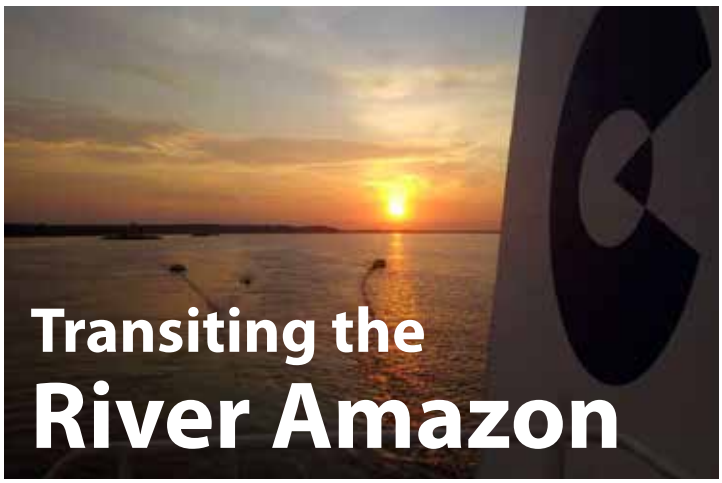
MSI Pulse

HEADLINES

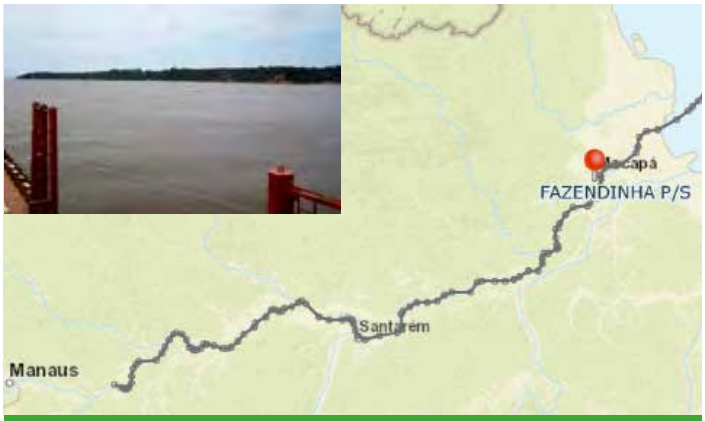


Transiting the River Amazon

The Clipper Selo had been fixed for a voyage from Itacoatiara, Brazil to Rotterdam with a cargo of 30,000 tonnes of Corn.

The port of Itacoatiara is located on the Amazon River which is the largest river in the world. The master and crew did not have any experience before transiting along this river.

The pilotage when traveling on the Amazon River is divided into two sections,



The Amazon River

The first section is from the river entrance to Fazendinha pilot station. This section of pilotage is not compulsory. The distance is about around 150 nm and the river channel is very wide. There are a few fishing boats and the traffic in the waterway is not heavy. Water depths are very similar to the ones given on the chart.

The second section of pilotage is from Fazendinha pilot station to the port Itacoatiara and for this section, pilotage is compulsory. The distance is about 550 nm. The main characteristics of this section are as follows:

News IN THIS ISSUE 2021 V2

Page

1 - 2 HEADLINES
- Transiting the River Amazon

3 - 4 HSSQE
- Piracy News - Changing Trends in Piracy in the Gulf of Guinea
- Significant Near Misses & Root Cause Analysis

5 - 6 TECHINCAL & OPERATIONS
- SIRE Performance
- Transshipment

7 FLEET & STAFF NEWS
- Fleet Promotions
- Deliveries of New Build Tankers
- CoVid-19 Update

MSI PULSE COMMITTEE

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Multiple Tributaries of the Amazon

- Strong current – this can reach a max rate of 4 kts.
- Navigation channel widths are constantly changing.
- The river has many tributaries.
- The prolonged periods of hand steering is physically challenging for the helmsman. It is recommended to spell him regularly.
- The pilot uses his system for navigating and for some parts, the data is different from the ship's ECDIS AVCS data.
- Two pilots will board at Fazendinha, they are very friendly and professional and are very cooperative with the crew.
- Between Fazendinha pilot station to port Itacoatiara, the time allowed for transit is 60 hours. If this duration is exceeded, the extra cost will be USD 5000 for every hour.

Master with Local Pilots

Safe Navigation along the River

Safe sailing Draft limit of this river: 11.70M, Water density: 0.996. Max LOA: 225M.

The safe sailing draft along the river is constantly changing due to the shifting of the riverbeds. We have to check with the agent, every time, before entering the river. There were 7 ships noted to have grounded in the river, mainly due to discrepancy of depths given in the charts. Therefore caution is advised.

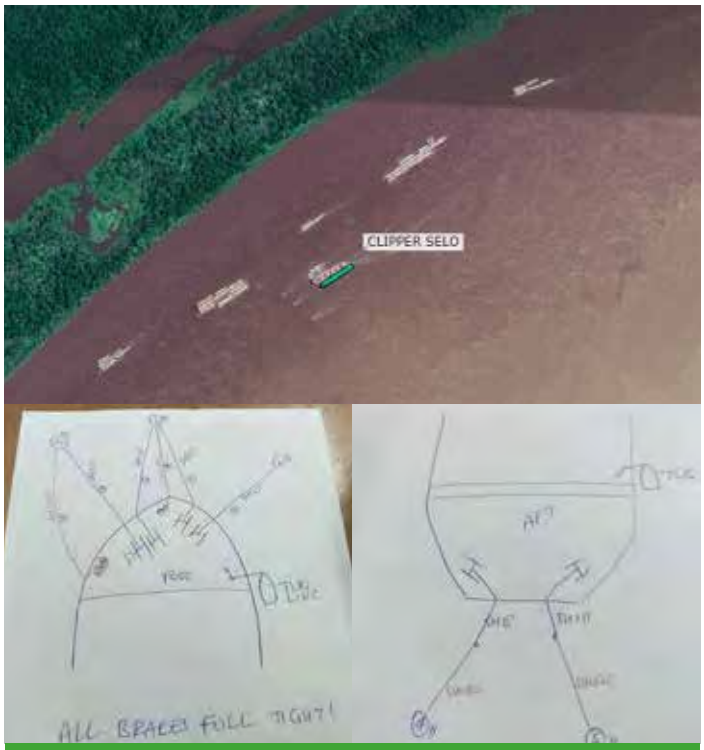
Port Entry Formalities

The Amazon River Custom, Health, and Immigration formalities were conducted at Fazendinha pilot station No.3 anchorage. Officers boarded the ship at the anchorage and inspections was completed within a time limit of 6 hours at this anchorage.

Our ship passed inspection easily.

Mooring Arrangement in Port

The ship was moored to a mooring buoy, ship's head to 3 mooring buoys, astern to 2 mooring buoys. Mooring plan as follows:



Mooring Arrangements

Cargo Operation

The inspectors were courteous and the inspection went well. The cargo was loaded from the barge and the floating crane. There were no stevedores onboard and all communication was done via VHF. The shore staff co-operated well during the cargo operation.

After completing the cargo loading, the ship was shifted to inner anchorage for fumigation, which took around 2 hours.

Thereafter she started her voyage out.

Alongside at Itacoatiara Port

PIRACY NEWS

Changing Trends in Piracy in the Gulf of Guinea

Background

The Gulf of Guinea, has over the years, been the bane of piracy attacks and other related offences against FPSOs and sea-going vessels and crew members plying this coast. The Gulf covers a coastline of about 2.3 Million Square Kilometers and 5,700 Kilometers.

Current Piracy Report

The current Report of the International Maritime Bureau for Q2 shows that the concerted efforts deployed by Nigeria and the collaborated efforts of the regional international supporters have started to yield positive result. The Report shows that 68 incidents of piracy attacks took place across the world in the first 6 Months of 2021 (the lowest since 1994) as against 98 recorded in the same period in 2019. The Report while expressing optimism on the declining attacks, highlighted the danger still faced by crew members in the Gulf of Guinea as the entire global kidnap of 50 crew members, the lowest since Q2 of 2019, took place in the region and the region represented 32% of piracy incidents in the world.14

Conclusion

The Nigerian government especially its Ministries, Departments and Agencies such as NIMASA, the Navy and the AGF should sustain and keep up the good work aimed at maintaining the current trend in suppressing and/or eradicating acts of piracy and other related offences in the Gulf of Guinea in order to ensure safety of lives and properties, remove high freight and insurance premium, and restore economic integration and sanity within the maritime environment especially with the creation of African Continental Free Trade Area (AfCFTA). The Court has shown the will and the determination to expeditiously conduct criminal trials of pirates within a record time and strictly enforce the provisions of the Piracy Act.

It is expected that relevant security and maritime agencies of other countries within the Gulf of Guinea will continue to ensure adequate coordination with their Nigeria counterparts and international collaborators in bringing this scourge to a halt. A situation where the appropriate agencies of all the countries within the Gulf share useful security/privileged information and expeditiously carryout joint operations from time to time would not only curb the menace, but also be in tandem with requirements of the law and international conventions in effecting arrest and prosecution of persons suspected of carrying out these nefarious activities.

SIGNIFICANT NEAR MISSES

There were 771 Near Miss Reports were submitted by our fleet vessels in the Apr-Jun quarter of 2021.
Three significant Near Misses are noted as follows:

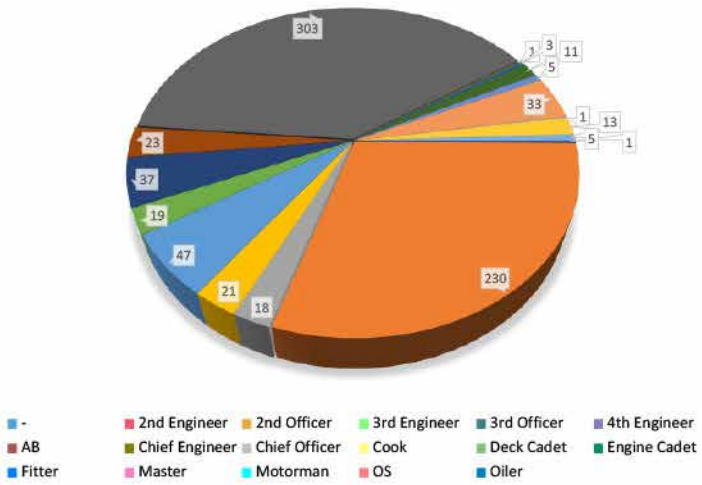
REPORT 1 | The Hot Water pot being used on Galley Hotplate without suitable securing. As a result of this, hot water splashed out, when ship was rolling in heavy seas. Fortunately no was in the vicinity.

REPORT 2 | During Bunkering in USA, vessel received a higher than nominated quantity of VLSFO. During Bunkering, Barge did not stop pumping despite Vessel's request to STOP. As a result vessel had to resort to emergency measures and change the tank.to avoid any overflow and Emergency STOP was activated.

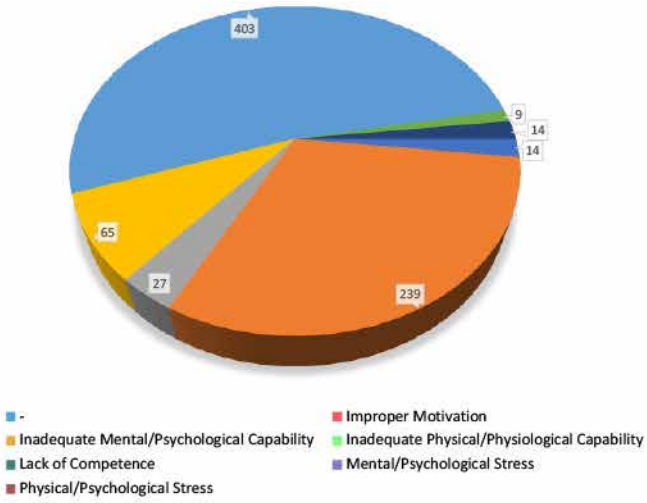
REPORT 3 | After completing his work used an Oxy-Acetylene Torch, fitter put the torch on the deck and then continued with another job, but the torch flame continued burning due to a leak on the Acetylene valve in the torch.

We are happy to note that we are receiving near misses from all ranks. Also, as is evident form the above list of significant near misses, we find that we have moved from the usual 'run of the mill" reports. Please keep them coming!

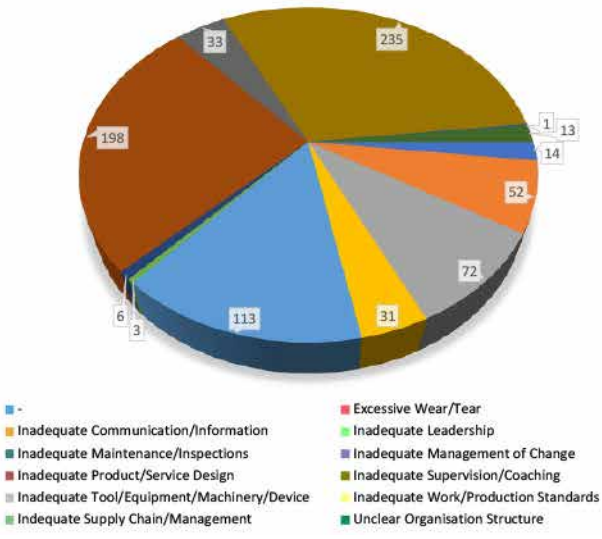
By Rank



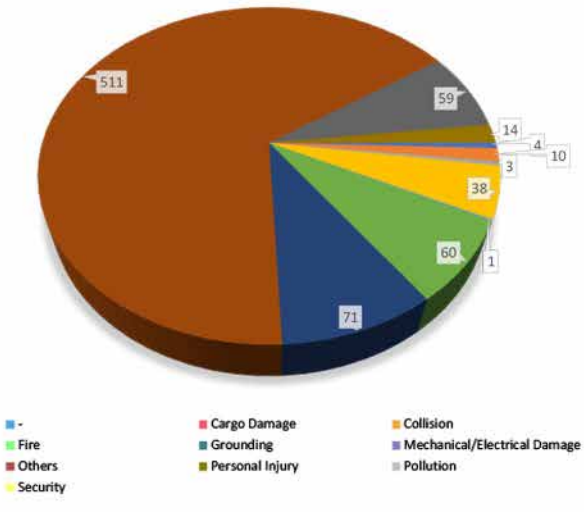
By Root Cause (Personal Factors)



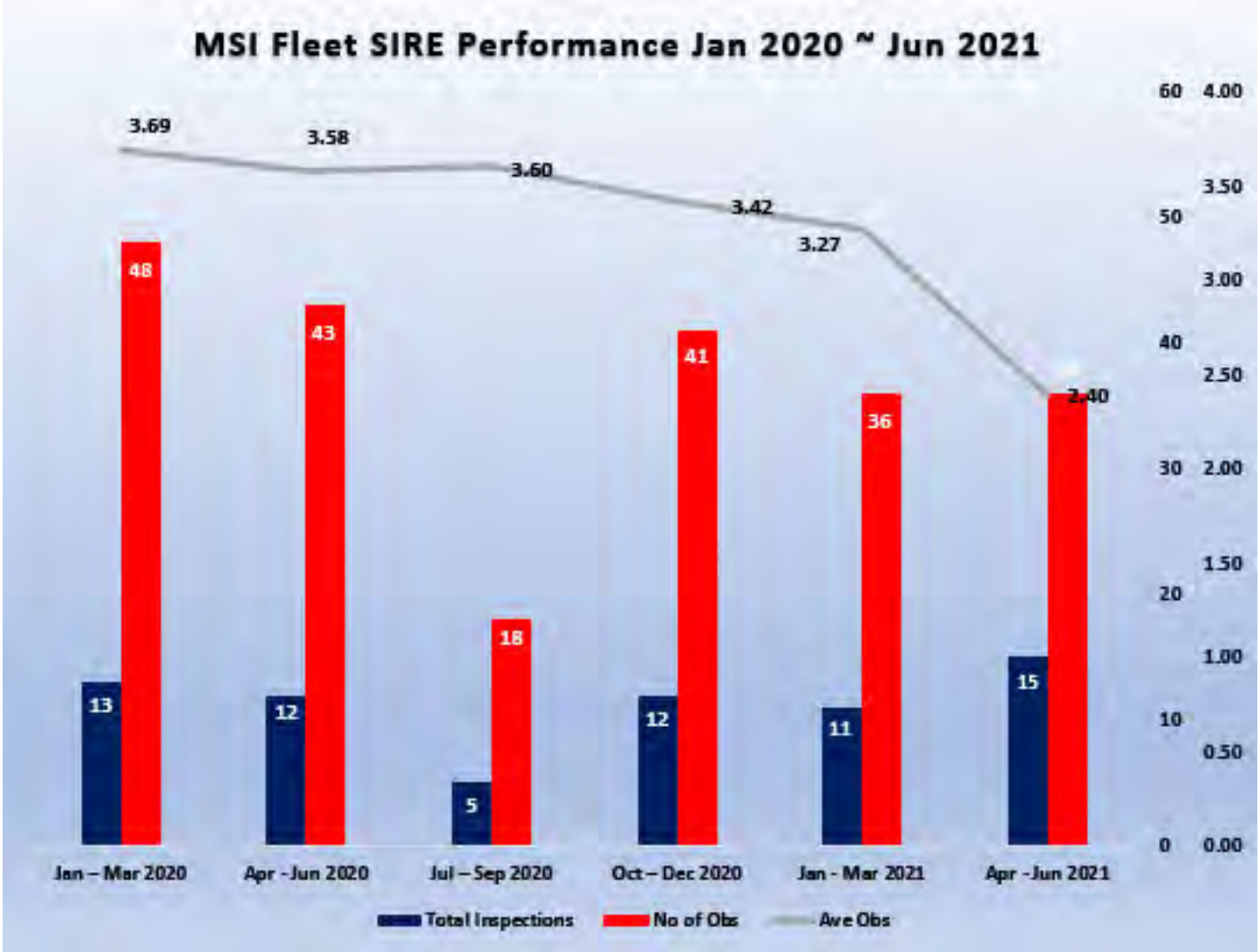
By Root Cause (Job Factors)



By Possible Consequences



SIRE PERFORMANCE



In the year 2020 and 2021, we have faced some challenges in facilitating inspections due the onset of the global pandemic (COVID-19), yet we have managed to overcome them and there have been no rejections from oil majors fleetwide. In the second quarter of 2021, the overall performance of vessels inspected has been better compared to the first quarter of 2021.

The predictive analysis is a clear indication of a downward trend in the average number of observations per inspection and we are certain that with the increased follow-up and dedicated efforts put in by our sailing staff we will continue to do better.

Having said that, we need to continue to improve vessel performance in the forthcoming quarter to achieve an improved annual performance.

In Q2 2021, We had 15 inspections with a total of 36 observations, which gives an average 2.40 observations per inspection.

Further details are available in the Quarterly Vetting Bulletin.

TRANSSHIPMENT

SAFEEN 'S Transhipment services for Emirates Steel - served by Hafeet- managed by MSI.

The operations in UAE progresses very well. The Hafeet is the the largest service vessel of Safeen, providing a new service of its kind in the history of Abu Dhabi ports & Safeen, enhancing the readiness of ADP to serve the dry bulk cargo market and contributing to support the economic development of Abu Dhabi & the UAE. The challenges of berthing and Unberthing without Pilot and to reduce intake of cargo in TSV hold by double handling of cargo have been effectively handled by ship's staff by implementing various initiatives such as.

- Crane operators performing least cycle times hopper to hopper when loading barges and slowing down when loading own holds.
- Minimized impacts on the Grabs, Cranes, CHS, the Generators and Power management system on board.
- Operators were focused to ensure good discharge rate form all 4 hooks.

Transshipment Operation in progress.

MSI's Safe Operations- 4 Hooks- 4 Grabs > 36k/Day

Following have been achieved:

- Average Transshipment rate: 36105.19 mt. /day
- Completion with-in contractual obligation (36 K tpd)- First 24 Hrs at +49 K/ Day

The volume transshipped and Back-to-Back operations leaves very little time to attend to maintenance of the asset. And therefore robust plans prepared in accordance with requisite maintenance regime and effective utilization of idle periods is very important. The vessels were attended by shore staff of MSI to supervise and enhance the maintenance program and owners were kept appraised on a daily basis. The Deck, Cargo handling System, Engines/ Electricals and House Keeping were all taken care of in a planned manner.

FLEET PROMOTIONS

We have the pleasure to announce the following promotions and wish the best to all listed personnel in their respective roles.

Name	Vessel	Rank	Country
RAMPAL SINGH	MARITIME VANESSA	MSTR	
RANJAN TAMIZHVANAN	MARITIME LIRA	CO	
RAJESH SANKARA SRINIVASAN	MARITIME KELLY ANNE	CO	
JAMES ASHLY ARUN	POH FANG SINGAPORE	2O	
SIVANANTHAN KALAISELVAN	MARITIME RIYAL	2O	
SUMIT SAINI	MARITIME POLARIS	2O	
EKWINDER SINGH	MARITIME TUNTIGA	2O	
MURUGESAN KARTHICK	MARITIME RIYAL	CE	
BEELA CHALLAM NAIDU	MARITIME LIRA	2E	
NIBIN ARAKKALAKANDIL YAHIYA	MARITIME VANESSA	3E	
MUHAMMED NABHAN VALLOORKAVIL	MARITIME ROSEMARY	3E	
PRAFUL TRIPATHI	MARITIME LIRA	3E	
HOMESHWARA	MARITIME RIYAL	3E	
RISHABH KUMAR	MARITIME EQUATOR	4E	
DE OCAMPO, SHERWIN	HAPPY HELENA	CO	
CORPUS, JOHN PAUL	HAPPY HELENA	3O	
BORBON, DON CHRISTIAN	MARITIME NORDIC	4E	
GAN, JOHN MICHAEL	MARITIME TUNTIGA	OS	
GUO QIHUI	MARITIME AMITY	MASTER	
LIU YANG	MARITIME VALOR	CO	

Maritime Verity

DELIVERIES OF NEW BUILD TANKERS

All eight 49,999 SDWT MR Tankers have been taken into MSI management - the last one, Maritime Verity being delivered on 26th August. Construction of these new buildings were conceptualised, developed and supervised by IMC Shipping's in-house newbuilding consultancy, ship conversion and engineering project services division.

All vessels have 22 Zinc coated tanks and are equipped with Exhaust Gas Cleaning System (Scrubbers) allowing the control of SOx emissions meeting IMO's Energy Efficient Design Index Phase 3 requirements with more than 30% reduction in CO2 values. and Selective Catalytic Reductors (SCR) to control NOx emissions. They are also equipped with high-tech real-time vessel performance monitoring systems. These attributes, coupled with energy-efficient engine room operations and cargo handling systems, allow the vessels to offer more efficient fuel consumption, a cleaner environmental footprint, enhanced operating accuracy and optimum manpower utilisation.

COVID-19 UPDATE

MSI continues to facilitate seafarer's vaccinations whether they are on board or on leave at home. However, we still have to cover considerable distance before we can consider ourselves covered 100%. In this respect, we seek strong support from our seafaring team who are requested to get vaccinated before they join their ships.

MSI presently follows a risk based approach guided by MSC.1/Circ.1636/Rev.1 to ensure that all seafarers are thoroughly tested and fully protected during their transit to and from ships. This is not only for their own protection but for the protection of their on board colleagues as well.