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GACWORLD



Delivering your strategy.

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DEEP OPS



Deep Ops...



It's often said that we know more about outer space than we do about our oceans. But that is changing fast as remotely operated vehicles take us further and deeper and provide us with an increasing array of tools and sensors to investigate and work at depths. ROVs are doing work that humans cannot, or dare not, do and taking us into brave new worlds.



Want to receive GAC World in digital format?
Email your request to gacworld@gac.com.

GAC's own HullWiper is a case in point. It ticks boxes everywhere: no divers in harm's way, all wastes collected for safe disposal, reduced impact on anti-fouling, better vessel performance. It's a cute, yellow submarine, designed for a specific task. We take a closer look at the ROV revolution, starting on page 10.

Apps and Portals

Shipping and logistics customers need updates. They consign vessels or shipments to others' care and need timely assurance that all is proceeding to plan or that problems are being fixed. A new add-on to our GACtrack portal gives customers easy access to more real-time information with options for querying and altering where needed. At the other end of the chain, our ship agents now have a mobile app that lets them capture vital data and documentation, update job files and GACtrack, and communicate key information to customers, suppliers and colleagues. See page 8.

Growth

Fortunately for all us, doomsayers are rarely right. Pundits predicting the end of capitalism, the fall of the sovereign state, the decline of trade and so on, attract headlines but the reality on the ground is usually something else. So it is that even in these turbulent times, business continues to be done and continues to grow. We've recently opened new offices in Brazil, Spain and northern Russia because customers have business in these new parts and we are pleased to assist. See pages 5 & 13.

Oceans

While ROV designers continue to extend our reach into the oceans, others are focusing on keeping them in good health. The World Ocean Council is a forum for all who use the oceans to do business. Its objectives are as broad as the oceans it seeks to protect. The Council's CEO, Paul Holthus, unpacks the challenges on page 6.

We're 60

2016 is our 60th anniversary. We're of course pleased to reach this milestone and will be getting together with customers during the year to say thanks for helping us achieve it. But really, our focus this year will be more on shaping our operations and offerings for the next 60 years than on congratulating ourselves on our first 60. In this endeavour we look forward to a rich engagement with our customers and their needs.

Gurumurthi Shankar

Editor

Sri Lanka partner names GAC "Best Overall Company"



GAC's partner in Sri Lanka, The McLarens Group, has presented GAC Marine Services (Pvt) Ltd with its Managing Director's Award for the best performing company of the year. The award coincides with the Chartered Institute of Logistics and Transport naming GAC Sri Lanka's Managing Director Mahesh Kurukulasuriya its Young Manager of the Year (see page 4).

The McLarens Group has more than 60 registered businesses in sectors as varied as shipping, oil & gas, hotels, motor sports management, manufacturing and property development.

GAC Marine Services Pvt Ltd was named the Best Overall Company in recognition of its efforts to strive for excellence in business process re-engineering, innovation, local & global market reach, Corporate Social Responsibility & environmental sustainability, HR practices, employee recognition and satisfaction and financial performance.

During 2014, GAC Marine Services handled 4,405 calls at and offshore port limits at Galle, and is the undisputed leader in Ship Supply Services in Sri Lanka. The company also achieved 129% of its budget in 2014 and took an active role in Corporate Social Responsibility activities and giving back to society.

Navin Perera, General Manager – Commercial, says: "This success is the result of a team effort made by two specialised units based in Colombo and Galle, with the support of the Group Sales & Marketing team which gave us global outreach to a diverse list of principals. My sincere appreciation to the entire team and all who helped GAC Marine Services Pvt Ltd to win this award." **GW**



Seatrade ship agent award goes to GAC

GAC has won the "Ship Agent Award 2015" accolade at the Seatrade Maritime Awards for the Middle East, Indian Subcontinent and Africa, which celebrate maritime excellence across the regions. The Awards were presented at a ceremony at the Madinat Jumeirah in Dubai attended by over 850 influential industry stakeholders. **GW**



Safety commitment honoured

GAC has received a Special Recognition Award from Shell Trading and Shipping Company (STASCO) for its efforts in building greater safety awareness and better safety practices throughout GAC's companies and operations.

Shell is a strong advocate and enforcer of higher standards in safety both for its tanker operations and in its production sector.

The award was presented to GAC's Group Safety Manager, Constantin Draghici (pictured left), at a Health, Safety and Environment Contractor workshop hosted by STASCO in London.

"We are constantly challenging ourselves to lift our safety standards," says Constantin. "And to have our efforts recognised by such an important safety advocate as Shell, means we're getting it right. It shows that safety is not just something we talk about in GAC. It's something we do." **GW**



Princess Royal presents major award to Sri Lanka MD



The Chartered Institute of Logistics & Transport (CILT) has named GAC Sri Lanka's Managing Director Mahesh Kurukulasuriya its Young Manager of the Year.

He was presented with his award by HRH Princess Anne, Princess Royal, at a ceremony attended by more than 500 logistics and transport leaders at the Lancaster London Hotel.

34-year-old Mahesh was deemed by the judging panel to have demonstrated consistent success in decision making, management, innovation and professional development both in his current position and in previous roles.

"I'm truly humbled and delighted to receive this award," he says. "I would like to thank the entire GAC Sri Lanka team, as well as our partners the McLarens Group and my previous employers, for supporting me to achieve this success. A special word of appreciation to my mentor, McLarens Group MD Rohan De Silva, for the opportunities he gave me." **GW**

GAC-Clearvac starts in UAE

GAC has formed a joint venture with the Clearvac Group to provide air hygiene and wastewater solutions in the Middle East. GAC-Clearvac will serve offshore platforms, cruise ships, superyachts, commercial cargo ships and other vessels operating regionally.

Clearvac specialises in air hygiene, HVAC (heating, ventilation, and air conditioning) services, duct cleaning and maintenance, fire risk removal and compliance, wastewater management solutions, descaling of onboard vacuum toilet systems and marine wastewater installations.

It uses non-hazardous products and non-intrusive techniques to remove hard scale deposits and return pipework to as-new condition without disturbing passengers or crew.

Clients achieve higher operational efficiencies by reducing maintenance downtime for onboard systems. Its air quality, hygiene and fire risk removal systems also help with health and safety compliance and certification, particularly for older vessels using gravity-based systems instead of vacuum technology.

High standards

"This JV represents the next step in the evolution of our turnkey solutions for clients, helping them cut downtime for vessels operating in Middle Eastern waters," says Goran Eriksson, General Manager – Shipping Services at GAC Dubai. "All GAC-Clearvac services meet the high standards GAC sets for all its activities, and are built on Clearvac's expertise in European and American markets." **GW**





Sixth Brazilian office opens

Shipping, logistics & bunkers at Recife and Suape

GAC Brazil has opened shop at one of the country's biggest and newest port complexes located on the northeast coast. The new office at Recife covers operations at the port as well as nearby Suape. Suape has one of the region's strongest growth rates, making a significant contribution to the economy of the state of Pernambuco.

"The expansion into the northeast is a strategic milestone for GAC," says Lars Heisselberg, Group Vice President – Americas. "It will make an important contribution to our global network as well as to our local shipping and logistics clients."

Serving international trade

Both ports serve Brazil's trade with Africa, Central and North America, Europe and Asia.

"Ten years ago, Suape was a relatively small port, but thanks to developments since then, it now has everything it takes to become a key hub for business. The recent inauguration of the Abreu & Lima Oil Refinery only reinforces that," says Rodrigo DeMarco, Managing Director at GAC Brazil. **GW**

The Industrial Port Complex at Suape (Credit: Paulo Wilton & Eduarda Azoubel)

Ship agency services start at Russia's newest port

GAC Russia has opened an office to provide ship agency and support services for vessels calling at the newly built port of Sabetta.

The port sits on the western shore of the Ob River estuary where the river empties into the Arctic Ocean. It was built as a gateway to serve the Yuzhno-Tambeyskoye gas field but is also ideally placed for vessels plying Russia's Northern Sea Route.

The port and inshore waters are ice-bound from October to June and ice breakers are used to ensure year-round access.

GAC also provides agency services at Murmansk further west along the Northern route.

GAC Russia's Managing Director, Arkady Podkopaev, says: "This is an opportunity for us to use our experience in operating in extreme environments. Given the weather and the isolation of the region, the challenges are significant and will require close coordination and attention when handling port calls. That's why we have opted for an on-ground presence with our most experienced personnel attending." **GW**



GAC Russia's ability to undertake business is subject to the terms of prevailing sanctions.

Corporate Ocean Responsibility

Promoting industry collaboration for sustainable oceans



In June 2015, GAC joined the World Ocean Council (WOC), the international ocean business alliance for Corporate Ocean Responsibility. WOC Founding President and CEO Paul Holthus presents the case for urgent action to protect the marine environment and the role industry has to play.

“ The future of the ocean is intertwined with the reality of the ocean economy – the broad range of commercial activities undertaken by a diverse ocean business community.

That community comprises millions of people around the world who work on, under and around the sea every day to provide ocean goods and services to fulfill society's needs. These men and women know the ocean better than anyone and they care about the ocean their kids and grandkids will inherit.

It's economic...

The ocean economy generates an estimated USD 4-10 trillion annually including:

- 90% of international trade through cost- and carbon-efficient delivery via 50,000+ merchant ships crisscrossing the globe;
- Healthy protein from fisheries, from about 1.3 million fishing vessels, and from fish farms, with aquaculture growing 7% per year during past decades and now producing 50% of seafood;
- Growing offshore energy sources that supply about 30% of hydrocarbons, a rapidly increasing amount of wind energy, and major wave and current energy potential;
- 98% of international telecommunications, carried on more than one million km of submarine cables;
- Recreation and tourism options for every interest, with cruise tourism growing at 8.5 % per year in recent decades;
- Desalinated seawater for booming coastal cities, with desalination supplying 90% of the freshwater in some countries;
- and
- Ports and coastal infrastructure that all countries depend on for trade and growth.

...but is it sustainable?

Unfortunately, the expansion in the kinds and levels of commercial use of ocean space and resources is affecting ocean health and the sustainability of the ocean economy. Ocean industries operate in a fluid, three-dimensional, interconnected environment. Industry's activities, responsibilities, and impacts are therefore also interconnected – as must be sustainable development efforts. The best efforts by a single company or even a whole industry sector will not be enough to secure ocean health and productivity into the future.

Leadership and Stewardship

This situation creates a compelling business case for industry leadership and collaboration in tackling ocean sustainability, stewardship and research. Fortunately, there are many good, smart people in good, smart companies who do their best to understand and address ocean sustainable development. These leadership companies conduct their business in a manner that is compatible with the balanced environmental and economic needs of the communities in which they operate.

To address the need for responsible operations across different ocean industry sectors, a group of companies banded together to form the World Ocean Council (WOC) – the international, multi-industry business leadership alliance for 'Corporate Ocean Responsibility'.

The WOC brings together industries that use the ocean to catalyse global leadership and collaboration in addressing cross-cutting issues in support of responsible business, reduced risk, continued access, and practical cross-sectoral, science-based solutions for ocean sustainable development.

Our growing membership includes companies from shipping, classification societies,



The International Business Alliance
for Corporate Ocean Responsibility

shipbuilding, oil/gas, marine telecommunications marine technology and data, fishing, seabed mining, offshore renewable energy, coastal construction, investment firms, maritime legal firms and ocean industry media companies.

The WOC is creating multi-industry working groups to tackle priority issues such as ocean governance/policy, marine spatial planning/ ocean zoning, marine sound impacts, pollution, the Arctic, biofouling and invasive species, marine debris, marine mammal impacts, the need for port reception facilities, the adaptation of ports and coastal infrastructure to sea level rise/extreme weather events and data collection by ocean industries. Policy analysis, robust data-sets, peer-reviewed research, risk assessments and use of the best available technologies are essential to these efforts.

In addition to our 80+ members, the WOC network includes 35,000+ ocean industry and media stakeholders around the world. The WOC Sustainable Ocean Summits (SOS) - Belfast (2010), Washington DC (2013) and Singapore (2015) – are recognised as the international ocean business community conference on Corporate Ocean Responsibility.

An increasing number and range of ocean industry companies from around the world are distinguishing themselves as leaders in 'Corporate Ocean Responsibility' by joining the WOC and are collaborating to achieve a balance of responsible ocean use and sustained ocean health. // GW



For more about
the WOC, visit
www.oceancouncil.org

CLICK!

New Digital Tools

Portal access for shipping customers

GAC has developed an add-on to its GACtrack logistics portal that lets shipping customers view port call information from multiple offices in one screen. Instead of relying on daily status emails, customers can now:

- check costs and export service information
- view, and query if necessary, vessel line-up information
- view daily updates on jobs including estimated timings of arrivals, departures and services to be provided
- advise changes of services where required

Details can be viewed by clicking the 'Jobs' screen which contains information about the supplier, the person who requested the service and a remarks section.

Services provided are listed with the estimated and actual costs, in real time, giving transparency and avoiding surprises when the final bill arrives. Customers can also review the billing party and other information and provide feedback to GAC. Ship agents can get portal access set up for a customer set by contacting Group IT.

Agency efficiency

Meanwhile, GAC is equipping its ship agents with a new mobile app that allows them to access and update jobs in real time.

Ship agents and support staff can view an operation's status and share that information with their customers.

The app is particularly valuable for crew changes and ship spares. A GAC ship agent can access relevant information on crew travel arrangements, sign on/sign off and details of spares such as type, Airway Bill, shipper, order number and description.

User-friendly

Gopalakrishnan Srinivasan, GAC's Group IT Director, says the latest developments save time for customers by improving transparency, and accessibility.

"With more and more people using mobile devices to conduct their business on-the-go, it makes sense to provide these tools in a form that is user-friendly and adds real value to the operations we perform for customers." **GW**

Enhanced access with GAC Mobile Directory app upgrade



A new version of GAC's mobile phone application has been launched, giving users better search options and access to the latest GAC news.

The latest upgrade of the app originally introduced three years ago allows users to search by office, country, contact names and job titles, and lets them add a GAC office as a phone contact. They can also see the latest updates from the Group with the introduction of the news section. The app links to the dynamic database of contacts across GAC's global network. With the latest version, users can view the directory at any time, even while updates are being made.

It's customisable, allowing users to specify their 'favourites' for quick and easy access. The directory can even be accessed offline, ensuring that essential contact details are always available.

GW



Download the app for free at
www.gac.com/mobiledirectory/application

Swedish boats arrive in Aegean to aid sea rescue effort



Check out a video of the boats' arrival, unloading and launch at Aghios Cosmas Marina at <https://youtu.be/vagN7okf8W0>

Two fast boats from Sweden have joined the sea rescue effort in Greek waters, with GAC coordinating everything.

The craft were sent by the not-for-profit NGO, the Swedish Sea Rescue Society (SSRS), in response to the many thousands of refugees risking their lives to cross the sea to the islands of Eastern Greece.

More than 2000 people have drowned in the Mediterranean during 2015 as people from the Middle East and Africa seek safety.

Cross-Europe

GAC Sweden coordinated the transportation of the two 12-metre boats. They were put on low-bed trucks in Stockholm and went overland through six European countries before reaching Greece. Despite a few technical issues – a change to route to exclude Italy due to load dimension issues and a breakdown and en route repair in Romania – they arrived at Aghios Cosmas Marina, south of Athens, after ten days.

There, colleagues from GAC Greece handled the unloading and launch of the boats for the last leg by sea to the island of Samos, a few kilometres off the Mediterranean coast of Turkey.

Making a difference

Capt. Rolf Westerström, CEO of the Swedish Sea Rescue Society, says: "With this project, we are able to make a real difference. Sea rescue knows no borders, we assist when we have the possibility. For this task, we needed a first class service from all suppliers, and that's why we chose GAC as our agent." **GW**



Underwater Workhorses

The relentless rise of the ROV

Weather forecasters spent much of 2015 giving accurate and dire predictions about a developing 'Super El Niño' effect in the Pacific Ocean. Much of their accuracy was derived from countless measurements made by small robots floating around the Pacific at various depths. ROVs are everywhere and getting smarter.



Remotely Operated Vehicles for marine use started out in the 1950s when the Royal Navy was looking at ways to clear mines. In the 1960s the US Navy began developing ROVs too, for mine clearance, ordnance retrieval and for underwater rescues.

As the offshore hydrocarbon industry ramped up in the 1970s, the ROV found itself tasked with increasingly challenging jobs at ever greater depths. Millions of research and development dollars went into extending the depth, range and functionality of ROVs.

Today, you can buy a 'swimming camera', your basic ROV, for about 100 US dollars. But smarter tech can still cost millions to develop and operate, and can do so much more than just having a 'look-see' under the waves.

Sensors, manipulator arms, cutting tools, scrubbers, brushes, welders, leak detectors, trenching tools: there's an app for almost everything that needs doing at depth.

Commercial eyeballs and metal muscles

According to authors Robert Wernli and Robert Christ,

the first truly commercial ROV was Hydro Product's RCV 225, released in 1974. It weighed 82kg and could operate down to 400m. The authors describe it as the first 'flying eyeball'.

Beyond these 'observation-class' ROVs there are various lightweight survey and inspection vehicles leading up to the heavyweights, the Heavy Workclass and Trenching & Burial ROVs. These can generate more than 200hp and operate kilometres under the surface.

Exit divers

Offshore energy service companies, shipowners, and government authorities like ROVs mainly because they reduce the need to put divers in harm's way. Whether for hull cleaning (see related stories), inspections of fish stocks or major engineering works, ROVs can go where divers cannot or should not operate. They might be operated by one man in a dinghy at the local dam or by rolling watch teams working 24/7 in polar regions.

In the name of science

Scientists like ROVs too. There have so far been two ROV expeditions into Loch Ness but alas, no Monster has been detected. Shipwreck location, exploration and salvage have advanced with ROV developments. Most notable have been the exploration in 2003-4 of the RMS Titanic on the seafloor off Newfoundland and the discovery of HMAS Sydney and the German Raider Kormoran in deep waters off Western Australia in 2008.

But marine archaeology is only one component of science's use of ROVs to gather knowledge. They are used to study changes in ocean currents, to test ocean warming models, measure pollution levels, monitor coral reefs and discover new species such as the extremophile organisms that live around deepsea volcanic vents.

Smart kits

Today you can buy an ROV for your backyard swimming pool or even for your bathtub and operate it with your smartphone. It's cheap and cheerful fun and an ocean away from the serious work being done every day by researchers, the military and industry offshore. Like just about everything technological, expect ROV developments to take us deeper and further in the near future with more power, more capability and more onboard intelligence. **GW**

The Fight Against Fouling

by **Simon Doran,**
Managing Director of GAC EnvironHull



Hull fouling has been a problem for as long as there have been hulls. For billions of tiny plants and marine creatures, a hull is simply a convenient structure: a place to latch on and build a colony. As the colonies build up over time, the resulting drag reduces speed, increases fuel consumption and eats into profits. Every year, more than USD5.7 billion is spent on marine bio-fouling remedies.

Historically, the solution was to lift ships out of the water and give hulls a good scrubbing. It was time-consuming, expensive and put the vessel out of commission until the job was done. Ingenious mariners and engineers sought smarter methods.



1770s onward

The British Royal Navy coppered the bottoms of its fleet. The copper would leach into the sea water, poisoning any organism that tried to attach to the hull. The method was so successful that the term ‘copper-bottomed’ entered the language as a synonym for something highly dependable.

1832

George Fredrick Muntz, a metal-roller from Birmingham, UK, patented an alloy which came to be known as Muntz Metal composed of about 60% copper, 40% zinc and a trace of iron. Among the vessels to receive the Muntz Metal treatment was the now famous tea clipper, the ‘Cutty Sark’.

19th century

With the rise of iron-hulled ships, copper sheathing was no longer viable due to its corrosive effect on iron, sparking the start of research into anti-fouling paints.

1860

The first practical paint to become widely used – McInness hot plastic paint – was launched. Many of the coatings developed contained chemicals now forbidden due to their catastrophic impact on marine life.

20th century

The development of scuba equipment sent divers with brushes and abrasives down to clean hulls. But with this came greater risks: to expensive anti-fouling coatings and to human life.

2000 – 2010

2000-2010

Stronger environmental controls led to the development of alternatives including diver-free underwater cleaning technology.

2013

2013

GAC EnvironHull launched HullWiper in Dubai. The smart little ROV uses adjustable seawater jets to remove fouling and collects the debris for safe disposal onshore.

2014

2014

HullWiper’s reach extends further in the Middle East and to the Swedish port of Gothenburg.

2015

2015

The first GAC EnvironHull base in the Far East is set up in Singapore. Vessels calling at Singapore and Malaysia are served by the base.

International energy company Statoil ASA signs an underwater hull cleaning agreement with GAC EnvironHull for its vessels operating in Scandinavia, the Middle East and the Far East.

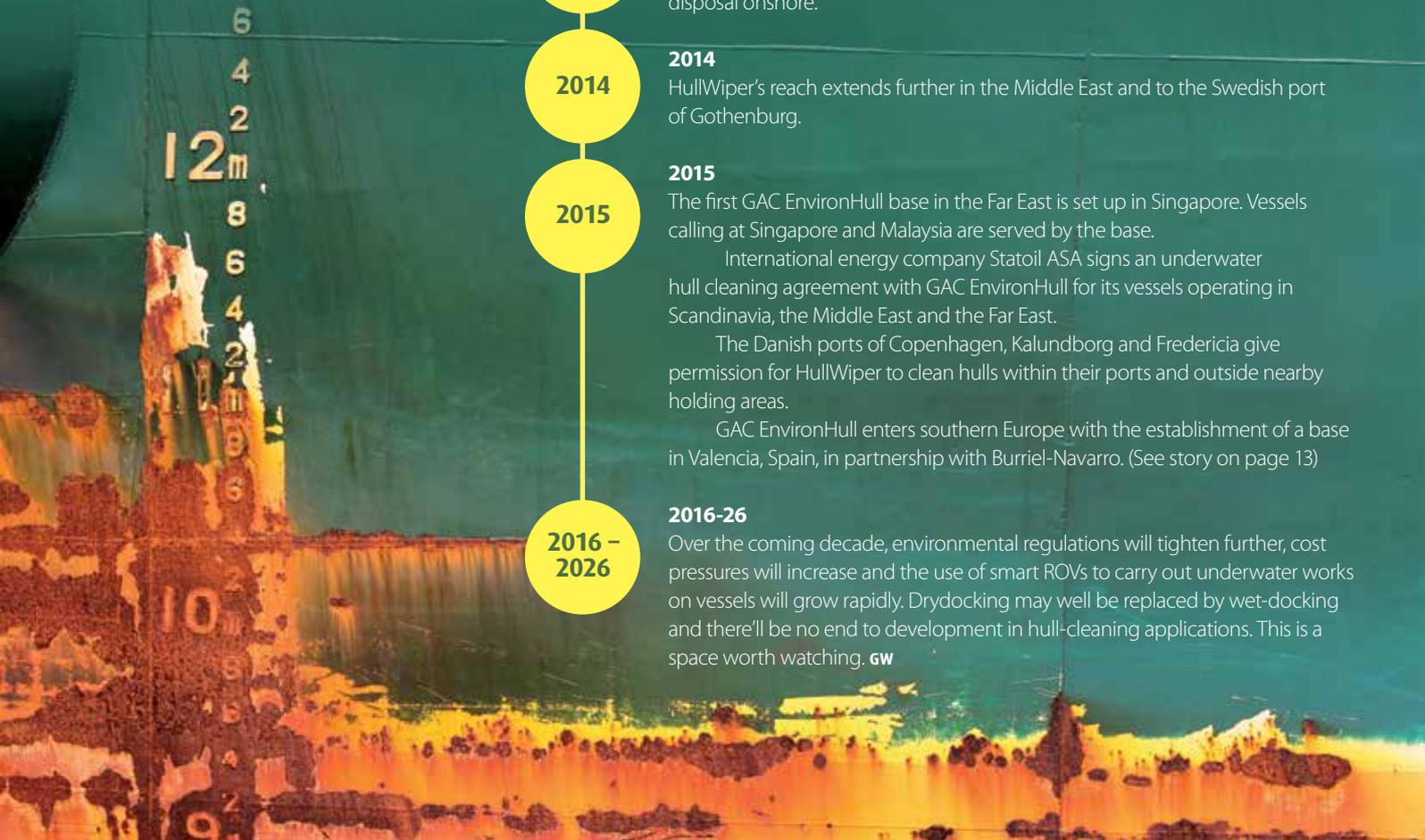
The Danish ports of Copenhagen, Kalundborg and Fredericia give permission for HullWiper to clean hulls within their ports and outside nearby holding areas.

GAC EnvironHull enters southern Europe with the establishment of a base in Valencia, Spain, in partnership with Burriel-Navarro. (See story on page 13)

2016 – 2026

2016-26

Over the coming decade, environmental regulations will tighten further, cost pressures will increase and the use of smart ROVs to carry out underwater works on vessels will grow rapidly. Drydocking may well be replaced by wet-docking and there’ll be no end to development in hull-cleaning applications. This is a space worth watching. **GW**





A ROV-ing Life

Robert Andersen built his first ROV in the mid-1990s. It took about 1,000 hours and in the end he had a swimming camera of limited capacity, minimal depth reach and questionable waterproofing.

Much has changed since then, both for Robert and for ROVs. Nowadays, a work-class ROV can be the size of a car or bigger, its umbilical can extend for tens of kilometres and it can operate thousands of metres below the surface. The extreme pressures don't crack its waterproofing seals and the range of tools and apps for underwater work increases daily.

It's a long way to come in the 20 years since Andersen's first build. "The problems I faced in the '90s have been solved," he says. "Now it's all about improving the sensors and tools and the mobility and range of the vehicle.

"The next challenge is to lose the umbilical so an ROV can operate independently. But that requires higher levels of onboard intelligence to respond

to sensor inputs and take appropriate actions. It won't be long before such vehicles will be in regular use but we're not quite there yet."

Environtec

Andersen started his working life as a sheet metal worker and welder with Norsk Hydro. He then shifted into teaching maths, acquired a degree in mechanical engineering and built his first swimming camera in his spare time. That private hobby is now his main gig. His company, Environtec, designs and builds ROVs for a range of underwater uses from his studio base in Notodden in Norway's Telemark region.

Most recently, Andersen has designed the HullWiper for GAC. This smart piece of tech is now cleaning hulls in key locations around the world. (see related story). "What our technologies do is essentially copy and extend human capacities," he says. "Whether that's inspecting underwater structures (seeing) or carrying out works on those structures (tool use), it all relates back to what we do as humans – and making it better." **GW**

HullWiper? Si Señor!

GAC EnvironHull has set up a base in Valencia to offer our HullWiper at key ports in Spain.

This move comes on the back of growing demand from a recovering Spanish economy and increasingly stringent environmental regulations in Europe.

Strategic

Valencia, Spain's third largest city and one of the biggest ports in the Western Mediterranean, was selected for its location close to shipping routes and operators.

"As in so many regions around the world, there is a growing demand in the Mediterranean for safer cleaning operations," says GAC EnvironHull's Managing Director Simon Doran. "This is the latest stage in the expansion of our operations to help meet that demand with HullWiper's unique features."



GAC EnvironHull's HullWiper system won the Technical Innovation prize at the 8th Seatrade Maritime Awards Asia, announced in November. GAC Hong Kong's Clarence Chan is pictured receiving the award on behalf of GAC EnvironHull. The company was also walked away from the 2015 Lloyd's List Middle East and Indian Subcontinent (MEIS) Awards ceremony in December with the accolade for Innovation Technology.

Tall order



Credit: Van De Wetering

A 49.4-metre yacht mast had to go from one side of the world to the other. TNL GAC Pindar got it done.

Southern Spars Ltd needed the mast moved from Auckland in New Zealand to Jakobstad in northern Finland. The epic journey started with a 210-km road trip to the Port of Tauranga, where it was loaded onto a ship to take it 14,000 nautical miles to Zeebrugge in Belgium. Another road trip followed covering 2500 km through five countries to Jakobstad.

"By working with the suppliers in New Zealand and Europe that both we and Southern Spars know and trust, our client had the peace of mind that everyone was on the same page and that the job would be executed smoothly," says Richard Thorpe, Manager of TNL GAC Pindar.

TNL GAC Pindar is headquartered in Auckland, New Zealand. It serves Australia, New Zealand and the Pacific Islands, providing complete solutions for yacht including transportation, superyacht services, air, sea and road freight, agency services and specialist superyacht bunkering. **GW**



Mast loading in Tauranga (Credit: Richard Thorpe)

Highland Welcome

Norwegian Cruise Line's "Norwegian Star" at berth at the Scottish port of Invergordon. Though late in the season, it was the first time the 294m long cruise liner had called at the port, treating its 2000+ passengers to some spectacular views of the Highlands.

GAC UK, acting as her agent, joined Cruise Highlands and the local council in presenting the Captain with a plaque and local gifts to mark the maiden call. **GW**



For more about GAC's services to the cruise sector around the world, go to www.gac.com/cruise



Turkey signs up with Salén

Sweden-based Salén Ship Management has appointed GAC Turkey agent for the MS Island Sky's port calls for 2016.

The contract follows the success of GAC UK in clinching the PONANT Le Boréal and L'Austral business (see related story opposite) and covers ship agency, husbandry, ship spares, bunker fuels, and passenger and crew support.

Per Flodberg, Salén Ship Management's Head of Operations, says GAC's seven offices covering all Turkish ports was a key factor: "GAC's presence throughout Turkey together with their decades of expertise and focus on long term relationships impressed us. Their ability to provide services such as bunker fuels and ship spares in addition to traditional ship agency was a bonus and leaves me free to concentrate on other matters." **GW**



PONANT signs with GAC UK

PONANT Yacht Cruises & Expeditions has appointed GAC UK as its agent for all UK and Ireland calls in 2016.

The French cruise company's 142m and 132 cabin megayachts 'Le Boréal' and 'L'Austral' will cruise the British Isles and Ireland, including the Scilly Isles, Shetlands, Dublin, Liverpool and Scottish Highlands in May and June next year.

Growing business

Fergus Poole, GAC UK's Cruise Manager, says the high prestige business is a boost to GAC's growing cruise operations.

"Our appointment by such a discerning, exclusive cruise company is testament to the faith they have in us to deliver quality service," he says.

Cruise support

Marc Berberian, PONANT's Port Operations Manager, says GAC's enhanced support for the cruise sector in and around the British Isles and its well-established agency infrastructure, were key factors in selecting the company.

"We were impressed by the frontline expertise available within GAC, both in port operations and in niche sectors like bunker fuels, marine leisure and superyachts. This, together with strong local and global networks and a business philosophy that has long term relationships as one of its core principles, made GAC the right choice for PONANT." **GW**



Cargo vessel refloated off Swedish coast



Ingela Berntson

When a bulk carrier carrying 36,000MT of wheat ran aground off western Sweden early on a Sunday morning, GAC Sweden's Ingela Berntson got a call to action from Five Oceans Salvage.

The ship had to be checked, refloated and taken to port ASAP so Ingela called in Group Project Logistics Manager Per Thornblom to oversee the job. He boarded the vessel, met with the Coast Guard, transport agency, salvage team and owners and drew up a salvage plan.

Priority

The priority was to offload about 1,000 MT of fuel oil to avert the risk of pollution and lighten the vessel enough to float it off the Fladen fishing banks, south of Gothenburg, where it was grounded. Lighters were arranged to receive the oil along with 6,500MT of wheat.

Less than a week later, she floated free and was towed to an anchorage where an inspection revealed she'd lost her rudder. Tugs then guided her to Halmstad where the cargo and bunkers were reloaded. The vessel was then escorted to Gdynia in Poland for repairs.

Multiple experts

Throughout the operation, GAC Sweden arranged:

- husbandry services, including the provision of daily transport, diving teams, launch vessels, food, clothes, five Yokohama fenders, 19 pallets of provisions, even 15 beds complete with linens;
- brokerage for the product tanker and dry cargo coaster used for the lighterage operation to refloat the vessel;
- a 10-strong stevedore team equipped with compressors, fuel tanks, Bob Cats and Electro-Hydraulic grabs, all at very short notice;
- market research in co-operation with colleagues in Denmark and Norway to identify cargo storage options;
- back-loading at Halmstad Port;
- daily contact with the local authorities and media;
- agency for four vessels and three tugs.

Mats Boberg, GAC Sweden's Managing Director, says the operation was only completed successfully under such tight time pressure as a result of multiple departments working together. He received the following message from the Five Oceans Salvage's Commercial Director Kyriakos Mitsotakis: "It has been a pleasure working with GAC and we achieved a good result out of a situation that had the potential to become complicated and messy! We would like to thank you and your colleagues for your valuable assistance and efficiency of service." **GW**



Enter the Tiger

It was ribbon-cutting time in Singapore for the naming of 'GAC Tiger'. The vessel is now used to ferry crew to vessels in and around the port. Its aluminium construction makes it more stable than older launches made of fiberglass.

"This is part of continuous efforts to renew our fleet so our customers get the best service in terms of quality and safety," says GAC Singapore's MD, Ronald Lichtenecker, who cut the ribbon with partner, Mr Tay Soon Huat of Eng Motors. **GW**



Japan team grows

Five months after establishing an operations office in Tokyo, GAC Japan is expanding to meet rising demand for Oil and Gas and LNG-related agency services.

The newest addition is National Operations Manager Kenichi Okamoto, who will handle the company's relationships with internal and external stakeholders on all ship agency matters.

He brings to his role extensive experience in LNG and ship agency from working in leading energy companies locally and in Indonesia, as well as strong relationships with major LNG players in Japan. **GW**



Kenichi Okamoto



Tokyo

Life Savers

Members of Andhika GAC Indonesia's HSSE team have completed the second part of their advanced first aid training course, giving them the knowledge and skills to take action even in life-threatening situations. The latest module focused on the use of Emergency Cardiac Defibrillators, CPR practices, handling wounds and injuries, and treating poisonous bites.

Meanwhile, other Andhika GAC staff did their part by giving blood at a donation event arranged by the Indonesian Red Cross. **GW**



Appointments



Shanaka
Fernando



Lailah Soon



Mohamed Mafaz

GAC Middle East Regional Office, Dubai
Shanaka Fernando, Regional Business Development Manager, Oil & Gas
Previously: Regional Key Account Manager – MEA for GAC.

GAC Asia Pacific Regional Office, Singapore

Lailah Soon, Regional Business Development Manager, Oil & Gas
Previously: More than ten years in the international Oil & Gas sector, most recently in Dubai.

GAC Bahrain

Mohamed Mafaz, Assistant Manager – International Moving.
Previously: Branch Manager – Bahrain for Ocean Masters Shipping.

GAC Global Hub Services, Dubai

Ronald Lichtenecker, Managing Director.
Previously: Managing Director of GAC Singapore.

GAC Sweden

Peter Osterman, Commercial Manager – Shipping for GAC Denmark, GAC Finland & GAC Sweden (combined).
Previously: Managing Director of GAC Global Hub Services, Dubai.

GAC Singapore

Henrik Althen, Managing Director.
Previously: Managing Director of GAC Kuwait.

GAC Kuwait

Filip Björklund, Managing Director.
Previously: Group Business Controller.

GAC North America - Logistics

Cherry Qian, Route Development Manager USA.
Previously: Logistics Representative.

Koby Singletary, National Sales Manager.
Previously: Key Account Manager.

GAC North America - Shipping

Tim Karl, Business Manager - LNG.
Previously: Business Manager, Offshore Operations.

Adron Allen, Business Manager – Oil & Gas.
Previously: Port Manager at Mobile.

Tommy Larpsuknimit, BP Hub Coordinator.
Previously: Assistant BP Hub Coordinator.

GAC Russia

Andrey Demyanyuk, Shipping Supervisor at Sabetta, Yamal Peninsula.
Previously: Director at Stork Marine LLC at Port Kerch.

GAC Qatar

Nils Olof Tryggve Bengtsson, Commercial/Evergreen Line Manager.
Previously: Operations Manager for a top oil company in Gothenburg.

GAC Sri Lanka

Ashan Welagedara, General Manager, Business Development.
Previously: Business Manager, Shipping Services for GAC Angola.



Ronald
Lichtenecker



Peter Osterman



Henrik Althen



Filip Björklund



Cherry Qian



Koby Singletary



Tim Karl



Adron Allen



Tommy
Larpsuknimit



Andrey
Demyanyuk



Nils Olof Tryggve
Bengtsson



Ashan
Welagedara

Best foot forward in South Africa

When hundreds of athletes of all ages hit the streets for the Discovery Duathlon Sandton in October, GAC Laser was there with all the support kit including massage tables and running accessories.

Following appointment by World Sport to provide logistics for the event, GAC Laser decided to provide its services free of charge as part of its support for community projects in South Africa. **GW**



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Print run

26,000

Information quoted in this publication has been obtained from several sources. Whilst every care has been taken to ensure that details are correct, GAC cannot provide guarantees thereof.

Material in this publication may be freely quoted, provided the source is clearly identified.

GAC World is printed on environmentally-friendly manufactured paper.

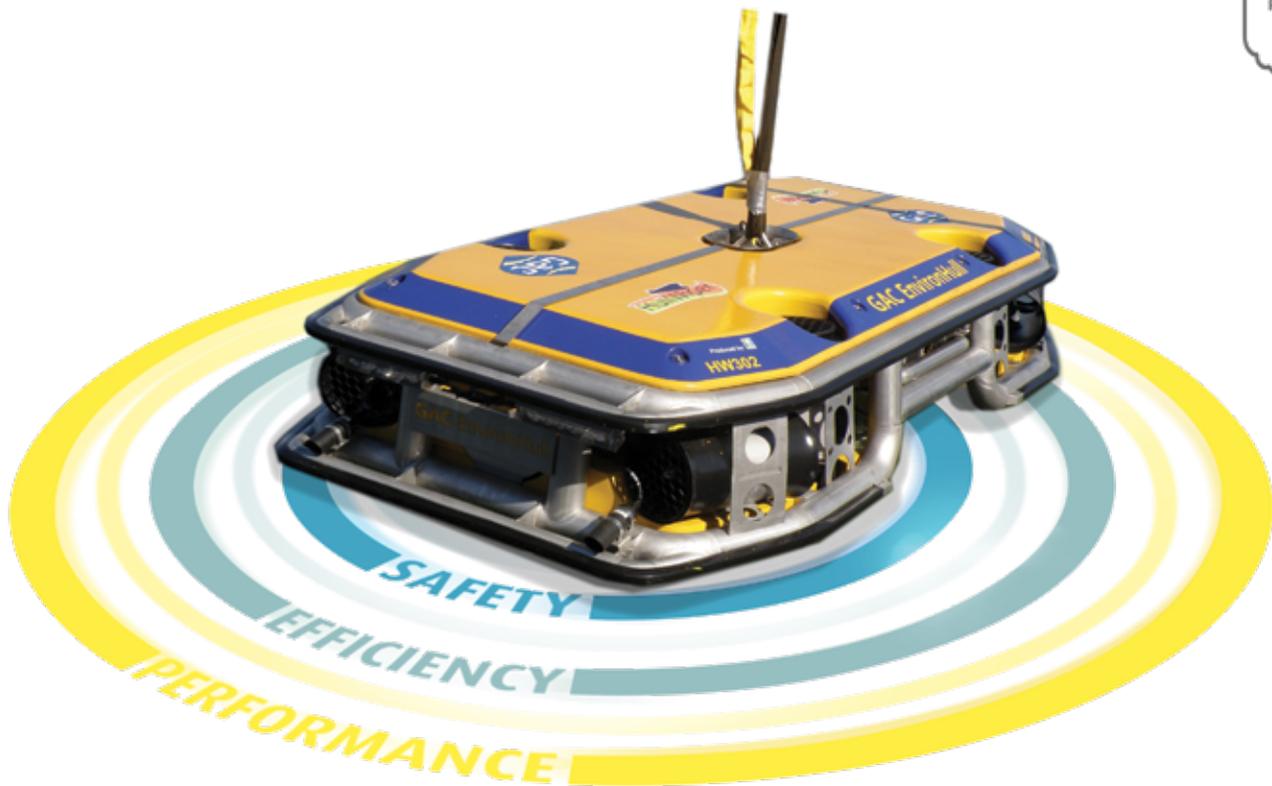
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