SAFETY ON BOARD

HEADQUARTER  Greetings from Hamburg
INSPECTION  Introducing Fleet Performance to the PD Fleet
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& PD Photo Contest 2015
MESSAGE FROM THE BOARD
IN HAMBURG

Dear Captains,
Officers, Crewmembers,

Another edition of HOMEPORT PD is ready for you. Since the last time we have received very good, interesting and individual replies from many of you. This is a high motivation for us to continue with the work on HOMEPORT PD. Many of your different ideas are reflected in this readout. One important subject is „safety on board”. We are of the opinion that this subject is almost in every body’s mind on board. However it makes sense to continuously be careful. One of our sailors said in an interview: „A ship can be a dangerous place to work if you don’t open your eyes and take precautions”. How right he is you can imagine if you read the article of Capt. Roy Machart who reflects on the „Story of Safety” – it’s really interesting. But safety has to do as well with our well-being and good health – and this starts for example in the kitchen. Find more about this on the following pages.

From our side we try to do everything possible to ensure you a good and safe workplace to make you enjoy the retirement! +++

Wulfert Kirst

HEADQUARTER | EDITORIAL

NEWS | HEADQUARTER

BENEFICIUM ACTIVITIES
IN PROGRESS

From our last HOMEPORT PD you may recall PD Beneficium’s project of re-building a school on the Philippine island Islas de Gigantes after it was heavily devasted by the Typhoon Yolanda in November 2013.

One year later, Döhle Group (via PD Beneficium e.V.) in cooperation with the Aid Line Philippines-Swiss (ALPS), Inc. committed to support children of the families of seafarers as well as orphans/widows in the region to ensure a proper place for education and restore hope among them brought by the typhoon.

The construction and rehabilitation of the new school building in Brgy. Granada and a satellite school in Sitio Ptagao were completed on December 2013. It was successfully handed-over on 23 February 2015. The rehabilitation consisted of complete rebuilding and re-roofing of one Marcos-era old classroom which was completely destroyed by typhoon Haiyan.

Students and school administration of Granada Elementary School were very thankful for all the people behind the completion of the project- which build the hope for school children of Islas de Gigantes.

+++ ticker +++

+++ We like to cordially thank our long-serving Masters Capt. Hans-Joachim Langer and Capt. Gerhard Pantke for their continuous and great support throughout their 26 years with Döhle Group. Enjoy the retirement! +++

+++ We are pleased to announce that Peter Döhle Schiffahrts-KG has taken the first so-called Newcastlemax Bulk Carriers with a capacity of about 208,000 dwt into their technical management. M/V Leopold Oldendorff and M/V Ludolf Oldendorff were delivered beginning of January respectively February 2015 from Hyundai Gunsan Shipyard. +++

+++ Even if a little belated we like to give our best wishes to Peter Urban for his 25th anniversary with Peter Döhle Schiffahrts-KG!! A great thanks should accompany our congratulations for his great support in all these years. +++

+++ The Döhle Seafront Crewing company van is shining in a perfect new outfit. We wish good driving in Manila at all times. +++

+++ The fleet of HAMMONIA Reederi showed further growth with the delivery of two additional TEU wide-beam container vessels M/V Hammonia Virgina and M/V Seamax Stamford built at Zhejiang Ouhua Shipbuilding in China. +++

+++ We will sponsor via the Maritime Research Foundation the development of two additional TEU wide-beam container vessels M/V Hammonia Virgina and M/V Seamax Stamford built at Zhejiang Ouhua Shipbuilding in China. +++

+++ +++

+++ Peter Döhle Schiffahrts-KG will sponsor via the Maritime Research Foundation the „Research Center for Maritime Management” of Hamburg University. We will be pleased to inform you about upcoming developments in the next newsletters. +++
A SHORT HISTORY ON SAFETY

Let us start the topic of this edition by going more than 100 years back:

April, 1912. The biggest marine disaster ever took place as the TITANIC sunk. Together with her 1514 lives were lost, which means approximately 70% of all persons on board. One of the later identified root causes of the high number of casualties was the insufficient availability of life saving appliances. In 1913 SOLAS has been adopted, defining minimum safety standards on board.

In 1967 the tanker MT TORREY CANYON caused the first big environmental accident following a grounding on the Seven Stone Reef, whereat 120,000mt crude oil polluted the English and French coast. In 1973 MARPOL has been adopted.

In 1971 MT TEXACO CARIBBEAN collided with MV PARACAS in the Dover Strait. The tanker exploded. 8 seamen died. A year later the IMO released the International Regulations for Preventing Collisions at Sea (COLREGs).

1987 - MV HERALD OF FREE ENTERPRISE capsized.

No one will forget the MT EXXON VALDEZ- disaster in 1989. 1990 - THE OIL POLLUTION ACT 1990 (OPA 90) followed.

In 1990 there were 159 casualties due to fire and bad crisis management while evacuation on board of the ferry MV SCANDINAVIAN STAR. The ISM Code was adopted 3 years later.


There is a distinctive connection between fatal accidents and the attempt of bringing rules and regulations in place in order to „mitigate the risks“ and to act preventive. However, it remains a reaction only and it seems that this is part of human nature: starting to draw the right conclusions just after experiencing bad lessons.

Taking into account that 80-90% of marine accidents are going back to human error – we have to expect that the number of rules, regulations and conventions will raise further.

Nevertheless, we make progress!

15 Years of shipping accidents – a review made by the SOUTHAMPTON SOLENT UNIVERSITY in 2011 found that the ratio between the number of safe voyages to voyages resulting in the loss of the vessel improved from 600:1 to 800:1 from 1998 to 2011. The same statistic applied for the commercial aviation comes to a ratio 1,000,000:1.

Indeed – shipping shows a trend to get safer. Nevertheless, I believe you share my point that there is still little room for improvement.

Introducing Performance Management to the PD fleet

Due to the continuous development in the shipping industry and market demands, Performance Monitoring of single vessels and data availability of the whole fleet is getting more and more essential for us, especially in today’s competing market. Therefore, the PD Management decided last year to build up a Performance Management System within the company, which is basically formed by a Fleet Performance Team within the inspection department.

For the realization of Performance Management, the Performance Monitoring and the availability of data is a key factor. This is presently realized by an interface to the data collected through the manual Daily Report/ Fleettracker System, but further single vessels are and will be fitted with a fully automated monitoring and data collection system on board.

The designated Fleet Performance Team was established in the beginning of this year and consists of the following members:

- Fleet Performance Superintendent / Team leader - Christoph Wöhrenberg
- Fleet Performance Superintendent - Marek Bocián
- Fleet Performance Officer - Peter Bergmann

On board, the main task is performed by the crew by development, as already implemented, and as well for the commitment to other measures and developments.

The main aim of the performance monitoring is to develop an overall Performance Management System within our fleet and the involved departments. This shall focus on the performance of the vessel; means the operation of the vessels, the voyage planning and execution, evaluation of basic and key data of each vessel for a comparison of vessels or whole fleets, decrease energy demand and accordingly fuel consumption. Furthermore, the performance monitoring itself will give a guidance and reference for potential modifications or the implementation of further measures to improve the performance and efficiency. These modifications and implementations can be either on the hardware side, such like bulbous bow modification, or on the operational side by development of procedures and guidelines.

At this point, we also like to take the chance to thank in advance all crew members for the support and efforts in view to Performance Management and Monitoring, as already implemented, and as well for the commitment to other measures and developments.

"Continuous improvement being the target of our activities"

Capt. Roy Machart
Slow steaming has been a dominant topic over the past years and consequently a crucial subject to know and care about. The practice has been extensively implemented since 2008 and has brought many benefits to shipping companies who have embraced it as an effective operational measure to lower fuel costs. Another beneficial effect of slow steaming is that the overcapacity of ships is counter acted by deploying more ships to service the same trade lanes. However, like always in life; there’s no free lunch! Although the advantages of slow steaming are quite obvious, there are more subtle aspects, which present challenges to the daily operation of vessels. This article will highlight the most common challenges and show how HAMMONIA Reederei Crew and shore staff have implemented solutions to effectively deal with the challenges.

On modern vessels the main engines are typically engineered for a normal continuous operation at about 85% to 90% of the maximum continuous rated (MCR) power. For this reason the auxiliary main engine systems, such as the lubrication, cooling and turbo chargers are optimized for this load range. When slow steaming, the engine power is lowered below 40% MCR. This has significant effects on the functionality of the above mentioned auxiliary systems.

For example, the cylinder lubricating system is designed to cope with a limited engine speed range. When the engine load is lowered below 40% MCR, over-lubrication may occur. Cylinder oil overcoasting can cause abrasive wear down of liners and piston rings. If the unburnt oil then flows down the liner, causing the piston rings to get blocked, the fire risk in the scavenge space increases drastically. In order to reduce these risks, the cylinder lubrication oil feed rate has to be reduced and the lubricating oil type (BN) is adjusted to lower temperatures.

Another problem resulting from low load operations is referred to as cold corrosion. Similar to the lubricating system, the cooling system is also designed according to the high temperatures present at high load engine operation. At lower power the cooling system can create overcooled areas in the cylinder liner. This in turn can lead to water condensation and formation of acids, resulting in abrasive wear down of the liners and piston rings. As shown in the picture, even a short running period can lead to significant liner damage. In order to mitigate these risks the cylinder lubrication oil has to be adjusted and the high temperature cooling system needs to be modified in order to reduce the cooling water flow rate.

Slow steaming may also cause improper combustion processes in the main engine, resulting in soot accumulation on the turbine and nozzle rings. Running at high loads for short intervals on a daily basis allows clearing away deposits, burn soot and allows testing the engine at high load. These measures are particularly important since they also avoid harmful deposits gathering in the exhaust gas boiler. If the boiler is not regularly cleaned and deposits accumulate, then the risk of a boiler fire is large.

Slow steaming not only creates problems on the machinery side but also increases the risk of hull fouling. The type of anti-fouling paint applied on the ship’s hull is chosen based on several factors, of which one of the most important is the expected average sailing speed. This is due to the fact that many of the anti-fouling paints work through the principle of self-polishing. However, if the vessel does not sail fast enough then the fouling is not polished off the hull and a layer of fouling can quickly build up. This can cause a significant increase in vessel resistance and may lead to severe over-consumption. In order to prevent excessive hull fouling, the hull condition must be continuously monitored. This can be done through diver inspections and analysis of daily ship performance reports. Each vessel type has a performance benchmark which determines the amount of required engine power and fuel consumption for achieving certain speeds. If the reported values consistently exceed a pre-defined threshold, a hull cleaning and propeller polishing is initiated. If a new anti-fouling paint is applied, the historic speed profile is considered and the paint specification is selected accordingly.

It is clear that the challenges created by slow steaming require special attention. Thanks to good cooperation between the technical department and vessel crews during the last years, HAMMONIA Reederei has been successful at solving the issues related to slow steaming. Looking at the development of the fuel price in the recent months, one cannot help to ask if the slow steaming practice will remain or will the falling fuel price lead to increased ship speeds again? If slow or fast steaming, HAMMONIA Reederei had shown it can successfully adapt to different market conditions to provide costumers with reliable and safe service.

Robert Weishäutel & Lucas Murmann
THE SECRET OF SAFE CREW PERFORMANCE

We asked Captain Petrovich, currently on board MV Maersk Karlskrona, to share with us his views on safe performance of the crew. His answer was unexpected because it draws attention to an often overlooked topic on board - cooking: "I always asked about the key points of successful operation at sea. The answer is rather complex, but amongst other major points I would put a pleasant working atmosphere on board as the utmost and indisputable condition. I would even say this is the basis which allows the crew to work hard whilst feeling at home on board and in my opinion this is what makes them take proper care of their temporary home at the same time. And can you imagine any home without plentiful and delicious food? Surely, not! And here comes THE COOK into play – the person who in the ancient seafaring times was even titled "Second Most Important Person on Board" - after the Master, of course. I'm recalling some 15 years ago, we had a "terror" situation with a cook, almost nothing to eat despite a fully stuffed provisions chamber. But everything changed on the day "THE COOK" came on board – a real treasure. I remember him till now: Mr. Justo, Manakini – an utmost professional. This marvelous man used to wake up very early in the morning at around 04:30, he was singing in the galley and all crew – believe it or not – was hurrying up for every meal with a broad smile. Happiness was hovering around and all worked very hard later on."

Captain Petrovich also mentions that not only the mutual cooperation between him and his Chief Cook makes all the difference but also "maintaining a balanced budget which I would frankly say can be a pretty hard task nowadays. The trick is to find the right catering company which assists rather than challenges the Captain and provides excellent cooperation."

Preparing tasty and nutritious food can be an effort – at home and on board. Each cook probably knows the problem of fulfilling everybody's (taste) expectations on board. Romanians love Sarmale, the Polish like Bigos, in the Philippines one of the most famous national dishes is Lechon, Russians like borscht and Ukrainians savor solyanka. In case you are wondering: All have one thing in common – they usually contain lots of meat.

Meat is of course okay, but ideally not every day and preferably in a "lean version". Processed foods such as crisps, tinned vegetables, breakfast cereals, sausages, ham, salami or bacon should not be constantly on the menu as they may lead to a higher risk of cancer or heart disease. Foods with little or no salts are good to keep the blood pressure on an even keel.

Of course there are exceptions to every rule says Captain Petrovich: "Sea conditions sometimes require pretty fat food, if for example you are sailing through heavy weather. In such tough sailing condition it would not be possible to stay with the light food, and in this particular case healthy means safe, to continue the job and the body does surely digest it adequately."

Captain Petrovich's recipe for a healthy life style on board is simple but most effective:

"Try to avoid processed and sweetened stuff. If you use sugar, try honey or maple syrup. Eat more whole grain porridge in the morning and afternoon like buckwheat, mille and less white rice and combine it with fresh salad and rye bread. Never add milk to the above. Milk is a superb product, but should be used separately."

Make fresh, unflavored, natural yoghurt on board. This is possible even with UHT milk. A glass of such kefir 1-1.5 hours before going to bed will surely keep you on the healthy side plus it is a great recipe for weight control.

If it comes to snacks take fresh or dry fruits and not treated nuts.

In the evening, try to stay on the protein side combined with salads and vegetables. The major issue is to be always moderate in eating. Unfortunately, here on board we are exposed to heavy jobs in the Engine Room and high fatigue on the bridge. And when the adrenalin is high the appetite rises which may sometimes lead to overeating."

And the overall secret of preparing good food on board? As our Chief Cook, Mr Ferdinand A. Frias, puts it:

"Take part of your soul, mix up with your smile and all the rest will be done by subtle, professional hands!"

In conclusion: A good cook helps not only the crew to stay healthy but also adds safety to the vessel.
MEET THE CREW OF MV JOGELA

SHIPS PARTICULARS - MV JOGELA

Call sign: CQIX
Flag: Portugal
Homeport: Madeira
LOA: 255.4 m
Beam: 37.3 m
DWT: 57988 T
Built at: 2014 Jiangsu New Yangzijiang Shipbuilding

1. Where do you come from?
   Could you tell us a little bit about this place?

2. When did you start sailing in general, and when did you start sailing on PD managed vessels?

3. What is your favourite PD vessel and why?

4. What do you like most about your job?

5. What is your favourite port and why?

6. What is your advice to young seafarers?

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FOLLOWING QUESTIONS WERE ASKED:

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ERHARD MANSKE
Captain

AIVARAS VAIVADA
Ch/Off

1. I am from Klaipeda, Lithuania’s seaport, the northernmost of the east coast of the Baltic Sea, which is not freezing during harsh winters. 2. Started seafarer’s career in 2003, joined PD vessel 5 years ago. 3. All, but Jogela especially, I’ve joined her in the shipyard, took part in initial settling, feels like I’m at home. 4. Active contacts with people, arranging vessel look better and, definitely, the sunrise during morning watches with a cup of coffee. 5. All of their beautiful ports, from life in African village view or the gallery of African art on the pier to the magnificent views of Hong Kong. 6. Study hard and be motivated for experience, it will pay back soon. 7. Clear communication, cooperation and high attitude to the safety.

JOSE LARGO
Electr.

LOUIE SARMIENTO
A.B.

1. I come from Cebu, famous for the “Sinulog” festival, origin of dried mangos and “Lechon de Cebu”. A great Island in the heart of the Philippines. 2. I started sailing in 2003, and with PD in 2014 only. 3. This is my 1st contract on PD vessel, and I am still exploring it. 4. As my job as a seaman I like to meet people of different nations and make friends with them. 5. Since I became a seafarer my favourite port is Napier in New Zealand, very nice environment and friendly people. 6. Set the goals and be focused to achieve it. 7. To maintain safe working procedures and have adequate time for rest.

ABBELLANE CAMOTES
Bosun

1. I come from Cebu, it’s a good place, lot of restaurants, sport resorts, flowers everywhere. 2. I started sailing in 2003, and since 2008 I am on PD vessels. 3. I like all of them, Containers and Bulkers. 4. I can see different places around the world. 5. My favourite ports are all in Europe. 6. My advice is work and study hard and one day you will become a good Officer or Engineer. 7. Safety on board is the most important matter to all the crew; safety drills, and personal protective equipment.

1. I come from Manila, one of the busiest places in the Philippines. 2. I started sailing back in 2009, and with PD in 2014 only. 3. This is my 1st contract on PD vessel, and I am still exploring it. 4. As my job as a seaman I like to meet people of different nations and make friends with them. 5. Since I became a seafarer my favourite port is Napier in New Zealand, very nice environment and friendly people. 6. Set the goals and be focused to achieve it. 7. To maintain safe working procedures and have adequate time for rest.

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1. I come from Madeira. This Atlantic island is known for its natural heritage, flowers, festivities and good climate. I started to sail 4 years ago on small coasters and I am since 2014 with PD. My favourite vessel is “Viona” because of her structure, sailing characteristics, and for being my first vessel she has a special sentimental value. Interacting with other cultures on board and ashore as well as travelling around the world. Most of all, I like to be citizen of the world. St. Petersburg by the climate changes I have experienced and the historical channel entrance. Give your best in every duty and you will achieve the best experience.

2. I started to sail 4 years ago on small coasters and I am since 2014 with PD. My favourite vessel is the MV Polonia, I was feeling very well on this ship. I like working at any place in the engine room, especially welding works in workshop and on deck repairing damages. My favourite port is Busan in Korea; it is very lovely and has a nice shopping area and beautiful parks. The young seafarers should work seriously and save their money. The main topic about Safety on board is all about the ISM and to avoid any kind of accidents.

3. My favourite vessel in PD is Hammonia Galicia. It’s because they have complete facilities and good Internet. They have some factories, piggeries, poultry, fish ponds, and vacation resorts. I started sailing in 2005 in Royal Caribbean Cruise Line as Chef de Partie, and started on PD vessels in 2008 as a Chief Cook. My favourite vessel in PD is Hammonia Galicia. It’s because they have complete facilities and good Internet. I like to prepare healthy and tasty food for the crew, and that everybody is satisfied with the daily menu. My favourite port is Ho Chi Minh in Vietnam. In this port I feel very safe and transportation is cheap. People there are very friendly. I can advise the young seafarers to be patient and to listen to their superiors. Safety First for yourself and familiarize with all safety equipment.

4. I am from Luzon, the biggest island in the Philippines famous for their Rice Terraces. I started in 2005 and in 2012 I started on PD managed vessels. My favourite PD vessel is the MV Polonia, I was feeling very well on this ship. I like working at any place in the engine room, especially welding works in workshop and on deck repairing damages. My favourite port is Busan in Korea; it is very lovely and has a nice shopping area and beautiful parks. The young seafarers should work seriously and save their money. The main topic about Safety on board is all about the ISM and to avoid any kind of accidents.

5. Most of authorities, inspectors compared with other ports. Not so long time to have a favourite vessel, but all of them were good. My job gives me good possibility to visit different places and learn about different cultures. My favourite port is my own city. This is a port where you want to come back all the time. Not standing pat, you must move ahead, always improve your professional skills and knowledge. When you see yourself every morning in the mirror, remember, this is a person who is responsible for your safety today.

6. I am from Klaipeda, it is the main port in Lithuania, which has a rich and deep seafaring tradition. My favourite port is my own city. Also interesting is to see the behaviour of authorities, inspectors compared with other ports. The whole city is beautiful. Respect your co-workers and study; it will help you in future. A ship can be a dangerous place to work if you don’t open your eyes and take proper precautions.

7. I am from Vladivostok, a city of seamen and fishermen, 3 sides of which have a beautiful sea-coast. I am from Klaipeda, it is the main port in Lithuania, which has a rich and deep seafaring tradition. I started sailing in 1995, in 2013 I joined HAMMONIA and in 2014 PD. I am working with PD not so long time to have a favourite vessel, but all of them were good. My job gives me good possibility to visit different places and learn about different cultures. My favourite port is my own city. This is a port where you want to come back all the time. Not standing pat, you must move ahead, always improve your professional skills and knowledge. When you see yourself every morning in the mirror, remember, this is a person who is responsible for your safety today.

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9. I come from Constanta, a city port of Romania. Its a nice city, and in summertime with plenty of beautiful people. I started sailing on Maersk Kleven in 2013, my first contract in my life. Hanjin Afrika, a lot of space in the engine room, good accommodation, and nice working atmosphere. Responsibility and taking decision in repairing machinery. Algeciras in Spain is my favourite port, close to the port there are nice restaurants. The whole city is beautiful. Respect your co-workers and study; it will help you in future. A ship can be a dangerous place to work if you don’t open your eyes and take proper precautions.
In November 2014, one day prior the official start of the „Asia-Pacific Training and Manning Conference“, the first pre-conference took place in the Döhle Haus in Manila. The invitation has been extended to participants of the LSM conference as well as to friends and leading partners of the industry in Manila. We registered a lively demand and high interest to the sophisticated agenda of the pre-conference arranged by Atty. Iris Baguilat, President of Döhle Seafront and her team. Topics such as „The Competitiveness Issues of Philippine Seafarers“ presented by Atty. Iris Baguilat or the very interesting contents of the presentation from the university professor Dr. Bernardo M. Villegas giving a lecture about „The ASEAN Economic Community“ were making this first pre-conference a very successful event. In total, four comprehensive presentations have been delivered to the audience containing a wide spread of information about the industry in the Philippines and not being limited to crewing topics. Afterwards, a delicious buffet and drinks were delivering the perfect environment for interesting chats and networking.

The feedback from the attendees for the event was overwhelming and we all felt very welcome in the fantastic organized location. The Döhle Haus lived up to its name to be a house of hospitality and to be a meeting point for friends, partners and, of course, seafarers from Döhle Group.

The event will take place again this year in November and we are all looking forward to participate again.

Looking into today’s shipping world, also we have to admit that ten years ago our imagination was not big enough to see this fast increase in container vessel’s size. Maneuverability problems compared to earlier generations, not available steel qualities or production skills, fatigue and longitudinal strength limits, insufficient port facilities and various more concerns have been raised if it came to the limitations in size. Today, such issues seem to be less important. The whole run on bigger ships is fully driven by the „economies of scale“. This commercial aspect is still valid although the MOL Comfort incident happened and the effect that the bigger the vessels get, the lower the savings per slot are (see Fig. 1).

Fig. 1
SLOT COST REDUCTION

- Capacity increase
- Slot cost reduction
Fig. 2
CONTAINER VESSEL SIZE MATRIX & EVOLUTION

In the following we like to take a look at some of the relevant technical and operational issues.

1. Design aspects

As an example of the presently ordered, but not yet delivered vessel sizes, please see figure 2. Such vessels are the latest plans at Korean/Japanese shipyards.

These ships, having a nominal capacity of 20.100TEU, are already 32% bigger in deadweight and 60% in nominal capacity than the original 12.600TEU series our company ordered in 2007.

The main dimensions are typically changed in steps of 40 feet bays with transverse bulkhead (abt. 14,6m) in length and the width of a container (abt. 2,5m) in breadth. In recent times we see that due to a better production cost-to-intake ratio, vessels with a lower length-to-breadth value are preferred by the yards and owners. The next length step to abt. 414m will be possible with standard technology considering high tensile steels like HT47 as commonly used now. If we like to increase more, other not yet developed cross section segments shall be considered according to DNVGL.

An important issue is the big influence of wider vessels to higher GM values. Such cause high accelerations having an impact on crews and containers in the same time. Higher lashing bridges are requested to allow improved container distribution on deck also.

The vessels depth depends significantly on the container grid and strength of the individual container. As the typical test load of a container is set at 96mt, the storage of more than ten tiers HC or eleven tier standard containers will not be possible without unfavorable stoppers within the stack. Draft should always be considered in the view of the available water depth in the sailing area, but also in relation to beam. A vessel passing the Suez Canal has to follow the draft and beam tables of the Authorities which focus on a draft* beam passing the Suez Canal has to follow the draft and beam tables of the Authorities which focus on a draft* beam.

2. Operational aspects

For this class of huge container vessels the most relevant trade is Asia-Europe, which does not really have port or operational limitations. However some issues have to be considered in the design, such as maximum drafts for river passages like the river Elbe, turning basin dimensions, berth length, bridges or port facilities. In view of the used gantry cranes in the ports it is observed that such are growing together with the vessels and shall not be seen as a limitation. In some ports there are already dedicated higher gantry cranes which discharge the upper tiers (e.g. 9-11 tier on deck) and standard gantries which serve the others.

We raised the question of maneuverability of big container vessels already in our CFM blog and got expected answers. The doubts about bow thruster efficiency, handling and course stability of the vessels are reasonable and will be valid for each bigger generation. With present designs the utmost is done by implementing bigger bow thruster capacity and efficient full spade rudders with suitable rudder angles as well as areas and leading to different sailing behaviors, especially for fully laden condition.

Fig. 3
MAIN DATA OF 20.100TEU VESSEL

CONCLUSION

Considering certain technical aspects, the industry will be able to manage the design and production of bigger vessels of 24.000TEU and more. Despite that some issues still have to be re-thought or further developed. The consequence of the steady size increase is a more challenging handling of the vessels which includes a need for more crew training and a limitation to dedicated routes which reduces flexibility. Finally it has to be admitted that the request of the liner companies for bigger vessels will force designers and shipyards to develop more and bigger ships in the future. A size limit is presently not foreseeable.

References: DNV GL container ship update No 01 2014, Lloyd’s List article dated 16.02.2015, Suez Canal Authority Beam and Draft tables (Circular 2-2010)
ONE HAND FOR ONESELF AND ONE FOR THE SHIP

Looking at the cause of many personal injuries sustained onboard ocean-going ships the above old sailor’s golden rule seems to be forgotten. We are aware that today’s life as a seaman on modern cargo vessels is different from the good old days when a crew of above 20 skilled, highly motivated sailors from one or two seafaring nations served onboard a general cargo vessel forming a team in which everybody knew and relied upon the rest of the crew since many contracts of employment.

Today, the environment adds pressure upon the ship’s command and the crew in form of various regulations and conventions to be complied with, internal and external audits and vetting, and fewer crew members having to take care of much larger vessels.

Nevertheless, not looking after oneself in a proper way at all times can result in severe injuries and sometimes loss of life.

It is a fair comment to say that no convention can replace common sense as the best accident prevention measurement. If some of your crew shows signs of lacking such safety awareness for himself, there should be no hesitation among the remaining crew to point out to him that his attitude puts him and indeed other at risk.

Showing a few simple examples:

Wearing protective gear in a proper way - This is obviously not the right way to wear safety shoes even if it makes the sailor’s life easier in the morning: Here, the crew member wearing his safety shoes in this way lost his balance on the staircase by a sudden movement of the ship, tumbled down and sustaining severe injuries.

Applying protective gear at all: here the use of secured staging, a boatswain’s chair with life line, scaffolding or the use of a safety net should have been considered and the most appropriate applied.

In another deadly incident, one crew member fell overboard and subsequently drowned when he was un-securing the gangway for a pilot ladder/gangway combination leaving port at night time. The AB wore safety clothes and a hard helmet but no safety harnesses by which he could have secured himself with the ship in such dangerous situations. The tragic result was the loss of his life.

Life onboard is hazardous in general, but with education and training the risk of accident can be minimized. Furthermore, your Owners provide the protective equipment to be used when necessary but the most simple and effective safety wisdom should never be forgotten:

One hand for oneself, one hand for the ship.

SPECIAL | ONE HAND FOR ONESELF AND ONE FOR THE SHIP

PD PHOTO CONTEST 2015

Once again, it’s becoming time! The contests of the last two years were already such a success that there is no question about launching another one.

This year’s PD Photo Contest will carry the motto: »Döhle around the world!«.

You can become a participant of the PD Photo Contest2015 if you are an employee of Döhle Group and enjoy taking outstanding snapshots. Please send your photos in .jpeg format latest till 31st of July, 2015 to photo-contest@doehle.de.

You may send three photos at most and the individual e-mail size should not exceed 5 MB. Your photos should be taken with a minimum resolution of 3 megapixels and please use the highest achievable quality. Kindly provide us with some details about the photo as well (date, place, motif) – and whether there is a story attached to it. In order to enable us to assign the sent photos to you, please make sure that your e-mail contains all necessary personal information: full name, home address, job title and company.

We are looking forward to receiving more of your wonderful impressions!

ENTRANCE REQUIREMENTS

Organizer of the PD Photo Contest is Peter Döhle Schiffahrts-KG, Ellechaussee 37a, 22409 Hamburg, Germany (“PD KG”). PLEASE NOTE: With your participation in the PD Photo Contest you accept the following participation conditions. Deadline: Any photos being send to us later than July 31, 2015 cannot be considered in the PD Photo Contest judgment. Image Copyright: If any person(s) is/are shown on a photo, the Participant confirms that those person(s) have agreed with the publication of his/their portrait. The Participant also confirms that he/she has taken the photos himself/herself (owns the right of the picture) and the sent photos are not reserved to any third parties, such as publishing houses. The image copyright for the sent photos stays with the Participant. The Participant, however, agrees that PDS KG and affiliates or subsidiaries of PDS KG (“PD Group Members”) may use all photos being sent to it free of charge for the following purposes for the production of promotion calendars, for the exhibitions of the winning photos and the reporting of the PD Photo Contest, for any marketing campaigns in print media or internet, such as but not restricted to the homepage of the PD KG and PD Group Members. PDS KG may use the sent photos for other purposes only with the allowance of the respective Participant.

PHOTO CONTEST | SPECIAL

THIS YEARS PRIZES ARE:

1. Microsoft Surface 3
2. Ipad Air 2
3. Apple Watch
4. Bluetooth Speaker
5. WD MY CLOUD - Personal Cloud Storage

EUR 50 Gift Card
Ipad Air 2
Microsoft Surface 3

PRIZES ARE: THIS YEARS

THIS YEARS

Tom J. Sommerwerck

PHOTO CONTEST | SPECIAL

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