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# WorldHorizon

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QUARTERLY MAGAZINE OF THE BW GROUP

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## Bridging Visions

### **Meet Carsten Mortensen**

BW's new CEO is the man-of-the-moment, poised to steer the Group to a great future

### **Best Bounce Backs**

LNG River Orashi and LR1 BW Lena prove good energy management combined with sound technical expertise and a can-do attitude can transform the good to the best



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# Bridging Visions

One of our guiding principles is “Always trying to do better”. This idea of being ready to change and improve connects back to our founder Y.K. Pao, who built the world’s largest shipping fleet from scratch, downsized during the shipping crisis of the early 1980s, and diversified into new business areas before rebuilding the fleet again in the late 1980s. One of the major Korean shipyards summarises the same concept succinctly: “No change, no future”.

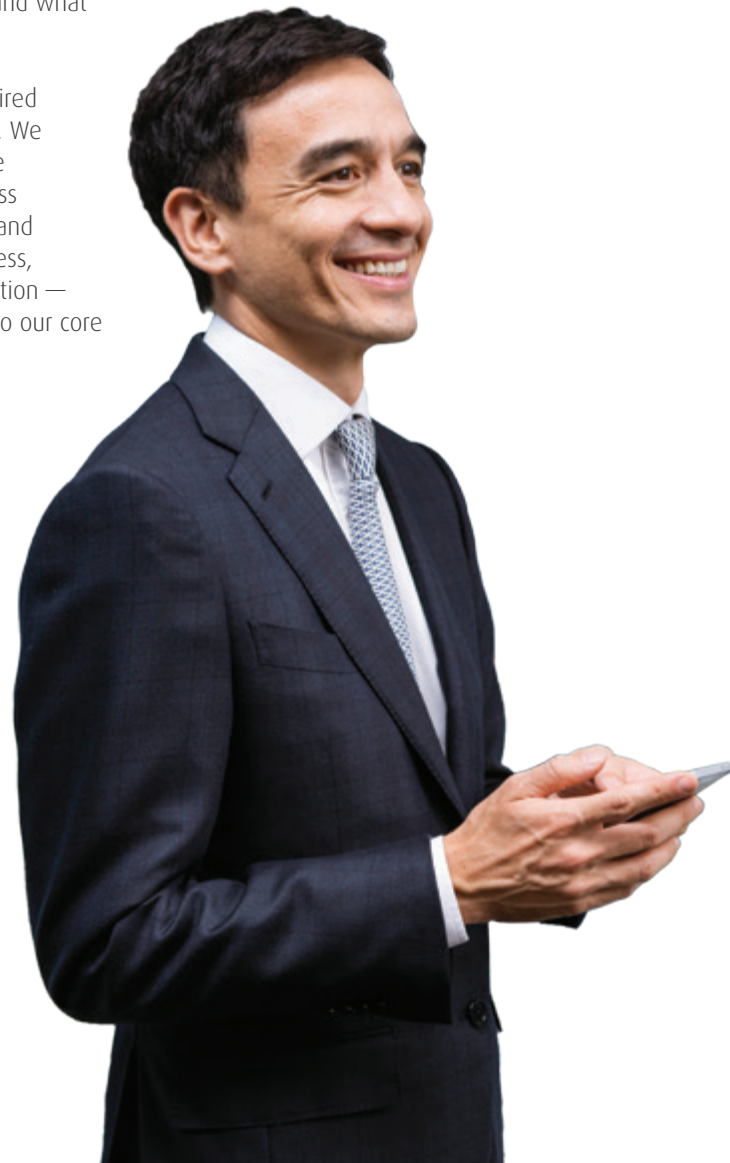
Observing the global environment, we find ourselves in uncharted waters. Extraordinary stimulus measures, starting in the US and extending to China, Japan and now Europe, have resulted in extraordinary liquidity and negative interest rates in some countries. We are also in a world of unprecedented visibility, where almost every action at individual and corporate level is recorded and can be commented on. Combined with the technological progress of the past decade, this has enabled companies to grow in just a few years to be worth tens of billions of dollars, and caused seemingly invincible sector leaders to be overtaken in a heartbeat. No change, no future.

There is a paradox here. Just as history is littered with cases of companies that failed to change with the times — Kodak being one of the most cited examples — there are also plenty of examples of companies that failed because they *did* change their business model and ended up straying

too far from what made them successful. On this 60<sup>th</sup> anniversary of the year that Y.K. Pao founded World-Wide Shipping (and coincidentally 80 years after Sigval Bergesen started his company), it is timely to ask what needs to change, and what should stay the same?

Fortunately this has never required too much soul-searching in BW. We are clear that we need to make constant changes in our business activities – what ships we buy and sell, how we finance the business, how we manage fuel consumption — while staying fully committed to our core purpose and our values.

In our recent engagement survey, the two highest scoring elements in the company — with over 90% rating — were “goals and objectives” and “values”. Our team



Photography by  
Thies Raetzke (raetzke.com)

members believe in our purpose, and are engaged with the values. The theme with the highest outperformance compared to the Global High Performing Organisations benchmark was “BW is doing a good job of moving quickly from idea to implementation”. When opportunities present themselves, we don’t hesitate to move. It should be mentioned that some of our team members felt that the pace of change was rather fast, and after buying and contracting over 60 ships in the space of 18 months, it’s hard to argue with that. But no change, no future.

Being very rigid on values whilst being fast and adaptable in the business is not contradictory. Values are the non-negotiable principles that we all live by in BW, whatever position one is in. “Delivering on our promises” and “always trying to do better” are equally valid whether we are buying ships or selling them, whether we are expanding in refined oil or crude oil. Our prudent, long-term approach to the business — ingrained in the corporate DNA by our first and second Chairmen — does not prevent us from changing our financing model to broaden our sources of funding. ‘Acting for the Future’ means that we adapt to the world around us to ensure we can sustain the business, not just in economic terms and in response to rapidly changing oil prices, but also in terms of the environment and other important measures.

On the subject of things that matter to us, safety is at the top of the list. It was with

a heavy heart and great sadness that we learnt of the accident on the Cidade de Sao Mateus FPSO that resulted in significant loss of life. Whatever we can say about building the business pales in comparison to this overriding objective — to ensure our colleagues return home safely. On this critical measure, we failed. I ask all our team members ashore and at sea to redouble efforts to ensure that we look out for hazards and look after one other. Safety is not a concept in a manual or on a poster or in a training session — it is at the heart of every activity we undertake. Our hearts go out to the families of the nine men we lost.

Although nothing can change what happened, the BW Offshore team’s response to the accident, led by Carl Arnet, was exemplary. Colleagues worked day and night to look after the families, to coordinate the response efforts, and to keep stakeholders informed. We are very grateful to Petrobras and the local authorities for their support.

This issue covers a wide range of topics from new ships to environmental initiatives. We have an interview with our new Group CEO, Carsten Mortensen, to whom I would like to extend a warm welcome on behalf of the entire BW team around the world. We are looking forward to having his experience and energy to help guide the company through the aforementioned uncharted waters. As part of further management strengthening, Nick Gleeson will return to the Group as CFO and we

have appointed new CEOs for BW LPG and our growing subsidiary BW Pacific. As these latter changes will only happen later in the year, I will come back to them in a subsequent edition of World Horizon.

On the topic of leadership, and given our strong presence in Singapore, we should acknowledge the passing of one of the great leaders of the 20th century, Lee Kuan Yew. His achievement was extraordinary — a man of conviction whose combination of determination, adaptability, and strong values serves as an example to us all. Our sympathies to all our colleagues from Singapore.

BW reaches this anniversary year in good shape, with strong purpose and values, and with a team that is extremely capable — not just in running the business, but in adapting to change. With many uncertainties in the world, this is a special combination of strengths that combines our deep heritage with a modern approach to conducting business. I wish all colleagues good courage to meet the challenges ahead. Above all, please stay safe.



Sincerely,  
**Andreas Sohlen-Pao**  
Chairman

# Meet Carsten Mortensen

BW's new CEO is the man-of-the-moment, poised to steer the Group to a great future



**Adlena Wong [AW] (for World Horizon):  
How and why did you join BW?**

**Carsten Mortensen [CM]:**

I have known Andreas for some time and for the last two to three years, we have had regular meetings in Copenhagen and Singapore and we developed an excellent rapport. Most people get along with Andreas because he is a good listener and has a rare ability of asking smart questions and putting them into perspective. I suspect that he appreciated my track record and found my core values aligned with his and the company's. So after a breakfast meeting one Wednesday in June 2014 in Copenhagen, we agreed it was a good match and came to terms. I flew to Oslo that Saturday to meet with then-Chairman Dr Helmut Sohmen, resigned on Monday and here I am today!

**AW: What will be your top priorities now that you've joined BW?**

**CM:** My first priority is to get to know the people behind BW. A close second is to understand the business systems and dynamics of the shipping segments BW is engaged in. I may have had nine months to prepare for this assignment however there isn't quite a script I can follow! BW is already a well-oiled machine with a unique history and unbelievable talent — I don't think I could ask for a better starting point.

**AW: Describe your leadership style.**

**CM:** I would say I'm someone who is consistent and my management approach direct and no-nonsense. I have been told

I'm a good listener, am empathetic and always curious. I have some "tools" that I have developed over my almost 30 years working at A.P. Møller-Maersk and D/S Norden. I hope to use them to continue making BW prosper and do better — without compromising on the core values of the company.

**AW: Speaking of management styles, who do you consider a great leader?**

**CM:** I am always open to be inspired — through reading, listening. So it's very hard for me to single out one "great leader". I love Winston Churchill's ability to say a lot with a few words. Many of his quotes are immortal and as relevant today as they were when he spoke them. One of my favourite quotes attributed to Churchill is: "Success is going from failure to failure without loss of enthusiasm.". It could equally be said that "it's about going from success to success without getting complacent". Churchill, by the way, was a great leader, particularly during the Second World War.

**AW: BW has four values: "We deliver on our promises", "We are always trying to do better", "We act for the future" and "We create energy through collaboration". Which value do you like best and why?**

**CM:** I think all four are important and relevant. I would prefer not to choose one over the other.

There is a striking resemblance between BW's four values, those of my old company,

"BW is already a well-oiled machine with a unique history and unbelievable talent — I don't think I could ask for a better starting point."

D/S Norden, and to the way I live my life. So it will not be hard for me to live and act on BW's values. Values are what define you, so you cannot compromise on them. There are no grey areas when it comes to principles — either you live by them or you don't. Values glue the company together and take it through good times and bad.

**AW: How do you manage stress?**

**CM:** I make sure I have other interests outside of work and I exercise regularly. I have a fantastic family — my wife Henriette and my two boys, Sebastian who is 18 years old, and Benjamin, 15. They keep me busy in my spare time.

**AW: What do you think is the formula for success for a shipping company?**

**CM:** Think and act long term. Don't get too greedy. Recognise that shipping is a very cyclical business and maintain financial resources to control your own destiny, which means to never get in a situation where the banks start calling the shots. And finally don't be afraid to look foolish (even as a CEO)! The world is constantly changing and a smart decision yesterday may look awful today. Don't be afraid to look like a fool, but always do the right thing.

**AW: Anything else you'd like to share?**

**CM:** I have been waiting for many months and I'm so ready to start! I so much look forward to being part of the BW team. **Wh**

# THREE'S A CHARM

BW LPG names three VLGC newbuildings in Ulsan



Three Isle of Man-flagged Very Large Gas Carriers (VLGCs) newbuildings, BW Carina, BW Gemini and BW Leo, were named at a ceremony held by BW LPG on 25 February at Hyundai Heavy Industries (HHI) Shipyard in Ulsan, South Korea.

In attendance were BW LPG's Chairman, Andreas Sohlen-Pao and board of directors Anne Grethe Dalane, Andreas Beroutsos, John Harrison, Dato Jude Benny and Andres Onaheim.

Guests-of-honour included Global LPG and Feedstocks Trading Manager of ExxonMobil,

Mr Per-Erik Aasum and his wife Mrs Jorunn Aasum; and HSBC's Global Head of Transport, Shipping Services and Offshore, Mr Mark Long and his wife Mrs Janine Long. Ms Dalane, Mrs Long and Mrs Aasum are the sponsors of BW Carina, BW Gemini and BW Leo respectively.

BW LPG CEO Nicholas Gleeson said, "These vessels deliver in to a particularly strong chartering market, and are being completed with the high quality that we have come to know of HHI."

"The completion of these three

newbuildings is testament to the positive collaboration between BW LPG and HHI and we look forward to re-visiting Ulsan in the coming years for the completion of this newbuilding programme."

BW Carina, BW Gemini and BW Leo will be joining BW LPG's 37 vessels currently on water. Classed by DNV-GL, the vessels have electronic-controlled main engines that enable them to be foremost, fuel efficient. They also exemplify our unwavering commitment to provide safe and efficient maritime transportation of LPG to customers. **wh**



# BW GROUP FLEET: 150 VESSELS

As of 31 March 2015



## Very Large Gas Carriers

No. of vessels: **32**  
 Year of construction: **1990-2015**  
 Average age: **8.1**  
 Cargo carrying capacity: **78,000-84,000 CBM**  
 Areas of operation: **Worldwide**



## Large Gas Carriers

No. of vessels: **5**  
 Year of construction: **1991-2003**  
 Average age: **18.2**  
 Cargo carrying capacity: **58,050 CBM**  
 Areas of operation: **Worldwide**



## LNG Carriers

No. of vessels: **15**  
 Year of construction: **1984-2015**  
 Average age: **9.8**  
 Cargo carrying capacity: **125,200-162,500 CBM**  
 Areas of operation: **Worldwide**



## Very Large Crude Carriers

No. of vessels: **10**  
 Year of construction: **2000-2011**  
 Average age: **9.9**  
 Cargo carrying capacity: **298,600-320,000 DWT**  
 Areas of operation: **Worldwide**



## Long Range 1 Product Tankers (LR1)

No. of vessels: **17**  
 Year of construction: **2004-2010**  
 Average age: **7.8**  
 Cargo carrying capacity: **72,800-76,600 DWT**  
 Areas of operation: **Worldwide**



## Medium Range Product Tankers (MR)

No. of vessels: **12**  
 Year of construction: **2013-2015**  
 Average age: **0.7**  
 Cargo carrying capacity: **49,999 DWT**  
 Areas of operation: **Worldwide**



## Offshore Fleet

No. of vessels: **17**  
 Year of construction: **2002-2012**  
 Areas of operation: **North and South America, Europe, Asia Pacific, Africa**



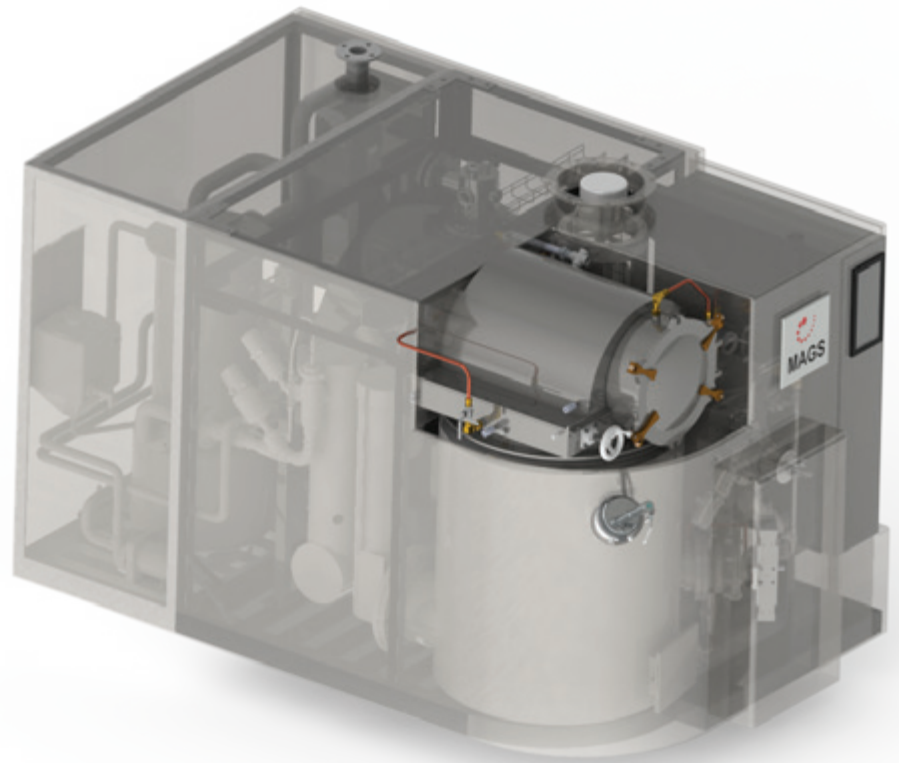
## Chemical Tankers

No. of vessels: **4**  
 Year of construction: **1997-2010**  
 Average age: **11.8**  
 Cargo carrying capacity: **19,400-22,000 CBM**  
 Areas of operation: **Worldwide**



## Newbuildings

Very Large Gas Carriers: **6**  
 Floating Storage & Regasification Unit: **2**  
 Liquefied Natural Gas Carriers: **3**  
 MR Tankers: **10**  
 Chemical Tankers: **11**  
 LR1 Tankers: **6**  
**TOTAL: 38**



# Saving Waste

## Terragon's waste management solutions get a nod from Green Marine Capital

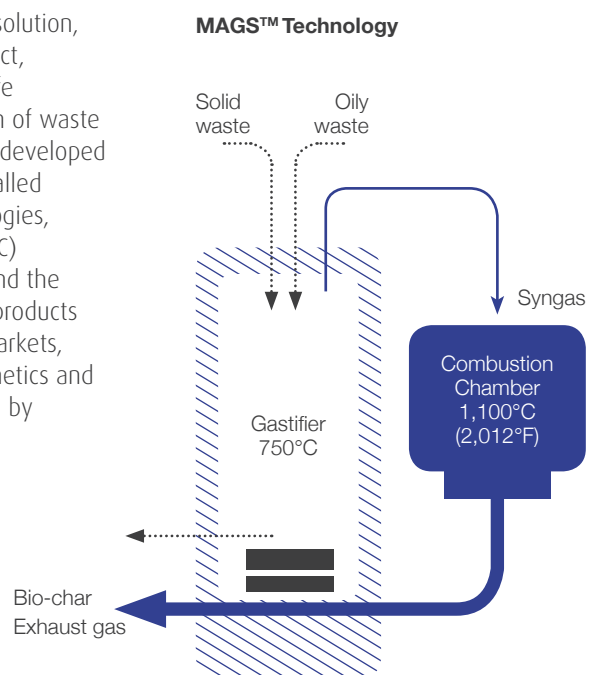
As the shipping industry expands to meet demands of the global economy, its impact on the environment becomes more noticeable, not least in the area of ship waste.

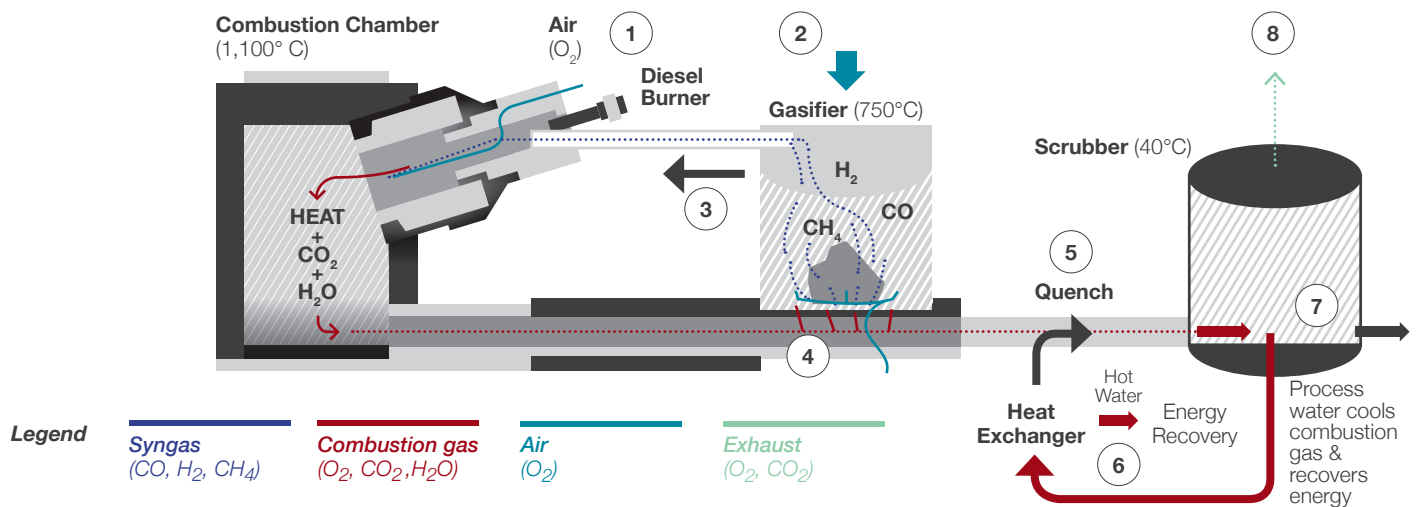
### Watching our waste

Waste management onboard vessels has increased in importance since the revision in MARPOL Annex V preventing pollution from garbage in January 2013. Shipping companies now face onboard storage problems and higher costs to land waste ashore.

This is where technologies such as Micro Auto Gasification System (MAGS) will come in handy.

An off-grid waste management solution, MAGS is to date the most compact, efficient and environmentally safe technology for on-site conversion of waste into thermal energy. It has been developed by a Montreal-based company called Terragon Environmental Technologies, which Green Marine Capital (GMC) recently invested in. GMC will fund the commercialisation of Terragon's products in the maritime and industrial markets, such as the manufacture of cosmetics and lubricants. Terragon was founded by Dr. Panayotis Tzantrizos in 2004.





**How it works**

MAGS is the only small-scale, gasification-based waste management system in the market. It can gasify a variety of waste streams including paper, plastics, oily waste, sludge and even biomedical waste.

It works by thermally (no direct contact with flames) breaking down the waste and transforming it into solid carbon material (biochar) and synthesis gas (syngas). The syngas is the main fuel source for MAGS, eliminating the need for external energy sources after initial firing up, while the gasification process reduces the waste by more than 95% in volume.

As compared to conventional incinerators, MAGS has proven to deliver significant savings and compelling operational benefits, is already classed by Lloyd’s Register and Class NK and is currently undergoing type approval by American Bureau of Shipping (ABS) and the United States Coast Guard (USCG). Maersk, the Canadian Navy and the Canadian Coast Guard have installed MAGS onboard their vessels and results have shown positive tangible operational efficiencies. These proven applications in the military, manufacturing and medical industries are indicative of MAGS’ full commercial reach. Trials at the US military, industry leaders in cosmetics and chemicals manufacturing, hospitals and Arctic communities have commenced and are likely to result in more installations in the coming years.

**3 advantages of MAGS**



**1. Cost-savings**

The compact and self-fueling MAGS can be easily installed on most sites. Its ability to treat problematic waste streams, including sludge, means customers save on waste transportation and disposal fees. Existing customers have cited expected payback by 12 to 18 months.



**2. Safer option**

Conventional solid waste treatment systems such as incinerators have unpredictable thermal profiles and open flames, making fire hazards onboard vessels a concern. With MAGS, the waste does not come into contact with any open flame and tests have shown a consistent thermal profile for different waste streams. MAGS does not require manned operation, making it operable in dangerous zones that restrict the usage of incinerators (for example, oil rigs).



**3. Low environmental impact**

MAGS has a small environmental footprint thanks to its energy recovery capabilities and compliance to both EPA and EU emission standards for incinerators. MAGS’ extremely low emissions means it can be used in environmentally sensitive Arctic ports and along coastlines. The biochar it produces may also be used as soil additive or landfill.

**Part GMC plays**

GMC recognises Terragon’s potential in providing a safer, economical and more environmentally friendly waste management alternative to incinerators in the marine market. By drawing on the deep-rooted maritime heritage of its partners, GMC will be able to better “marine-ise” Terragon’s innovation and assist in market penetration. Already, Terragon has won the 2014 Lloyd’s List North America Awards for Technical Innovation and numerous development contracts from Canadian and US agencies such as National Defence Canada and the US Office of Naval Research. **Wh**

# Best Bounce Backs

LNG River Orashi and LR1 BW Lena prove good energy management combined with sound technical expertise and a can-do attitude can transform the good to the best

Conserving energy is one of the top business priorities at BW. Even in the light of falling bunker prices, we are committed to reducing fuel consumption and managing an energy efficient fleet.

As proof of the company's commitment to the cause, BW has since 2011 implemented a holistic Energy Management Programme, which covers operational, technical and organisational areas. The goal of the Energy Management Programme is to ensure our operations are energy efficient and optimise the vessel and voyage.

BW has an ISO 14001 accreditation, which recognises the company for its green efforts.

## Fuelling improvement

Today, the Energy Management Programme is starting to reap tangible results. Other than a 10% reduction in CO<sub>2</sub> emissions, it

has given us significant monetary savings over the past four years and the fleet is seeing a significant improvement in the performance of its vessels. In 2014, two vessels stood out for showing the most marked improvement in terms of energy efficiency, ship performance and voyage performance — LNG River Orashi and LR1 BW Lena.

## LNG River Orashi gets a lift

LNG River Orashi was delivered from DSME in November 2004, and towards the end of the second five-year docking cycle she was having trouble with increased hull resistance and other technical issues that were unhealthily increasing her fuel consumption. Right around October 2014, she was dry-docked at Keppel Benoi Shipyard in Singapore, and is today performing better than new. River Orashi is currently chartered by NLNG and usually loads her LNG cargo in Bonny, Nigeria, delivering it worldwide.

"After dry-dock, LNG River Orashi was able to achieve speed better than during sea trials," says Technical Superintendent, Jan Ivar Teien.

"Of course this couldn't have been achieved without the dedication, thorough understanding of voyage management and high technical competency of our staff, crew, officers and superintendents. The LNG fleet will be duplicating this recipe for LNG River Orashi's sisters going forward."

## BW Lena goes greener

Indeed, ensuring vessels stay in mint condition for charterers is top priority for the fleet management team. Other than improving dry-docking procedures, a non-technical way of enhancing vessel performance can be explored as well. In BW Lena's instance, it was a matter of increasing the awareness of the energy management initiatives among the senior management





team (SMT) and crew onboard. In 2014, more than 60% of the senior officers onboard BW Lena attended a course in fuel efficiency management, which helped them better understand energy management, put it into practice and set them thinking what more can be done.

BW Lena includes SEEMP on the agenda for monthly meetings and staff regularly convenes to monitor the ship's performance, assess the impact of earlier actions and brainstorm initiatives to improve. The SMT closely observed and exchanged quarterly energy management updates with onshore and acted to improve performance in unison.

"BW Lena is an exemplary case where we have managed to maintain a great performing vessel, without any additional investment or unplanned downtime. Instead, we did so by changing the culture

around Energy Management through raising awareness, effective monitoring onboard and ashore to initiate proactive actions, strict implementation of energy management initiatives and ensuring good collaboration between the various departments and vessel," says Ashish Bagchi, Fleet Manager.

Ashish adds: "These savings amount to about 6,626cbm less CO<sub>2</sub> emission into the atmosphere translating to about US\$ 1.4m fuel savings in 2014. On top of this, the vessel experienced no planned or unplanned off-hire throughout the year." **Wh**

"We are starting to see the fruits of our labour. We have in 2014 maintained the 10% reduction from baseline and shown that it is sustainable. This equals annual savings of approximately US\$50m for BW and our customers as well as an annual reduction in CO<sub>2</sub> emissions equivalent to 300,000 tonnes."

- Environmental Performance Manager, **Erle Kristin Wagle**, who is leading the Energy Management Programme.

**ACTING FOR THE FUTURE**

**BW's Energy Management Programme focuses on 6 areas**



- Fuel management
- Voyage performance
- Main and auxiliary engines
- Ship performance
- Electrical consumers
- Training programmes and performance monitoring

# LNG River Orashi

Type:

**Liquefied Natural Gas Carrier**

Year built:

**2004**

Builder:

**Daewoo Shipbuilding & Marine Engineering Co., Ltd, South Korea**

Length:

**285.4m**

DWT:

**83,068**

Flag:

**Bermuda**

Cargo capacity:

**145,915 cbm**

## Improvements made:

- Repaired cavitation damage on propeller and installed propeller boss cap fins to increase thrust and reduce propeller shaft torque.
- Replaced gaskets on main inlet to high pressure turbine to eliminate steam leaks in engine room.
- Tubes on port and starboard economizer were substituted and boilers furnace sections cleaned.
- Main condenser was cleaned by firing a projectile through the tubes and one vacuum leak found was repaired after drydocking.
- New anti-fouling system, "SeaFlo Neo SL" was applied alongside full blasting of vertical sides of hull to get rid of marine growth on hull's surface.
- Installed new KYMA ship performance software, which gave easy access on vessel condition and performance to both ship and shore. Any trends or anomaly can now be detected earlier and pre-empted.



# LR1 BW LENA

Type:

**Long Range 1 Product Tanker**

Year built:

**2007**

Builder:

**Dalian Shipbuilding Industry Co. Ltd., China**

Length:

**220m**

DWT:

**76,578**

Flag:

**Singapore**

Cargo capacity:

**85,687 cbm**

## Initiatives taken:

- Monitored main engine parameters and performance closely so as to allow timely overhauls and adjustments (VIT) to be carried out. The same was applied to voyage reports and shaft torque readings, which were accurately recorded to enable good maintenance of hull and propeller conditions.
- Carried out preventive maintenance on main engine including cleaning of air coolers and filters, replacing fuel and exhaust valves.
- Regularly calibrated flow-metres and speed logs.
- Used Trim tables for optimal trim and draft on all voyages.
- Selected optimal auto-pilot mode as per trials when in open and used weather routing software to optimise routes, avoiding bad weather that could compromise on fuel efficiency.
- Took additional measures to make effective use of auxiliary engines and boilers during cargo operations, and reduce electric power consumption by arresting air, steam, fuel, water and LO leaks.



# Out of Africa

Marco Beenen, Senior Vice President, Fleet (West Africa) gets all fired up when he talks FPSO





**When did you join BW?**

I joined BW Offshore in Oslo in September 2012. I was already working in the floating production, storage and offloading (FPSO) business for many years and keen to continue as this is an interesting area within the oil and gas industry.

**How and why did you join this role, and BW?**

BW Offshore is a leading FPSO contractor with the largest number of FPSOs in operation globally. The merger with Prosafe changed the company significantly and it was clear the focus was to grow the company, which to me is always exciting. With previous leading roles in engineering, project execution and general management it was a great opportunity to now take on a business development role. You can say I joined at an opportune time as this was when BW Offshore started tendering for the Catcher FPSO in the UK and Leviathan FPSO in Israel, which met with much success. Today, owing to a restructuring of the global fleet organisation — and my expression of interest to operate a fleet — I am able to combine multi-disciplinary skills I have acquired in my career to manage part of the fleet and its supporting teams. The output of the fleet directly contributes to our company safety and performance statistics and financial results, which makes my role very visible and measurable.

**What's your most significant task to date?**

On the business development front, it would have to be my contribution to winning the tender for the Catcher FPSO. It was a timely win because we were on a project hiatus for a couple of years. The scale of the Catcher project also made it an important win for BW Offshore.

“Being in a role that is front-facing and responsible for results satisfies me. On top of that, the camaraderie with the teams in remote locations and offshore is motivating.”

In my current portfolio, it is important that we are able to secure extension of the contract periods of the FPSOs we have in operation as well as identify new opportunities in the area. In West Africa, FPSO Abo was the most urgent on the task list because its contract was due to expire end 2014 and yet there were upgrades that needed to be done for it to continue production, which we needed the client to commit to. We secured the extension in time for another two years with an option of extending for a further seven.

**What's your job's satisfaction and challenges?**

Being in a role that is front-facing and responsible for results satisfies me. On top of that, the camaraderie with the teams in remote locations and offshore is motivating. I am very fortunate to be able to work with a group of competent professionals — key in a 24/7 operation — because it makes every day dynamic and not dull at all. The challenge though is to stay close enough to the remote teams and add value to them without constantly travelling.

**Tell us a little known fact about yourself.**

I love classic Italian cars. I own, for many years, a 36-year-old Alfa Romeo Spider that is lots of fun to drive on a nice day. **Wh**

# Getting Underway at BW LPG

Stephen Harper's maritime past has eased him in to a great role as BW LPG's General Counsel

As General Counsel of BW LPG, it is not uncommon for Stephen Harper to find himself dealing with multiple issues in a breadth of subjects on a daily basis. But with 30 years of legal experience in the maritime industry, he takes this in his stride.

## From stem to stern

Stephen joined BW LPG in January 2014 bringing with him a wealth of expertise not only in admiralty and arbitration litigation (which includes major casualty investigations, leading arbitration and court matters) but also in handling wide ranging corporate and commercial transactions. His most notable industry accomplishments include being heavily involved in the major tanker casualty KIRKI off the coast of Western Australia for Assuranceforeningen Gard and that of a bulk carrier, Iron Baron, for BHP in the 1990s. At 31, he was made partner of Mallesons Stephen Jaques and became a founding partner of Australian

shipping and aviation law firm, Norton White. Shortly after, Stephen was appointed by the Chief of the Australian Defence Force as Principal Solicitor to a Commission of Inquiry established to look into the loss of the Royal Australian Navy light cruiser HMAS Sydney in the Second World War following an engagement with the armed German raider Kormoran in 1941. Prior to joining BW LPG, Stephen was the General Counsel of major bulk carrier and tanker owner, Enterprises Shipping and Trading, in Greece.

## It's not all Greek to him

The decision to join BW LPG was not a tough one to make for Stephen, even if it meant uprooting himself from Greece to move halfway across the world.

"I have long held BW in very high regard as one of the leading shipping companies in the world. It has a strong and recognisable culture and core values that I personally subscribe to," Stephen says.

As the General Counsel and Company Secretary of BW LPG, Stephen ensures compliance with all the requirements of an Oslo-listed company and reports to the Board of Directors on all aspects of legal and compliance matters and any operational, chartering and finance for the vessels. Stephen also oversees all insurances within BW LPG, including hull and machinery, protection and indemnity insurances for all of BW LPG's 37 vessels.

"I derive a great deal of satisfaction in working with capable, dynamic and team-oriented people in all the departments of BW LPG. We all have a common goal: to achieve timely and desired outcomes for the company," adds Stephen, who was a major contributor to building BW LPG up since it went public in November 2013. Getting the company structurally up and running, compliant with Oslo Bors requirements, QMS and ISO 9001 while keeping steadfast interaction and teamwork

“There is nothing routine about working in the shipping industry and that includes being a shipping lawyer. It is fast paced, dynamic, challenging and ever changing – as is shipping law.”

between legal, operations and chartering are all in a day’s work for Stephen.

The result is evident in the company’s solid foundation in good corporate governance and compliance track records, which Stephen says he will continue to take forward and do better in with the backing of a strong, knowledgeable and focused team. “The next stage is to continue further with the long term development of the company and capture growth opportunities.”

### **Runs in the family**

Singapore occupies a special place in Stephen’s life: he grew up as a child there and it is where he received his primary education. Having been raised as a child in Singapore, he says he feels right at home. “It is my view that Singapore is one of the great cities in the world with a unique blend of cultures. In my lifetime, Singapore has emerged from being one of the world’s major ports with extensive



shipbuilding and repair facilities into one of the leading maritime centres in the world with finance, insurance, technical and legal expertise readily available for the ever increasing number of shipowners, operators and managers who have set up operations in Singapore.”

“I was born into a shipping family. I first went to sea in 1967 with my father when he was based in Japan as a surveyor with Lloyd’s Register of Shipping. I remember it was for the sea trials for a newbuild bulk carrier.”

Being in the shipping industry has melded Stephen’s love for the sea and ships and his passion for law. “There is nothing routine about working in the shipping industry and that includes being a shipping lawyer. It is fast paced, dynamic, challenging and ever changing — as is shipping law — which explains my affinity to what I am doing.” **wh**

# Tech that Pays Off

BW Offshore's new video-conferencing system is pioneering in many ways



In keeping to our corporate DNA of always trying to do better, the IT department at BW Offshore adopts a cutting-edge video-conferencing system that not only saves the business money but also makes communicating across continents a cinch.

### Always doing better

The solution – Cisco TelePresence Exchange System (CTES) — is a business video service that connects BW Offshore's Singapore, Oslo and Arendal offices through 75-inch HD LED displays that operate via a fool-proof, one-click "MeetNow" mechanism.

Spearheaded by BW Offshore's Head of IT, Fritz Ekløff, the CTES was implemented in the Singapore and Oslo offices in November last year. Other locations will follow suit by the first half of 2015.

"From an administration point of view, the solution is very cost effective. Video meetings can be conducted at any time, from anywhere with a simple set-up and management control. This will help reduce company overheads in communication and business travel," says Fritz.

"Being a world-wide organisation, collaboration is most essential in order to be efficient. The Microsoft Lync platform is the most widely used, hence we avoid costly integration with our existing technologies. Adding CTES to our global IT infrastructure now means we can make video calls globally free of charge. Plus, we can easily connect to other companies just by tapping on their existing video-conferencing set-up."



### Cisco TelePresence Exchange Video Conferencing System



Full HD 1080p video in 75" displays



One click set-up with nothing to disconnect



Voice controlled cameras that identify users



Six on-demand virtual meeting rooms enabling call between Cisco and Lync



Crystal clear audio and crisp images



Available in all BWO offices

Fritz adds: "We are planning to have nine systems (four are currently in use) running by July 2015, and these will cost BWO US\$350,000. BWO incurs approximately US\$8m a year in travel expenses. If we reduce this by just 10%, we will get our returns on investing in CTES within half a year and this system can be used for years!"

#### We're in IT together

BW Maritime's IT department started using the CTES in November 2014 and its cost-effectiveness and seamless usage prompted a cross-company sharing with BW Offshore colleagues. It is through this collaborative approach that creative solutions can be generated. In this case, IT has found a way to not only make different systems (Lync, Cisco and Virtual Meetings Rooms) interact but also reduce business costs as well as minimise the carbon footprint incurred from travelling.

"BW Maritime has been an early adopter and strong advocate of video conferencing across the BW offices in Singapore, Oslo, Manila, Mumbai and Beijing," says Geraldine Pang, Vice President, Global IT.

"We have seen the prowess of video conferencing in how it drives benefits for the organisation beyond just savings in travel expenses and time. It has helped BW increase productivity through collaborative working across a dispersed workforce (shore and ship), in turn improving communication and reinforcing good relations with our customers. Our system is established on a dedicated network infrastructure and well protected by reputable network security appliances." **wh**

# Seven Heaven

BW LPG secures financing for seven of its VLGC newbuildings



## US\$400m

commitments received by BW LPG for seven of its VLGC newbuildings

## 18 years

weighted average amortisation profile

**B**W LPG received commitments of up to US\$400m of financing for seven of its VLGC newbuildings. The financing has been raised from The Export-Import Bank of Korea (KEXIM) as export credit agency (ECA) lender, with DNB Asia Limited (DNB) and Skandinaviska Enskilda Banken AB (Publ), Singapore Branch, (SEB) as mandated lead arrangers and commercial lenders. DNB and HSBC Bank Plc (HSBC) acted as ECA structuring advisors with HSBC as ECA coordinator.

BW LPG CEO, Nicholas Gleeson, says, "We are very pleased with this financing, which leverages the well-priced Korean ECA lending to provide an exceptional all-in cost and structure."

The Facility comprises of an ECA tranche of up to USD268 million that is being provided by KEXIM, representing approximately 67% of the facility amount and a Commercial tranche of up to USD133 million, split equally between the two commercial lenders, representing approximately 33% of the facility amount.

The debt financing will be secured against seven of the Company's VLGC newbuildings. The blended margin over LIBOR applicable across all tranches of the financing is 1.70% p.a., and the weighted average amortisation profile will be 18 years.

Vijay Kamath, BW LPG Chief Financial Officer, adds, "This facility, we believe, is a market leading financing in terms of

pricing, tenor and structure and reflects the strong continued support that the Company enjoys from its banks and the lending community. This facility is a culmination of a substantial effort from our team and also the Banks and financial institutions involved, to all of whom we would like to express our sincere gratitude."

With this newbuilding programme, BW LPG adds to its fleet of VLGCs. This growth is in line with BW LPG's commitment in providing safe, reliable and cost-efficient LPG transportation solutions to our customers. The newbuildings covered under this financing include the first three VLGCs — BW Aries, BW Carina and BW Gemini — that have been delivered so far, as well as the remaining four newbuildings that will be delivered between 2015 and 2016. **wh**

# Safer Straits

Working together with the Maritime and Port Authority of Singapore and industry partners, BW contributes to strengthening safety in the Straits of Singapore

The Straits of Malacca and Singapore remain one of the most important and busiest waterways in the world. The shortest shipping channel connecting major economies in the West (Middle East, Africa, Europe) to the East (Japan, South Korea, China), it sees more than 300 ocean-going vessels passing through it on a daily basis. This busy and narrow passage poses challenges for vessels navigating through it and entering or exiting the port of Singapore. With the expanding global economy giving rise to higher shipping traffic, additional safety measures need to be put in place.





“The insights shared by experienced members from the industry and master of vessels allowed us to make sure that new measures are practical and workable. I am happy with the progress of the Working Group, and I look forward to more such collaboration.”

– **Captain M Segar, Chief Executive Operation, MPA** (pictured above with Vibhas Garg on his right)

#### **In the spirit of safety**

The Maritime and Port Authority of Singapore (MPA) launched the Safety at Sea Campaign Singapore in 2014 to inculcate a culture of safety within the maritime community. The MPA has since been spearheading new initiatives to make the Straits safer for ships. One initiative is to tap on their strong partnerships with key industry players to jointly develop measures to enhance navigational safety in the Port of Singapore. BW is one of these partners that has volunteered to provide expertise in the development of these navigational safety initiatives.

Several briefings were conducted by MPA in collaboration with the Singapore Shipping Association (SSA), involving players from the maritime industry in Singapore, and a proposal to establish a joint MPA-SSA Working Group was mooted. The Working Group was formed in 2014 to focus on enhancing navigational safety in and around Singapore waters. BW is represented at the Working Group by Vibhas Garg, Vice President, Head of Fleets.

#### **BW collaborates with MPA and maritime industry**

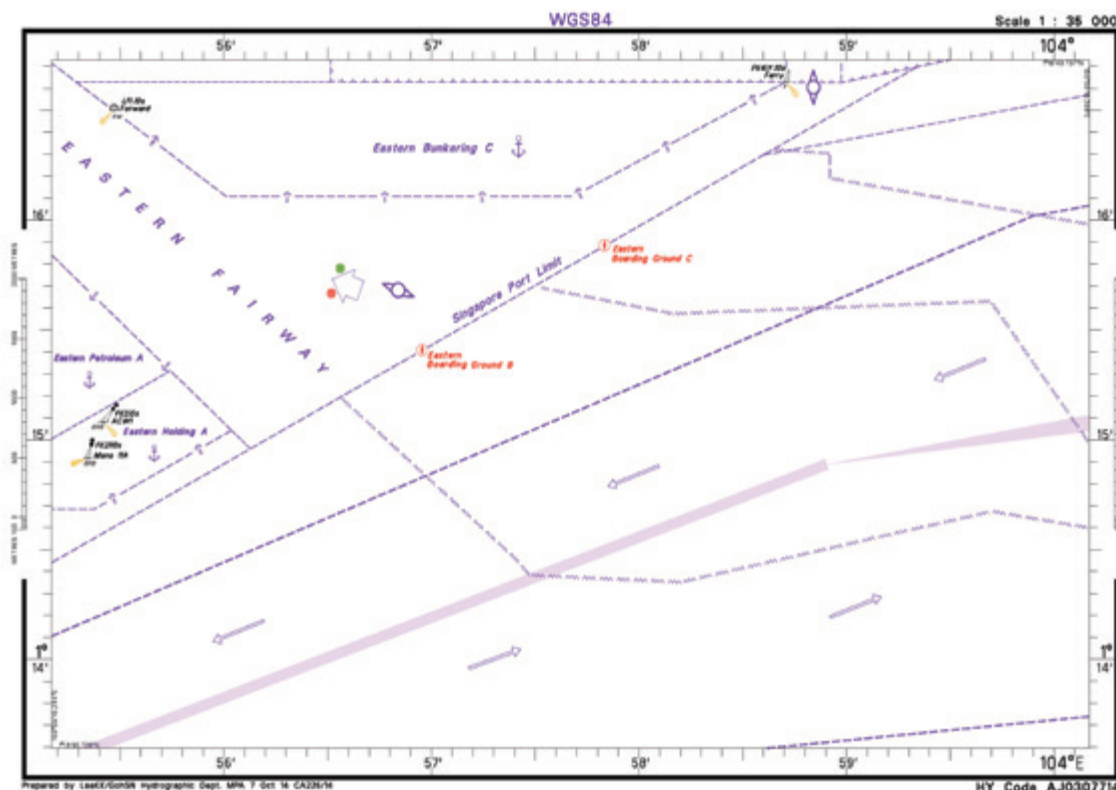
Co-chaired by Vibhas and Captain M Segar, Assistant Chief Executive (Operations), MPA, the Working Group consists of expert Master Mariners from the industry representing tanker, container and bulk segments. The Working Group has been working together to share near misses and incident investigations, to develop holistic and practical measures and to improve the safety of navigation in and around Singapore waters. Some of the on-going work involves reviewing and assessing navigational practices and safety standards, as well as examining the challenges faced by pilotage and vessel traffic services.

The Working Group surveyed more than 300 ships’ masters to obtain feedback on the challenges that Masters might face when transiting, entering, leaving or anchoring in the Singapore Straits. The survey feedback received from the Masters was generally positive and the Working Group received constructive ideas and proposals to further enhance navigation safety. This gave the working group a detailed insight on the issues faced by the users.



### Revised pilot boarding grounds

As of 1 January 2015, the Pilot Eastern Boarding Ground “B” has been relocated and a new Pilot Eastern Boarding Ground “C” has been introduced. This has helped reduce the load, and thus congestion, at the original Pilot Eastern Boarding Ground “B”



### Making headway

Based on the survey results, one of the first improvements the Working Group made within its first year of forming has been changes to Singapore’s Pilot Eastern Boarding Grounds. As of 1 January 2015, the Pilot Eastern Boarding Ground “B” has been relocated and a new Pilot Eastern Boarding Ground “C” has been introduced (see diagram “Revised pilot boarding grounds”). This has helped reduce the load, and thus congestion, at the original Pilot Eastern Boarding Ground “B”.

In order to ensure that only one vessel arrives at these Pilot Boarding Grounds at any one time, a new scheduling system was put in place for vessels embarking pilots at these Pilot Boarding Grounds. To facilitate the implementation of the measures, the MPA also introduced clear actions to be taken by the Masters, Pilots, PSA Marine and Vessel Traffic Management officers for

various situations. The maritime industry can look forward to more improvements as the Working Group continues its work.

Asked about the role that industry has to play in navigational safety, Captain Segar says, “The insights shared by experienced members from the industry and masters of vessels allowed us to make sure that new measures are practical and workable. I am happy with the progress of the Working Group, and I look forward to more of such collaboration.”

“Every meeting organised by this group has been attended enthusiastically and with constructive inputs by the members of the Working Group,” says Vibhas. “And working closely with MPA, I feel confident of the implementation of mechanisms and processes that further enhance the safety of navigation in and around Singapore.” **Wh**

“And working closely with MPA, I feel confident of the implementation of mechanisms and processes that further enhance the safety of navigation in and around Singapore.”

– Vibhas Garg, VP, Head of Fleets



# New Lease of Life

BW Offshore's FPSO Abo contract with Nigerian Agip Exploration extended

**F**PSO Abo has been signed on by Nigerian Agip Exploration (NAE) for another two years.

Sealed on 31 Dec 2014, the deal is a means to secure operational continuity for both BW Offshore and the client so that the life extension programmes already in progress can be completed without delay or interruptions. The contract also comes with options for NAE, an affiliate of oil major ENI S.p.A to stretch out the tie-up for an additional seven years until the fourth quarter of 2023.

#### About Abo

The unit is one of five projects in West Africa, an area where BW Offshore has a strong presence. Abo has a production capacity of 44,000 bbl per day (247,000 standard cubic feet per day), providing significant input to the pipelines of Abo field, a deepwater oil field located 55km off the Nigerian coast. Discovered in 1997, it is the first deepwater field developed in Nigeria and operated by NAE. It came onstream in 2003.

Abo used to be a 132,500 dwt product tanker, called Grey Warrior, which was successfully converted into an FPSO in 2002.

"Abo has been an achievement in itself, making NAE the first company to produce oil from Nigeria's deep offshore. It may have been on the field for last 12 years, but even after all this time, the attitude of the offshore management team is one of receptiveness to new ideas and a focus on continuous improvement for a safer and more successful Abo," says Marine Superintendent, Captain B P Singh. "The client and its team of supervisors and operators are always hands on deck working in unison with the crew and Senior Management Team onboard on a daily basis. This relationship, to me, is inspiring," he adds.



**44,000** bbl  
daily production capacity

**930,000** bbl  
storage capacity

#### Taking challenges in stride

“This is the third contract extension for Abo, with the first two short terms done in 2013 and 2014. With this two-year contract extension with a further seven-year option, it is clear that BW Offshore and our client have a common goal of achieving the targeted oil production and we find the most efficient, cost-effective and mutually-beneficial way to get there,” says Operations Manager, Dariusz Michalowski, who shared that the NAE is moving into its third phase, hence another oil production peak in the Abo fields.

“Technically, we are going beyond the design life of the vessel and it is challenging trying to refurbish without disconnecting the facility while producing the oil day-to-day. But with the sound expertise and collaboration among BW Offshore personnel, we are able to achieve both in a steadfast and safe manner,” Dariusz adds. **wh**

# Eat Your Greens, Save the Environment

The Oslo office organised vegetarian week as part of ongoing efforts to reduce our impact on the environment

According to the International Maritime Organization's second GHG study, the shipping industry accounts for 2.7% of the world's CO<sub>2</sub> emissions and this number may increase to 6% by 2020 and 18% by 2050 if global trade continues to increase and nothing is done.

## Acting for the future

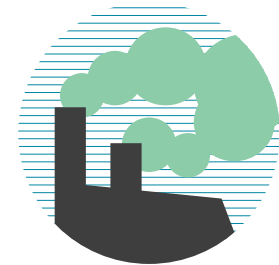
In the spirit of acting for the future, BW is committed to continually reduce our impact on the environment — in big and small ways. One of such measures we have undertaken is the Office Environmental Plan, a foundation on which our onshore environmental efforts is built on.

Because their last "boosting health and protecting the environment" initiative, in which staff were encouraged to leave their cars at home and either walk, run, cycle or take public transport to work, was met with such enthusiasm, the Oslo office recently organised vegetarian week.

From 23 to 27 February, staff were encouraged to eat green and healthy. This involves taking meat off the staff canteen menu and the bite-sized lunchtime presentation — conducted by a speaker from Framtiden i våre hender (The future is in our hands) — on the benefits of reducing meat in one's diet.

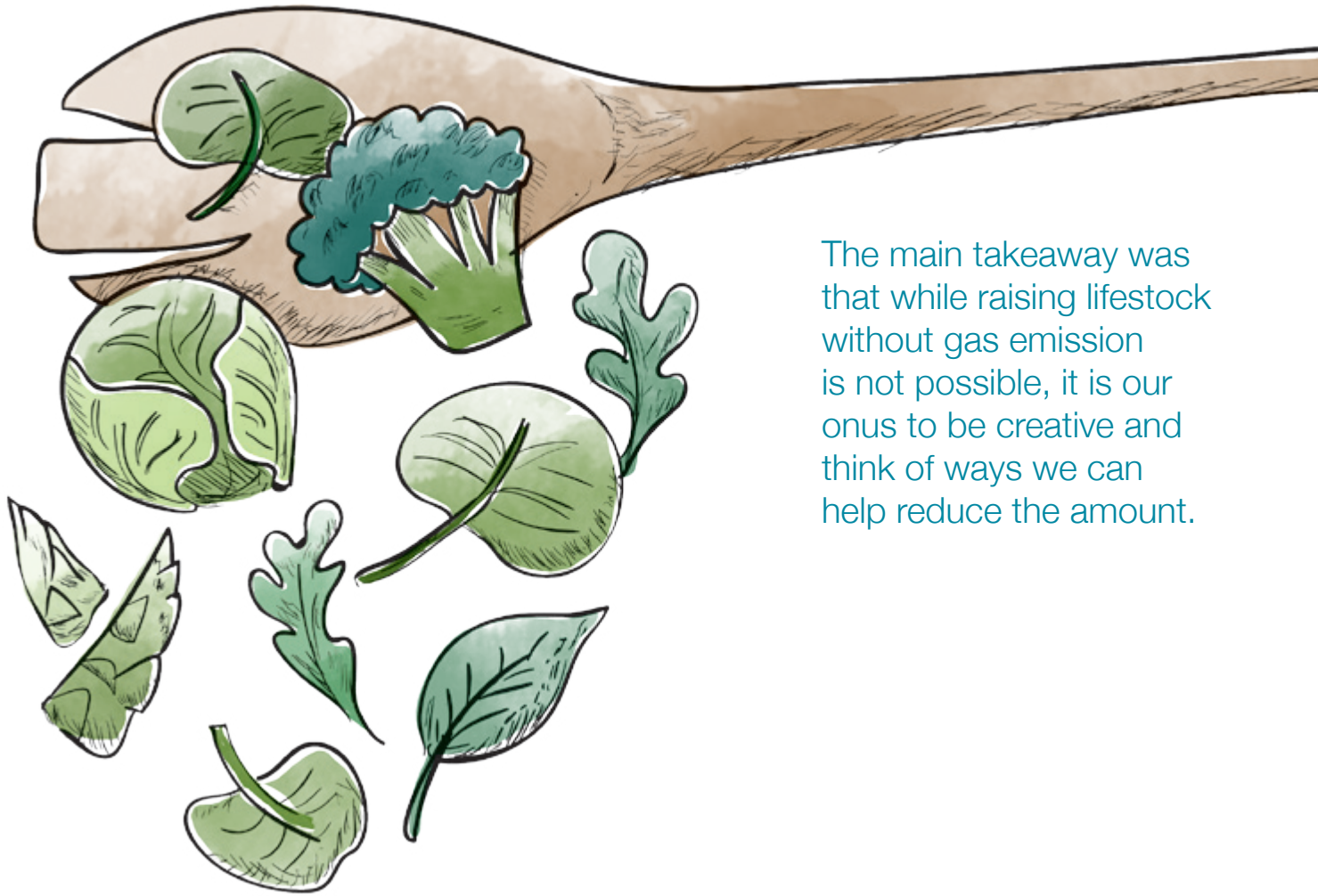
## Cut down on meat, cut down carbon footprint

The Oslo office staff learned many interesting facts relating to meat production and consumption from the speaker. According to Framtiden i våre hender, livestock accounts for 15% of greenhouse gas emissions in the world. That is greater than that produced by all the world's transport (buses, cars, planes) combined! In Norway alone, a person consumes an average of 80kg of meat. If all Norwegians could commit to one meat-free day a week, they would see a reduction of emissions equivalent to 200,000 vehicles! The main



# 15%

greenhouse gas emissions came from livestock



The main takeaway was that while raising livestock without gas emission is not possible, it is our onus to be creative and think of ways we can help reduce the amount.



takeaway was that while raising livestock without gas emission is not possible, the onus is on us to be creative and think of ways we can help reduce the amount. It does not have to be difficult, it's more important to reduce the amount of meat by a little bit than to have a big lifestyle change tomorrow. "It seems that this is the most effective single contribution we can make as individuals to help slow or reverse climate change," says Christina Tørn, IT Senior Analyst, who attended the talk.

In order to further champion the Office Environmental Plan and motivate everyone to eat their greens, the Oslo office is arranging for the staff canteen to provide one vegetarian day a week for the rest of 2015. Arrangements are also being made to serve various alternatives of meat-free dishes for lunch.

Because in BW, we not only think about the environment, we try to do something good for it. **wh**

# Around the World



## In Memoriam

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### **FPSO Cidade de Sao Mateus**

On Wednesday, 11 February at 12:50 local Brazilian time, an explosion occurred on Floating Production Storage and Offloading (FPSO) unit Cidade de São Mateus. The unit was operated for Petrobras by BW Offshore on the Camarupim and Camarupim Norte fields in Espírito Santo littoral approximately 120 km from the coast in south-eastern Brazil. During the tragic incident, nine of the 74 persons on-board lost their lives. After over three weeks of tireless effort by the recovery team of 30, the last of the bodies was recovered from the unit on 2 March, bringing to an end a terrible period of waiting for the families. A company-wide two minute silence was observed by all BW Offshore staff all over the globe on 4 March in memory of the colleagues they had lost. There has been ongoing logistical, medical, social and psychological support for the crew and their families. Production has been stopped and the unit has been shut down. BW Offshore management and Petrobras are working together to plan the reinstating of the unit and official investigations are underway.

1. **Lars Pedersen at Gas Summit Asia 2014**

MD, BW Fleet Management and Country Head, Norway, Lars Pedersen was one of 35 leading industry practitioners and policy makers providing insights into the gas and LNG market at the 3<sup>rd</sup> Annual Gas Asia Summit which took place from 28 to 30 October 2014 in Singapore. Lars was speaking about energy efficiency in LNG transportation.

2. **Reedy to move**

Susan Reedy (pictured third from left with Green Marine Capital's Jan Fossgård, Head of Portfolio Management; Henrik Breddam, Portfolio Director; and Sverre Prytz, Managing Director), Green Marine Capital's Deputy MD and General Counsel, relocated to Oslo in January. The move recognises Norway's importance as a hub for maritime innovation and marks an increased European presence for the maritime industry investment partnership.

3. **Carsten Mortensen joins BW Offshore's board**

Group CEO Carsten Mortensen officially joined the BW Offshore board as member on 1 January 2015. The BW Offshore Board of Directors comprises Ronny Johan Langeland, Clare Spottiswoode, Christophe Pettenatti-Auzière, Carsten Mortensen, Maarten R. Scholten and Chairman, Andreas Sohmen-Pao. Here, Carsten is pictured onboard one of the VLGCs with senior officers at the shipnaming ceremony for BW Carina, BW Gemini and BW Leo in South Korea.

4. **Excellence for Enugu**

Nigeria LNG Limited (NLNG) staff called on Captain David Simpson and his safety crew on board LNG Enugu to present the HSE Excellence Award, which the vessel garnered as a result of achieving lost time injury-free operations for seven years. Five other BW vessels were also honoured including LNG Oyo and LNG Ondo. Pictured on the left of Capt Simpson (centre) is Captain Famous Najomoh, Head, Shipping Standard and Operational Excellence, NLNG, and on his right is Ms Ogadimma Onyike, Senior Charter Administrator, NLNG.

1



2



3



4



5.

**A gritty find**

While enroute from Bahamas to Qingdao near Venezuela, Captain Alasdair M. Wallace of BW Lake spotted something peculiar. It showed up on the AIS as "Curried Fish Balls". Calls on the VHF registered no response and just when the vessel was slowing down to get organised for a possible rescue situation, a voice came up on the VHF. It turned out to be a lone rower, making his way from Gran Canary to Barbados. The man, named Alan Lau, was in no need of assistance, fighting fit to complete his last 400 miles!

5



7



6.

**May the force be with you**

BW staff were dapperly dressed in their favourite movie personas for the annual dinner and dance, themed "A Night at the Movies", held last December at The Grand Hyatt. Taking the cake was the management committee who came suited up in Star Wars characters with Elaine Ong as Yoda, Nick Fell as Jar Jar Binks, Sverre Prytz as Chewbacca, Yngvil Asheim as Princess Leia Organa, Andreas Sohmen-Pao as Obi-Wan Kenobi and Sebastian Brochet as Darth Vader.

7.

**Bubbling over balls**

BW Shipping had its quarterly teambuilding at The Cage at Kallang on 30 January. They competed in various games, all the while "trapped" in an inflatable bubble ball. The games ended with Team Robin (comprising Eddie, Gareth, Ashok, Lynn and Jakob) with a tie-breaking score of 5-0.

Pictured here are:

[Back Row (L-R)]: Joshua Lin, Joo-Jin Tan, Pintukumar Shah, Ashok Krishnan, Bill Hatch, Bruno Bai, Tim Ho Leong, Jakob Hjortlund, Siddhartha Sarkar, Don Mackay, Jon Birkholm, Kurt Miao;  
[Front Row (L-R)]: Joan Widjaya, Cindy Chay, Genevie Loh, Eddie Han, Patricia Heng, Wendy Ng.

6



8



8.

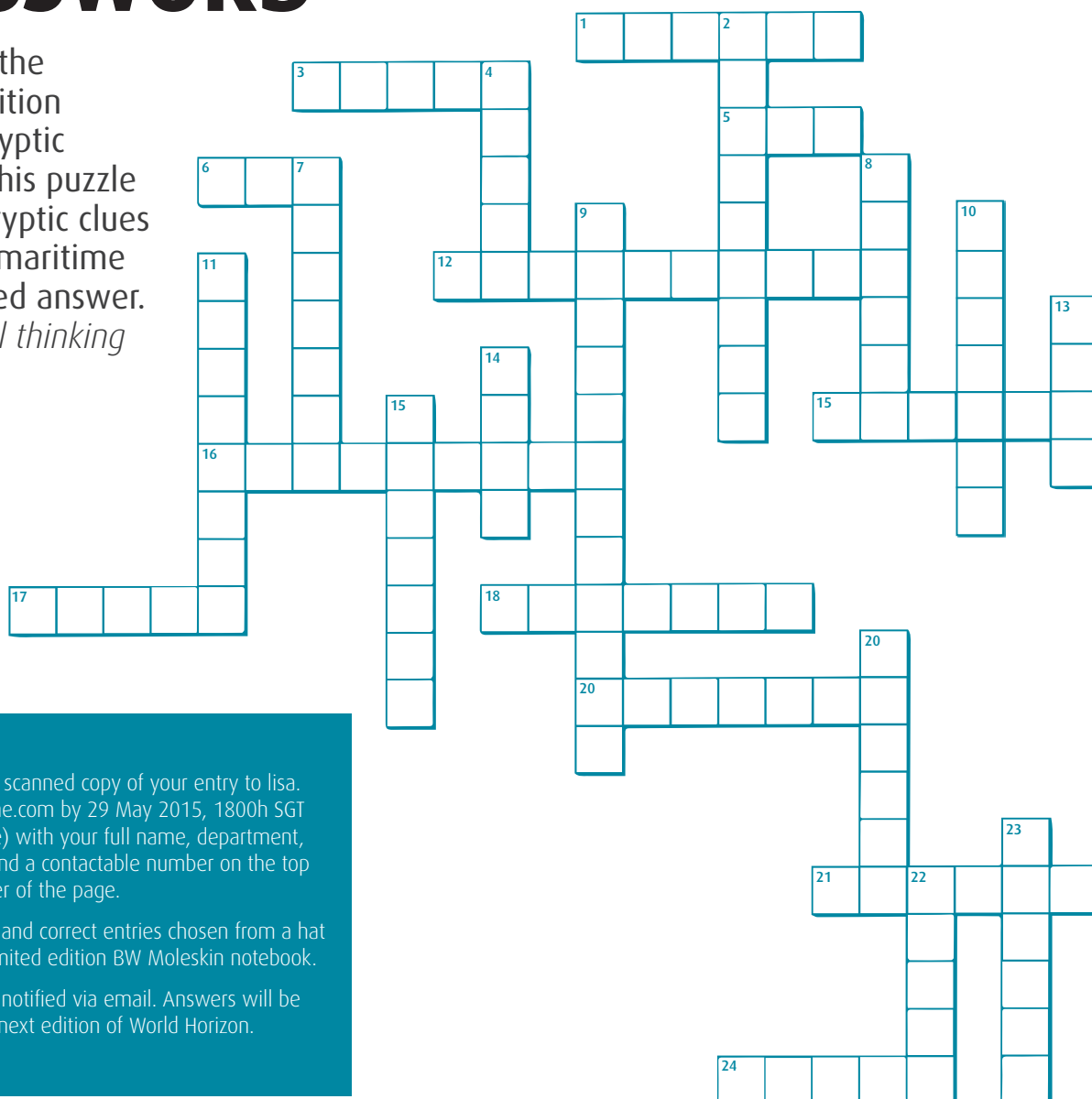
**Learning the laws**

The legal eagles of global firm Stephenson Harwood shared with BW staff the latest anti-trust issues and competition laws that are impacting the industry. Pictured here is partner, Marta Isabel Garcia, speaking about the importance of being pro-competition and compliant.



# BW CRYPTIC CROSSWORD

Welcome to the inaugural edition of the BW Cryptic Crossword. This puzzle consists of cryptic clues all having a maritime or BW-themed answer. (Some lateral thinking is required.)



## Contest rules:

- Please submit a scanned copy of your entry to lisa.lim@bwmaritime.com by 29 May 2015, 1800h SGT (Singapore Time) with your full name, department, email address and a contactable number on the top right hand corner of the page.
- Three complete and correct entries chosen from a hat will receive a limited edition BW Moleskin notebook.
- Winners will be notified via email. Answers will be revealed in the next edition of World Horizon.

Compiled by Vivamus

## Across

1. When unladen it makes an empty proverbial noise (6)
3. Backwards Louisiana Offshore Oil Ports produces partnerships for shipowners (5)
5. Ship's front accompanies arrow (3)
6. Initial energy: lovely, nice and green (3)
12. Not heavy BW hull hue (5, 5)
15. Teacher and sailor, respected and in charge (6)
16. Sip orange mix to give BW HQ (9)
17. Run away but add tea for group for vessels within BW ownership, also ... of foot (5)
18. Depth spec militates towards putting on a sweater (7)
20. Rank set, rearranged vessel class (7)
21. Sri Lanka sounds like device to stop ship (6)
24. A single size up from a Mister (abbreviated) (1, 1, 3)

## Down

2. Sandwich lurking below the surface (9)
4. Oil exporter has second German car (5)
7. Joyful offspring currently leads BW LPG (7)
8. Might find this fluttering at the stern and at the haberdasher (6)
9. Hire and fun event produces shipping contract (10, 2)
10. Automobiles plus X - new CEO
11. Scant Joe is muddled, beneficial for US owners but McCain dislikes (5, 3)
13. Insurance club, seen at Buckingham Palace without you (4)
14. Tide is a bit faster than one m.p.h. (4)
15. Savage adds one pound to rescue ship (7)
20. A severe reverse (nautical) (6)
22. Base and lacking in refinement (5)
23. Significant BW expertise resides in way North (6)

# Special Thanks to...

## 25 Years

### April

Rune Ingvald Olsen, Chief Engineer

### May

Bangkiring Florentino, Chief Engineer  
Finn Arild Andersen, Electrical Officer  
Per Seljeseth, Master  
Shukla Adarsh, Offshore Installation Manager

### June

Bjørn Egil Haugen, Chief Engineer  
Charles Anders Murray, Master

## 20 Years

### April

Buslov Dmitry, Safety Officer  
Tsalona Noel Nosce, GP Marine  
Sajol Antonio O., Bosun

### May

Pabiolas Robert Lapan, Able Seaman  
Arzaga Roger E., Able Seaman

### June

Avecilla Marlon Ninada, Chief Officer  
Barrios Samson Villagomez, Bosun  
Cuyos Aladin Rodrigo, Bosun  
De Armas Donald Galman, Second Cook  
Dacalos Darius Mehoy, Bosun  
Edulsora Arthur Lagar, Able Seaman  
Eustacio Nilo Saul, Able Seaman  
Feranil Noel Morales, GP Marine  
Forro Alberto Sadava, Motorman  
Gaviloria Ernesto Jr. Saquibal, Chief Steward Cook  
Laglario Henry Saligumba, Second Engineer  
Ledesma Elmer Estera, Bosun  
Rabacca Roberto Del Mundo, Chief Officer  
Vallejera Lemuel Padilla, GP Marine  
Norcio Rolly D., Chief Cook

## 15 Years

### April

Abonitalla Eliezer A., Able Seaman  
 Chatto Alex Aracap, Chief Steward Cook  
 De Guzman William B., Oiler  
 De Ocampo Margarito Morales, GP Marine  
 Jaca Regie P., Able Seaman  
 Karappamveetil Beeran Sikkender, Motorman  
 Madoure Soudaramane, Pump  
 Mogal Sadiq Ali Miyan, Chief Engineer  
 Mohammed Rafic, Bosun  
 Padit Fidel E., Able Seaman  
 Suares Pravin George, Steward

### May

Almaden Francis Mola, Motorman  
 Gavarra Joel Valencia, Able Seaman  
 Gracia Brigido Jr. Reototar, Bosun  
 Hinola Dennis Li L., Messman  
 Jacob Shyju, Bosun  
 Laureles Gilbert Loyola, Second Cook  
 Pangan Rodel P., Messman  
 Reyes Jonas T., Messman

### June

Baron Eddie T., Third Engineer  
 Cerepnins Mihails, GP Maintenance  
 Fernandes Januario Remie, Motorman  
 Kishor Kacha, Technical Superintendent  
 Layao Glicerio C., Third Officer  
 Milan Bobby Narsico, Second Engineer  
 Napuli Dante G., Oiler  
 Obedoza Tito Abrazado, Second Officer  
 Rajendran Newton, Motorman

## 10 Years

### April

Bains Arvinder Singh, Master  
 Erskine Roche Havlock Sherlock, Able Seaman  
 Lapikova Iлона, Cook  
 Meenakshisundaram Shyamkumar, PNA Production Supervisor  
 Villacura Junmar Faller, Able Seaman

### May

Girish Chandra Pant, Second Engineer  
 Gumboc Heinrich Arnold Gaffud, Second Officer  
 Himanshu Bhattacharjee, Second Engineer  
 Kamalakshan Arul Kumar, Pump  
 Karuppan Ashokan, Cook  
 Krishnamoorthy Ramaswamy, Senior Production Operator  
 Mohammad Sadiq, Able Seaman  
 Ramasya Ajay Magan Babu, Able Seaman  
 Tharsis Fernando Karunakaran, Bosun

### June

Anirudh Bisht, Second Engineer  
 Bani Singh Malik, Chief Engineer  
 Bruno Bai, General Manager, Commercial Tankers  
 Chinnasamy Ramalinga Vallel, Senior Instrument Technician  
 Dela Pena Edwin Rondin, Chief Engineer  
 Gopalakrishnan Baskaran, Planner  
 Hlebnikovs Andrejs, Fitter  
 Hiponia Richelieu Morada, Second Engineer  
 Luc Sigui, Manager, General Administration  
 Sairam Subramanian, Production Operator  
 Valerio Marlon Castro, Cargo Engineer  
 Venkataraman Raghavan, Senior Production Operator

## ERRATA

In previous issues of World Horizon, we missed out the following retirement announcements:

### March 2015

Ravi Sundararaj, E&I Supervisor

### July 2014

Stepan Gukaliuk, Master

In 4Q 2014 issue, Captain Pradeep Malik was stated to have sailed with the Company for "six years". It should have been "sixteen years".

We apologise for the errors.

## Retired

### April

Katticheera Mohammed Yusuf, Messman



## H E R I T A G E

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Senior BW representatives celebrating yet another milestone at the 50<sup>th</sup> anniversary reception in New York in 2005

From left (with titles at the time of the photo): Jan Haakon Pettersen (CEO BW Gas), Anna Sohmen, Helmut Sohmen (Chairman BW Group), Andreas Sohmen-Pao (CEO BW Maritime), Billy Chiu (Commercial Director, BW Maritime), Michael Smyth (President, BW Group, Bermuda office), Ken Fung (Representative in New York).

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