

QUARTERLY BULLETIN

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*Corporate News**New delivery vessel,
MV Paulownia*

Alfa Ship Managers has added another vessel to our fleet. On 25th August 2009, Ship Manager Hong Rong Huang flew from Singapore to Port Shuwaikh, Kuwait, to take delivery of the 44,700 DWT

Panamanian Registered MV Paulownia which is classed under Bureau Veritas.

The smooth transfer of Technical and Crew Management is the result of 2 months of detailed careful planning and preparation by our Technical and HSSE Quality Teams.

The Owner has informed that this vessel would be engaged in Sand Transportation.

Alfaships is pleased to be selected by the Owner following favourable and strong recommendations from existing shipowners.

We are MOVING

Alfaship office lease at the present Techlink Building expires in October 2009.

Preparation is made to move our office sometime in mid-October.

We will keep all our customers posted.

Our new office full-style address:

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Corporate News



Shifting of Sinosin Xiamen's Office

M/S Sinosin Xiamen, our China Crewing head-office shifted to its new locality on 21st August 2009.

The new office is located in a more accessible location and is also supported nearby by accommodation availability. This enables M/S Sinosin to be more effective in conducting Crew Training as compared with the previous office location.

M/S Sinosin Xiamen's full-stytle as stated below:-

Sinosin Marine Service Co., Ltd.

Unit 721-723, Buynow Technology Building,
No. 76 Hubin South Rd., Siming Dist, Xiamen City,
P.R. China, Post Code: 361004

Tel: +86-592-5070952

Fax: +86-592-5070953

Email: sinosin@sinosgp.com

Website: www.sinosgp.com

Crewing Matters

ILO's Maritime Labour Convention 2006 Awareness by ABS

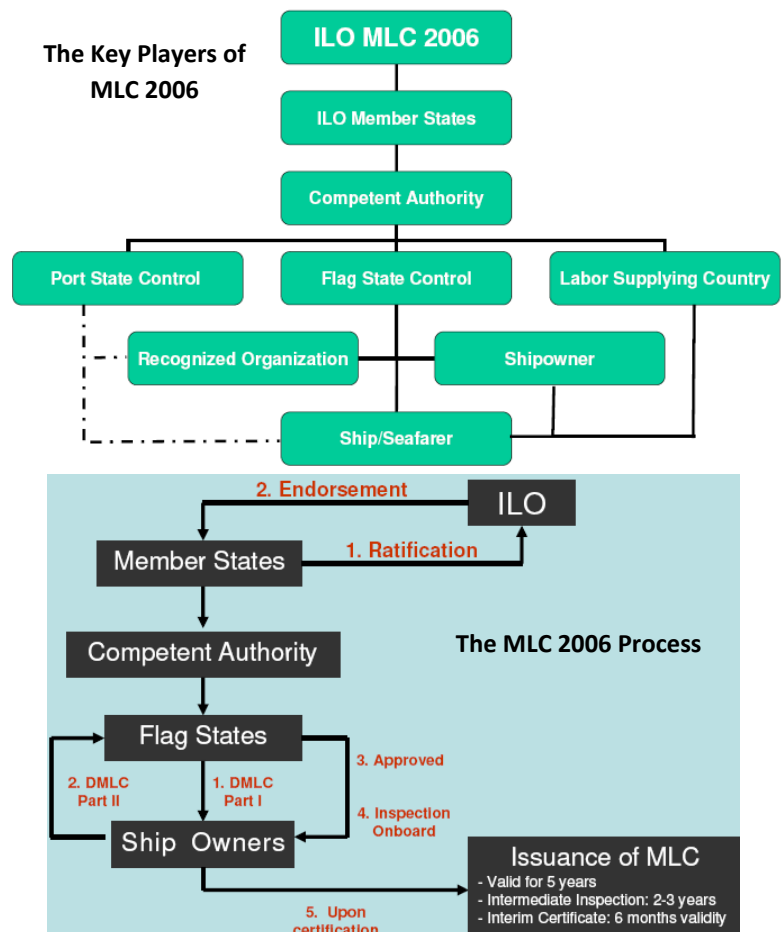
American Bureau of Shipping (ABS) invited Alfaships to attend their introductory seminar on Maritime Labour 2006 (MLC 2006) on 23rd July 2009 at Grand Hyatt Hotel, Singapore.

Six of our staff from Crewing and QAS Department attended the seminar to learn more about MLC 2006 and preparatory work prior to entry into force.

MLC 2006 contains five titles:-

- Title 1 - Minimum requirements for seafarers to work on a ship
- Title 2 - Conditions of employment
- Title 3 - Accommodation, recreational facilities, food and catering
- Title 4 - Health protection, medical care, welfare and social security protection
- Title 5 - Compliance and enforcement

MLC 2006's objectives are to comply, enforce and establish firm rules while at the same time, allowing shipowners' implementation flexibility.



Crewing Matters

Continuous Cross-Management Interaction Programme

Ms Jojo Ji from M/S Sinosin Xiamen was selected to attend 2¹/₂ months of inter-company cross-training at Alfa Ship Managers' office in Singapore.

Our Crew Manager and Quality Manager provided the necessary training modules as well as conducted the training programme.

Following her training, Jojo was also given hands-on training at Alfa Crew Managers' office.

Jojo has expressed gratitude and assures that she will put her training into good use.



3 Signing-On Crew Members with Capt Tan and Mr Hong

Pre-Joining Induction for 3 Pioneer Crew

On 4th & 5th August 2009, Master, Capt Huang Hua together with Chief Engineer and Electrician came to Singapore Alfa Office to attend pre-joining briefing prior to taking over MV Paulownia.

Our Ship Manager and HSE Manager spend great effort to fully familiarize the new joiners with Alfa Safety Management Systems.

Induction Seminar to prepare Officers & Crew to take delivery of MV Paulownia & Seafarers' continuous training

The seminar was conducted in Xiamen, China from 10th to 12th August 2009.

A total of 19 Officers, 17 Crew and 8 Cadets attended the seminar.

The seminar has two objectives:

- To prepare the officers and crew for the taking delivery of MV Paulownia; and
- To provide continual Refreshing Course for our existing sea-going staff.

Alfaships' CEO, MD and GM who flew over from Singapore to Xiamen to conduct this seminary as well as to meet our seagoing staff.



Shipping Headlines

The Baltic Dry Index, a measure of shipping costs for commodities, posted its biggest monthly drop since October 2008 on plunging rentals for iron-ore carriers.

The outlook for the dry bulk shipping sector is expected to be challenging as rates are likely to stay in the doldrums on weaker raw materials demand from China and oversupply of vessels.

The iron ore trade had a significant impact on the Baltic Dry Index and dry bulk rates as 50% of the bulk material carried by dry bulk carriers was iron ore.

While the dry bulk rates in the first half year were fuelled by strong commodities import, particularly iron ore from China, the average prices in the second half are anticipated to decline.

Challenging Times Ahead for Dry Bulk

In the recent months, Chinese demand for iron ore has driven freight market activity while adding to wings on the main index.

The imports of iron ore in the last couple of months averaged 70% of the country's needs, based on assumption of 63% iron content. In comparison to the imports of iron ore averaged over 50% in 2007 and 2008.

The recovery of the dry bulk rates would depend on the global economic recovery as well as the supply of vessels in the market.

Supply of new vessels is still in excess to demand. Higher scrapping is needed and cancellation of more vessels is required to balance the slowing demand.



Quality, Assurance & Safety



Capt. Wang (In the centre) with some of the Kisarazu City's guests

MV Yuritamou's Luncheon Party at Kimitsu

MV Yuritamou, one of our Shipowner's flagship, played host to the Mayor of Kisarazu City, Mr. I. Mizukoshi on 15th August 2009. A luncheon party was held on-board the vessel in honour of the Mayor. This was held at the port of Kimitsu.

The Mayor brought along 30 guests for this celebration. This celebration has become a memorable event to the Master & Crew. Everyone had a great time.

The Master and Crew were commended by the Mayor for their warm and efficient hospitality. The Master of MV Yuritamou has indeed made the Shipowner proud. Alfaships is also proud to be identified together by the hard work and good hospitality extended by the Master to these honourable guests and visitors.

Quality, Assurance & Safety

MARPOL Annex VI - Recording of Engine Parameters for Diesel Engines



MARPOL Annex VI's Reg. 13 applies to diesel engine with a power output of more than 130 kW which is installed on a ship constructed on or after 1st January 2000; and diesel engine with a power output of more than 130 kW which undergoes a

major conversion on or after 1st January 2000.

The NO_x emission resulting from modifications shall be documented in accordance with the NO_x Technical Code for approval by the Administration.

Thus, a record book of engine parameters is to be maintained onboard pertaining to Nitrogen Oxide (NO_x). All changes relative to engine components and settings are to be recorded in the record book in accordance with 6.2.3.2 and 6.2.3.3 of the NO_x Technical Code. All adjustments, part replacements, and modifications that affect NO_x emissions are to be described in the record book chronologically.

Entering into force on 1st July 2010, 6.2.2.7 of NO_x Technical Code 2008 requires all part replacements, including 'like-for-like' replacements to be described in the record book.

Despite of the NO_x Technical File is required to be maintained onboard, there have been numerous reports of cases where the NO_x Technical File has not been maintained onboard.

A gentle reminder to all Masters and Chief Engineers to ensure that they maintain their NO_x Technical File and the record book of engine parameters, together with their Engine International Air Pollution Prevention (EIAPP) Certificate.

African and South American PSC may require Original STCW Documents

As required by the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978 as amended, Port State Control (PSC) of several African and South American Ports have imposed severe monetary penalties and caused sailing delays for vessels that cannot

produce original documentation for seafarers and officers.

IMO reported in contrary to that several vessels in recent months were being imposed with huge monetary penalties and sailing delays due to non-acceptance of temporary certificates and authorizations — for example, Certificates of

Receipt of Application and Urgent Authorizations (UAs).

Those vessels which are calling at ports in Africa and South America should endeavor to original documentation and flag endorsements on board ship prior to arrival whenever possible to avoid unnecessary fines and delays.

Conditions of Entry for Vessels arriving at U.S. Ports from Certain Countries

With effect from 15th September 2009, US Coast Guard will impose conditions of entry on vessels arriving from the Republic of the Congo with exception of vessels arriving from Djeno Oil Terminal during their last five port calls.

Any vessel arriving in the United States that called in Republic of Congo and any of the following countries during its previous five port calls must take actions on the vessel's security.

The countries, which are affected by the US Coast Guard's imposition of conditions of entry, are Republic of the Congo, Venezuela, Cambodia, Cuba, Cameroon, Equatorial Guinea, Guinea-Bissau, Indonesia (except Banjarmasin Port), Iran, Liberia, Mauritania, and Syria.

The actions to be taken for vessel's security are as stated in 5 steps:-

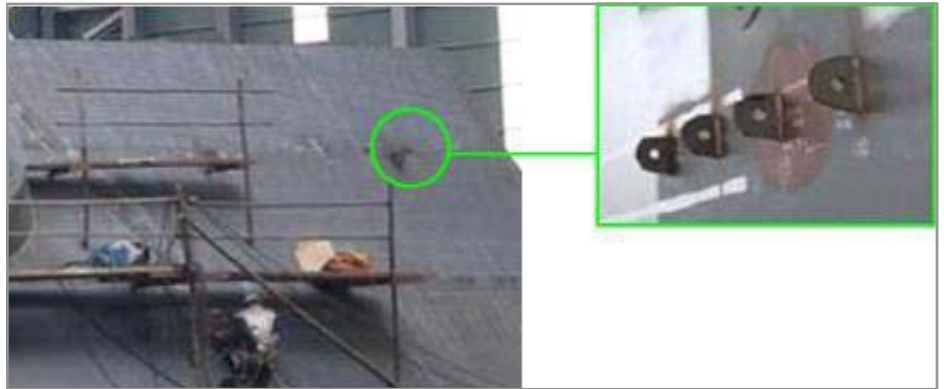
1) Implement measures per the ship's security plan equivalent to Security Level 2.

- 2) Ensure each access point to the ship is guarded and that the guards (ship's crew or outside security forces) have total visibility of the exterior (both landside and waterside) of the vessel.
- 3) Attempt to execute a Declaration of Security.
- 4) Log all security actions in the ship's log
- 5) Report actions taken to the cognizant US Coast Guard Captain of the Port (COTP) prior to arrival.

Issue Highlights

Safety of Japanese Shipyards

A recent visit was made by Workplace Safety and Health Council (WSH Council) to a few Japanese shipyards to learn more on the management of safety and health issues and the safe line operations of Japanese shipyards. Local shipyards should consider adopting the safety and health management of Japanese shipyards.



Eye-lugs welded onto the area of work for mounting working platforms.

Japanese shipyards are generally well-organized where the line processes are carried out in orderly and systematic manner. The working environment was well kept, attributed to strict house-keeping. The overall quality of the working conditions really depends on the housekeeping of the work place which will minimize/eliminate the slipping or tripping hazards and other risks. Workers and equipment are able to move around easily without the risk of injury and damage. With diligence and application of the systematic management of materials, equipment and industrial debris, good housekeeping can be achieved, thus contributing to a heightened level of workplace safety and health.

Japanese shipbuilders take into serious considerations of safety and health risks during the design stage of the shipbuilding automation process. These risks can lead to control measures being implemented and integrated when the shipbuilding automation is in operations. For example is the removal of the need to use scaffolds in most Japanese shipyards. To replace use of scaffolds, eye-lugs (as shown above) were being mounted directly onto working platforms such as wall of a book. The location of the eye-lugs are determined during the design stage where it was considered a requirement for the mounting.

WSH Council participated in a

voluntary scheme where participating shipyards conduct cross inspections of each other's yard. Such cross inspections facilitate learning from each other's good workplace practices and the challenges faced at work. These cross inspections can also facilitate the sharing of information beyond the boundaries of individual shipyards and groups of shipyards.

Our Chief Engineers and Chief Officers must learn to adopt good and safe working practices under the guidance of the Masters and Ship Managers.



Industrial Debris Management



Dedicated area for storage of lifting gear

Miscellaneous

Alfaships provides Industrial Training

As part of Alfaships' Social and Corporate Responsibilities, the company provides regular industrial training to Singapore Maritime Academy's Diploma Students.

Crystal Yang Xiaoyan is the 4th batch of internship programme student to

be attached to Alfaships.

She joined Alfaships on 14th September 2009 as part of her 2nd year of Diploma in Maritime Transportation Management.

She is currently attached to our Procurement Department where she will receive hands-on practical training.



Seacastle Project by Alfaships

Alfaships continues to develop the company's Cadet Training Scheme as part of the company's Continuous Work Improvement culture.

In this regard, our MD, CEO and GM went on a Study Tour to Beijing and Wuhan on 27th to 29th September 2009 to visit China Training Crewing facilities and to understudy their training programme.

The Study Tour team visited New Alliance Marine Training Centre, Sinocrew Maritime Services Co., Ltd., China Marine Seamen Service Corp. (MASES) and Cosco Shanghai Manning Co., Ltd. Many positive ideas were exchanged.

Alfaships is confident that arising from this tour, Alfaships and M/S Sinosin will be able to make improvement to our Cadet Training Scheme and raise our training to the next higher level.

To date, 79 cadets have graduated from our 5 batches of Cadet Training Scheme where 54 cadets are currently serving onboard our fleet of vessels. 12 cadets are awaiting to serve our vessels while the rest of the cadets are either awaiting for their Certificate of Competency (COC) or on vacation after signing-off vessels.



MV PAULOWNIA INDUCTION WITH ALFASHIPS & SINOSIN



Alfa Ship Managers Pte Ltd provides a wide range of integrated marine services

- *Technical Management / Consultancy*
- *Crew Management*
- *Commercial Management*
- *Engineering Consultancy*
- *Dry Docking Superintendence*

Dear Readers,

For your comments and suggestions kindly send to:

admin@alfaships.com