operators will have their hands full when actual enforcements starts and therefore it is prudent to be better prepared.
From his post on board a PGS seismic vessel, Captain Maciej Osiecki reflects on the first chapter of his career as a seafarer.

I was born on the Northern coast of Poland in 1980 and sometimes wonder why I became a seaman. I spent most of my free time on the beach as a youth, so I guess that is how I came to love the sea and eventually sought a career as a seafarer. Looking back over the past eight years, I certainly have no regrets. The first hurdle, I remember, was to get an education at the maritime university in Szczecin. My friends were surprised that I enrolled, and even more surprised when I graduated with a Bachelor of Navigation degree. It was a tough curriculum.

I started sailing as a deck hand on bulk carriers in 2003. Two years later I became third mate on a Ro-Ro ferry. It was a challenge, working with other nationalities for the first time on this type of vessel. I joined Wilhelmsen as a second mate in 2006, sailing on a seismic vessel. In 2011, after only four years with the company I made captain at the age of 31. It was an awesome experience, one that continues to motivate me to do an ever-better job.

Wilhelmsen has given me a fantastic opportunity to develop. It has a history going back 150 years, and even though it employs thousands of people, it has a structure that is accessible to everyone. Over a period I have met lots of Wilhelmsen people, many of whom I work with today. It is much easier to communicate with people whom you know or have met.

One of my rules in life is that when I am at sea, I wear my seafarer’s hat. But when I am at home, I hang it up. I suppose you could call me a traditional Polish male. In our country it is said that a man should build his house, plant his tree and beget a son. Well, I’m two-thirds of the way!

One of the perks of my job is that it takes me to a lot of interesting places. Along the way I have picked up on is skiing, which I really enjoy because it helps me keep the balance between life at sea and life away from the sea. The Alps are my favourite place to ski. They are far from my home base, but are the best place to ski in Europe. My wife and I went skiing in Austria last year, at the same time as the Ski Jumping World Tour in Zakopane. It was unforgettable! In the summertime, we like to play beach volleyball. We have been doing this for as long as I can remember.
A fantastic opportunity

Photo above left to right:
- Holidaying in Prague
- Captain Osiecki and his wife enjoy skiing in the Alps

This photo:
Captain Osiecki in Austria with friends
Ahoy there, matey!
My first on-boarding...

Text: Alex Monteiro, Junior Engineer onboard MV Cassiopeia Leader

Friday, 17th June 2011, approximately 11.20 am marked the interesting beginning of a new phase of my life. There I stood before M.V. “Cassiopeia Leader” at Pasir Panjang Port, Singapore, amazed and in awe at the mammoth of a ship, ignoring my driver who repeatedly tried to get my attention to sign his delivery receipt.

Luggage in hand, I walked up the massive stern ramp into the 6th car deck hold and registered with the AB on duty. After a brief introduction to the Master and meeting my Vietnamese predecessor, I donned my bright orange overall, personal protection equipment (PPE) and made my way down to the engine room. My tender ears were forced to adjust quickly to the reverberating loud noise as I was shown around. Then it finally dawned on me that yours truly would soon be part of a team at sea that looked after an immense scope of machinery! Intimidation gripped me; however, I was able to maintain my composure. That evening, as we set sail for Thailand, I quietly reflected that my “journey” career-wise and otherwise had just begun....

Graduating from university with a degree in Mechanical Engineering, I was not keen to settle for a desk job unlike most of my peers. Moving out of my comfort zone to be a part of a team undertaking practical application of engineering knowledge motivated me. I decided to follow in the footsteps of a Marine Engineer. My wish was granted soon enough when Wilhelmsen Ship Management offered to sponsor my maritime studies in a local academy. Upon completion of my studies and mandatory pre-sea courses, I was deployed to sea with my training structure based on the requirements of the Ministry of Transport, Malaysia, requiring a sea-time of 1 year in order to sit for the Certificate of Competence (COC) examinations. With the blessing of my parents, I put my best foot forward and have never looked back since.....

The days onboard went by quickly. In the first month, I was taking baby-steps, familiarizing myself with the layout of the vessel, its pipelines, emergency escape routes, fire alarms, life-saving and firefighting appliances. Most of my time was spent in the heat of the engine room, learning the various systems, the components of a system and how each system correlates with one another. My senior engineers were very helpful when I needed to clarify my doubts. I was often quizzed by them to gauge my level of understanding and they stressed the importance of having a good understanding of
Ahoy there, matey!

As a Junior Engineer, I was required to perform a set of daily routines which include soot-blowing, grit cleaning, engine room tank soundings, firing the incinerator and assisting the Chief Engineer with sludge management. In addition to that, I was required to assist the other engineers with their routine and any general maintenance or overhaul on main equipment. Under the observation of senior engineers, I assisted with disassembly, measurement taking, calibration, and reassembly and finally test-running the equipment. Although I had no particular responsibility at that time, I took my work seriously and strived to work in an organized manner as training for my future development as an engineer.

My duration at sea was never “a bed of roses” as there was always something unpredictable going on. Late night alarms were common and even a blackout took place while I was onboard. Seas have been rough to a point where I was unable to sleep at all. Long hours at work especially during bunkering or de-carbonization built up stress and exhaustion within all of us. I soon realized the importance of teamwork as “no man is an island”. Huge tasks or troubleshooting can be completed much quicker with good coordination and assistance from the rest of the crew. On the brighter side, these challenges assisted in character-building as I am sure they will in all of my future experiences. Perseverance, team-spirit and comradeship are qualities that have certainly been ingrained and mean much more now.

America, Africa, Europe, the Middle East and most of Asia. Although this may sound like many ports, I have not been able to venture out as often due to the short port stay attributed to car carriers. Fortunately, I have been able to sight-see a little of Kobe, Durban, Hamburg and Savona. I was amazed by the differences in culture, for example, the Japanese are fast paced, formal and admirably organized whilst Italians seem to possess a laid back attitude to life but are strongly proud of their heritage.

Being able to see something from a different perspective is truly enriching. I have been fortunate to view the beauty of Durban and Singapore from sea. Also a mentionable highlight throughout my travels is the joy of having caught a glimpse of mighty whales!

Parties were held every now and then on board and this gave most of the crew an opportunity to unwind with fellow comrades. These gatherings were a source of much relief and fun that engineers and deck officers on duty would rush to join in once their respective watch had been completed. Crowd favourites Bingo and Horse Racing were a staple. On one occasion, a delightful barbecue was held outdoors but was sadly cut short due to rain. On normal days, senior officers and crew alike would gather together to watch movies in their respective crew mess room. The officers smoke room was the venue of daily ‘carrom’ tournaments between officers. Work stress is apparent onboard and such simple activities help to maintain it at healthy levels.

Christmas 2011 and New Year’s 2012 were celebrated at sea - the first time ever I have spent such holidays away from home, family and close friends! These occasions on board however, were filled with lots of merriment, food and drink all day long, coupled with dancing and karaoke singing throughout the night!

Looking back at my last 8 months at sea, I have certainly returned home much wiser. I have gained insight into the overall operations on board a ship, not limited to the Engine department. Through those months, I have gained greater confidence to operate and overhaul machinery including performing my roles in safety related activity. I may not know enough just yet, but I can confidently say that I am far more experienced and knowledgeable than when I first started. I left the ship in good terms with everyone who has been kind and respectful to me. Very soon, I will be joining my second vessel to complete the remainder of my required sea-time. I wonder what new adventures the next ship holds in store for me?
Rajiv Nigam took over the helm as general manager WSM Malaysia on 1 January 2012. He has 15 years of experience in ship management and is known for his technical competence, good management and communication skills. Rajiv is a graduate marine engineer and sailed for twelve years, rising to chief engineer before he went ashore in 1996. He continued to develop in Wilhelmsen Ship Management, becoming fleet manager in 2007. WManager met with Rajiv at his office in Kuala Lumpur in late February to get his take on his new role and his potential contribution to the business.

Congratulations on your new position, Rajiv. What do you bring to the table in your new position that is relevant to the clients?

Thank you. In my new position I offer our clients a commitment to continuously improve the safe and efficient operation of their vessels, increased focus on better vessel performance with PSC/external inspections and a determination to find creative solutions to the present resource shortage.

My target is greater client satisfaction.

WSM Asia has won a number of ship management contracts recently. Is the market changing, or is WSM just winning more clients?

The answer would be both. The market is definitely changing. Ship owners are increasingly focussing on cost control and crew availability. WSM has traditionally had a good reputation as being cost conscious. Our ability to provide adequately trained, good performing crew is also well established.

Availability of sufficient numbers of quality crew and the ability to keep a good control over costs without sacrificing safety are the key expectations of most clients. The major concerns in 2012 are the market situation and the global economy. Hence there is an increased focus on cost effective solutions.

How do you see the market for Malaysia developing in the next couple of years?

At the moment it is wait and watch as we expect a dip in shipping activity around mid-year. But with increasing focus on quality and new regulations in the offing (which only established and experienced managers can handle), we see an increase in demand. As we keep honing our skills and improving overall performance, this will further attract business.

Do you see any changes in the traditional trade patterns that may affect your business?

Yes, there is already a shift in traditional trade patterns. New markets are getting stronger and traditional markets are fading somewhat. However, in ship management it is not the trade pattern that is important but the overall freight rates and earnings which allow ship owners the freedom to outsource, since many have in-house management that needs to be given first priority. Once the volumes and revenues grow and in-house managements are filled up to capacity, quality third party managers are the obvious choice.

How will impending new maritime legislation influence the industry?

Costs are likely to increase as some legislation is quite capital intensive. This will force old tonnage to be phased out earlier than normal. But overall it will improve the safety and quality standards which will make quality managers like us the preferred option.

What makes the WSM offer unique compared to other ship management offers?

Basically five things: our long history, our good reputation, our global network and varied service offer, our system of governance and our capability to supply experienced and well qualified crew.
Wilhelmsen Ship Management is winner of the 2011 International Seafarers’ Welfare Award “Shipping Company of the Year”.

During a high profile ceremony at the International Labour Organisation (ILO) in Geneva, 12 December, 2011, vice president Mohile Tushar in Wilhelmsen Marine Personnel received the award on behalf of WSM and its more than 9000 seafarers. The ceremony took place on the opening night of the Maritime Labour Convention tripartite meeting, attended by a number of key figures in the industry.

In a comment Mr. Mohile stated: “We in Wilhelmsen Ship Management accept the ICSW Seafarers Welfare award with great pride and humility, and on behalf of our more than 9,700 seafarers that represents us on more than 400 vessels. For us the award is an acknowledgement of our work with governance, training and processes towards our seafaring community. As a third party ship manager our most valuable asset is the people that we have in our manning pool.”

Commenting on the evening Roger Harris, ICSW Executive Director, said: “Tonight has been a real celebration of not just the winners but all those who are committed to the welfare of seafarers. I would like to congratulate our winners, thank the ILO for hosting us and all of our sponsors for their financial support but most of all I would like to thank all of the seafarers from around the world who continue to work in challenging environments to keep the global economy moving.”

This year’s judges were Mr Spyros M Polemis, President of the International Shipping Federation, Mr David Cockcroft, General Secretary of the International Transport Workers’ Federation, Mr Michael Grey MBE, the distinguished maritime journalist & ex-editor of Lloyds List and Mr Douglas Stevenson, Chairman of the International Christian Maritime Association.

In addition to the “Shipping company of the year” award, the following was also awarded to:

- Port of the Year: The Port of Antwerp, Belgium
- Seafarer Centre of the Year: Duckdalben International Seamen’s Club, Hamburg
- Welfare Personalities of the Year: Reverend Peter Ellis of Hong Kong and Mrs Paddy Percival of Durban
- Judge’s Special Award for Outstanding Services to Seafarers’ Welfare: Dr Suresh Idnani, India

The International Committee on Seafarers’ Welfare (ICSW) is an international umbrella organisation dedicated to the practical implementation of the International Labour Organisation instruments on Seafarers Welfare Convention 163 & Recommendation 173 and the Marine Labour Convention 2006.

Wilhelmsen Ship Management would like to thank you for your support, co-operation and partnership with us during the year. You have helped make this winning possible and we look forward to your continued support in the future.
This photo:
Workers boarding the workboat from a private wharf within the office premises

A briefing session before starting of duties

Workboat ready for next assignment

This photo:
Workers boarding the workboat from a private wharf within the office premises
Wilhelmsen Ship Management started its lay up services in Labuan in 2009. At its peak, there were approximately 30 vessels laid up under WSM. Today, WSM lay up services has matured and is becoming a leader in the lay up services. In 2010, WSM became the first company certified by DNV (Det Norske Veritas) in accordance to their guideline for laying up of vessels. All credit is due to the WSM’s professional team of operations and administrative staff based in Labuan.

“Currently, we are managing 13 vessels of various type and complexity; from a handy to an oil rig. Our customers who had used our services often come back to us when they decide to lay up their vessels,” says Asmady Awang, our assistant base manager and a marine engineer by qualification.

“This is a clear indication that customers are happy with our services and they trust our ability to look after their assets. Some customers even introduce their friends to us.” Continued the beaming Asmady.

Asmady is amongst the first engineers who joined WSM at start up. When asked about what satisfies him the most in his job, his reply is “quality of our work and clients satisfaction. Nothing else matters!”

On the early morning after arrival, WManager’s team was given a tour of the office as well as an opportunity to join the maintenance engineers and workers on their routine work onboard the vessels.

The engineers, workmen and the relieving watchmen assembled at the boat terminal (located behind WSM office premises) with their life jackets, PPE and personal backpack ready for action. Three workboats took the team out to different vessels at different locations.

Work starts as soon as the workers board the vessel through the pilot ladder. Two watchmen are placed onboard each vessel 24/7 to watch and ensure the safety and security of the vessel as well as monitoring the vessel’s position.

We registered the various routine activities performed and are impressed with the systematic and structured processes to maintain the condition of the vessel. The process includes:

- Inspection and maintenance in accordance to the lay up plan (certified by class & flag state)
- Scope of preservation & maintenance – humidity control at the engine room, bridge and accommodations, forecastle areas, water ballast tanks, cargo holds.
- Scope of preservation & maintenance – by lubricating / Turning – deck equipment, engine room equipment, cargo handling equipment, checking of external fire alarm system, life boats, davits, winches, windlass, emergency water pump.
- Testing, inspection, turning and/or running operations.
- Recording all necessary readings / actions in log to be presented to owner on monthly basis.
- Preservation work
- 24 hours onboard patrolling and watch keeping
- Fuel supply for portable generators
- Coordinate on behalf of owners for additional services (when necessary) such as periodical underwater examination and other repair work.

Work usually finishes around afternoon. Workers are picked up by the next available workboat and head straight ashore. Everybody was tired, hungry and quiet during the return trip. However, it is clear to us that the workers are more than satisfied with what they have done.

Their work is not finished when ashore. The engineers are to report details of their visit that day. A daily brief with the base manager is fixed for all operations staff to discuss about their vessels and any abnormality encountered during their visit onboard. This would also be an experience sharing session and action plan forethought for the following day’s schedule.

There is also the support team ashore such as Mr. Kanen Senasendram who is taking care of the logistics and procurements. Kanen is a trained engineer and one of his duties is ensuring the efficiency of the boat movements and safe transfer of crew to and from vessels. He also co-ordinates for purchases of spares, stores, safety items, bunkers etc. and following up with the vendor for timely delivery.

Kanen joined WSM in 2009. When asked what motivates him most at work, Kanen stressed that he enjoyed having customers gave him a very good testimony and praises the work of their team. “We know we are doing a good job when customers keep coming back to us, even after trying out our competitors services!” says the proud Kanen.
In W Manager 4-2011, we discussed in general the vetting of private security companies (PSC). In this article we are going to address the liability provisions in the agreement with the PSC and the need for the PSC to back up the liabilities assumed in the agreement with sufficient insurance. In present article, we will go further into some of the subjects raised.

In previous issue, we raised the agreement with the PSC needs to implement a clear definition of liability allocation. It is important that the PSC assumes liability for his own actions, and at the same time, it is important that the owner does not become liable for same. This is best achieved through a knock-for-knock liability provision. Under a knock-for-knock principle, each party will assume responsibility for all personal injury/death to its own personnel, damage to own property, as well as third party liability arising out of its respective responsibility.

It is important that the owner does not assume responsibility for personal injury/death of the PSC, as they are not within the scope of P&I insurance. In addition, it is important that the liability provision contain a carve-out for fraud and criminal acts of the PSC. In other words, if the PSC willfully causes personal injury to the vessel’s crew, the PSC will also be held responsible for such damage.

The next question is whether there should be any limitations to the PSC’s liability. Under a standard knock-for-knock, there is no cap on the liability. However, in the case of the provision of armed security services, it has been accepted that the PSC is allowed to cap the liability. It is important that the cap is not too low as this could jeopardize the insurance coverage by waiving the insurers’ right of recourse. Owners should obviously push for as high a cap as possible, and caps of liability less than USD five million should not be accepted.

Once liability has been established, it is important to realize that the PSC also will need sufficient insurance to back up its liability commitments. This will mean sufficient insurance to cover both the PSC as a company and employer, but also the individual operators deployed to the vessel. It is important to realize the fact that the individual operators rarely are employed by the PSC, but that the PSC attain their services on a sub-contractor basis. As a minimum, there should in place a third party liability insurance, an employer’s liability insurance (covering all of the provider’s personnel onboard the vessel), and kidnap & ransom. The liability insurance must not be less than the limit of liability agreed. If possible, owners should require the PSC’s insurers to waive their right of recourse against owners and name owners as co-insured on the liability policy.

After all is said and done, the PSC’s obligations under the liability provisions can become worthless unless they are evidenced by valid insurance certificates. The insurance companies used by the PSC must be insurers of high standards While PSC’s will probably not allow owners to request a specific insurer, the owner should as a minimum request the PSC to place their insurances with “internationally recognized first rate insurers”. This is obviously no guarantee, but at least it sets a standard. PSCs not being able to meet this requirement should not be attained. If possible, owners should request the full policy text.

The insurances must not have clauses that exclude liability in terms of use of weapons, or travel to hostile areas. If the PSC refuses to hand out the actual policies, valid certificates can be accepted, provided they set out the insurance term, the liability amounts and that they are endorsed that no exclusion as aforementioned applies. The cost of arranging for all applicable insurances shall be borne by the PSC and under no circumstances be pushed on to the owner.
The Regulations for the Prevention of Air Pollution from Ships MARPOL (Annex VI) seeks to minimize airborne emissions from ships and their contribution to local and global air pollution. Although air pollution from ships does not have an immediate impact, it causes a cumulative effect that contributes to the overall air quality problems encountered by populations in many areas, and also affects the natural environment, such as acid rain. Ocean transportation however remains one of the most environmentally friendly methods of transporting large quantities of goods great distances.

Fuel oil sulphur limits are expressed in terms of % m/m – (by weight) and are subject to a series of improving step changes over the years.

The most recent change is the global sulphur cap has been reduced from 4.50% to 3.50% effective from 1 January 2012.

MARPOL Annex VI also establishes certain sulphur oxide (SOx) Emission Control Areas (ECAs) with more stringent controls on sulphur emissions. The limits applicable in ECAs for SOx are currently 1.00% which started on 1 July 2010 (from the original 1.50%) and will be further reduced to 0.10 %, effective from 1 January 2015.

Current Emission Control Areas are the North Sea and Baltic.

The International Maritime Organization’s (IMO) Marine Environmental Protection Committee adopted amendments to the MARPOL to establish a North American Emission Control Area (ECA). Ships in the North American Emission Control Area, which covers oceans within 200 nautical miles of U.S. or Canadian coasts, will be subject to new limits of 1.00% on emissions of sulphur oxides (SOx), together with limits on nitrogen oxides (NOx) and particulate matter. The amendments will apply from 1 August 2012.

Ships visiting ports in California currently have a sulphur limit of 1.50% for Marine Gas Oil which will reduce to 1.00% from 1 August 2012 in line with the North America ECA. Ships visiting European Union ports, Norway, Iceland and Turkey have more stringent controls with a sulphur limit of 0.1% whilst alongside.

Accordingly our Safety Management System (SMS) has been updated to reflect these latest changes together with further advice in a safety bulletin concerning maintaining correct records of delivered bunkers to show compliance.

Wilhelmsen Ship Management’s SMS also gives procedural guidance on changing over to low sulphur fuels in readiness for entering Emission Control Areas.
New Vessels On Management

MV Chiswick Bridge
Container
Owner: Nitta Kisen Kaisha
Wilhelmsen Ship Management, Malaysia

MV Titania
Car Carrier
Owner: Wilhelmsen Lines Shipowning Malta Ltd.
Wilhelmsen Ship Management, Singapore

MV Ikan Bawal
Bulk Carrier
Owner: PCL Shipping
Wilhelmsen Ship Management, Malaysia

MV Tysla
Car Carrier
Owner: Wilhelmsen Lines Shipowning Malta Ltd.
Wilhelmsen Ship Management, Norway

MV Meenakshi
Bulk Carrier
Owner: Grand Bulk Shipping
Hong Kong
Wilhelmsen Ship Management, Singapore

MV Global Oriole
Bulk Carrier
Owner: NYK Global Bulk, Japan
Wilhelmsen Ship Management, Singapore

MV Cheer Leader
Car Carrier
Owner: NYK Line, Japan
Wilhelmsen Ship Management, Malaysia

FPSO Crystal Ocean
FPSO
Owner: Wisdom Shipping
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