

Major tanker manager embraces IMOS

One of the latest tanker management concerns to sign up to Veson Nautical's Integrated Maritime Operations System (IMOS) is Venice-based Motia Compagnia di Navigazione.

Motia is the technical management company looking after the fleet operated by Seaarland Shipping from Amsterdam. It also owns chemical/product tankers in its own right. Both are part of the Zachello group of companies.

Global operations manager for both Motia and Seaarland, Capt Roberto Zanca explained to *TANKERoperator* that IMOS had only been rolled out across Motia and Seaarland's fleet thus far, as their other operating partners used their own systems.

The companies also have outlets in India (crewing only) and Singapore. The latter had already signed up to the IMOS system to operate three LR1s. Another Zachello group company - gas tanker specialist SynerGas - had also installed IMOS, but Capt Zanca said that this was a totally separate system to the one recently installed with Motia/Seaarland.

He explained that both fleets operate in pooling arrangements, mainly Handytankers and Aframax International, whose commercial managers use different systems to perform their day-to-day businesses. Most of the vessels are on long term charters within the pool systems and are rarely on the spot market.

Motia/Seaarland had been testing Veson's OnBoard system (see page 47), which had now been completed. During the summer,

Motia tests OnBoard, while Veson announces new enhancements to its software systems, including IMOS.

more vessels will become online and it is the intention to eventually fit the system on board the entire fleet.

Capt Zanca said that during the trials the system performed to expectations once initial computer-based problems had been ironed out. He said that the system saved the companies time as the personnel did not have to access many different files in order to get the information needed.

IMOS is capable of handling all the information pertaining to a voyage, which can

then be analysed to see whether it was performed in the most economically efficient way. All the statistics needed can be downloaded and analysed in various formats for ease of use, for example for voyage planning purposes. This increases office efficiency, Capt Zanca explained.

The system was installed in the offices and personnel were trained with the help of Veson technicians. However, OnBoard was found to be user-friendly and no set training exercises were need, he said.

For the technical requirements, the companies use InfoShip and have two separate accounting systems, which will be eventually integrated into IMOS. This move will again save the companies a certain amount of time and thus increase efficiency, Capt Zanca said.

Today, Seaarland's fleet includes 11 Handymax tankers, three Panamax bulkers, four



Motia's Alice is lined up for IMOS.

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Aframaxes and three LR1s. A newbuilding programme involves the expansion of its drybulk sector, plus three Suezmaxes, another two Aframaxes, one LR1 and two Handymax tankers. Motia is also involved in a newbuilding programme, which includes two MRs and two Handymax product tankers.

The total fleet also includes 23 chartered tankers ranging from 35,000 dwt to 160,000 dwt.

Upgraded version

Last month, Veson unveiled version 6 of IMOS. IMOS v6 differs from its predecessors in that it is claimed to deliver a powerful solution tailored for each user based on his/her role within the organisation aimed at enhancing productivity.

Company president, John Veson, explained “Whether you are a trader, operator, charterer, or in finance, IMOS v6 drives the workflow; rather than simply acting as a repository for information. It proactively provides the user with ‘what’s next’ and ‘what if’ scenarios, which lead to more informed decision making. In these volatile times, it provides a solution that inspires confidence in decisions that must be made to help insure profitability.”

The software consists of nine core modules: Chartering, operations, financials, cargo planning, trading, demurrage, pooling, data center and data services. They can be integrated to build complete solutions for commercial maritime organisations, including tanker, LNG, chemical and barge operating companies.

Streamlined user interface, new contract management features, and powerful planning tools are just some of the features available with this version, including:

User Interface and User Experience:

- 1) Streamlined navigation with fewer clicks and enhanced keyboard access.
- 2) IMOS desktop remembers tab, search, report and view settings across sessions.
- 3) “Tear-Off Tabs” for side-by-side window display.

Web-based service

Veson has introduced Veslink, a new configurable web-based service that creates a network of contacts for exchanging data. As a result, the company has now placed its OnBoard and Distances services under the Veslink banner.

Veslink OnBoard, formerly part of IMOS, retains its original functionality: it simplifies, manages and automates vital voyage communications from vessels to onshore company offices. It enables officers and the onshore offices to track vessel status through timely position, arrival, departure and activity reports created at sea—including position/noon reports, port activity reports, departure reports and custom reports. OnBoard became the first example of a Veslink service as all reports are submitted and routed via the web, or email to onshore company offices.

“The shipping industry is moving beyond adopting technology solutions to understanding the importance of having instant access to information. As we continue to update and add modules to IMOS, it became clear to us that we needed to differentiate between software installed on site and web-based communication

services,” Veson explained. “OnBoard is now part of Veslink because it has always been a communication service that gives vessel operators, as well as the ship’s officers, immediate access to vital operations data via the web. Our distances service had been either an on site, or web-based service. Now it will be offered only as a web-based service to allow for continuous updates and access to our fully zoomable nautical chart interface, which is key to verifying assumptions in routing.”

Veslink Distances now also offers integration with Jeppesen Marine C-Map’s nautical charts. The web-based service allows companies to plan voyages, analyse incident sites, improve efficiency and limit environmental impact using Jeppesen’s official government-issued maritime navigational charts within an IMOS installation, as well as for individual subscribers of the service. This cartography and software enables a user to chart the best possible course for a voyage, Veson claimed.

- Two versions of the charts are available:
- Zoom Level 1:100,000 built into and included in the IMOS Fleet Map and Veslink Online Distances.
 - Zoom Level 1:15,000 with point to point and point to port distance calculation. ■

- 4) Flexible lists with user-controlled column layout, sort order, filters and views.
- 5) Enhanced form interfaces throughout.

Contract Management:

- 1) Captures more details, supports more contract variability.
- 2) Positions contracts as templates to coordinate work flow.
- 3) Configurable per-customer, per-port rate tables to automate complex price calculations.

- 4) Job and lightering contract management.
- 5) Additional master contract types to organise related contracts.

Planning Tools:

- 1) Cargo matching with voyage and scenario-level plan evaluation.
- 2) Job planning and TCO Voyage Estimator for safety vessel fleet management.
- 3) Flexible graphical schedules.
- 4) Enhanced maps and map integration. **TO**



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