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WorldHorizon

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QUARTERLY MAGAZINE OF THE **BW GROUP**

MCI (P) 038/11/2016

A photograph of a ship's deck at sunset. The sky is a mix of orange, yellow, and blue. The sea is visible in the distance. In the foreground, there is a large white structure with a blue BW logo on it. A white crane is visible on the left side of the deck.

New Horizons,
New Opportunities



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Contents

01/2017

04 CHAIRMAN'S MESSAGE



GLOBAL BW

- 06 **A HOME FOR HULL NO. 2118**
BW Group's second FSRU will be headed to Pakistan, where she will stay for the next 15 years
- 08 **BW DRY CARGO GATHERS PACE**
World Horizon catches up with MD of BW Dry Cargo ApS Christian Bonfils
- 16 **BW GROUP WINS BIG AT MARINE MONEY**
BW Group, BW Pacific and BW LPG walk away with awards for best Deal of the Year and top overall company performance at Marine Money's 2016 Asia Forum

-
- 18 **MAKING LIVES BETTER WITH LPG**
BW LPG proudly supports World LPG Association's Cooking for Life program, through a healthy "Running for Life" campaign



FEATURE

- 10 **A KIND ACT FROM LONG AGO**
In 1980, oil tanker Berge Tasta rescued over 80 Vietnamese refugees from an overcrowded boat drifting on the South China Sea. 36 years later, BW is proud to host Yen Siow and her children onboard Medium Range Product Tanker BW Swift



IN THE SPOTLIGHT

- 20 **FORTY YEAR AT BW**
World Horizon speaks with two employees who recently celebrated 40 years of employment with BW

22 BW GROUP FLEET

23 AROUND THE WORLD

25 BW CROSSWORD

26 SPECIAL THANKS TO...

Chairman's Message

2016 will go down as an unusual year. Britain chose to leave Europe, America chose a leader who has no political experience and said some extraordinary things during his campaign. The Brazilian and South Korean Presidents were impeached, and Russia launched an aerial bombardment of Syria that pushes humanitarian boundaries.

Every year has its fair share of unusual political events, but there is a strong sense of global unease this time. The source is partly economic (a rising sense of inequality), partly national (the surfacing of tensions between countries), and partly religious (dealing with extremism). Worries about technological disruption and climate change only add to the malaise.

As a company, it is difficult to change the winds. We are certainly affected by them. The best we can do is to be prepared and to respond as best we can.

In BW, that has meant taking action on three fronts. The first is to keep looking for long-term investments to ensure that we have the right asset base during the next cycle. The second is to work on new processes and ways of doing business – simplifying where we can, using technology where we can. The third is to ensure that we have a sustainable operation, and there has been much progress in reducing technical costs and making our operations more efficient.

This has also meant a reduction team numbers – one of the hardest things for a company to do, as it has consequences on our friends and colleagues. 25 people may not be a large number in the context of a workforce of 7000, but it is a significant proportion of our team within the Group onshore organisation, where every departure is felt. Our colleagues in BW Offshore will understand this, having earlier gone through a downsizing of their own.

What emerges is a strong organisation that is prepared for the times ahead. In fact, BW has the one of the strongest teams and balance sheets in the industry. We are one of the few investing actively across the spectrum – developing LNG projects, adding dry bulk vessels to the fleet, acquiring a competitor in LPG. We are absorbing new chemical and oil tankers into the operations, and we have put BW Offshore onto a stronger track with this year's refinancing.

Contradictory as it may sound, we can therefore look to the new year with a sense of uncertainty about the world but with confidence in our capabilities.

I wish all our colleagues and business partners the very best for the year ahead!



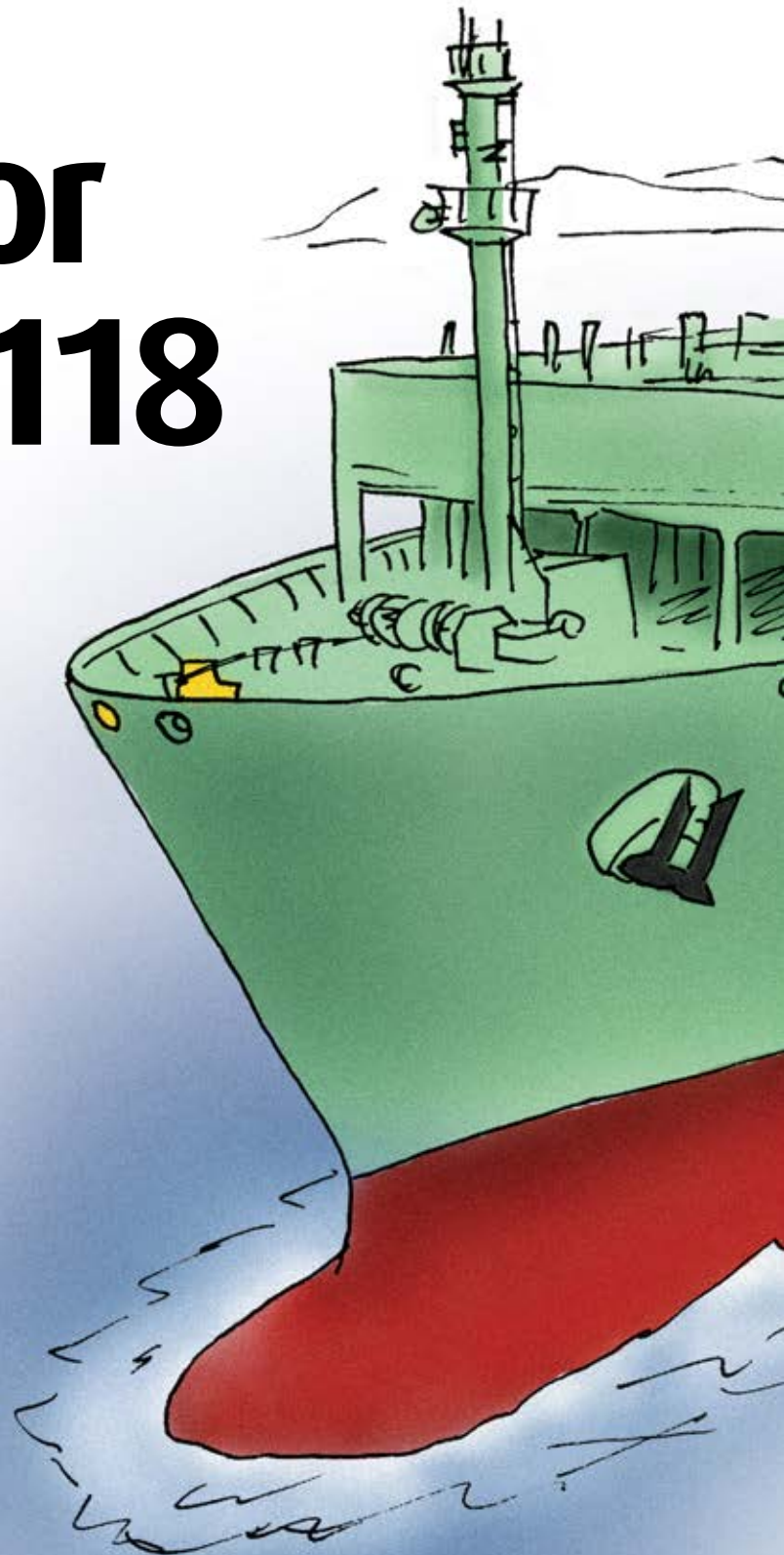
Sincerely,
Andreas Sohlen-Pao
Chairman

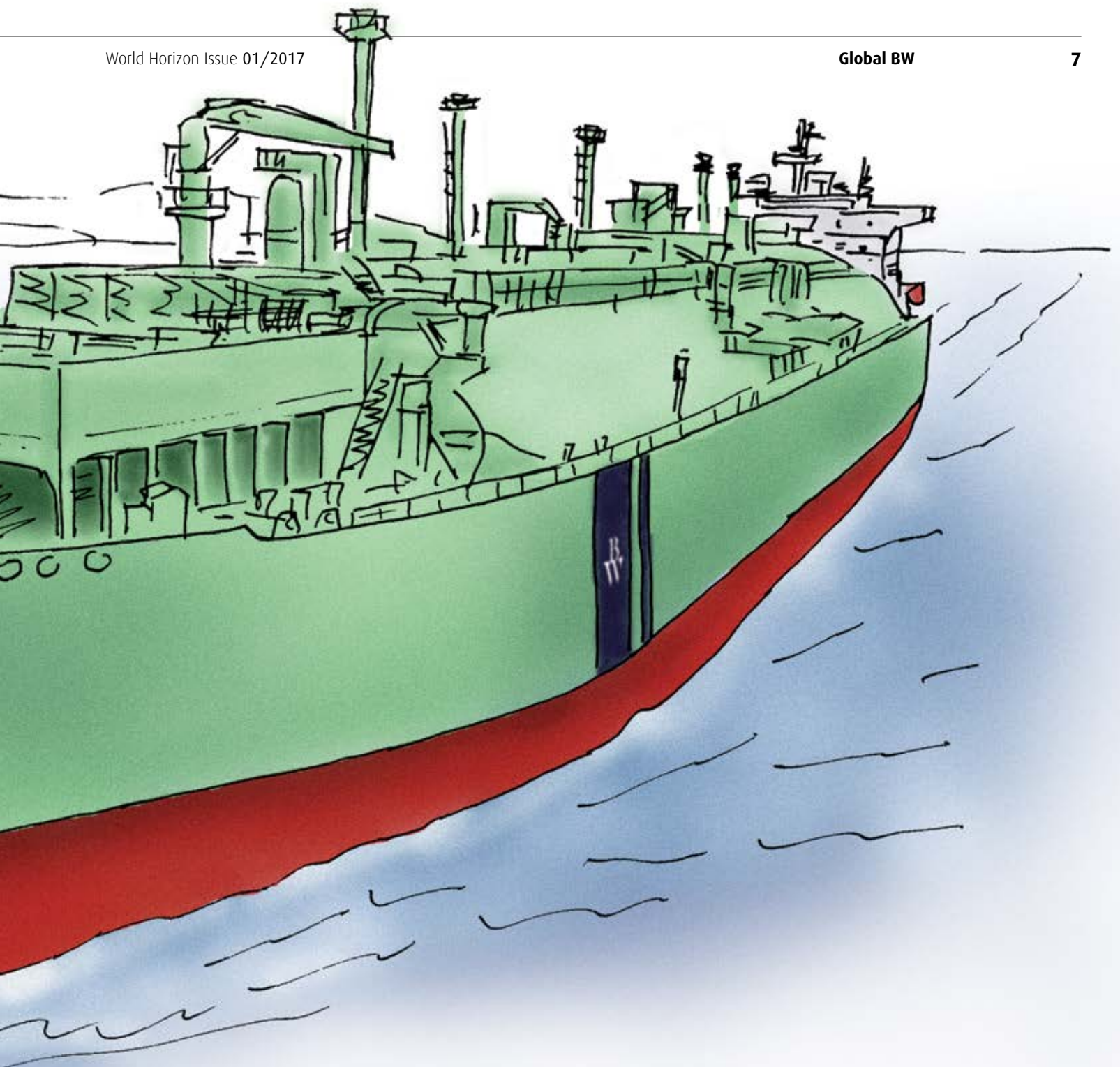
A Home for Hull No. 2118

BW Group's second FSRU will be headed to Pakistan, where she will stay for the next 15 years

On 22 August 2016, BW announced that it had signed a 15-year agreement with Pakistan GasPort Limited (PGPL) to provide LNG regasification services utilizing a new-build Floating Storage and Regasification Unit (FSRU) for the second Pakistan LNG terminal. This was the culmination of over six years of work for the BW LNG team, with extensive background studies and analyses conducted by the team over the years. In early 2016, a bid was submitted, and PGPL was awarded the project as the winning consortium in May. In August, PGPL signed the FSRU lease agreement with BW.

"We are proud to be selected as the FSRU supplier for the Pakistan project," says Yngvil Åsheim, Managing Director of BW LNG. "BW is a leading player in the LNG sector, and we will leverage on our many years of experience to support Pakistan as they build their second LNG terminal. We look forward to a strong partnership with Pakistan GasPort and to delivering our commitments on time and at the highest quality."





“We are delighted to be working with BW on this vitally important infrastructure project, which is the result of policies aimed at promoting investment and the renewed global faith in our country’s economy,” says Iqbal Z. Ahmed, Chairman of PGPL. “This landmark project will reduce Pakistan’s gas deficit by 30 percent, ensure fuel for 3,600 megawatts of new power generation plants being constructed in Pakistan to reduce power outages by 80 percent, and save some \$1.5 billion in annual foreign-exchange savings.”

BW’s second FSRU with Hull No. 2118 will be used for this project at Port Qasim. She is in the final stages of construction at Samsung Heavy Industries (SHI) in South Korea, and sea and gas trials have been scheduled for year’s end. The vessel offers a low environmental footprint, high efficiency and flexibility, storage capacity in excess of 170,000m³ and a peak regasification capacity of 750mmscf. Upon delivery, she will sail to Singapore for final preparations and minor modifications so that she can operate on site for the next 15 years. The vessel is expected to reach

Port Qasim in end May 2017, to commence operations in June. Congratulations to everyone involved who helped secure the contract, and who is working hard to deliver the vessel on time and of the highest quality.

On another note, BW’s first FSRU, the BW Singapore, is currently involved in a five-year contract providing LNG regasification and storage services at the Port of Ain Sokhna in Egypt. She recently celebrated her 50th ship-to-ship transfer in September, with LNG carrier Yari LNG. **wh**

BW Dry Cargo Gathers Pace



World Horizon catches up with MD of BW Dry Cargo ApS Christian Bonfils

World Horizon (WH): BW Group's foray into the dry bulk segment is relatively new. What is BW Dry Cargo ApS?

Christian Bonfils (CB): We are a small team of three people sitting in Copenhagen. We are agents for the BW Group. We buy, sell, charter and operate dry bulk vessels on BW's behalf. We are a small nimble team representing a very strong shipping conglomerate. BW has a strong balance sheet and has proven that they can act swiftly when required. BW Dry Cargo ApS's approach is assist BW in purchasing distressed assets in a historically low market, and BW has the luxury to buy with the company's own equity. This makes BW a fast mover and an attractive counterpart for sellers. We have used this advantage and BW's good name to secure many deals.

WH: How many dry bulk carriers have you bought on behalf of BW so far, and how many of such vessels will you purchase?

CB: Eight vessels so far, and on targeted fleet size, this depends on BW's appetite for buying and operating dry cargo ships. BW's goal is to build a modern fleet, ideally Japanese-built vessels, with an average age of 3-5 years. To date, I am happy to report that we have had good success and have helped BW purchase vessels at good prices. In my opinion, shipping is cyclical. To create long term value in shipping you need to acquire ships when they are priced low. It seems like BW is off to a good start in BW Dry Cargo. I do not think we will see an imminent boom in rates and prices. Rather, BW is patiently building a fleet and taking

a very conservative approach to employing the vessels.

WH: What has BW Dry Cargo ApS achieved to date, and what are the challenges ahead?

CB: We have had a very good start. We began operations in April, and statistics show that prices hit 30-year historical lows in February and March of this year. In the last 10 months, we managed to inspect more than 20 vessels, negotiated with more than 10 sellers and have bought eight vessels (all in single vessel deals). This is not the accomplishment of one man... Morten Bang joined BW Dry Cargo in August; and BW is a big shipping group – if we need any legal, technical or other expert advice, there is always someone



to reach out to in Singapore and their other offices in Norway and USA. BW Fleet Management is taking the lead on all inspections and they have very competent and capable people. Without all the assistance provided to us, we would never have achieved so much in such a short time.

The challenge is to find not just good deals in a market dominated by sellers, but to find the best. This requires many hours of market research behind each deal, and then when the purchase is complete, a critical next step is to find the right employment for each vessel. I believe it is here we have our big advantage – our network combined with the BW name have secured “AAA” counterparts for all our vessels.

WH: How has 2016 been for you?

CB: 2016 has been a very interesting year, both on a personal and professional front. I joined BW Dry Cargo ApS in April, and it was a big change for me to now act for such a big company. My background has been in start-ups where I set up small shipping companies with very limited capital and with focus on niche trading within the dry cargo segment (ice trading). However, my job here is to “start-up” too if you will, a new segment for a big group, so there are many similarities. This is the fascinating part about BW – it is a huge shipping conglomerate with a long history, but still has a very entrepreneurial mind-set. This is very unique in my view.

WH: What do you think 2017 will bring for BW Dry Cargo ApS?

CB: We started business in 2016 actively searching for good deals and good vessels from the get-go, and have also used some time to consolidate our business and put new IT systems in place. On the people front, Matias Würtz Andersen recently joined BW Dry Cargo ApS as Operations Manager on 1st December, and his expertise has been put to good use immediately. BW’s dry cargo fleet has increased and so has the number of clients and charterers. BW Dry Cargo ApS aims to deliver excellent service, better than our competitors, and he strengthens our team with the right skillset. We face 2017 with a stronger team, but still light and nimble to react swiftly to market conditions. We are now very ready for the next few vessels, and for the year ahead. **Wh**

A Kind Act from Long Ago

In 1980, oil tanker Berge Tasta rescued over 80 Vietnamese refugees from an overcrowded boat drifting on the South China Sea. 36 years later, BW is proud to host Yen Siow and her children onboard Medium Range Product Tanker BW Swift

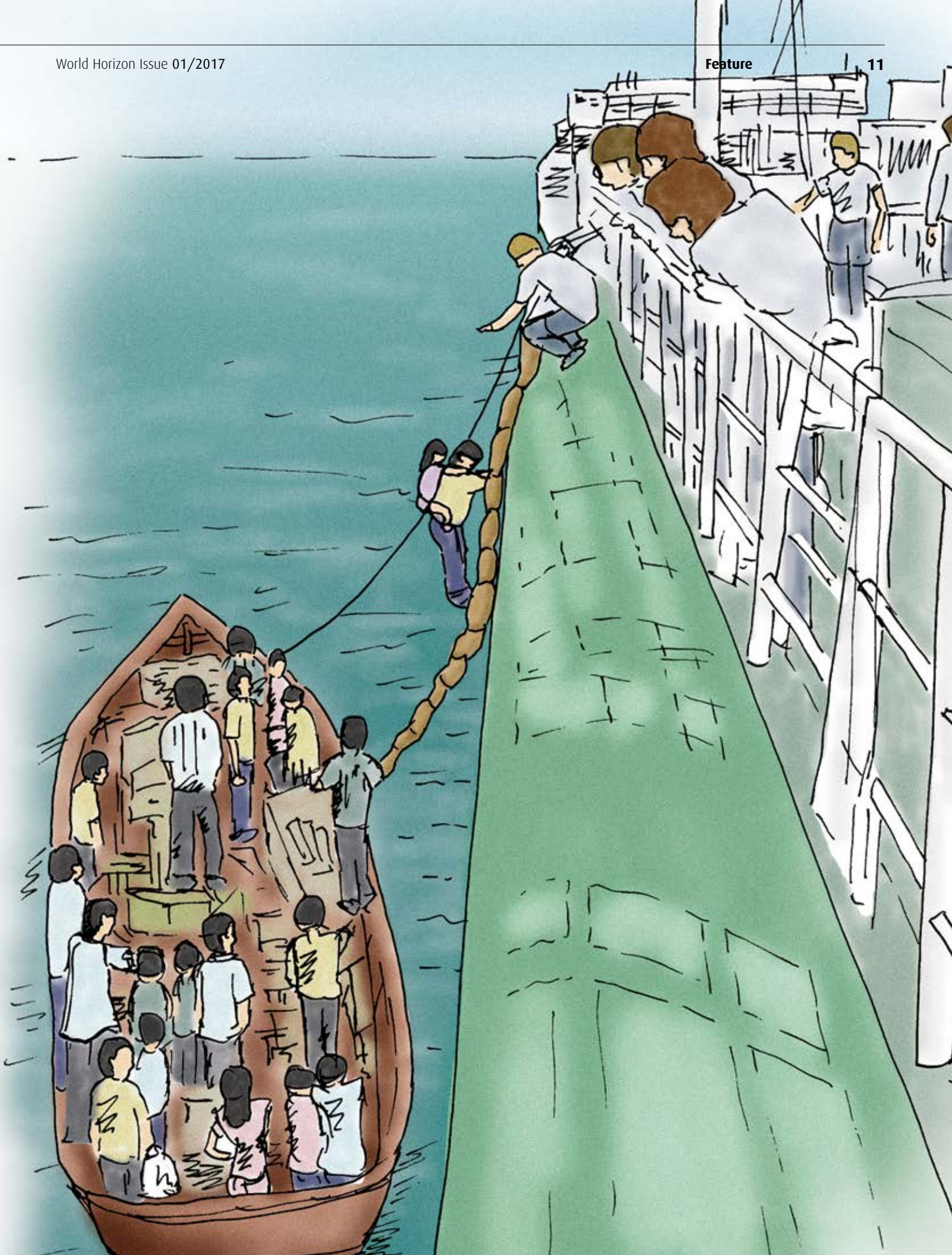
Stormy Beginnings

On 20 October 1980, the Berge Tasta would change the fate of over 80 people fleeing domestic turmoil in Vietnam. While on the South China Sea, an officer on watch at the bridge caught sight of a refugee boat – packed with 82 refugees who had spent five days adrift at sea in a boat meant for 10. Ill prepared for the weather, running out of food and water, they were in severe distress with no land or help in sight. The officer alerted the captain onboard, and Berge Tasta proceeded to manoeuvre alongside the boat.

Yen Siow, then only four years old, was one of the 82 refugees rescued. Yen remembered sitting on her mother's shoulders in a boat that was taking in water, and adrift at sea with an engine that kept stalling. Recalling tough times,

she said, "We were not prepared. My parents bought a sack of rice to cook on the journey. We ran out of water, and used seawater instead and spoilt the rice. We were just waiting for death to knock on our door".

Yen also remembered being on her uncle's shoulders and climbing a rope ladder to board Berge Tasta. Eventually, the Berge Tasta would part ways with the refugees in Singapore in late October 1980 where most of them were given shelter at a refugee camp run by the United Nations High Commissioner for Refugees (UNHCR). She spent four months in the camp with her parents, two siblings and some extended family members before they were sponsored to move to Australia in March 1981.





Giving Thanks

36 years later in August 2016, Yen Siow, turning 40, decided to track down her rescuers so that she could thank them for saving her and her family. She had little details of the vessel apart from a postcard of the vessel which was given to her cousin by a crew member. She made several posts on Facebook groups with ties to the Norwegian community in Singapore, and what started as a request for help to translate an email from English to Norwegian, led to strangers tapping on their networks to eventually connect Yen with Bernhard Øyangen who was then 18 years old and on his maiden voyage; and also the Communications and HR departments at BW.

Yen managed to meet Mr Øyangen when he was in transit in Singapore while on business travel on 21 October. The HR department managed to track down some surviving crew members. The search revealed that the crew came from Spain and Norway and some of the crew were born between 1927-1940, which would mean they would be in their eighties today. The then Captain of Berge Tasta was Per Berge, who passed away in 2011. Captain Berge sailed with BW from October 1965 to August 1996 where he retired at the age of 61. Engineer Per Pettersen sailed with BW before retiring in 2014, and had been contacted by Yen.

Creating Happier Memories

On 15 November, BW hosted Yen and her three children onboard Medium Range Product Tanker BW Swift. Together with General Manager Captain Geoff Pearson and Senior Manager Corporate Communications and Branding Lisa Lim, Yen and her family was brought around the vessel.

On the bridge, Captain Pearson explained what he believed could have happened on 20 October 36 years ago. The refugee boat had an engine that kept stalling and was drifting towards the Paracel Islands, a dangerous area with semi-submerged coral reefs and shallow waters. It was in the morning and an alert officer on watch at the bridge sighted the distressed vessel.



Had the officer been distracted for any reason when the boat was within his line of sight, he may not have seen them.

Revisiting the kitchen especially brought back some memories for her. Said Yen, “the cook and the galley and what joy my mum would have had given the vast array of ingredients that she was able to freely use - and the fact that we were starving for five days and severely malnourished with serious dehydration - it’s just overwhelming the amount of grace we received from your company!”

Said Yen after the tour, “Thank you from the bottom of my heart for one of the most memorable experiences of my life!

... Seeing very significant images on the ship ... triggered memories of my escape from Vietnam and the great rescue that took place on board the Berge Tasta. The act of kindness from the shipping industry ...the BW group... for what is perceived as just “doing our duty” out at sea is never taken lightly by refugees who are suffering and desperate for help and their kindness and generosity has influenced me to be the person I am today.”

Captain Pearson said “As a seafarer for 38 years before going onshore, it has been my privilege to have been able to make a difference and rescue over 35 persons at sea. Over a period of about three years, as Captain on board

BW Helios which traded regularly between Europe and the US gulf via the Florida Straits in the mid-1990s, my crew and I had rescued over 30 Cuban refugees who were drifting at sea. In each case, we would contact the US Coast Guard to take the refugees from our vessel to the US Coast Guard station at Marathon, Florida Keys”.

Berge Tasta was of course not the only vessel to have rescued Vietnamese refugees in the 1970s and 1980s. A website dedicated to thanking Norwegian vessels which stopped to aid Vietnamese refugees in distress in fact listed eight incidents of rescue by Bergesen vessels.



Berge Charlotte



Berge Eagle



Berge Helene



Berge Tasta



Numbers Rescued

144

Berge Sisu

Date of Rescue:
May 1979

82

Berge Tasta

Date of Rescue:
October 1980

Captain of Vessel:
Per Berge

30

Berge Sisu

Date of Rescue:
June 1982

44

Berge Sisu

Date of Rescue:
May 1985

21

Berge Charlotte

Date of Rescue:
August 1986



Berge Odel



Berge Sisul

Chatting with her parents using Facetime on her iPad, Yen showed her parents views from the bridge. Translating for her father, Yen said that her father would like to thank BW for their kind act from many years ago, such that he and his family were given a second chance at life. Without this chance, his daughter and his grandchildren would not be here today. Said Yen:

“We are blessed to have been given this second chance at life and we are all called to remember those people who gave selflessly from the captain to the crew to the cook on board! They have all made a difference in our lives and we need to live purposeful lives giving back and helping people in need.”

Yen now lives in Singapore and is searching for individuals and organisations that contributed to both her family’s welfare as well as that of thousands of Vietnamese refugees who passed through Singapore at one point or another. She has also set up a social enterprise called “Discovering without borders” that helps many home shelters who cater for displaced children and women. She provides pro bono educational services and help with basic needs to encourage them in their time of challenge.

BW wishes Yen and her family the best, and looks forward to welcoming them at the Oslo office in Norway next summer. **Wh**

22

Berge Eagle

Date of Rescue:
May 1988

48

Berge Helene

Date of Rescue:
February 1988

18

Berge Odel

Date of Rescue:
August 1989

BW Group wins big at Marine Money

BW Group, BW Pacific and BW LPG walk away with awards for best Deal of the Year and top overall company performance at Marine Money's 2016 Asia Forum

BW won awards for financial transactions and annual company performance at the Marine Money Asia forum held in Singapore from 20-21 September. BW Group won the Deal of the Year award for a \$360 million non-recourse financing of two LNG carriers owned by BW Pavilion; BW Pacific won the Deal of the Year award for their \$676 million senior secured term loan and revolving credit facility; and BW LPG was ranked second in Marine Money's annual company performance rankings for the Company's performance in 2015.

BW Group's \$360 million post-delivery non-recourse financing of two LNG carriers owned by BW Pavilion is a transaction structured around back-to-back charters to UNIPEC. Due to its non-recourse nature, the lenders agreed to structure the cash flow waterfall in such a way to ensure that debt repayment and dry dock costs would not be impacted by the gap between two time-charters which could range from six to nine months.

BW Pacific, a joint venture company between BW Group and Hong-Kong



based private equity fund PAG, was given the Deal of the Year award for its \$676 million secured term loan and revolving credit facility which consists of a seven-year \$476 million term loan, a seven-year \$100 million revolver and a 3-year \$100 million bullet tranche. The transaction was one of the largest and most widely syndicated loans in the tanker space during the year and was divided equally among 12 international banks including key Asian lenders mainly funding out of Singapore. A highly successful transaction which was executed in a timely manner, it resulted in a large over-subscription.

BW LPG's second place ranking in the overall company performance reflects the strong financial performance of the Company in 2015. The Company benefited from record high utilisation of the Very Large Gas Carrier (VLGC) fleet, LPG trade growth and an increasing proportion of long-haul volumes. This translated into year over year increases in time charter equivalent income, EBITDA and profit after tax of 16%, 27% and 28% respectively. This is significant in light of the fact that the company's debt to capitalisation is at a conservative 39.8% and revenues were maximised to

take advantage of record spot earnings, averaging \$88,000/day through the year and strong levels of COA and time charter revenue. This was accomplished in spite of world-wide VLGC fleet growth of 21.5% during the year.

BW aims to engage with business partners to generate positive outcomes and forge lasting business partnerships. These complex and successful transactions are testament to BW's strong and long standing business partnerships with key customers and financiers, based on mutual trust and understanding. **Wh**

Making Lives Better with LPG

BW LPG proudly supports World LPG Association's Cooking for Life program, through a healthy "Running for Life" campaign

Food is fundamental to life, fuelling our bodies for the activities we do. It is ironic that the act of preparing food, is a leading cause of death. Each year, 4.3 million people die from pollution caused by cooking – more than deaths from malaria, HIV/AIDS and tuberculosis combined¹.

Burning solid fuels releases soot into the air, causing respiratory infections, pulmonary disease, lung cancer, malnutrition, low birth weight and other conditions. Three billion people, largely the world's most vulnerable and poor in East Asia, the Sub-Continent and Sub-Saharan Africa, breathe in this deadly air.

A Step in a Better Direction

Cooking for Life, a campaign of the World Liquefied Petroleum Gas Association (WLPGA), aims to facilitate the transition of one billion people from cooking with traditional and other dangerous or dirty fuels to cleaner-burning LPG by 2030. According to WLPGA, the campaign brings

together governments, public health officials, the energy industry and global non-governmental organizations to expand access to LPG and bring this modern alternative to the people who need it most; and to increase public awareness about the negative impact of traditional fuels on their health and the environment. The Cooking for Life campaign supports various projects that help villages in India switch from traditional fuels to LPG and use LPG for cooking and power generation in humanitarian settings such as refugee camps.

BW LPG is proud to support the Cooking for Life campaign, with a Running for Life campaign held in conjunction with the Standard Chartered Marathon in Singapore on 4 December. Through this campaign, BW LPG raised awareness and funds for this initiative by pledging amounts of USD 100, 250 and 500 for every BW LPG employee who completes the 10km, 21km and 42km of the Standard Chartered marathon in Singapore in December.

Running for Life

10 BW LPG employees signed up for the Standard Chartered Marathon to raise money for the cause. For some employees, it was a personal challenge, especially if running was not a sport they were engaged in prior to the campaign. Weeks of training ensued in preparation for the big day. Says Martin Ackermann, CEO of BW LPG, "I am encouraged to see such strong participation from colleagues in the office, and for those who do not run regularly to step up to the challenge and out of their comfort zone, may I commend you on your spirit! I am confident that our donation to the Cooking for Life Campaign will make a difference to the lives of the vulnerable who still rely on traditional fuels every day. At BW LPG, we believe in the future of LPG as a clean fossil fuel and we are proud to be partnering with WLPGA to support this initiative that is testament to the transformative power of LPG". **wh**

¹ World LPG Association, www.cooking-for-life.org/the-challenge.



▲ Committed to the cause – a group of BW LPG employees starting the 10km marathon together



▲ Our CEO Martin Ackermann and staff kick off the 42km Standard Chartered marathon bright and early

Forty Years at BW

World Horizon speaks with two employees who recently celebrated 40 years of employment with BW



Forty years is a long time in any context. It is World Horizon's privilege to speak with two employees who recently celebrated 40 years at BW – Per Arne Skjelsvik (Marine Superintendent) and Erland Østby (Procurement Controller).

World Horizon (WH): Heartiest congratulations on 40 years with the company, Per Arne and Erland! Any thoughts on this major achievement?

Per Arne Skjelsvik (PS): I am happy and proud that I have achieved 40 years in this company.

Erland Østby (EØ): Thank you. Time seems to have flown by and it's like I have been in this company for only half the time. It is a good company and I have an interesting job. I look forward to going to work every day as there are always new challenges and a lot to do. For me this is not just a job but a lifestyle. Back in the 1970s and 1980s, it doesn't matter if it was Christmas or Easter – when something happened, we all had to pick up the phone and do the necessary. On such occasions it's good to have an understanding spouse!

WH: There must be something the company is doing right for you to stay with one employer for four decades. What have you appreciated the most?

PS: There are many things I appreciate about BW, but the very best is being able to work with good colleagues in a safe environment. I have been lucky to work on board as sailing staff and then on shore, and have never experienced a single boring day in my 40 years.

EØ: When you have been with a company for the duration we are talking about, you would have seen different management come and go, but all of them have been extremely nice to work for. It has been like a small family although from time to time we have been a huge one. Most of all, I treasure the experiences I have had in my job, and the good friendships with my colleagues – the latter is something that must not be taken for granted nor something that exists in all companies.

WH: Can you share some of the more memorable moments from your career?

PS: When you look back and think of what you remember most; I must say it will be my first trip on board in 1976. I have a lot of other highlights – such as every time one is promoted to a higher rank-that is always memorable. I have also worked in the Middle East for five years and one and a half years in Russia for BW, so there are plenty of memories that I've chalked up over the years.

EØ: It's hundreds of them, but I will mention three, where all employees and their companion were invited to vessel christening ceremonies in the 1980s and 1990s - first to Åbo in Finland, then to Marseille in France together with then-crown princess and now Queen of Norway HE Sonja, and in the early 1990s we were given round-trip tickets to a vessel christening in Japan. We were brought around on a five-day tour of Tokyo, Kyoto and Yokohama. During this trip, we were allowed stop-overs for our own vacation and my wife and I took the opportunity to visit family in Hong Kong, Hawaii and Los Angeles. It was an amazing gesture from the company which we will always remember.

WH: Any words of encouragement for your younger colleagues?

PS: I am very impressed by my younger colleagues and it is a pleasure to work closely with some of them. I must say that they are very driven and manage their work very well without much guidance, but at the same time they always welcome a good discussion with all colleagues, which can only benefit everyone, the younger and older.

EØ: Be flexible, loyal, see the opportunities, treat your colleagues well and with respect to keep the good environment we have always had. Something valuable I learned after a few months with the company from my superior is to spend the company's money as it was from your own wallet. Buy a lot with good quality at a small expense.

World Horizon congratulates Per Arne and Erland on this significant milestone. **Wh**

BW GROUP FLEET: 167 VESSELS

As of 15 December 2016



Dry Bulk Carriers

No. of vessels: **8**

Year of construction: **2010-2016**

Average age: **4**

Cargo carrying capacity: **61,000-82,500 DWT**

Areas of operation: **Worldwide**



Very Large Gas Carriers

No. of vessels: **38**

Year of construction: **1990-2016**

Average age: **9.1**

Cargo carrying capacity: **78,000-84,000 CBM**

Areas of operation: **Worldwide**



Large Gas Carriers

No. of vessels: **5**

Year of construction: **1991-2003**

Average age: **18.2**

Cargo carrying capacity: **58,050 CBM**

Areas of operation: **Worldwide**



LNG Carriers & Floating Storage and Regasification Units

No. of vessels: **16**

Year of construction: **2003-2015**

Average age: **8.4**

Cargo carrying capacity: **138,000-170,000 CBM**

Areas of operation: **Worldwide**



Very Large Crude Carriers

No. of vessels: **10**

Year of construction: **2000-2012**

Average age: **10.4**

Cargo carrying capacity: **298,600-320,000 DWT**

Areas of operation: **Worldwide**



Long Range 1 Product Tankers (LR1)

No. of vessels: **17**

Year of construction: **2004-2010**

Average age: **7.8**

Cargo carrying capacity: **72,800-76,600 DWT**

Areas of operation: **Worldwide**



Medium Range Product Tankers (MR)

No. of vessels: **22**

Year of construction: **2013-2015**

Average age: **1.6**

Cargo carrying capacity: **49,999 DWT**

Areas of operation: **Worldwide**



Offshore Fleet

No. of vessels: **17**

Year of construction: **2002-2012**

Areas of operation: **North and South**

America, Europe, Asia Pacific, Africa



Chemical Tankers

No. of vessels: **7**

Year of construction: **1997-2016**

Average age: **8.7**

Cargo carrying capacity: **19,400-22,000 CBM**

Areas of operation: **Worldwide**



Newbuildings

Very Large Crude Carriers: **2**

Very Large Gas Carriers: **4**

Floating Storage & Regasification Unit: **2**

Liquefied Natural Gas Carriers: **3**

Chemical Tankers: **8**

LR1 Tankers: **4**

MR Tankers: **4**

TOTAL: 25

Around the World

1.

First In

Very Large Gas Carrier
BW Broker loads the first commissioning cargo from the new P66 Freeport LPG Export Terminal located in South Houston.

2.

Award Winner

On behalf of BW, Nalini Torres (Crewing Manager and Team Lead) receives the **Excellence in Manpower Training and Development Award** from the Maritime and Port Authority of Singapore.

3.

Going Greener

Surajit Chanda (GM and Head of Fleet Supervision) receives Green Certifications for ten of our Singapore-flagged vessels, for having energy efficient designs.

1



2



3



4. **Lifetime Achievement**
 Billy Chiu, BW Group SVP, represented Dr Helmut Sohmen to receive the Lloyd's List Lifetime Achievement Award at the Lloyd's List Asia Awards Dinner in Singapore on 20 October.

5. **Regional Nod**
 Juliet Huang, Head of Beijing Office, represented BW Group Chairman Andreas Sohmen-Pao to receive the BIMCO Regional Shipping Personality of the Year 2016 in Shanghai on 11 November.

6. **Embracing Zero Harm Onboard**
 The Captain and crew onboard LR1 Product Tanker BW Lena sent in this lovely picture of them embracing the Zero Harm approach.

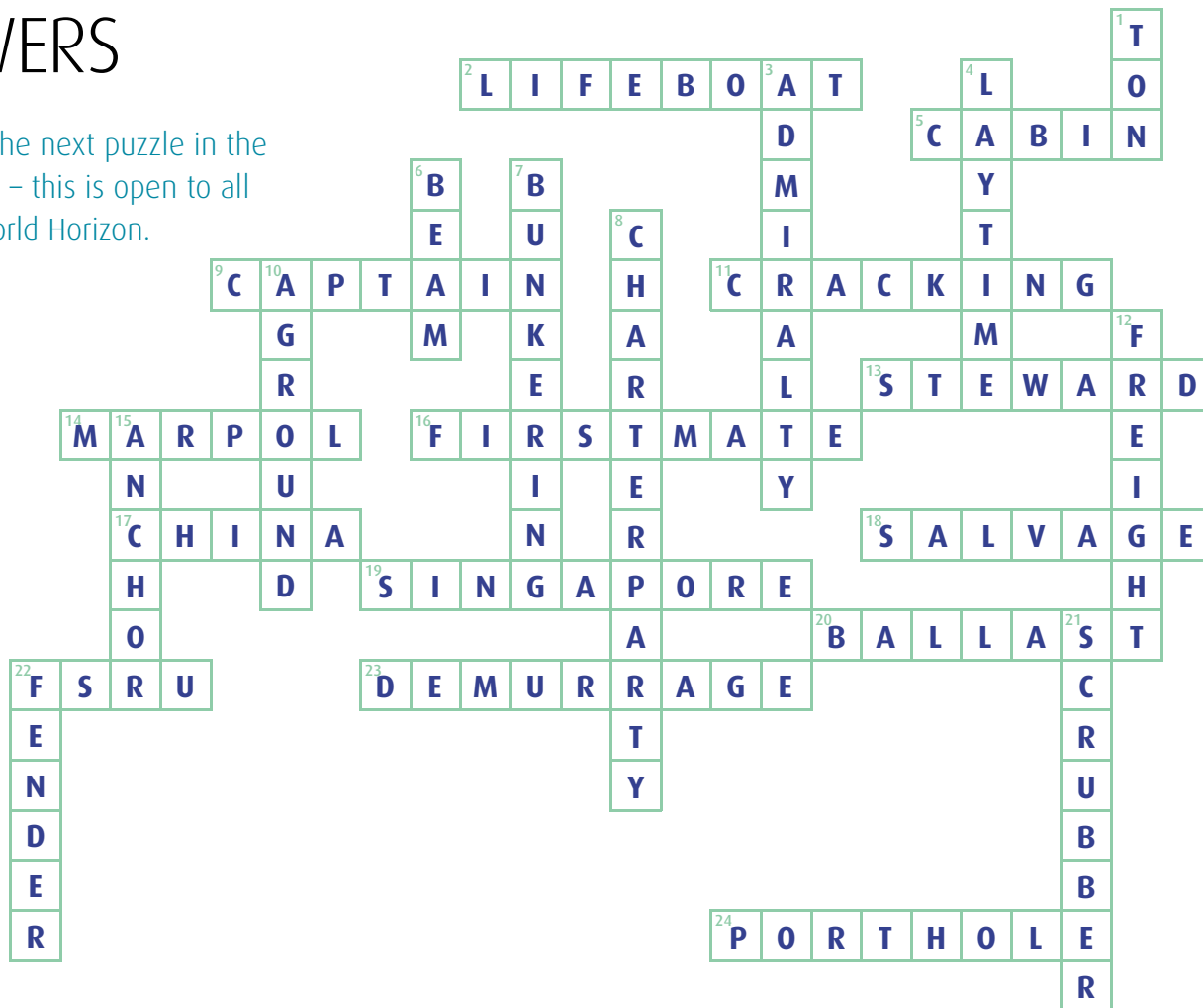
7. **Staying Fit**
 BW Oak organized a day of sports to encourage a healthy lifestyle onboard.



BW CROSSWORD

3Q2016 ANSWERS

Look out for the next puzzle in the 2Q2017 issue – this is open to all readers of World Horizon.



Across

- 2. Abandon ship!
- 5. Seafarers home whilst at sea
- 9. The commander
- 11. Process by which crude oil is broken down
- 13. Provides hotel services on board
- 14. Limits use of older vessels, sets new standards
- 16. Second in command
- 17. Worlds largest LPG importer 2016
- 18. Rescue from loss at sea
- 19. High quality, modern and green
- 20. Provides stability
- 22. Sails like a ship, sits like a terminal
- 23. When laytime is exceeded, _____ occurs
- 24. Window to the outside world (porthole)

Down

- 1. 1000kg
- 3. Maritime law
- 4. Amount of time allowed for a voyage charter
- 6. Width of a vessel at its widest point
- 7. Loading fuel oil from ashore
- 8. Contract between owner and charterer
- 10. Involuntarily touching the ground
- 12. Owners remuneration for carrying cargo
- 15. Slows the drift of a ship
- 21. Removes sulphur from ships' exhaust gases
- 22. Prevents collision

Created with TheTeachersCorner.net Crossword Puzzle Generator

Editor's Note: Several readers have kindly alerted the Editor to errors in the last issue of BW Crossword. We are sorry for the errors, and have provided tokens of appreciation for all entries received.

Special Thanks to...

30
Years

January

William Antony Boyle, Chief Elect. Officer

25
Years

January

Manaog Raulito Bautista, Chief Stwd Cook

February

Dag Reidar Andersen, Sr Purchaser

Arcaya Celerino Varquez, Bosun

Laysa Diomedes Javier, Chief Stwd Cook

March

Pingol Angelito Crisostomo, 2nd Engineer

De Austria Eduardo Alolod, Bosun

Reynante Cervantes Pillos, GP Marine

20
Years

January

Fababaer Romel Pastrana, Chief Officer

Lacasandile Bonifacio Lite, 4th Engineer

Teresito Ungui Rosello, GP Marine

February

Hun Leong Lawrence Lim, Mechanical Engiener

March

Svein Olav Elvan, Chief Engineer

Olaf Vestre, Master

Malabanan Mervin Bolicano, Chief Cook

Pereda Noel Javier, Bosun

Lascano Felipe Manuyag, Engine Fitter

Mangilaya Cyril Hayag, 3rd Engineer

Dayaganon Rico Lipon, Bosun

Tena Sandy Suplido, Messman

Damiao Afonso Mendes, Pumpman

Harald Hagevik Aare, Maintenance Superintendent

15
Years

January

Roño Joseph Lingad, Electro Tech Officer

Cutamora Clark Casana, Able Seaman

Manalang Jay Tolentino, Chief Cook

Morales Jaime Cabales, Bosun

February

Mombay Edsel Geneblaza, Chief Engineer

Labarias Rogelio Jr. Halili, Electro Technician

Raposas Marlon Macadaeg, 2nd Officer

Malabanan Sherwin Diuco, Able Seaman

Jean Francois Koumba, Senior Process Operator

Abraham Mendez Sangual, Safety Officer/SSO

March

Cagulada Francisco Jr. Pajo, Chief Officer

Garcia Mark Joseph Belencion, Master

Piernes Paulo Palmero, Chief Stwd Cook

Reynaldo Nabong Antazo, Gp Marine/Crane Operator

10 Years

January

Rutagines Freddie Moral, 2nd Officer
 Alimpuyo Marlo Mendoza, Electrician
 Aragon James Heredia, Able Seaman
 Sta Maria Jay Nino Bonifacio, 2nd Engineer
 Garcia Joselito Molito, 2nd Officer
 Aguro Robert Flores, Master
 Dianna Racheal Letica, Operations Coordinator
 Oluwatoyin Olatunji, Financial Controller
 Christen Johannes Vagle, HC Manager Processes & Systems
 Emmanuel Ogenero Okemute, Driver
 Nair Suresh Parameswaran, Principal Engineer Instrument & Aut
 Choon Noi Veronica Ng, Senior Designer
 Chuen Yue Christina Chu, Manager Office Management &
 Administration
 Robin Jolyon Coombs, Manager Completion & Commissioning
 Juliet Chinonso Nwaokocha, Cleaner
 Anne Margrethe Stokke-Olsen, Manager Information Systems (IS)
 Perumal Uthirasamy, Production Supervisor
 Marlo Mendoza Alimuyo, Electrician

February

Gagelonia Martin Gordon Villanueva, Master
 Privado Delbert Daquer, Able Seaman
 Alesna Rosalito Carvajal, Chief Officer
 Oamil Ronald Donalbo, Electro Tech Officer
 Saratan Fernando Bolanos, Engine Fitter
 Velasco Ronwaldo Nario, Able Seaman
 Fai Lee Evelyn Au, Operations Controller
 Håkon Farnes, TL FPSO/Satellite
 Tom Arne Ringstad, Mngr. Construction & Commissioning
 Seng Yew Peter Tham, TL Servers and Hardware
 Charlie Doctor Dolot, Utility Operator
 Moussavou Sylvain Kassa, Campboss
 Stephen James Goodall, OIM

March

Rocafor Rollie Dimaculangan, Able Seaman
 Obiso Danilo Pintor, Chief Engineer
 Aldovino Alben Cesar De Torres, Electro Tech Officer
 De La Serna Livingston Corneja, Electrical Officer
 Sur Yein Cynthia Goh, Operations Controller
 S/O Vellisamy Pathmanathan, TL FPSO/Satellite
 Sundeep Singh T S Chawla, Senior Project Engineer
 Siang Keng Jessine Tan, Senior Document Controller
 Thierry Boya, Planner

Retired

December 2016

Ottar Karstein Lunde, Chief Engineer

January

Jan Giltvedt, Operation Manager
 Jon Myran, Fleet Senior Advisor

March

Christopher Ian Towers, Chief Engineer
 William David Walker, Master



H E R I T A G E

Dr Sohmen receives the
Seatrade Personality Award in 2009.

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