



THE GENSTEAM CURRENTS

COMPANY NEWSLETTER – PUBLISHED QUARTERLY



CAPTION: The M/V Zhen Hua 35 approaches Oakland OICT terminal - January 6, 2021.



CAPTION: Our very own Katie Love and Tyler Anderson of Gensteam SFO, greet the Zhen Hua 35 on its arrival to Oakland - January 6, 2021.

Largest Container Cranes Ever Call the Port of Oakland

JANUARY 2021

With General Steamship's San Francisco office acting as agents, the largest container cranes ever have arrived at the Port of Oakland, California. Thank you to Gensteam SF for handling this impressive move!

The Maritime Executive Reports:

Stevedoring Services of America (SSA) is investing in the three giant cranes for its marine terminal at Oakland (Oakland International Container Terminal - OICT). The huge container cranes are coming on a ship that is designed to accommodate these enormous workhorses of the maritime industry.

“These cranes will keep the Port of Oakland competitive so that we can continue to attract the largest vessels calling North America,” said Port of Oakland Executive Director Danny Wan.

“Ultimately, bigger cranes at our waterfront translate into maritime and related jobs for the region.”

SSA ordered the cranes from Shanghai-based ZPMC. They are expected to arrive at the end of this month.

“Taller cranes are needed for efficiently handling cargo that arrives on ultra-large container ships,” said SSA Containers President Edward DeNike.

“This new infrastructure is a commitment to the Port that we will continue our maritime business at Oakland well into the future.”

According to SSA, its new cranes would have a lift height of 174 feet above the dock. They would be able to reach 225 feet across a ship’s deck. When the crane booms are in the raised position, they will soar more than 400 feet above the wharf. SSA operates 10 cranes at Oakland International Container Terminal. The Port said it would remove three older cranes from the terminal when the new ones arrive.

“There’s no better demonstration of our maritime partner’s faith in the Port of Oakland, than investing in these huge ship-to-shore cranes,” said Port of Oakland Maritime Director.



Mooring Ropes for Enduring Folks - Safety Segment

JANUARY 2021

Big ships need big lines to hold them to the dock, and like most things under prolonged stress, a breaking point is never too far off. Every year, an unlucky number of crew, shore linehandlers, and other maritime personnel, are injured, maimed, or even killed from poorly maintained or improperly monitored mooring lines, while the vessel is at berth. Under constant and immense stresses, these lines can part from their mooring bollards, snapping back across the dock and main deck of the vessel, with devastating consequences. Luckily, due to modern maritime practices and routine maintenance mandated by most ship owners, these incidents are by in large rare, and not something most of us will ever experience.

That being said, mooring lines will always present some degree of danger and unpredictability to all personnel boarding a vessel, and there are some basic safety tips that all staff can employ to ensure their boarding is a safe and successful one.

The single best piece of advice is to respect the lines and maintain your distance. Increasing the distance between yourself and all mooring lines, for the greatest amount of time while on board, is the single best way to prevent any injury from occurring should a mooring line part ways.

An important first decision you should be making upon arrival, oddly enough, is where you park your car. If the terminal allows you to park directly next to the vessel (as above), pay attention to the location of the mooring lines on the dock, and the overall condition they appear to be in. Frayed or weathered looking lines should be noted and serve as an extra warning to heed caution, as these are more likely to eventually give way.

Do not park your vehicle directly next to mooring bollards/lines. Instead park well away, and give yourself the clearest path to the vessel gangway that minimizes your proximity to the mooring lines to the greatest possible extent. Should you need to wait on the dock for whatever reason, it should be away from the mooring lines and preferably inside your vehicle. Your car is always the safest place to be on any dock.

Mandatory PPE is a lifesaver and is required in all situations, no matter how quick nor small the boarding seems. A company approved life vest, hard hat, reflective safety vest, and proper footwear at a minimum are all required – no exceptions. We had a vessel not too long ago where a mooring line parted and a crewmember lost his hard hat and was knocked to the ground, but was otherwise unscathed, apart from some frayed nerves no doubt. The hard hat very likely saved his life, and it can save yours as well. (cont. on pg 2).

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YEARS OF SERVICE!
MPW**

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TO ONE OF OUR
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Mooring Ropes for Enduring Folks

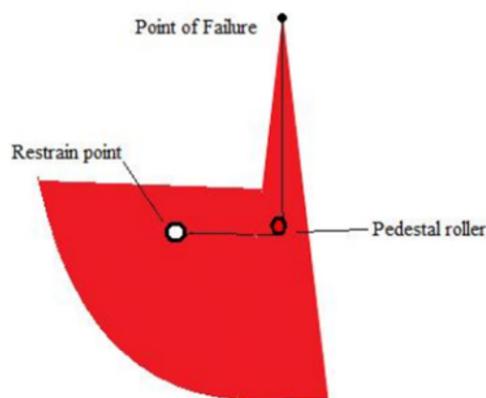
(Continued from page 1)

Once you have all of your required PPE and are ready to go on board, use your eyes and ears as a final litmus test.

Mooring lines make a distinctive and unmistakable groan as they are stretched and stressed. These noises indicate that the lines are currently undergoing additional stresses, and you should wait until such noises cease for an adequate period of time, before approaching them.

Noisy lines are typically an indication that the vessel is changing its position in the water, which leads me to my next tip – using your eyes. Passing ship traffic creates wakes, that if strong enough, can cause the vessel to bob up and down to a point where an already taught line, can give way. You should always check off the waterside of the vessel for passing ship traffic before attempting any embarkation or disembarkation. Once the passing vessel is well clear, and the mooring ropes have handled the wake, only then should you attempt a ship to shore transfer and vice versa.

An equally important time to exercise increased caution is during what are known as, “line hauls.” Line hauls are when the aft and forward lines are tightened and released to effectively ‘shift’ the vessel fore/aft alongside the berth without needing to remove the lines from their bollards. These shiftings can create huge stresses on the ship’s lines.



ABOVE: “Snapback points” are areas on deck where a parted line can cause significant injury or death by whipping or ‘snapping’ back. These areas (indicated in red above) are different for every mooring arrangement, and should be avoided at all times.

Agents should remain inside the ship’s office or the safety of their vehicles, well away from the lines, during all such movements.

On board most supramax and lesser bulk carriers, the spring lines run from the fore and aft castles of the vessel to the dock, and are not usually encountered once on the main deck. On panamax and greater sized vessels, however, the spring lines often run across the middle of the main deck, and agents have no choice but to navigate them as they make their way to the ship’s office.

It is recommended that agents walk around the mooring lines and winches positioned on deck, instead of stepping over or on top of them.

In general, you want to be cognizant of the position of all mooring lines and ask yourself, “If this line were to part, where would it go?” These areas are known as “snapback points,” an example of which is indicated in the diagram to the left. It is wise to avoid lingering or standing in these areas whenever possible, especially when ship traffic is passing. This is where the violent energy from a broken line will be deposited, and you do not want to be on the business end of that transaction.

Accidents from parted mooring lines are thankfully rare, but following some simple safety tips can ensure that everyone has a safe and successful boarding. 



ABOVE: Mooring lines with frayed or broken strands are much more likely to break under stress. Make note of any such lines and avoid direct proximity for prolonged periods of time.

Gensteam 100 Year Celebration Video!

As most of you know, Gensteam turned 100 in 2020. We created a video to celebrate the extraordinary year that was 2020, and to honor our frontline workers who saw us through.

If you have not checked it out yet, be sure to follow this link and give it a thumbs up!

<https://www.youtube.com/watch?v=pFgMkyamh0k>





ABOVE: Glenn Avilez, pictured (center) on his last day at General Steamship with the New Orleans office. Glenn worked with us for 11 out of his 45 years in the industry. (Story continued below).

Welcome Aboard! *Personnel News*

FEBRUARY 2021

New Staff:

We have had some recent personnel changes that we are happy to report. Wesley Bianga was welcomed back to our Alameda office as Operations Manager this month.

Wesley had previously worked for us for some 13 years prior. Welcome back Wesley! Wesley is joined by Shellsea Stoughton in the Alameda office as a Vessel Manager Trainee. Shellsea is a Cal Maritime grad who previously worked as a Chevron Scheduler.

Out in Stockton, Tony Brower joins us from Transmarine as a Vessel Manager. Tony has many years of agency and freight forwarding work under his belt, and we are very happy to welcome him and the experience he brings. Jen Phillips joins Tony in Stockton as a new Vessel Manager Trainee, having previously worked at Brusco Tug for many years.

Jacob Olivier has joined our New Orleans office as a Vessel Manager.

Welcome aboard and best of luck to you all! We are delighted to have you.

Anniversaries:

Steve Allen, Sorn Klinhormhual, and Mary Wong are all celebrating 20, 35, and 45 years with the company respectively this first quarter of 2021. Congratulations!

(More on Mary below ☺) 

Saying Farewell to One of Our Own – Glenn R. Avilez

FEBRUARY 14, 2021

We are saddened to announce the passing of our very own Glenn Avilez earlier this month. Glenn worked with us from 2006 until retiring in 2017, after a 45-year career on the Mississippi River. Glenn was incredibly well respected in the industry and will be dearly missed. We wish the best to our colleagues who knew him and his family. The obituary posted for Glenn is as follows:

Glenn R. Avilez, age 75, went to our Lord in Heaven surrounded by family, on Sunday, February 14, 2021.

He leaves behind his devoted wife of and love of his life for 32 years, Suzanne Copeland Avilez, along with three sons, Anton Avilez (Todd), Darren Bell (Melissa), and Sterling Avilez (Andrea), three granddaughters whom he adored, Saranee' Bell, Payton Avilez and Grace Bell.

His Sister-in-law and brother-in-law Sandra Copeland Coffman and O. Bruce Coffman along with numerous nieces, nephews, grandnieces, grandnephews, cousins and friends.

He was kind, gentle and loved by all who knew him.

Son of Vivian Glenn Avilez and Octavio Navario Avilez, he was born in Belize City, Belize.

He graduated from Cambridge University, England and retired after 45 years working in the steamship industry in New Orleans.

We thank all of his caretakers from Compassus Hospice for their kindness, care and love for Glenn and his family, most particularly Carly, Candice, Mel and Tyra.

Funeral services will take place on February 26, 2021, at St. Rita of Cascia Catholic Church, 7100 Jefferson Highway, Harahan LA. Visitation from 11:00 to 12:00 and private funeral mass at 12:00.

In lieu of flowers, the family requests that donations be made to the LSU Health Foundation, memo line: The Urologic Oncology Fund in memory of Glenn R. Avilez.

Donations can also be mailed to LSU Health Foundation of New Orleans, 2000 Tulane Ave, 4th Floor, New Orleans, LA 70112. To make donation online, please visit <https://give.lsuhealthfoundation.org/urology> or contact LSU Health Foundation New Orleans at (504) 568-2430. 

Celebrating a 45 Year Career at Gensteam! ~ Mary P. Wong

FEBRUARY 2021

This month, Mary Wong is celebrating an incredible 45 years with General Steamship! Mary is the single longest running employee in the entire organization. Please join us in honoring Mary on this incredible achievement, and her decades of dedicated service to General Steamship.

Mary started with us on February 23, 1976! It was a Monday ☺. At that time, the office was located on Sansome Street in San Francisco. Mary had just finished college and accepted her first, and what turned out to be only, job, at General Steamship. Mary heard about General Steamship from a college friend who came to work for us before she did.

Mary started in a time when General Steamship looked very different to the company we know today. Our biggest focus at that time was the liner/container trades. We employed many more people back then to handle the vast amount of documentation and logistical work this trade entailed. Mary started by working commissions and disbursement accounts for these liner vessels, of which she notes, “were much more complicated,” than the disbursements we do today.

Due to diminishing returns and nearly on the brink of shutting down, Gensteam went through a dramatic reorganization in the mid-80s, moving away from this line of work and focusing primarily on the more profitable tramper trades. Many staff were unfortunately let go at this time, but Mary’s value to the company was apparent, and she endured and thrived through these tumultuous times.

Working her way up through the years, Mary was promoted to Senior Accountant in 1980, Assistant Accounting Manager in 2001, Accounting Manager in 2003, and Controller in 2005. Today, Mary oversees all aspects of our accounting department, which churns out some 150+ disbursement accounts every month!

Mary enjoys the family and friendly oriented nature of the staff above all else at General Steamship.

In her spare time, Mary enjoys watching CNN and keeping on top of all newsworthy events in China. She also is an avid cook and enjoys spending time with her family.

We asked Mary if she had a piece of advice to give to others; to enjoy a successful and prosperous career such as hers, what would that be? Mary simply replied, “Devotion, concentration, and having an open mind.”

Thank you from all of us for your four and a half decades of devoted service, Mary! *ccc*



A Draft Dilemma – ITIC Case Study

ITIC CLAIMS REVIEW: VOLUME 40

A ship was proceeding to the discharge port. The agent at the discharge port advised the shipper that the maximum draft in was 40ft, and as this vessel was just under 41ft, she made an interim call to unload some cargo at a different port.

The agent subsequently received a claim from the shippers. They alleged the information was incorrect and that vessels with drafts in excess of 40ft could still call at the port, but with two pilots on-board instead of one.

As a result, the shipper said the agent should have been aware of this possibility and claimed US\$ 250,000 for the costs of the wasted call and transporting the excess cargo.

The agent could not find the provision on the local pilots’ association’s website which gave maximum draft of 40ft. They asked the shipper

where they got the information from. The shipper pointed out there was a link on the agent’s own website to an article stating that vessels over 40ft can call providing there are two pilots on board.

The agent contacted the local pilots association who confirmed it was possible to call with a draft of 41ft and that the information was on their website, just not easy to find. The agents had incorporated standard trading conditions which limited their liability to 10 times their agency fee. This amounted to \$ 36,500. This sum was accepted by the shipper and ITIC reimbursed the agent.

This claim highlights the importance of agents regularly checking their port restrictions/tariffs, and ensuring that accurate information is provided to the Principal. *ccc*

[END]

Thanks for reading Issue 03 of the Gensteam Currents! Check back in Quarter 02 2021 for Issue 04.

Any questions/comments about this publication can be directed to: media@gensteam.com