

QUARTERLY BULLETIN

Volume 1, Issue 2

October - December 2008



Season's Greetings

Wishing all our readers a Happy and Prosperous New Year

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From the CEO's Desk

Alfa Ship Managers was incorporated on 28th August 2007. This was immediately followed up with the delivery of our first vessel M.V. Hanjin Qingdao, a 2554TEUs container vessel on 6th November 2007. The company fleet quickly grew to 18 vessels by March 2008. Ship management remains our core business.

One of our vessel, M.V. Ikan Belanak, changed ownership in June 2008 and reduced our fleet size to 17 vessels ending December 2008.

Corporate News

Top 4 Officers KPI

The Company would be enhancing our senior officer's appraisal system. We will be introducing a reward system for deserving TOP 4 Senior Officers who complete their contract onboard. The reward will be based on their management of the vessel with respect to Leadership, Teambuilding, Safety and Quality.

Company's KPI

In the pipeline of the Company's Work Plan 2009, we move to develop KPIs as performance benchmarks for the company staff. The KPIs would include the following elements:

- management, leadership and accountability
- recruitment and management of shore-based personnel

- recruitment and management of ships' personnel
- reliability and maintenance standards
- management of change
- incident investigation and analysis
- safety management
- environmental management
- emergency preparedness and contingency planning
- measurement, analysis and improvement

ALFA CREW MANAGERS PTE LTD		Rev 00 / 1 Jan 2009	
MASTER/CO/CE/ZE APPRAISAL REPORT (Top 4 Senior Officers KPI)			
MASTER/CE NAME:	SHIP'S NAME :		
RANK : (Delete as appropriate) Master / CO / CE / ZE	Type Of Report (When carried out)		
DATE (Fr.) - (To) :	- Ship Inspection	<input type="checkbox"/>	
	- Audit	<input type="checkbox"/>	
	- Sign on/off	<input type="checkbox"/>	
Alfa Senior Officers Key Performance Indicator Assessment			

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Crewing Matters

Pre-Joining Induction - Top 4 Officers



Capt. Tan with the Top 4 On-Signing Senior Officers of M.V. Hanjin Chittagong

On 7th November 2008, our office conducted a Pre-Joining Induction for 4 Top Senior Officers to familiarize them in the Alfa Ship Management System. This was to ensure all joining sea-staff can quickly integrate into the shipboard team and contribute their best with minimum delay. Where possible Senior Officers are sent to Alfa Singapore Office for pre-joining briefing.



Mr. Chia (DPA & CSO) with the officers during their Induction at Alfa Office



Fleet Manager, Mr. Li & Capt. Huang

On 16th October 2008, Capt. Huang was invited to Alfa Singapore Office for a pre-joining briefing prior to taking command of M.V. Ikan Bilis, a 75,500DWT Panamax Bulker.

Capt. Huang was very happy and impressed by our company's commitment to quality and safety.



Capt. Tan and Capt. Huang

Sinosin's Training Seminar



Sinosin's Ship Staff during the Seminar

Sinosin's Training Seminar 2008 was conducted at Xiamen, China on 30th November 2008. It was attended by 47 ship staff. The seminar was intended to provide a continuous Ship Skill Development to upgrade and enhance our crew quality. Mr. Andy Wang (MD) and Capt. Tan Kim Hock (GM/QAS) headed the training. The seminar was well received with many positive feedback from the attendees.

Sinosin's Audit & Review



Sinosin's Staff and Alfa (Singapore) group photo after the Audit.

In line with the company's Audit Plan, our CREW MANAGER (m/s SINOSIN MARINE SERVICE CO., LTD) in Xiamen, China was audited on 14th December 2008.

The Financial Audit was conducted by Ms. Susan Wong, Alfa's Finance Controller and assisted by Alfa's Finance Executive, Ms. Ellen Zhao.

The Audit focused on Crew Allotment, Leave Pay and Wages. Other subjects audited were General Shipboard Welfare.

The objective is to ensure that the welfare of all our seafarers are being well looked after.



Shipping Headlines

Following the Global Financial melt-down, shipping is undergoing a major upheaval change due to over-tonnage in all categories of vessels, such as mega containerships, tankers, bulk carriers and car-carriers.

We are all aware that freight rates have fallen and profits have vanished.

The Master, Chief Engineer and all onboard must support the ship owner by carrying out good shipboard maintenance.

We look forward to strong support from the shipboard staff.

Quality, Safety & Assurance

Marine Incident

Minor Bunker Overflow Incident at Singapore Pasir Panjang Container Terminal on 18th October 2008 during Ship-to-Ship Transfer of bunker while alongside.



M.V. Hanjin Chittagong alongside at Singapore Pasir Panjang Container Terminal with a portion of oil floating on water

During bunkering operation at Pasir Panjang Container Terminal on 18th October 2008 at 0550hrs, M.V. Hanjin Chittagong had a minor oil spill and raised the alarm. The DPA immediately activated the Office Contingency Committee (OCC) to manage the incident. Due to the quick response by the Office and Shipboard staff, the situation was immediately brought under control.

Our subsequent root cause analysis revealed the following :-

- Failure by Bunker Barge to adhere or comply with the vessel's stipulated pumping rate.
- Failure by vessel to closely monitor the pumping rate on board.
- Failure by vessel to monitor an adjacent tank. (The Oil Spill was caused by the adjacent non-nominated tank being filled)

REMINDER TO MASTER & CREW

Masters and all officers and crew are strongly reminded to comply fully with the Company's Ship Operations Manual including the relevant Company Circulars.



Crew cleaning up the fuel oil on board M.V. Hanjin Chittagong

MARKET BUZZ

COSCO to merge two Asia-Europe loops into a single one
 COSCO aims to merge its two Asia-North Europe services (AES - 31211 / AEN - 31214) within a single loop (31218) in a bid to adjust capacities to the new market reality. The new loop will be run with nine COSCO ships, eight of which are 10,000 teu units and the remaining, 9,400 teu.

CKYH Alliance slashes Asia/Europe capacity by 30%
 Due to weak demand during the winter, CKYH Alliance carriers COSCO, K'Line, Yang Ming and Hanjin are cutting capacity on Far East/Europe services by combining current AES and AEN services into a single service called CNEU. A number of sailings in both the AES2 and AES3 services will also be suspended.

Send your company's new services & developments, customer activities, senior staff changes, etc. to enl@shipping.com.sg. All press releases must not exceed 40 seconds. The service is only exclusive to Shipping Times subscribers.

"K" Line Quality Inspection / Audit



M.V. Durban Bridge is coming alongside at PSA Singapore's Terminal Berth

On 16th November 2008, M.V. Durban Bridge was inspected by the "K" Line's QAS Inspector in Hong Kong. We are very proud to report that M.V. Durban Bridge received an excellent grading (Grade B) in spite of her age of 16 years. This goes to show that a dedicated Master and crew working together with the Ship Manager can go a long way towards ensuring a Top-Class Ship condition.

We are proud of the entire M.V. Durban Bridge team for their great effort.



Issue's Highlight

Trouble Waters in Gulf of Aden

Piracy risks in Gulf of Aden has been on going over the years, and being in the focus of attention among the shipping community.

Reference illustrated map below, (?) with inverted triangle denotes place where piracy incident took place, and

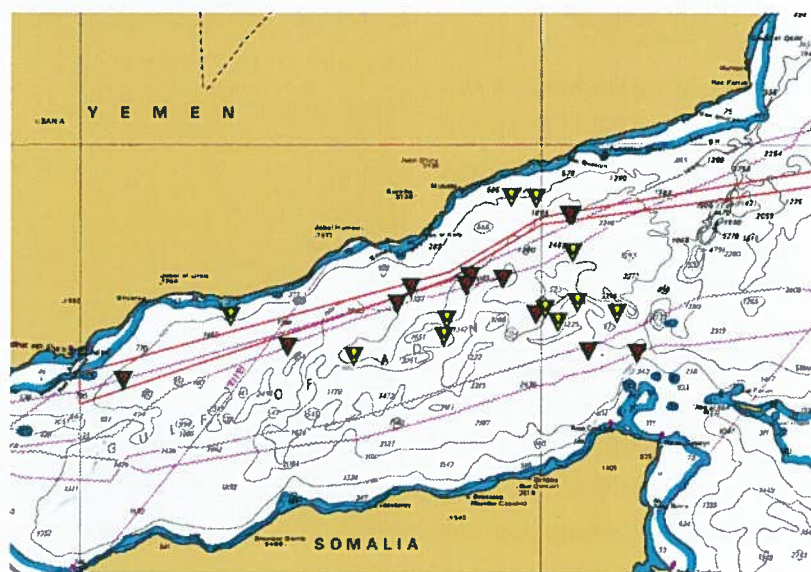
(!) with inverted triangle shows actual hijacking cases.

Vessels with LOW freeboard and slow steaming speed are more vulnerable to the attacks.

13 35N 049E 13 40N 049E
14 10N 050E 14 15N 050E
14 35N 053E 14 45N 053E

All Masters are advised to take Special Measures as below:-

- 1) Gather updated information regarding pirate attacks.
- 2) Navigate through the above mentioned "Corridor".
- 3) Make contact with naval units and other vessels as soon as the vessel enters the area.
- 4) Navigate at FULL speed especially when the ship is in the high potential area of piracy attack.



Gulf of Aden

On 25th August 2008, the Maritime Security Patrol Area (MSPA) was established in the Gulf of Aden with Coalition Navy warships patrolling the area, and aircrafts flying in air-space above.

This established area forms a shape of corridor through the Gulf of Aden and ships are recommended to navigate through this corridor; which enclosed by RED lines as above.

The coordinates of the waypoints denoting the corridor are:-

12 15N 045E 12 35N 045E

- 5) Conduct additional watches, including the radar watch.
- 6) Lock all the doors to the living quarters and maintain access through only one place (only the bridge at night).
- 7) Obstruct access to the outside stairs at several places on both sides of the ship (for ships outfitted with outside stairs).
- 8) Spray water from several appropriate places on the stern or upper deck.
- 9) Use the searchlights effectively.
- 10) Have a contact number in the wheelhouse.

- 11) Drill crew how to react when confronted with a suspicious approach or an attack.

The best measure to prevent an attack is to escape, i.e., keep away from all suspicious boats. Once such suspicious boats are seen,

- 1) Increase the ship's speed as much as possible in order to escape from those boats.
- 2) Contact a naval ship (if one is in VHF range) - UKMTO (United Kingdom Maritime Trade Operations (Telephone:+971 50 552 3215 E-mail: ukmtodubai@eim.ae), IMB (International Maritime Bureau (Telephone:+60 3 2031 0014 E-mail: imbsecurity@icccs.org.uk) & your company's CSO/DPA.

Emergency Measures In Case of an attack:-

- 1) Increase the ship's speed as much as possible.
- 2) If a suspicious boat gets within point-blank range of a ship, manoeuvre in a zigzag pattern, alternately steering the ship to port and starboard. The waves generated by this manoeuvring pattern and the continuous movement of the ship's stern will make boarding by pirates very difficult to carry out.
- 3) Blow the whistle and sound the emergency alarm.

Note: While manoeuvring no personnel should be on the deck.

Latest development is that China has sent their naval unit consisting of two destroyers and a supply ship to the area with the mission to protect Chinese ships and crew on board, as well as ships carrying humanitarian relief material for the international organizations, including the World Food Programme. In this context, Chinese ships include ships registered in Hong Kong.

Miscellaneous

Career Development



Our New Ship Manager, Mr. Hong Rong Huang

Mr. Hong Rong Huang (ex-Chief Engineer of M.V. Yuritamou) joined Alfa Ship Managers on 10th November 2008 as our New Ship Manager.

This is in line with the company's policy to provide a Continual Career Path for deserving Shipboard Officers.

Industrial Training Attachment



Mr. Louis Koh - 2nd Year in Diploma in Maritime Transportation Management

In line with the company's Social & Corporate Responsibility, we have been providing internship programs (Industrial Training Attachment) to final year college and Polytechnic



students. Currently, Mr. Louis Koh is attached to the Procurement Department.

O'Brien Oil Pollution Service, Inc. (OOPS) Spill Management Team Tabletop Exercise & Seminar 2008



We were invited by O'Brien Oil Pollution Service, Inc. (OOPS) to attend their Annual Spill Management Team Tabletop Exercise & Seminar which was held at Hotel Intercontinental (Singapore) on 12th November 2008. The objective of this tabletop exercise and seminar was for shipping companies to comply with USCG & State exercise requirements which are:-

- Preparedness For Response Exercise Program (PREP)
- State of California, Office of Spill Prevention and Response

OOPS took one of their vessels, M.V. Cosco Busan, a container vessel as an Oil Spill Response Operations case study. M.V. Cosco Busan struck the San Francisco Bay Bridge tearing a 100ft long gash in its hull and fuel tanks on 7th November 2007.

However, most importantly, the Office Contingency Committee of each company is able to contact OOPS immediately if any of their ships has an oil spill in any US ports.

Capt. Tan (GM/QAS), Mr. Chia (DPA/CSO) & Mr. Li (Fleet Manager) had attended this tabletop exercise and seminar fruitfully with a certificate of compliance being issued to our company.



Certificate of Compliance issued by O'Brien Oil Pollution Service, Inc. (OOPS)

Being Shipowners' Preferred Partners

To provide the highest level of Customer Satisfaction through Quality Ship Management

With a good achievement year 2008, let's all move forward to 2009, through calm and stormy seas in reaching greater heights, and accomplish our mission

**RIGHT ON BUDGET,
RIGHT ON TARGETS**





© Y.M.

M. V. HUMEN BRIDGE
(8212 TEUs)
Chartered to K-Line



M. V. F. D. LUIGI D'AMATO
Capesize Bulker



M. V. HANJIN CHITTAGONG
Chartered to Hanjin Shipping

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

- *Technical Management / Consultancy*
- *Crew Management*
- *Commercial Management*
- *Engineering Consultancy*
- *Dry docking Superintendency*



Merry Christmas

Dear Readers,
For your comments and suggestions kindly
send to:

admin@alfaships.com



Happy Holidays