

Dear Sir or Madam,

With GL's new solution "Extended dry docking (EDD)" Owners and Operators can extend the dry docking period from five to seven-and-a-half-years; Futureship's ECO-Assistant offers instant fuel savings without modifications to the vessel and GL's "Port Clearance Assistant" software is now available at no cost to ship owners and managers. Read about slow steaming, weather routing and alternative fuels - all main "Green Shipping" themes at the InwaterTec congress in Kiel, Germany. Prepare for the upcoming Emissions Control Requirements coming into force on 1st of July 2010 MARPOL Annex VI.

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For Owners and Operators: Extended Dry Docking (EDD)

Extend your dry docking period from five to seven-and-a-half-years and maximise your flexibility with GL's new solution Extended dry docking (EDD).

A new Extended Dry Docking (EDD) option for container vessel, general cargo ships and multi-purpose dry cargo vessels has been introduced by Germanischer Lloyd (GL) to acknowledge longer lasting coatings.

GL offers owners and operators the chance to extend the dry-docking period from five to seven-and-a-half-years. This option provides maximum scheduling flexibility while maintaining the highest standards of quality and safety. Owners who previously would have had to look for an available dry-docking facility each five years can now have their ship inspected at dock-side.

While the Extended Dry Docking offers tremendous flexibility and savings in positioning and docking costs, it also reduces the off-hire times and allows owners to bring additional scheduling options to the table during charter party negotiations.

"We are convinced that owners who implement the current technological options, and who maintain a stringent planned maintenance programme, can take advantage without undermining quality or safety," says Mr. Matthias Galle, GL Vice President for Classification and Technical Matters. "Our discussions with the Liberian, Marshall Islands, Antigua and Singaporean flag states, as well as with the German maritime authority BG Verkehr, formerly SBG (See-Berufsgenossenschaft), indicate that, with some reservations, they are in general agreement on this point."

To assure the highest levels of quality and safety, only ships meeting GL's entry requirements are allowed into the programme. These requirements include flag state programme approval and the fitting out of the ship with GL class notation IW (in-water). All ships must have GL HullManager (a GL-approved planned maintenance system for the hull) as well as a planned maintenance system for machinery. In addition, the ship must be fitted with a shaft bearing and sealing system of approved design with implementation of regular monitoring procedures.

For newbuildings, the hull dry film thickness must be a minimum of 300µm, excluding anti-fouling, and the ship must be fitted with anodes prepared for seven and a half years and/or have an impressed current system installed and maintained. For fleet in service ships, ballast water tanks must maintain a "good" condition according to IACS Rec. 87, and the vessel must be free of any condition of class concerning underwater parts. In all cases, GL reserves the right to suspend the programme at any time if it is determined that an out-of-water inspection is necessary. In addition, this new scheme only works together with owner, Flag State and class. In the case of a change in owner or Flag, the EDD approval may be waved and a dry-docking is immediately due/required.

Ship owners and operators interested in the Extended Dry Docking Programme please contact fleetservice@gl-group.com.



Instant Fuel Savings without Modifications

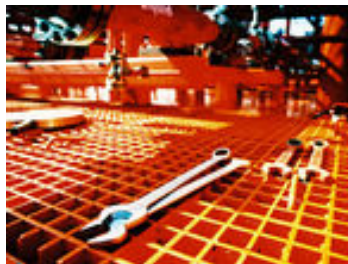
The Futureship's ECO-Assistant offers an efficient and accurate solution to point your crew to the most efficient operating condition, so you achieve instant fuel savings without modifications to the vessel.

The trim of a vessel significantly influences its resistance and hence its fuel consumption. But unfortunately, there is no unique optimum trim for a vessel as this depends on the operating parameters of speed, displacement and water depth. ECO-Assistant is an easy-to-use, stand-alone software application, which requires no interfacing with the vessel's systems and sensors, and which can be installed on any computer. By entering the operational parameters of speed, displacement and water depth, ECO-Assistant calculates the optimum dynamic trim for the specific operating condition.

The associated static trim, which may be measured in port, is also computed so that the crew can adjust the static trim while loading the vessel, to meet the calculated optimum trim for the scheduled voyage. ECO-Assistant can be equipped with an optional USB acceleration sensor to measure the dynamic trim while sailing. The crew can then use this information to optimise the vessel's trimming while underway.

The key ingredient of ECO-Assistant is a comprehensive database of ship-specific resistance data for a variety of different operating conditions.

Find out more about ECO-Assistant at FutureShip.de



New Emissions Control Requirements

On the 1st of July 2010, MARPOL Annex VI, a new requirement (regulation 15.6) regarding Volatile Organic Compounds (VOC) emissions control, enters into force.

All tankers carrying crude oil will be required to carry and implement a ship-specific Volatile Organic Compounds (VOC) Management Plan, approved by the Administration.

The VOC Management Plan is required to be consistent with guidelines established by the MEPC in resolution 185 (59) and MEPC.1/Circ.680.

The plan approval procedure will be as follows:

1. The owner is to send the ship specific VOC management plan as a word template, or in .pdf form, by email to GL for review and commenting.
2. GL returns comments by email to owner.
3. The owner updates his submission accordingly and sends a final version to GL.
4. GL approves and returns the manual.

A ship-specific VOC Management Plan must, at the least, provide written procedures for minimising VOC emissions during:

- loading of cargo
- sea passage, and
- discharge of cargo.

Additionally, VOCs generated during crude oil washing need to be considered.

For more information, please contact:

Germanischer Lloyd (GL)

System Technology

Georg-Alexander Martin

Phone +49 40 36149-7005

E-Mail: engine.environmental@gl-group.com



Tanker Officers Training Courses

The Marine Training Center - Hamburg (MTC) invited European tanker owners and crew managers to learn about its newly implemented Tanker Officers Training Standards (TOTS) Simulator Courses.

Capt. Howard Snaith from Intertanko, as key speaker, provided a presentation to highlight the functionality of the TOTS system. He told a well-attended seminar that INTERTANKO was absolutely delighted that MTC had achieved accreditation to run the TOTS simulator courses. He mentioned it is the first training academy to achieve TOTS certification. He believes that many more Marine Academies will now push forward to complete their own TOTS simulator training accreditation, in view of the current growing demand by tanker owners for centres to run TOTS simulator courses for their officers. Furthermore, Capt Snaith pointed out that four IACS classes had announced their ability to approve courses and training

systems according to TOTS. Germanischer Lloyd is the first of these, having now practiced and successfully finished this certification. The seminar continued with a presentations by Seagull regarding e-TOTS availability and use. A tour of the [Marine Training Center Hamburg \(MTC\)](#) simulator facilities in Hamburg concluded the seminar.

The following TOTS simulator training courses are now approved by GL:

- Module 4A, Chemical Tanker Simulator Training
- Module 4B, Chemical Tanker Simulator Verification
- Module 4C, Product Tanker Simulator Training
- Module 4D, Product Tanker Simulator Verification
- Module 4E, Crude Oil Tanker Simulator Training
- Module 4F, Crude Oil Tanker Simulator Verification

The Standards applied are:

- GL Standard for the Approval of Training Programmes and Training Systems, Edition 2009, Rev. 05
- TOTS, Tanker Officers Training Standards by INTERTANKO 2008; Modules 4A - 4F

For details of the approval and certification according to TOTS by GL please contact :

Reinhold Heller

Germanischer Lloyd AG
Systems Certification ISM / ISO / STCW
Hub Germany
Brooktorkai 18
20457 Hamburg / Germany
Tel: +49 (0)40 36149 7931
e-mail: reinhold.heller@gl-group.com



Port Clearance with GL Maritime Software

GL Maritime Software's "Port Clearance Assistant" is now available at no cost to ship owners and managers.

The module of the ship management software simplifies port clearance procedures and ensures that the crew onboard has the right information available. As the software module incorporates contributions and experience of its user community, "Port Clearance Assistant" will be available free of charge in 2010.

Regulations differ considerably according to each country and even between ports. Preparing the necessary port documents such as customs, immigration, Port Health Authority and Port Authority papers can be a time consuming task, especially with ever-changing requirements. [GL Maritime Software's](#) "Port Clearance Assistant" module prepares port documents automatically, which saves time and paperwork onboard. Based on a pre-defined route, the necessary port documents are already assigned in the system, and are ready when entering the respective port. Much of the data, for example crew member details, is pre-loaded, which means the captain just has to review the details and the documents are ready for arrival at the next port. In some cases the documents can even be sent to the agent in the port before the actual arrival of the ship.

When an electronic notice of arrival and departure (e-NOA/D) is required - for example in the USA or Germany - advance notice of arrival can be sent to the governing port authority in the required format, directly from the system.

Over 500 standard port clearance documents may be accessed at any time. At the same time the crew can be sure that the library is kept up to date because all users of the system can inform GL Maritime Software of any new requirements they may encounter. The system then enables all other users to benefit from an immediate update. To keep up this support level, 24/7 helpdesk access, free updates etc. GL Maritime Software will charge 500 EUR annual maintenance and support fee from 2011 onwards.

"Port Clearance Assistant" is one module of the GL ShipManager ship management software. This comprehensive software suite supports planned maintenance, purchasing, stock control, voyage management, port clearance, incident

management, and quality and safety management.

Ship owners and manager interested in the "Port Clearance Assistant" are requested to contact:

maritime.software@gl-group.com.

About GL Maritime Software

GL Maritime Software is the software provider and system integrator for the maritime industry. The business segment improves shipping companies' processes and decisions in ship operations and fleet management onboard and onshore. GL Maritime Software develops market leading software products and provides implementation and integration services, training and support. GL Maritime Software is part of the Germanischer Lloyd Group.



Marshall Islands Authorizes GL

The Republic of the Marshall Islands extends the scope of GL's authorization as Recognized Organization to carry out inspections and issue certificates under the Maritime Labour Convention, 2006 (MLC 2006).

GL offers ship owners, managers and yards a comprehensive ILO certification package in order to meet the requirements and speed up the issuing of a compulsory certificate by 2011. The MLC 2006 has been introduced by the International Labour Organisation (ILO). All vessels of 500 GT or more, on international voyages, will need to demonstrate a valid MLC 2006 certificate.

GL has already documented shipping companies' voluntary compliance, and is prepared for a smooth transition from the MLC Statement of Compliance to the flag state certificate. To help ship owners identify necessary improvements, GL offers a self-assessment tool. In addition, with an onboard gap analysis, GL can determine what needs to be improved for the ship to fulfil the requirements of the MLC 2006. GL Academy has already provided seminars and workshops on the MLC 2006 in Germany, Greece, Poland, Singapore, China and the United Arab Emirates.

To ensure compliance with the requirements well in advance, GL offers advice on flag state implementation, review of the Declaration of Maritime Labour Compliance and initial inspections on-board as well as the issuance of the MLC Statement of Compliance. Furthermore, several flag states consult with GL, as a Recognized Organization, on the implementation of the MLC 2006.

The MLC 2006 has been introduced by the International Labour Organisation (ILO). It regulates working and living conditions for seafarers and helps to create conditions of fair competition for ship owners. The ILO convention replaces earlier labour conventions and is seen as the "fourth pillar" of maritime regulation beside the SOLAS, MARPOL and STCW conventions. The MLC 2006 will come into force twelve months after ratification by at least 30 ILO member countries with a total share of at least 33 per cent of the world's gross tonnage. As of now the Bahamas, Liberia, Panama, Norway, the Marshall Islands, Spain, Croatia and Bosnia and Herzegovina have ratified the convention.



Rules Update: 2008 IS Code

The International Maritime Organization (IMO) has revised their Code on Intact Stability. This revised code will take effect on 1 July 2010.

The revised code released as Resolution MSC.267(85) under the synonym 2008 IS Code will take effect on 1 July 2010 in conjunction with respective amendments to the 1974 SOLAS Convention and 1988 Load Line Protocol. An early application clause of the 2008 IS Code was granted by the IMO inviting member States to take account of the Code on or after 5 December 2008.

The Code is divided into 2 parts. Part A reflects mandatory criteria whereas part B considers recommendations for certain types of ships and additional guidelines. In addition to stability criteria, part A contains general descriptions concerning dynamic stability phenomena in waves.

The Code contains following updates:

- In case a stability instrument is used for the proof of compliance with relevant criteria, it is subject to approval by the Administration.
- Severe wind and rolling criterion (weather criterion): Alternatively to the application of the formulas for calculation of roll angle and wind heeling lever model tests are permitted for evaluation of these values. A guidance to do so is given by pre-defined limits for parameters as breadth, draught etc.
- Calculation of stability curves: Hydrostatic and limiting curves incorporated in a stability booklet should cover the trim range of operating loading conditions.
- Intact stability of oil tankers of 5000 dwt and above shall comply with regulation 27 of Annex I to MARPOL 73/78.

The following information has been removed:

- Special criteria for dynamically supported crafts.
- Consideration of free surface effect according to the mathematical formula including coefficient "k".
- Determination of ship's stability by means of rolling period tests.

For further guidance please contact:

Mr. Boris Altmayer

phone: +49 (0)40 36149-4854

email: boris.altmayer@gl-group.com

or

Antje Fleischhauer

phone: +49 (0)40 36149-635

email: antje.fleischhauer@gl-group.com



FRIENDSHIP SYSTEMS Design Conference: 17.06.- 18.06.2010

Two-day conference and workshop for European clients and users of FRIENDSHIP-Framework on June 17-18 in Potsdam, Germany.

Two-day design conference and seminar for European clients and users of engineering software FRIENDSHIP-Framework on June 17-18 in Potsdam, Germany.

The practical application of design software FRIENDSHIP-Framework for the development of efficient functional surfaces will be the focus of the 2010 European Users' Meeting & Conference of GL's maritime software developer FRIENDSHIP SYSTEMS. The event is scheduled for June 17-18, 2010 in Potsdam, Germany.

Set up as a platform for both professional exchange and training, the two-day conference will see presentations of use cases, studies and practical applications from industry clients and maritime experts as well as intensive workshops on the best practice use of the software suite. Scheduled topics are, for instance, hydrostatics, remote computation, optimization and interfacing external tools like GL's POSEIDON. Participants can learn and enhance their skills of how to design optimal hull forms, turbines and other functional surfaces for enhanced performance and reduced fuel consumption.

The conference addresses both experienced users of the design software and participants who seek an integrated design environment for their simulation programs. It specifically addresses naval architects, designers and hydrodynamicists of shipyards, marine consultancies, design offices, software developers, research institutes, maritime and turbomachinery manufacturers as well as academic institutions.

No specific requirements apply for participation. Participation fee is €390 per person, for members of academic institutes €290. Details, agenda and registration form are available under www.friendship-systems.com/products/users-meeting-and-conference.

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Lead Auditor ISO 9001:2008

GL Academy Houston offers an IRCA Certified Lead Auditor ISO 9001:2008 course in Houston, Texas in May 24-28, 2010.

Activating and optimizing vocational skills is a permanent challenge in a successful career. Early identification of the trends and developments in the technical and operative areas forms the bedrock for a competently structured programme of advanced training. GL Academy helps to build new competences and to promote the focused deployment of your resources.

GL Academy Houston now offers an IRCA Certified Lead Auditor ISO 9001:2008 course in Houston, Texas in May 24-28, 2010.

The course cost is \$ 2,362 USD, and is a five day, advanced-plus course. GL Academy offers training, expert trainers who are experienced, and offers follow-up consultation for all participants. We offer you our support and global infrastructure to ensure that each of our courses are up to date with any changes to regulations and amendments.

Please find here more information about [Lead Auditor ISO 9001:2008](#) course as PDF.

Contact:

Kara M. Babb

GL Academy Training Coordinator

Area North America
5177 Richmond Avenue, Suite 900
Houston, TX 77056 USA

phone: 713-543-4356 or 281-513-2325

email: kara.babb@gl-group.com



"GL Noble Denton" launched!

GL Noble Denton - the newly rebranded technical service provider for the oil and gas industry with a comprehensive service portfolio.

GL Noble Denton is the newly rebranded technical service provider for the oil and gas industry with a comprehensive service portfolio combining former marine and offshore consultancy Noble Denton with GL's oil and gas division.

GL Noble Denton is part of the GL Group and currently employs over 2,900 technical and operations specialists and experts in 54 offices throughout the globe.

As an independent advisor, GL Noble Denton is a full-service provider with broad upstream, midstream and downstream competence for the complete asset lifecycle. It offers consulting, design, assurance, operations and project consulting services combining in depth engineering and analytical skills with operational experience.

"With rising oil prices we expect a high demand for consultancy and assurance services in the oil and gas industry. It is obvious that the backlog of investments will come to an end sooner than later", says John Wishart, President of GL Noble Denton. "We want to be ready in time."

GL Noble Denton supports and assists oil and gas clients in all technical, safety and assurance related questions. This includes onshore production, onshore pipelines, storage, import terminals, LNG facilities, refineries and petrochemical plants, distribution networks as well as mobile offshore drilling units, floating production systems, fixed platforms, subsea

and riser systems, offshore support vessels, tankers and shipping and offshore pipelines.

"We have strong expertise in complex oil and gas assets - with assurance, asset integrity, safety and risk, marine operations, project management and software services to match", says John Wishart. "We know when a design is optimal, an installation is fit for purpose, and an asset is operating at maximum efficiency with minimum downtime."

Over the next two years GL Noble Denton plans to hire more than 700 new technical personnel, engineers and marine operations specialists.

Find out more about GL Noble Denton at www.gl-nobledenton.com



07.09. - 08.09.2010: gmec 2010

*The **global maritime environmental congress (gmec) 2010** focusses on the ecological challenges and the opportunities of sustainable actions for the maritime industry.*

Thus, gmec provides a platform for representatives of IMO (International Maritime Organization), the European Commission, governments, port industries, shipping and the shipbuilding industry to discuss what has been achieved so far and to set targets for 2020. Participants will address subjects such as reduction of emissions to the air and water and on shore. Other major topics will include sustainable waste management and sensitive handling of ballast water. These discussions may determine the course for the environmental future of the global maritime industry.

gmec will be held at CCH-Congress Center Hamburg on September 7 and 8, 2010 - on the occasion of SMM, the world's premier shipbuilding trade fair. The principal gmec Chairmen are Micky Arison, Chairman and CEO Carnival Corporation & plc; Corrado Antonini, CEO Fincantieri; and Spyros Polemis, Chairman of the International Chamber of Shipping (ICS). gmec organizer is Hamburg Messe und Congress GmbH (HMC), represented by CEO Bernd Aufderheide. Responsible for the Organisers Office and Conference Program is Jochen Deerberg, CEO of Deerberg-Systems. gmec is in the future to take place every two years. Patronage has been undertaken by German Chancellor Angela Merkel.

Website: [gmec 2010 - global maritime environmental congress 2010](http://gmec2010-globalmaritimeenvironmentalcongress2010.com)