

Oct-Dec 2019 |

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# GACWORLD



Delivering your strategy.

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GAC Sweden strengthens  
national coverage

## GAC Launch Services — Ability worth bottling



# Boat Business...



**H**ere is a truth: ships need boats. Indeed, all floating and fixed marine structures need boats. Around the world, our boats feed, serve and supply the special and general needs of our seafaring customers.

Ship supply services are a large component of launch operations and the sun is always rising on GAC launch trips out to anchorages in Brazil, the UK, the Gulf, Sri Lanka, Russia and more. Our look at this key supply sector starts on page 12.

## A better vetter

You want certainty about all your suppliers. You need to know that they can meet your required performance standards. Supplier vetting is the solution and putting the whole show online makes it even stronger. GAC has ditched the paperwork to make the process better for everyone. Now, if you need to, you can see what your supplier's supplier is doing. See page 8 for reassurance.

## Expanding

Our UK operation has added two bases in the south serving mainly the offshore renewables sector (page 3). Denmark has opened an office in Kalundborg to serve liquid bulk customers (page 3) and Sweden has taken over the agency operations of SwedAgency AB (page 21). Meanwhile, in Dubai our Global Hub Services has shifted to new digs (page 4). All of this clearly shows that business has its own momentum and strives to flow round or over the rocks that global politics puts in the way.

## Far-flung FLNG

There are more isolated places. Mars or Antarctica, for instance. But Prelude has a definite claim on the title. This is Shell's Floating Liquid Natural Gas facility sited in the Indian Ocean almost 500km from the town of Broome off northwest Western Australia. Agency matters for the facility's first shipment were handled from GAC's office in Perth (which is also one of the most isolated state capitals in the world). You'll get the picture if you turn to page 20.

## Bob takes a bow

Bob Bandos, our longtime head of shipping in the USA and more recently Group Vice President for the Americas region, has retired. Bob came to us when GAC acquired Rice Unruh Reynolds Co in the early 2000s and quickly established his authority on all shipping matters in North America. His relationship skills, industry knowledge and natural warmth gave much to GAC and to our customers and we thank him his important contribution to shipping. And we welcome Pontus Fredriksson as Bob's replacement as Group Vice President – Americas (page 5).

## Size matters

When you see a launch or tender alongside a ship there is no doubt about who is serving whom. It is all about having the right tool for the job and some of the best come in small packages. Whether you're in need of parts, people, provisions, a technician, or a pocketknife, it truly is your call.

## Stuart Bowie

Editor

# New UK offices to serve oil, gas & renewables clients

**G**AC UK has opened branches in Harwich and Ramsgate to meet increased demand in oil, gas and renewables work in the South of England.

Both locations are actively servicing projects within their areas. Their addition to the GAC UK office network further strengthens the company's focus on providing its energy customers with round-the-clock local knowledge and expertise.

## Windfarm hot spots

The port of Harwich is fast becoming a hot spot for renewable projects with development underway on a state-of-the-art operations and maintenance base for Galloper Offshore Wind Farm. The GAC team already has many years' experience working for offshore and renewable customers from its Great Yarmouth and Felixstowe offices.

Further South, in Ramsgate, the development of the offshore wind farm industry is clearly visible from the Thanet Coastline. The port is home to the operation and



*Ben Timpson (Project Agency Team Co-Ordinator) and Steven McWilliam (Project Agency Team Manager) at the port of Ramsgate.*

maintenance of both the Thanet Offshore Windfarm and the London Array Offshore Windfarm.

Both offices are overseen by GAC UK's Project Agency Team Manager Steven McWilliam who says: "Ramsgate and Harwich are key strategic locations for GAC UK. We are witnessing accelerating growth in projects at both locations so the addition of these two new offices to our existing South of England operations enables us to respond faster to our customers' needs. It also puts us in the perfect position to strengthen our ties with the ports and local suppliers to serve our expanding customer base better". **GW**

# Open for business in Kalundborg

## Ship agency and logistics support for liquid bulk and energy sectors



**G**AC Denmark has opened a new branch in Kalundborg to better serve the needs of GAC's global principals in the liquid bulk and other sectors.

100 km west of Copenhagen, Kalundborg is a key location for liquid and dry bulk cargo and perfect for larger projects for industry players such as Equinor, Yamal LNG and Chevron.

Sebastian Jonsson, General Manager of GAC Denmark, says: "This new office means we can provide tankers and other customers with even more round-the-clock, locally based knowledge and expertise – and faster than ever. Kalundborg is a key strategic location and opening there is the latest step in our ambitious expansion plan and determination to provide optimum service and efficiency." **GW**



# New chapter in hub services

**G**AC Hub Services has marked the beginning of a fresh chapter with the inauguration of its new Dubai head office at a ceremony hosted by Managing Director Lars Hardeland and attended by Group President Bengt Ekstrand, Group Vice President Patrik Halldén and colleagues and guests from the Middle East and beyond.




Responsible for coordinating GAC's global hub operations, the new office operates around the clock, every day of the year. It features an employee-oriented environment which promotes creativity and collaboration, enabling staff to continue delivering innovative and efficient services for regional and global port call management, covering agency, commercial and husbandry matters.

At the inauguration, Lars said: "Today, our team turns the page, setting a new landmark in GAC. With one of the most eco-friendly and modern office layouts in the Group, we aim high and will achieve more."

GAC Hub Services' key divisions include Finance & Accounting which takes care of disbursements from all over the world, Commercial Operations, Global Husbandry, as well as key support functions such as supply chain and QHSSE.

Together with Hub Agency Centres in Singapore and Houston, GAC Hub Services employs 125 staff worldwide. **GW**



## Regional Office relocates

**G**reater opportunities for inter-regional collaboration are at the heart of GAC's decision to relocate its Africa Regional Office from South Africa to the UAE. Thomas Okbo, Group Vice President – Africa, now oversees GAC's activities in the region from Dubai – also home of the Group's HQ and Regional Office for the Middle East – from where it is better placed to share resources and support.

Group President Bengt Ekstrand says he expects the move to prompt greater cooperation between the regions to win more business. **GW**

## GAC appoints new Group Vice President for Americas Region

**G**AC Group President Bengt Ekstrand has appointed Pontus Fredriksson as GAC's Group Vice President – Americas, following the retirement of Bob Bandos.



**Pontus Fredriksson**



**Bob Bandos**

Bandos was part of the GAC Group for 15 years, serving also as Managing Director of GAC North America – Shipping. He will continue to support the Group in a consultative and advisory role until the end of the year.

Fredriksson, a graduate of Stockholm University, has been with the GAC Group in since

September 2007. During that time, he has served in a variety of finance and managerial roles in the Middle East, most recently as Managing Director of GAC Bahrain since 2015.

He paid tribute to his predecessor's achievements: "Bob has been at the helm during an important period of expansion for GAC in the Americas, with the opening of GAC companies in Panama, Guyana and Uruguay and the addition of new branches in Brazil. I want to thank him for everything he has done for the GAC Group and I wish him a happy retirement.

"I'm very excited to join our colleagues, customers and suppliers in the Americas region. I look forward to bringing my experience from Europe and Middle East to the Americas and hope to make the region an even more integrated part of the GAC global network." **GW**

## Delivering the goods for the GC32 Racing Tour

**T**he GAC Group's sailing logistics specialist GAC Pindar was the official shipping and logistics provider for the GC32 Racing Tour 2019 season which kicked off in Italy in May.

The sixth year of the GC32 Racing Tour featured fast catamarans allowing regular sailors, both pros and keen amateurs, to compete at speeds of 30+ knots at venues across Southern Europe. This year's five-venue tour was stronger than ever, following its consolidation with the GC32 teams from the Extreme Sailing Series. At least ten teams competed in some of the best sailing venues in Italy, Spain and Portugal.

GAC Pindar handled the transportation of yachts, equipment and other cargo for the events. The Pindar team has been involved with the GC32 Racing Tour since 2015 and has built up extensive experience handling the Volvo Ocean Race and other high-profile sailing events. **GW**



Reset your mind

HS  
Cen

# Powered by the sun

**M**ore than 15,000 high-efficiency solar panels are being installed to generate electricity for two of GAC Dubai's contract logistics facilities.

Approximately 3.42 megawatts of solar capacity will be fitted at GAC Logistics Park in the Jebel Ali Free Zone, covering 73% of its total electricity needs. Meanwhile, 2.65 megawatts of solar capacity at Dubai South will provide 93% of the electricity needs of GAC's newest contract logistics facility there. The option of extending solar power to its other warehouses in Jebel Ali is also being considered.

GAC Dubai has appointed Total Solar Middle East to fit the SunPower® P19-series solar panels. **GW**



**>15,000**

high-efficiency  
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solar capacity at  
Dubai South

**93%**

of the electricity needs  
of GAC's newest contract  
logistics facility



## High HSSE standards win ADNOC praise

**E**xcellent HSE awareness and the highest standards of vessel maintenance have earned the officers and crew of the GAC Marine tug Matilda praise from the Abu Dhabi National Oil Company (ADNOC) after an inspection at the company's base.

Despite it being among the toughest inspections in the sector, Matilda and her crew passed with flying colours. Further, the inspector Abhay Nimbalkar presented Able Bodied Seaman Ronito Magdadaro Lantaca and cook Dennis Alcayge Gealon with gift vouchers in recognition of their understanding and application of onboard safety standards. **GW**



## Energy giant reaffirms support for GAC Singapore safety initiative

Robert Bruce, Fleet Operations Manager – LNG for energy giant Chevron, pledged support for GAC Singapore's PEERS (Put Extra Efforts into Recognising Safety) programme for the second year running by handing over a USD 7,000 cheque to MD Henrik Althén.

He also presented GAC's Captain Laivren Hot Mulia Purba and Engineer Sipin Sembiring with vouchers in recognition of their safety and housekeeping compliance at a ceremony held at the DM Sea Logistics' shipyard, where two GAC supply boats are being built. The ceremony was attended by GAC's Group Vice President for Asia Pacific & Indian Subcontinent Lars Bergström and GAC Singapore management. **GW**



## Fight fatigue!



Master Saw Thaw Gay Htoo and Engineer Nay San are among 15 GAC Singapore staff wearing Readibands at work, as part of a trial in collaboration with Lloyd's Register to tackle fatigue in the workplace.

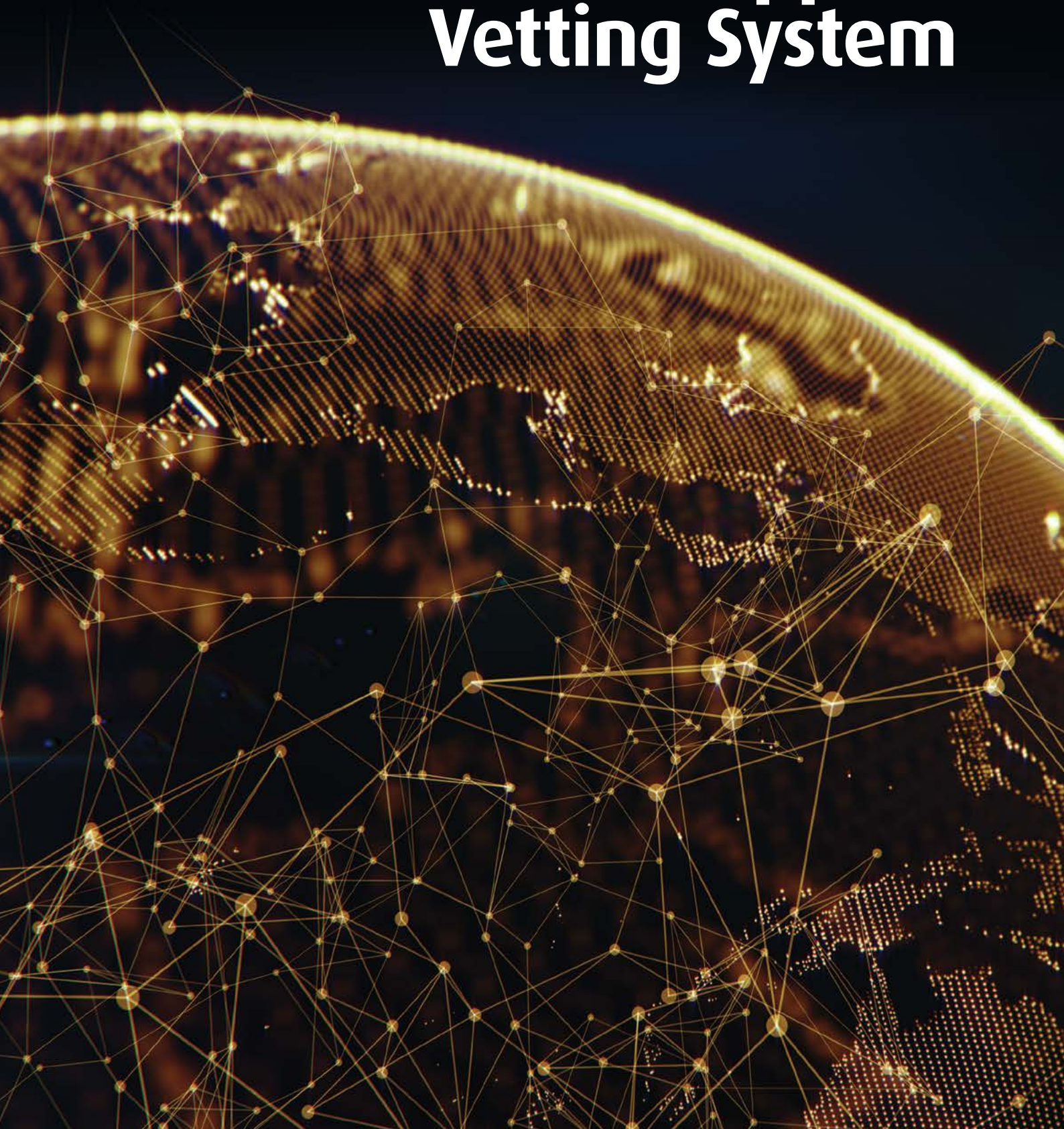
The Readiband is designed to help people measure, manage and reduce their tiredness. It draws on 25 years of research into Biomathematical Fatigue Modelling by the US Army Research Laboratory.

GAC Singapore MD Henrik Althén says: "Most of our staff spend eight hours or more every day at work, so we want to know what's causing fatigue and what we can do to help improve conditions that contribute to it."

The GAC Singapore trial will continue for 6-8 weeks, after which the results will be analysed and recommendations developed for both work and home. **GW**



# A message about GAC's online Supplier Vetting System





Supplier vetting is a necessity. It is the only way that GAC and our customers can be certain that the services we provide through 3<sup>rd</sup> parties comply with the internationally-recognised standards we want to uphold.



**Constantin Draghici,**  
GAC Group QHSSE  
Manager

Our customers benefit from supplier vetting because it gives them confidence about services they don't necessarily see firsthand. The trouble is that before 2019 the whole vetting process was a time-consuming, paper-driven hassle. Yes, it was a necessity, but getting it done annoyed everyone.

### Big shift

Now things have changed. GAC is bedding in its online Supplier Vetting System (SVS) and everyone involved is feeling a lot happier. The news from Singapore, Cape Town, Houston and other GAC locations is that the process is faster and smarter, and to date covers more than 80 services, starting alphabetically with Air Freight and Ambulance and closing out with Water supplies and Welding.

### Coverage

"The point about having an efficient online system for supplier vetting is that while services may be local, the standards we apply are global," says GAC's Dubai-based Group QHSSE Manager Constantin Draghici. "SVS data is visible to all companies in the Group so if one GAC company vets and approves a supplier, that supplier can be viewed and added to another company's approved supplier list without the need to run the vetting process again."

Constantin's colleague Desmond Goh in Singapore welcomes the visibility the SVS provides to both GAC and its suppliers.

"It lets us identify any risks so that we can take the necessary steps to mitigate them or choose an alternative supplier," he says. "We can verify suppliers' information such as qualifications and certifications, track their performance, and check their financials to get a clearer picture of their risk level in order to protect GAC and our customers."

### Benefits

GAC's suppliers benefit from the SVS because it is, in effect, a powerful form of certification. Says one GAC supplier: "GAC's programme is extremely thorough with excellent supporting documentation which I downloaded to have as reference materials to show what compliant companies are all about. Excellent."

Indeed, the reception by GAC suppliers has been warm and positive after initial start-up glitches were fixed. Nobody is asking to go back to the paper-based process.

For GAC's customers there isn't much to see – unless you want to.

"We can provide evidence to customers on how the vetting process has been performed if this is requested by the clients or auditors," says Constantin Draghici. "And importantly, we are not able to tamper with the data. Only the supplier can input and amend the info required during the process."

What customers will see at surface level is that services are delivered in the usual way according to required standards. Beneath the surface the wheels of compliance are working hard to make sure customers continue to have nothing to notice. **GW**

# Bus gets ship-shape for new life in Texas

**T**hat's right. That is a classic 1950 AEC RT double decker bus sitting on the quayside in Southampton. The little piece of Britain was about to start its journey to a new life - on a Texan ranch - with a little help from GAC UK.

When the vintage vehicle retired from active public transport duty, it was used for a while as a tearoom in London before it was abandoned and fell into disrepair. It was restored in the 1990s and, for the past two years, has worked as a wedding bus in and around the Fife area. Now it's heading to Texas where it will ferry people around at the Eightfold Farms ranch.



For more information of Eightfold Farms, visit [eightfoldfarms.com](http://eightfoldfarms.com)

Special Cargo Manager Dominic Watson was charged with getting the bus to its new home by RORO from Southampton to Galveston. It's the 20<sup>th</sup> bus Dominic has shipped during his time at GAC UK.

He says: "The Routemaster is an icon of British transport and it is seen as quintessentially British as Sherlock Holmes, the Royal Family and cream teas. Each one has its own character and this one is no exception. But I know its new owners will take care of it in its new ranch home." **GW**

## Fun Fact

It's the same make and model as the bus that starred in the hit 1960s British movie 'Summer Holiday'. All together now "We're all going on a summer holiday..."





## WW2 tank back State-side for D-Day anniversary

As the 75<sup>th</sup> anniversary of the D-Day landings in June 1944 loomed, the turret of a US Army Sherman tank was shipped back home.



It had been discovered off Omaha Beach in Normandy by local fisherman Jacques Lemonchoise in 1984 when his net snagged its barrel. Lemonchoise took it to shore and later displayed it for 30 years at his Museum of Underwater Wreckage in northern France.

The turret was bought several years ago by the Bovington Tank Museum which planned to ship it back to the USA. The Museum's Major Mike Strong (retired) contacted GAC's Special Cargo Manager Dominic Watson for help to get it there. It then took two years to negotiate with the French Ministry of Culture to get all necessary permits, as the turret was considered an object of historical importance. And for safety reasons, it had to be shown to be decommissioned and inert by filling it with concrete.

At the end of April this year, the turret was loaded on to a vessel at Le Havre bound for Miami in Florida. From there it went by rail to Omaha Research LLC in Jacksonville. **GW**

## Logistics tag team delivers for WWE show

The World Wrestling Entertainment (WWE) show in Jeddah presented GAC Saudi Arabia with a challenge. How to get 39 40' containers, five 20' containers, 216 tons of air freight, six 40' trailers (in coordination with GAC Dubai) and a 20' pyrotechnic road shipment cleared and delivered within tight deadlines despite the reduced working hours in force for Ramadan?

A combination of careful planning, meticulous coordination and sheer hard work solved the problems and brought the lights, the smackdowns, the music and the action to cheering audiences.

The GAC team in Jeddah had been appointed by event logistics specialists Sound Moves. WWE Logistics Manager John Corr praised GAC's "excellent" work, adding: "This is a very positive result for future projects as it builds confidence that Saudi Arabia is becoming an event and show location where arrival and departure timescales close to those in more established territories are becoming possible." **GW**



# Cutting through: GAC's Launch and Offshore Supply Services

## Dubai Old Port – the late 1960s.

The head of GAC's shipping department C.I. Gopalan is watching a ship crew being offloaded from a tug when he has a brainwave. Why not set up a service for vessels passing offshore, eliminating the need for them to divert from their course to take on supplies or change crew? His idea is approved and GAC's first supply launch is bought and put into service.

In the half century since then, GAC launch services have delivered supplies, transported seafarers, and provided support to many thousands of vessels, rigs and platforms around the world, around the clock.

In the UAE, Oman, Sri Lanka and Singapore, GAC runs its own fleets of high-speed, air-conditioned supply and crew launches. Elsewhere, from Brazil to the North Sea, local GAC teams partner with local operators to support oil & gas projects, renewable installations and other offshore operations.

“I remember the first ship for which we did a supply,” Gopalan recalled. “It was the ‘Gimlevang’, a Norwegian vessel 10 miles off Dubai out in the roads, to which we brought a 450kg engine that was lifted by the ship’s gear.”





### Pioneer

In 1994, GAC Sri Lanka pioneered services to ships plying the international trade lane to the south of the island.

Today, it is the country's largest marine craft operator with 85 skippers and crew manning 12 supply and support craft out of Galle, Colombo, Hambantota and Trincomalee. In 2018, GAC Sri Lanka made more than 3,000 trips out to vessels off port limits handling crew changes, sea marshal transfers, emergency evacuations and deliveries of spares, provisions, lubes, water, Cash-To-Master, charts and publications.



M.W.L. Premathilaka, skipper of the supply craft 'Johanna' (above), served 25 years in the Sri Lankan Navy before joining GAC Sri Lanka. Those navy years were a good preparation for his duties over the past decade where he has met many challenges: multiple operations in a single day, rough seas, night ops. And always keeping the human element in mind.

Safety is a priority for every operation, both to ensure everything is delivered or collected safely and to make sure he and his crew return to wives and children at the end of each shift.

He has an essentials checklist for every job:

- Patience
- Careful coordination
- Competence to manoeuvre the launches, no matter the conditions
- Effective decision-making especially when under pressure
- Understanding of the time constraints of vessels
- Thorough knowledge, understanding and compliance with all HSSE protocols

44-year-old Launch Skipper P.B. Rathnasiri (below) joined GAC last year after more than 22 years at sea, including a stint with the Navy.

He says that GAC gives him the authority to make his own decisions based on his experience and the conditions for each job, adding: "Being out at sea and commanding a launch gives me professional pride and the satisfaction of fulfilling the requirements of many vessels calling at our ports."



The tug 'Yaanik' is the newest addition to GAC Sri Lanka's fleet. It has the muscle to handle diversified marine services both along the Sri Lankan coast and in neighbouring country waters.

She has a bollard pull of 14.28 T generated by 2 x 650 BHP engines operating at 1900 RPM. She also boasts a clear deck space of 7.15 x 5.0m, cargo capacity of 30 tonnes and a crew/passenger capacity of 18.

The 'Yaanik' also has a bunker capacity of 70 Tonnes, a freshwater capacity of 30 Tonnes and complies with the Maritime Labour Convention 2006 accommodation regulation (see story on page 16).

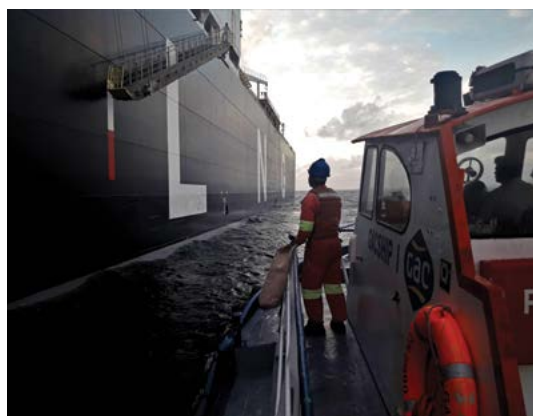


*Sunrise Silhouette:  
GAC Brazil's Fabricio  
Silva heads out to  
Vitoria Anchorage.*



*The Atlantic Ocean that brought Josemar Duque's ancestors to Brazil from Europe today provides a living and a purpose for the 42-year-old father of two young daughters and Operations Supervisor at GAC Brazil's Vitoria branch. He's seen here heading out to the Anchorage Area on board the 'Leontios H' to disembark a mooring team, just one of the 3,000 launch operations GAC Brazil conducts every year.*

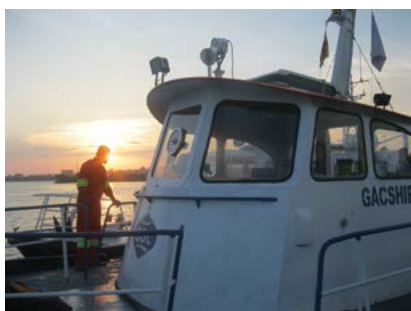
*Josemar has been in the shipping game since 1995, and with GAC for the past three years. He applies his philosophy of looking after everything, even the small things, to both his personal and professional life: "It's about guiding, motivating, improving and moving together on the same target. In my work, that means aiming to provide the best possible services offered for our customers."*



*Launch crew alongside an LNG vessel.*



*Personal protective kit is an essential component of every launch operation.*



*Operation timings are set by the customer so GAC crews are regularly out before sunrise and back after dark.*



*Forth Logistics' Projects Manager Cameron Coul (left) and Senior Engineer Jim Tarvit (right) during sea trials of the "Wave Spirit", one of six line handling boats serving the Shell UK Braefoot Bay Terminal in the Firth of Forth in Scotland. GAC UK works closely with Forth Logistics to provide a range of launch services to tankers at the terminal, as well as day-to-day mooring operations and services including jetty watch services, pollution response and safety boat cover.*

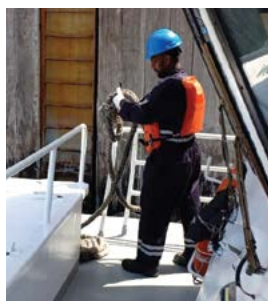




The 'Dorita' is owned and operated by GAC Abu Dhabi to conduct ship agency related services in Ruwais.



The GAC GARB in action in Dubai.



29-year-old Able Seaman Nidi Godlin Raj's hadn't originally planned to follow in his fisherman father's footsteps. However, marriage and the need for financial security led the Computer Science graduate to take to the waves. For three years now, he's been part of the GAC Saudi Arabia launch crew based at Ras Tanura.

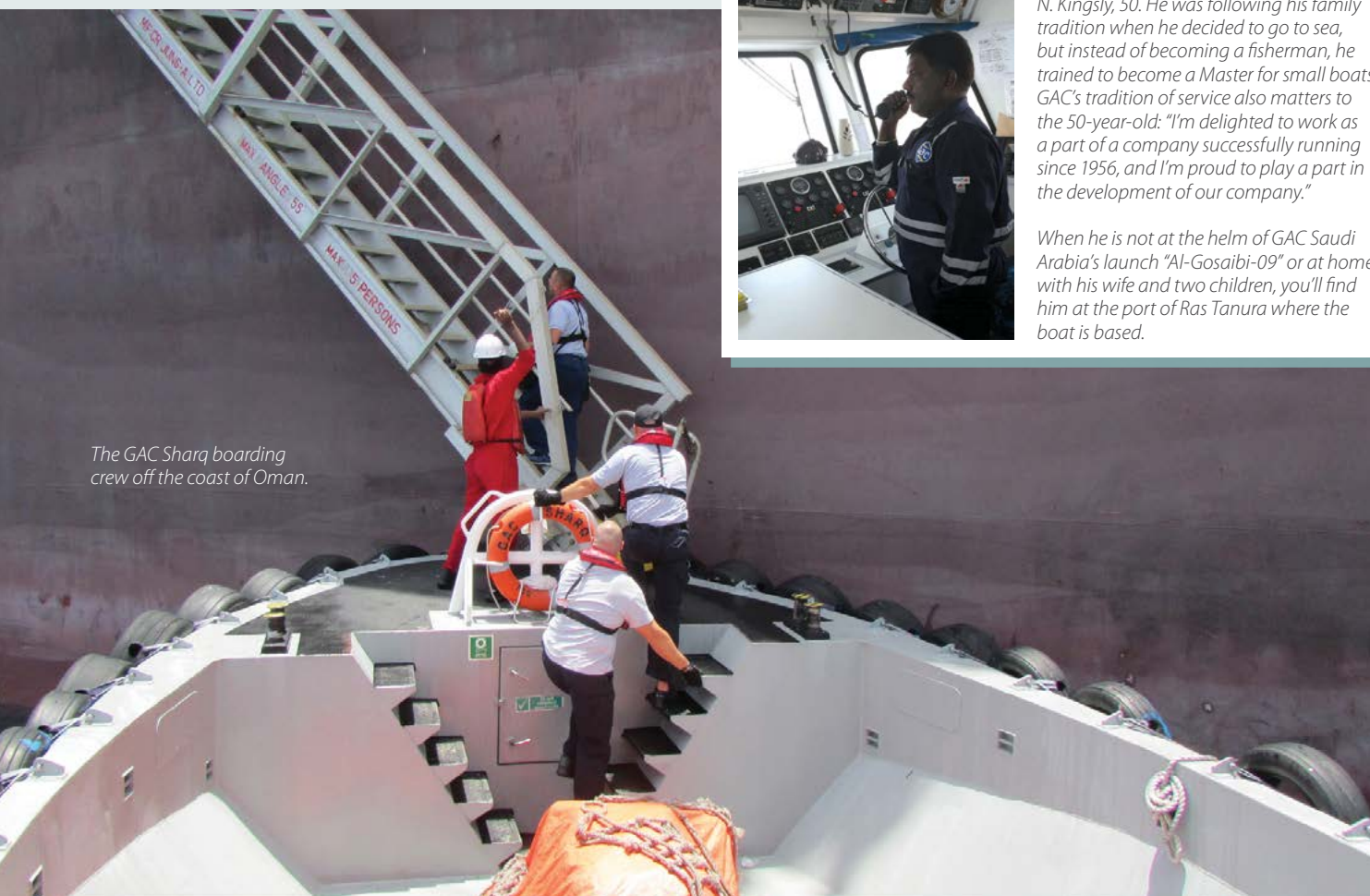
"Great things can be acquired only from great places," he says. "I have gained a lot: good technical knowledge, training in health, safety security and environment (HSSE), and so on. We have the best shore engineers, captains, engineers and crew members, and great teamwork."



Tradition is important to Launch Master N. Kingsly, 50. He was following his family tradition when he decided to go to sea, but instead of becoming a fisherman, he trained to become a Master for small boats. GAC's tradition of service also matters to the 50-year-old: "I'm delighted to work as a part of a company successfully running since 1956, and I'm proud to play a part in the development of our company."

When he is not at the helm of GAC Saudi Arabia's launch "Al-Gosaibi-09" or at home with his wife and two children, you'll find him at the port of Ras Tanura where the boat is based.

The GAC Sharq boarding crew off the coast of Oman.



# New alternative offers time and cost savings for lube oil deliveries

**G**AC Sri Lanka has responded to rising demand for bulk lube oil for vessels calling off port limits and at anchorages by using the latest addition to its fleet to deliver supplies. It is the only agent in the country offering this service.

It's a practical alternative to delivering the lube oil in drums, which can incur additional costs and waiting times. Drums take up a great deal of space onboard, so extra launch trips are often required. Then there is the time and trouble required to dispose of the empty drums, which is not permitted at some ports, and the fact that a mid-ship crane is needed to take the drums onboard.

GAC Sri Lanka overcomes such issues with its newest supply boat 'Yaanik' by pumping the lube oil from an intermediate bulk container on its deck, at a rate of 100 litres per minute, greatly reducing the amount of time required for the operation. **GW**

**100**

litres per minute



# Murmansk manoeuvre

Denis Nyukhin has been taking advantage of the long days of northern daylight as he reacquaints himself with an old friend at Murmansk.



Denis Nyukhin

It's the third time GAC Russia's agency supervisor at the port has overseen the delivery of an oil rig on board the semi-submersible vessel RED ZED I, coordinating unloading with all the involved parties including the vessel, rig crew and agent, harbour master, pilots, tugs and boats.

The rig is now offshore for drilling operations for China Oilfield Services Limited (COSL), but will be back in port once again as the days draw in. Drilling in the Kara Sea can only be done during ice-free periods in the Arctic, from early July to October, so Denis will again be at hand to ensure the rig is safely loaded for her return journey to China. **GW**



# Teamwork delivers success in Malaysia

**W**hen GAC Malaysia was appointed by KMU Fabricators Sdn. Bhd. to handle the operations and sea freight for its first international export, they enlisted the help of GAC Singapore to ensure a smooth shipment.

The two companies worked together to ensure that the 18 silo pieces and 120 packages of duct work weighing more than 430 tonnes were loaded onto a 240' barge at Tanjung Langsat port before heading for Cirebon in West Java, Indonesia, where they will be used for a 1,000MW coal-fired generator.

"It was challenging as we needed to tailor the project plan to the client's cost and timeline," says GAC Malaysia's Ezi Idrus, Business Development Manager. "But thanks to the teamwork with our colleagues in Singapore, the cargo was loaded in just three days instead of the estimated five whilst keeping to the customer's request on day time loading only. The multiple visits to the client and the port paid off."

The team also helped the customer save costs with a detailed loading plan, competitive sea freight rates, negotiating with the port authority on all port related costs and coordinating with the barge owner and other agencies.

"Keeping to the customer's budget was not easy especially when faced with many variables beyond our control, such as port tariffs and the mandatory use of port stevedoring equipment," says GAC Singapore's Head of General Freight, Warehouse & Projects, Desmond Sim. "But staff from both companies played critical roles in overcoming the odds." **GW**



## Quick thinking delivers stinger

**G**AC Abu Dhabi's problem-solving skills came to the fore when a stinger brought in to prevent pipes bending and buckling in barge operations proved too large for its trailer and too high to be transported by road.

A solution was quickly found: reducing its boom by a metre and loading it onto a second trailer with other items.

Despite the unexpected work and new permits and paperwork required, with the weekend just hours away, the stinger was loaded and ready to set off first thing the next working week. It arrived at its final destination by daybreak, much to the delight of the customer. **GW**





# Mission accomplished



**T**wo rigs at a Shenzhen shipyard needed to get to Guangzhou port to start their long voyage to Bahrain. GAC Shenzhen in South China made it happen.

It took a lot of preparation, countless meetings and tireless coordination between the GAC team and Shenzhen's harbour master, vessel traffic service, pilot station, shipyard, local agents and more to get the 12560 MT self-elevating drilling units "Shelf Drilling Achiever" and "Shelf Drilling Journey" towed 60km to Guangzhou's Dayushan anchorage.

From there, the rigs were due to be loaded onto a heavy lift semi-submersible vessel for the 9,610km onward journey. But there was a snag.

Due to an emergency, the port authorities would not allow the heavy-lift vessel to anchor and the operation was delayed. And when the vessel was finally allowed to enter, initial loading was aborted due to high winds. As a safety measure, an ocean tug was brought in to affix a bow towline to keep the ship stable, allowing loading to be completed.

Being flexible and prepared for the unexpected was part of the job for Capt. Xiangping Liu, GAC Shenzhen's Assistant Manager for Operations and Commercial, Shipping Services, and his team.



**Xiangping Liu**

"We can never be fully prepared for every eventuality, some things are simply beyond our control," he says. "But we can adapt to changing conditions, make smart decisions and react quickly." **GW**

**12560 MT**  
self-elevating  
drilling units

**9,610km**  
onward journey



Check out Capt. Liu's video of the operation at  
<https://web.microsoftstream.com/video/0d6ed24b-1fc1-4729-9737-be57802db242>

# First cargo shipped from Shell FLNG

The first shipment of LNG has sailed from Shell's Prelude Floating Liquefied Natural Gas (FLNG) facility, 475km north-east of Broome in Western Australia. Not only did GAC handle the ship agency requirements to get it to its remote location, it also took care of the first shipment to leave it.

Due to the facility's location far offshore, it was not practical for the team to attend the facility physically. Instead, they handled everything remotely from GAC Australia's office in Perth, both when the Prelude FLNG facility sailed to its permanent location, arriving in July 2017, and for loading its first shipment.

The Prelude FLNG facility will produce 3.6 million tonnes of LNG per annum (mtpa), as well as 1.3 mtpa of condensate and 0.4 mtpa of LPG. **GW**





# GAC Sweden strengthens national coverage with transfer of SwedAgency AB operations

## Move sharpens focus on shipping agency and associated services in Stockholm area

**G**AC Sweden has taken over the ship agency activities of SwedAgency AB throughout the country, boosting its operational presence in and around the capital Stockholm and extending its reach to Oxelösund.

The transfer of operations sees SwedAgency's experienced agency specialists join GAC's team to ensure a seamless transition with no disruption of service to local clients.

Johan Ehn, GAC Sweden's Managing Director, welcomed the SwedAgency team: "Together, we look



*Björn Fischer (left), Managing Director of SwedAgency AB with Johan Ehn (right), Managing Director, GAC Sweden.*

forward to expanding our services in Sweden, especially in the Stockholm/Mälardalen region. As specialists in the provision of ship agency and husbandry support at all the country's ports, we're committed to continue delivering exceptional levels of service and local knowledge that our clients can rely on."

Björn Fischer, Managing Director of SwedAgency AB, said GAC's global network makes it extremely well placed to serve shipping in Stockholm and beyond.

"When considering what SwedAgency's next step should be to continue to grow and best serve our customers, merging our business with GAC was a natural choice," he added. **GW**



## Three times a charm

**N**ot once, not twice, but three times in just 16 days. That's how many times GAC UK assisted with the ship-to-ship (STS) transfer of ethane at Scapa Flow in Orkney recently, seen here in a shot captured by Agency Supervisor Charlotte Bruce.

The company was appointed as ship agent to handle local coordination and husbandry for both vessels involved, the 83,757m<sup>3</sup> very large ethane carrier (VLEC) newbuild 'JS INEOS MARLIN' and the 27,566m<sup>3</sup> 'JS INEOS INNOVATION' to which she offloaded her cargo. No sooner had the smaller vessel delivered her first load to Rafnes in Norway, she was back to load up for a second time, and then again one more time.

This year alone, GAC UK has served as agents to more than 80% of the STS operations carried out in Scapa Flow. **GW**

# Breakbulk big time in Bremen

**B**reakbulk Europe. It's the world's largest event dedicated to the breakbulk and project cargo sector and this year it attracted more than 11,000 professionals from 120 countries to the north German city of Bremen. GAC was there in force.

For more than a decade, the two-day exhibition has served as the networking hub for a wide range of cargo owners, ocean carriers, freight forwarders, ports/terminals, heavy hauliers, equipment suppliers and more as exhibitors and sponsors.

Our people from the UK, Sweden, Norway, Dubai, Bahrain, Kuwait and India were stationed at the GAC stand to answer questions, make new connections and reconnect with old ones. As a result of participating this year, the Group is pursuing specific prospects in ship agency as well as extending its logistics network in Africa. **GW**





# Singapore support for young maritime talent

For a third year running, GAC Singapore has supported a promising Singapore Maritime Academy student with its annual book prize. This year's recipient, Liew Shuang Yang, is seen here with Managing Director Henrik Althén (right) and QHSSE Manager Desmond Goh at the graduation ceremony where he received his Diploma in Maritime Business. As in previous years, the GAC Singapore prize was awarded based on academic achievement.

Liew Shuang Yang says: "The maritime industry has a wide variety of sectors from container shipping to the most sophisticated offshore oil and gas sector. With each sector being so different from one another, it provides one with an endless choice of career paths and I believe everyone can find one that fits them. GAC has a worldwide presence and a great reputation for providing excellent agency services as well as back-end logistics operations."

GAC Singapore has been working with the Maritime Academy over the years to customise in-house training for staff and launch crews, including man overboard drills, basic first aid, pilot ladder and life raft safety procedures. **GW**



## Appointments



Pontus Fredriksson



Johan Fulke



Johannes Ericson



Brian Zhang

### *GAC Regional Office - Americas*

#### **Pontus Fredriksson**

Group Vice President, Americas  
Previously: Company Manager  
of GAC Bahrain

### *GAC Oman*

#### **Johannes Ericson**

Company Manager  
Previously: Company Manager  
of KTS Kuwait.

### *GAC Bahrain*

#### **Johan Fulke**

Company Manager.  
Previously: Company Manager  
of GAC Oman

### *Group Marketing Team (East)*

#### **Brian Zhang**

Marketing Manager (Shipping  
Services) for Shanghai market.  
Previously: Operations Manager  
– Johnasia Shipping

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# Your business, our territory

## Trust our instinct

Wolves know a lot about cooperation, teamwork and the lie of the land. So do we. After more than 60 years in shipping and logistics, you could say it's in our DNA, part of who we are. So when the competition is snapping at your heels, put the call out for a service provider who is sure-footed, keen-eyed, honest, ethical and powered by endless stamina. We'll help you stay ahead of the pack.

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