



THE GENSTEAM CURRENTS

COMPANY NEWSLETTER – PUBLISHED QUARTERLY



CAPTION: M/V Ocean Applaud Pictured Off CA-OR coast.

Open-Ocean Rescue Aided by GSC STK

SEPTEMBER 01, 2020

With coordination from the General Steamship Stockton office, an injured crewman was rescued from the M/V Ocean Applaud 1000+ miles off the California-Oregon border. Thank you to all involved for your tremendous efforts!

SAN FRANCISCO — The Coast Guard and Air National Guard completed a four-day, long-range, joint rescue mission to medevac a critically injured 39-year-old man aboard a cargo ship located approximately 1,300 miles west of San Francisco, Friday. The motor vessel Ocean Applaud contacted 11th Coast Guard District command center watchstanders Monday regarding a crewmember who reportedly fell 30 feet while working on the vessel. Due to the limited off-shore range of Coast Guard aircraft, California Air National Guard 129th Rescue Wing offered to assist. Coast Guard watchstanders instructed the vessel to make way toward shore and planned to coordinate response once the vessel was within aircraft range. Upon receiving the mission, the 129th Rescue Wing launched a C-130 aircraft carrying para-rescue jumpers just after 2 p.m. Wednesday. The crew arrived near the vessel around 7 p.m. Wednesday and the para-rescue jumpers executed a static-line jump into the water. Once they were aboard the Ocean Applaud, they provided emergency medical aid to stabilize the patient. The C-130 returned to base and the para-rescue jumpers remained on the ship to monitor and care for the patient throughout the week. (Continued on Pg. 3)



CAPTION: Crew conduct hold cleaning with high-pressure hose and cherry-picker, to access high areas of the cargo hold.

Safety Segment: Hold Inspections

OCTOBER 2020

A significant portion of our annual business lies in the dry bulk export market. Each year, our offices handle millions of tons of dry bulk cargoes, bound for destinations all over the world. These include mainly agricultural products like wheat, soy and corn, petroleum coke, coal, sulfur, potash, and various grades of scrap metals. Based on the cargo's inherent properties, shipper and receiver requirements, and the end-use of the commodity, a cargo hold inspection is typically required to ensure the cargo holds are in suitable and safe condition to receive said cargo. This is particularly important for cargoes intended for human consumption, or cargoes that can react with residues/foreign materials acquired from previous voyages.

The degree to which the holds must be cleaned, prepped, and presented for inspection, is typically spelled-out in the charter party under one of the following standard designations:

- hospital clean (stringent cleanliness)
- grain clean (high cleanliness)
- normal clean
- shovel clean
- load on top

In the simplest terms, our job requires arranging the inspectors and a launch boat. However, to ensure we are fulfilling our duties to the highest possible degree, it is recommended that all agents ascertain which degree of cleanliness the trade calls for, what that specifically entails, determine if the crew's cleaning efforts have or will meet this standard, and report to all parties ahead of the vessel's arrival. Requesting regular reports with photos from the vessel is typically a good way to accomplish this. (continued pg. 2)

IN THIS ISSUE

LONG RANGE RESCUE MISSION

THANK YOU PHILLY!!

ALASKA: THE COVID COMEBACK

Safety Segment: Hold Inspections

Continued from page 1

In addition, it is important for agents to monitor the laycan/shipment period dates of the contract to determine how critical passing your initial hold inspection is. A vessel arriving on Dec. 1, with laycan/shipment period ending Dec. 2, as an example, will be hard-pressed to pass hold inspections on the first go-round. Otherwise she could be subject to cancellation, carrying/storage charges, and generally unhappy customers.

Keeping the customer updated with frequent cleaning reports while the ship is en-route, good or bad, goes a long way in softening the blow, particularly if everyone can see what's coming. A vessel having loaded coal on her last voyage, for example, which is now en-route to your port to load a clean cargo of grain, arriving on the last day of its laycan, with an unmotivated crew and dismal looking photos, should set off major alarm bells. That alarm needs to be passed on to your customer so that potential contingencies can at least be discussed, and nobody is blind-sided by the bad news.

At the very least, a shore cleaning gang can be placed on standby ahead of the vessel's arrival, to commence cleaning immediately upon failing the inspection. This will reduce overall lost-time and costs. Although rare, it could even go as far as nominating a substitute vessel should the situation look dismal – but only if the relevant parties are made aware of the situation ahead of time.

Although we cannot control the crew or circumstances surrounding the condition of the holds, adequate reporting and predicting bad outcomes before they occur, can go a long way in building trusting relationships with a Principal, while reassuring them that their vessels are in capable hands.

As Dan Blackmore always used to say, "What did you do for your customer today, and did you tell them!?"

All of that aside, this segment is focused on safety, and how agents can meet the Principal's service requirements during a cargo hold inspection, in a smart and safe manner.

As with all boardings, PPE is always required – no exceptions! This includes hard hat, safety glasses/shoes/gloves, company approved life vest, high-vis vest, boarding bag and I.D. As discussed in the previous issue, launch to ship transfers are where most accidents occur. Company policy requires launch boat have a captain and a deck hand. Boardings should not be attempted in rough waters or bad weather conditions.

Once on board, proceed to the ship's office and tend to your normal duties: customs



CAPTION: All manhole lids are equipped with a safety pin to secure the lid at the hinge while entering the hold. Make sure the pin is in good condition and secure before entering!

formalities, arrival times/conditions, other paperwork etc. Note the inspectors may wish to commence the inspections immediately upon boarding and will often not wait for you to finish what you are doing. This is fine - you do not need to be present for the inspection itself. In fact, our standing policy is that agents not enter the cargo holds unless absolutely necessary. It is advisable to go out on deck and look over the coaming into the holds to check on the inspection progress, but entering the hold itself should only take place if the Principal has specifically requested it. Typically, this occurs when the Principal wants detailed photos of holds after failing inspections to assist them with an eventual claim. These requests can be fulfilled so long as entering the hold is not beyond the agent's abilities/comfort level, and all necessary precautions are taken.

1. Never Go Alone

Entering a cargo hold without a vessel officer accompanying you, is forbidden. An officer, with a radio, must be present to quickly respond in the event of an emergency. Do not rely on a cell phone signal within the steel confines of the cargo hold.

2. Adequate Ventilation

Cargo holds are air-tight spaces that prevent water ingress while the vessel is transiting the ocean. They also therefore, can quickly become low oxygen environments that are perilous to enter without proper precautions. Over the years, an untold number of crew, inspectors, even CBP officers, have sadly died from entering inadequately ventilated cargo holds and suffocating. In the panic to offer aid, and not understanding what has occurred, individuals who attempt to rescue the victim(s), have also perished in the same manner – sometimes as many as 3 or 4 individuals all trying to rescue each other. It is critically important therefore to never enter a cargo hold that has just been opened, without allowing adequate time for ventilation. 10 minutes minimum, is typically a good rule of thumb. This is also why it's important for a vessel officer to attend any hold

entry with you. They are specifically trained on ventilation requirements, and will sometimes have oxygen meters with them. A deckhand or A/B may not have the same degree of training or knowledge, and should not be the only crewmember in attendance. When it is determined safe to enter, always let the crew enter the hold first and monitor them. Should it become apparent that aid is needed, immediately report it to the other crew and the vessel master. Never attempt to offer aid yourself or go into a cargo hold behind someone who has fallen unconscious. You could be the only other person who knows that there is a problem, and if you both become incapacitated, the chances of a bad outcome rise exponentially.

3. Lids and Ladders

All cargo holds are equipped with manhole covers (lids) to access the ladders. Let the crew open and secure the lid of the manhole before climbing in. All lids are equipped with a safety pin (pictured above), that inserts into the back of the lid at the hinge. This prevents the lid from closing on top of you while you are climbing in. Check the condition of the pin to ensure it is not overly corroded, and that it is fully inserted to prevent the lid from closing. A few good tugs on the top of the lid while the pin is inserted, is a good test to ensure the pin will function as designed. Always enter and exit the hold on the side equipped with the "Australian ladder". This style of ladder is enhanced with a steel enclosure surrounding its spiral-staircase design. This allows for a controlled descent/ascent, with protection from major falls.

Most holds also contain a straight ladder, which is just a ladder from the tank top to the main deck with no protection. This ladder should **NEVER** be used. (Cont. on pg. 3)



Caption: Australian ladder (above) is constructed in a staircase manner, and includes a steel enclosure to prevent major falls from occurring. Always use the Australian ladder when entering and exiting a cargo hold.

Safety Segment: Hold Inspections (Continued from pg. 2)

4. Three Points of Contact

Always go slow and maintain three points of contact on the ladders at all times. It is advised to let the crewman before you descend far enough down the ladder that, should you fall, he or she is not directly underneath you where significant injury can occur. Likewise, when exiting the hold, you should let the crewman ascend the ladder far enough so they should they fall, they do not land on top of you.

5. Look Out Below!

Hold inspections can be a chaotic time where crew are scrambling to complete last-minute cleaning to the inspector's satisfaction. Crew will often be lowering buckets, brooms, scrapers, ladders and more, from the main deck above, to the tank-top below.

Keep an eye on the space above you and do not stand directly beneath any equipment that is being lowered into the hold.

So long as adequate safety protocols are learned and adhered to, entering and exiting a cargo hold can be conducted in a safe and professional manner. We kindly request all managers ensure their staff are familiar with our policies regarding cargo space entry, and answer any questions or concerns that they might have.

Now go get that pass! 



Caption: Crew conduct cargo hold cleaning with high-pressure hose.




CAPTION: Soldiers from the Air National Guard air-drop into the Pacific Ocean to rescue injured crewman September 01. We are happy to report that after extensive surgeries, the crewman is making progress in his recovery. (story continued below).

Welcome Aboard!

Personnel News

OCTOBER 2020

We have had some recent personnel changes that we are happy to report. Joseph Primeaux joined our New Orleans office as a vessel manager several months back. Brian Mahoney was promoted to District Manager of our Alameda office, while Jeff Robbins has taken the helm at Stockton. Kathleen Love also joined the Alameda office as Vessel Manager Trainee. Heather Lee, in Portland, has been promoted to Documentation Manager U.S., and will oversee all documentation teams nationwide. Evan Jones has been promoted to COO of GSC in Mill Valley. Lisa Breaux retired from the Mill Valley office at the beginning of September, after 13 years with the company. She will be moving to Italy to enjoy her retirement and we wish her all the best. Cindra McLeod, Carol Beth-Sheley, and Bryan Gross are all celebrating their 15th, 15th, and 20th year anniversaries respectively with the company, this 4th quarter of 2020! Congrats to you all! 

Long Range Joint Rescue Mission

(Continued from Page 1)

SEPTEMBER 2020

...The 129th launched two HH-60 Pave Hawk helicopters Friday morning to recover the para-rescue jumpers and the patient, who was transferred to awaiting EMS and taken to Stanford Hospital in Palo Alto in stable condition.


“The 129th Rescue Wing, like what we did with the Grand Princess, continues to have a great working relationship with the United States Coast Guard,” said Col. Jeffrey Waldman, wing commander.

The 11th Coast Guard District Command Center, located in Alameda, is responsible for all marine and aviation rescue operations across 3.3 million square nautical miles of water from the California-Oregon border south to near the Galapagos and west to waters half way between California and Hawaii.

“The response during this multi-day rescue operation highlights the value of strong coordination efforts with our Air National Guard, Navy and maritime industry partners,” said Lt. Cmdr. Christopher

Klein, the Coast Guard command center mission controller.

“We greatly appreciate the outstanding support of the Air National Guard whose air crews and para-rescue jumpers conducted the long-range response and medical treatment.”


The California Air National Guard 129th Rescue Wing operates out of Moffett Federal Airfield in Mountain View and performs civilian search and rescue missions at sea and inland areas. 

Video footage of the rescue can be seen here: <https://www.dvidshub.net/video/764937/overwater-rescue>

Alaska: The COVID Comeback

DECEMBER 2020 – CONTRIBUTION BY ANDREW MEW

Each issue, we will take a moment to recognize the person or persons that have gone above and beyond in their duties, and that deserve recognition for their exemplary work. This quarter’s issue takes us to our family up North, who have a story of resilience worth sharing. The COVID-19 pandemic has hit that State of Alaska particularly hard. Due to the state’s vast areas of remote wilderness, limited infrastructure, and sparsely populated towns and villages, rural populations are at increased risk of serious illness, with little in the form of medical treatment, should an outbreak occur. To protect all of the state’s inhabitants, legislators put forth some of the earliest and strictest quarantine/social distancing measures in the entire nation. While these measures have helped in slowing the spread of the contagion locally, they have also taken a major toll on Alaska’s economic output. Our sister company, Alaska Maritime, was no exception. The cruise industry, which is a major staple of Alaska’s economy and our bottom-line, was all but eliminated this year, as COVID-19 spread around the world. The cruise industry received a ton of negative press back in March, as multiple outbreaks in the very early days were ultimately sourced back to several ships. These ships were met with a media firestorm, as some of the crew and passengers were stranded at sea with no nation willing to accept them for repatriation. The CDC’s ‘no- sail’ order was the final death nail, and the industry has been all but dormant ever since. We do not know when or how the cruise industry will get back on its feet but the situation was, and still is, particularly disheartening.

But as they say, when one door closes, another one opens, and that is exactly what has taken place in Alaska this year. Primarily driven by an increased demand for online shopping, Ted Stevens Anchorage International Airport jumped from the 38th busiest airport in the U.S., all the way up to number 8, since the beginning of the Corona Virus pandemic - with dramatic increases in freight volumes passing through their airport. With increased flight arrivals and departures, comes an increased demand for jet fuel! This is where Alaska Maritime comes in. Our Alaska tanker activity has witnessed an incredible jump in 2020. Anchorage tanker volumes are up 83% compared to 2019, while Kenai has seen a whopping 600% increase in tanker arrivals! Wow! This increased volume in tanker calls has certainly helped soften the blow from the complete loss of the cruise industry, and we are grateful that our agency is diversified enough, and our agents are sufficiently equipped and trained to handle vessel types of all kinds, otherwise, we likely would not have survived this year. In addition, strong performances from GSC and Wheelhouse will help get us across the finish line in tact for 2020, and into better days ahead. Thank you to everyone at Alaska Maritime, and everyone in the organization as a whole, for possessing the skills and professionalism needed to weather this unprecedented storm. We will endure and come out the other side better because of it. Hang in there and keep up the good fight. There is light at the end of the tunnel! 

The End of an Era – Thank you Philly!

DECEMBER 2020 – CONTRIBUTIONS BY G. SCOTT AND SCOTT M. JONES

After 28 years of servicing the U.S. East Coast, our Philadelphia office will close effective December 31, 2020. This was a difficult decision for the company to make, but unfortunately, the time had come for this wonderful era in our company’s history to come to an end. We had a hell of a ride, and would like to take a moment to reflect back on the nearly three decades we enjoyed with you all at the helm. After removing ourselves from the liner business and focusing mainly on trumper trades in the mid 1980’s, G. Scott, then President of GSC, took part in an aggressive expansion campaign to broaden our portfolio, and expand our presence in the U.S. agency market. This first culminated in various U.S. Gulf offices opening in the late 80’s, and shortly thereafter, the opening of our first East Coast office in 1992. Spearheaded by Mr. Jesse Chambliss, a great team of professionals were quickly assembled, and we got off the ground running. We enjoyed expansion into multiple ventures such as Novolog and QUSA, in addition to a steady stream of business from clients such as Oldendorff, Valero, Del Monte, Intermarine, Rickmers, and others, which saw us through many years of growth and success. Bernadette, Dee, and Domenic, all joined Jesse’s team in the 90’s, with Jesse’s son, Kevin, joining us in 2006. Jesse will retire having served some 57 years on the Delaware River waterfront!! Thank you all for your service and contributions to our organization. We will miss each of you tremendously. Please join us in wishing the Philadelphia office well in their future endeavors. From all of us here, thank you. 