

THE STARBOARD NEWS



M/V MOHEGAN PRINCESS, Callao, Peru



Every TBS ship is a partnership.



S-O-S TBS to the Rescue

Sunday, May 4, 2003, started out to be a normal transit run for the M/V KICKAPOO BELLE, traveling with steel cargo from the Orinoco River in Venezuela to ports in Portugal and Spain.

Then an "urgent distress call" from a small fishing boat named the MYSTERE, with a crew of 2, was received in the M/V KICKAPOO BELLE'S radio room. The fishing boat on its way to Guadelope from the Canary Islands was out of fuel and "drifting in the open seas".

The Master of the ship, Captain Suan, swung into action. He changed course to speed to the rescue and posted lookouts for visual sightings. Within 2 hours, the small fishing boat MYSTERE was sighted.

The M/V KICKAPOO BELLE stopped engines and the MYSTERE maneuvered to her port side and assistance was rendered. Approximately 100 liters of diesel fuel were given to the stranded boat. Captain Suan also offered food and water, which were not needed.

The M/V KICKAPOO BELLE restarted her engines and went on to continue her voyage. The MYSTERE restarted her engines and made it safely to port. Our special thanks and gratitude to Captain Suan and crew. We are proud to have them as part of the TBS family.



Officers & crew of the M/V KICKAPOO BELLE involved in the rescue operation in the Atlantic Ocean.

TBS Awarded Ocean Transport of SAINT-GOBAIN Steel Pipeline from Brazil

By Ivo Reis

On April 29, 2003, Ms. Suzi Bohemer, Logistics Manager of *Saint-Gobain Canalizacao* signed the contract aboard one of the **TBS** cargo



vessels in Rio de Janeiro for an estimated 45,000 tons/145,000 cubic meters of steel pipe to be loaded and delivered

to the Dominican Republic, through the year 2003.

Saint-Gobain Canalizacao is the main supplier of the 200 kilometer pipeline which is being built in the Northwest, Dominican Republic. It will distribute fresh water to 6 cities: Navarret, Esperanza, Mao, Pepillo Salcedo, Guayubin and Monte Cristi.

The first **TBS** vessel departed from Rio on May 1 (Labour Day in Brazil) with the first shipment of 5,200 metric tons and arrived at Puerto Plata, Dominican Republic on May 12, in a remarkable transit time of 11 days.

For the second shipment under the Saint Gobain contract **TBS** nominated the latest addition to the fleet, **M/V TAYRONA PRINCESS**.

In order to celebrate the maiden voyage of this vessel in the port of Rio, **TBS do Brasil** invited some important customers for a tour of the ship followed by an on board lunch, in the spacious and well-fitted officers' mess. Among our guests, we were privileged to have with us representatives from *Odebrecht*, *Saint Gobain*, *CSN* and *Steinweg*.

All guests were unanimous in acknowledging the hospitality of Capt. Navales and his crew, as well as appreciating the quality control that *Royamar Ship Management* applies to all aspects of the vessel.

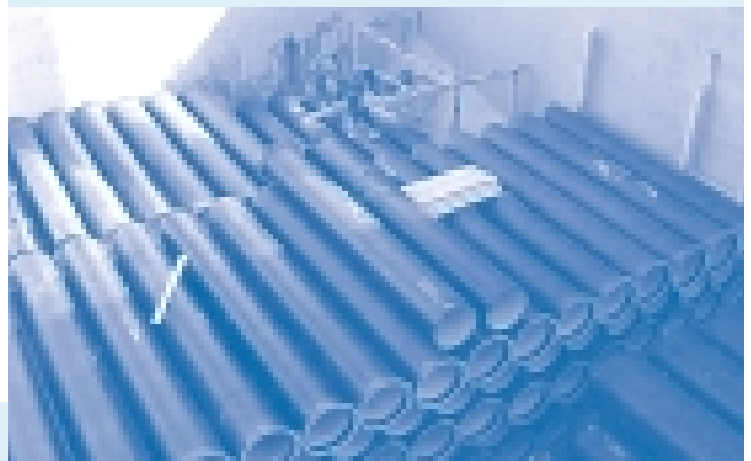
Over the past 12 months **TBS** has enjoyed a steady increase in business to the Dominican Republic. During this time, **TBS** vessels have loaded Dominican bound cargo in Brazil, the USA, Venezuela and Colombia with a wide range of products, including finished and unfinished steel, steel pipe, fiberglass pipe, buses, containers, machinery and agricultural products.



In Rio Harbor (l to r) Captain Alkis Meimaris, Executive Vice President, Operations, TBS New York; Mr. Ivo Reis, TBS do Brasil Representative; Ms. Suzi Bohemer, Logistics Manager, Saint-Gobain Canalizacao; Mr. Umberto Reis, Logistics Coordinator, Saint-Gobain Canalizacao.



Up to 40' long and 4' in diameter, the Saint-Gobain steel pipe is delivered dockside in Rio de Janeiro for loading by TBS.



Thousands of steel pipes weighing 1.8 to 3 tons each are neatly trimmed in the ship's holds for safe ocean transit by TBS.

TBS Hosts University Students and Clients Onboard Vessel in Rio

By Simon Clayton

As part of its policy of strengthening ties with existing and potential customers, TBS do Brasil hosted a visit of 15 university students to the M/V TAYRONA PRINCESS on Saturday, June 7th. Suzi Boehmer, Logistics Manager of Saint Gobain, lectures to the students in **Production and Logistics** and was pleased to receive the TBS invitation to support the theory with a little practice.

After a tour of the terminal in Rio de Janeiro, the students came aboard the M/V TAYRONA PRINCESS where TBS manager Simon Clayton and Saint Gobain manager, Umberto Reis gave a talk on the TBS role in door-to-door transport.

The students were able to accompany the loading of Saint Gobain pipes not only on the M/V TAYRONA PRINCESS, but also on another TBS Vessel M/V CHEROKEE PRINCESS, which was loading pipes and general cargo for Cartagena at the adjacent berth.

The visit was followed by refreshments and a question and answer session. In the words of Suzi Boehmer, "This event showed in a positive manner the quality of our products and also the quality of our service providers."



Student visit to M/V TAYRONA PRINCESS, June 6, 2003. Simon Clayton, TBS do Brasil in center, Capt. Reuben Gomez, far right.



(l to r) Danilo, Jairo and Maria Fernanda, all of Odebrecht, and Simon Clayton of TBS do Brasil.



Ivo Reis, TBS do Brasil, talking with Osvaldo Siccardi, Imexbra and Eric Garrison, Steinweg.



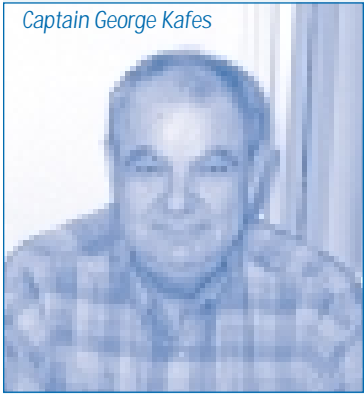
M/V TAYRONA PRINCESS lunch, June 6, 2003. (l to r), Maria Helena, CSN; Eric Garrison, Steinweg; Walmir, CSN.

Who is on Board Watching Out for Your Interests?... The TBS Port Captains, of Course!

By Kurt Miller

TBS is committed to providing all customers with services which consistently meet and exceed their needs and expectations. In order to meet this goal, TBS has approximately one dozen traveling port captains, spread out around the world, who track the ships and visit at the load and discharge ports. This is a very demanding job, in particular, because the ships are worked 24/7 each and every day.

Captain George Kafes



The TBS fleet of general cargo vessels require uniquely qualified port captains. Heading this group from the New York office is Captain George Kafes, known for his extensive knowledge of all facets of shipping, and his experience with different types of vessels. Captain Kafes provides that necessary bridge, linking

the functions of the commercial and operations groups within TBS with the practical reality of actual cargo operations.

Two of the TBS port captains in the Caribbean include Captain Javier Camargo and Captain Juan Camilo Cardona. Both have received their training in the Colombian Merchant Marine. Their experience with breakbulk vessels is ideally suited to the TBS fleet. In June of 2002, the two port captains worked together with Kurt Miller and Konstantin Zorin of the TBS New York Operations Department for several days supervising the loading of 60,600 metric tons of Sidor steel products onto four TBS ships.

Captain Ruben Gomez



In 2003, Brazil has become a very hot area for loading TBS vessels. Increased volume includes a monthly sailing of cast iron pipes destined for a water line project in the Dominican Republic. TBS could not have achieved its present success in Brazil without our Rio

de Janeiro based Captain Ruben Gomez. Captain Gomez works directly with the commercial department of TBS do Brasil planning the cargo stowage for each vessel. Frequently, the number of ships loading simultaneously in Brazil necessitates the sending of one of our Colombian port captains to Brazil to assist. Most recently Captain Jose Castelblanco attended the M/V **CHEROKEE PRINCESS** loading in Praia Mole, Rio de Janeiro, and Aratu (Salvador).

Obviously, the successes of TBS are dispersed throughout many countries. There are other port captains who have contributed so much to that success. We will write about them in future editions.



M/V KIOWA PRINCESS at Matanzas, June 2002 (l to r) Konstantin Zorin, Operations Manager, TBS New York; Captain Bisnar, Master; Kurt Miller, Vice President Operations, TBS New York; Captain Camargo, TBS Port Captain.

TBS Reacts Quickly & Decisively to Unexpected and Unforeseen Events

by Miguel Gisbert

In December, 2002, the **M/V KIOWA PRINCESS** sailed from Brazil with the second shipment for the Orinoco River Bridge project. Due to the political situation and general strike in Venezuela, affecting all Venezuelan ports at that time, the ship could not discharge at Palua, as was originally planned.

The **M/V KIOWA PRINCESS** waited for a few days hoping the situation would be solved, but there were no signs that this would happen quickly.

At **TBS** a team was immediately formed to analyze and solve the situation. The decision was to discharge the steel bridge structures in the Contecar berth at Cartagena, Colombia, taking into consideration the close proximity and good infrastructure of this terminal.

The situation in Venezuela was monitored closely. As conditions improved, a new vessel to carry the cargo to Palua was quickly placed into service.

The cargo arrived at Palua for inland transportation and customs transfer authorization to the job site. A team of **TBS** and Usimeca professionals accompanied the operation on site, working closely with customs authorities in Colombia and Venezuela.



Ricardo Quiroga, TBS de Venezuela and Captain Javier Camargo, TBS Supercargo on board the MV PARASKEVI II at Palua.

This successful coordination by the **TBS** team is further evidence that **TBS** will find the timely solution to an unplanned transportation event.

In February, 2003, the third shipment of the *Orinoco River Bridge* project arrived at the Palua pier, Ciudad, Guayana. More than 12,800 cbm of steel structure was discharged from the **M/V PARASKEVI II**. This represents the largest single shipment of this project, to date. The steel bridge structures were then delivered by truck to the **VHICOA** welding plant approximately 30 km away.

Miguel Gisbert, Mayli Salas, Ricardo Quiroga and Captain Carmargo coordinated the logistics package of discharge, transportation, and reception, as well as customs and transfer authorizations.

The TBS Logistics Team is Expanding!

Logistics at **TBS** includes freight transportation, supply chain management, warehousing, distribution, and cargo management, all with reliability. At **TBS**, we are not just ship operators. We believe in performing the important “partner-shiping” duties that our valued clients need and expect.

On March 1, 2003, Peter Schonowski joined the **TBS** New York logistics team. Peter has extensive experience in logistics, working for companies like: Panalpina, Kuehne & Nagel, Challenge Air Cargo and Emo-trans. Peter will be working closely with the other members of the **TBS** logistics team—Miguel Gisbert and Dennis Muniz—as well as

the commercial and operations departments to develop new and improve **TBS** inland, air/sea/warehousing contacts and operations.

We “Welcome Aboard” Peter Schonowski, a great asset to **TBS**.



Peter Schonowski, TBS Logistics.

TBS Loads Wheat from Galveston, Texas Bound for the Ports of Lagos and Calabar, Nigeria

By Bipin Gandhi

Nigeria is Africa's most populous country with a population over 130 million people (45% are under the age of 14). Due to rapid population growth, Nigeria, which was once a large net exporter of food, now must import food.

Recently, TBS made a policy decision to get involved in Nigeria's ocean transportation needs for bulk commodities. In March of this year, TBS signed its first contract with one of Nigeria's major industri-



Using terminal pneumatic chutes, 26,330 tons of bulk wheat is poured into the 5 holds of the M/V AURORAL ACE in Galveston, Texas, May, 2003.

al giants to carry 26,330 metric tons of bulk wheat from the port of Galveston, Texas to the ports of Lagos and Calabar in Nigeria. Since then, TBS has performed three such contracts, and has expanded its activities in this important and growing market.

In addition, TBS will be transporting other major bulk commodities to Nigeria including salt, sugar and cement.



Final trimming of wheat destined for Nigeria.

TBS Increases Arabian Gulf Trade

Aggregates:

Here is an update on the rapid dash TBS has made in the bulk aggregates trade in the Arabian Gulf. With competitive freight rates and problem-free service, TBS has transported approximately 1.5 million metric tons of aggregates and other such commodities on about 12 handymax bulk carriers in 10 months. These large, modern bulk carriers also carry their own self-discharging equipment. At any given time, TBS has 3 to 4 of these vessels operating in the region to service the bulk trades.

Steel Coils:

TBS's activities are expanding in this region. The M/V CHIPPEWA BELLE recently loaded a full cargo of steel coils from the port of Jubail, Saudi Arabia for the port of Jiangyin, China.

Cement Clinker:

TBS has opened another regular trade by taking on a contract to move 48,000 metric tons of bulk cement clinkers from the port of Pipavav, on the west coast of India to the port of Ras Al Khaimah in the United Arab Emirates.

"Sea-Fever"

By John Masefield

I must down to the seas again, to the lonely sea and sky.
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and the white sails shaking,
And a grey mist on the sea's face and a grey dawn breaking.



I must down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume and the seagulls crying.
I must down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow rover,
And a quiet sleep and a sweet dream when the long trick's over.

High Value, Time Sensitive Cargo is a TBS Specialty

By Gregg McNelis



On January 14, 2003, the TBS vessel M/V CHIPPEWA BELLE assisted the U.S. military sealift command to load approximately 800 teus of unspecified munition materials destined for the coalition war effort. The cargo was delivered timely and in good order to the Port of Umm Qasr, Iraq. Evidently, the U.S. Government recognizes the shipping capacity and capability of TBS to do the job.

Babies on Board at TBS

Andrew Miles Castro

February 2, 2003, in Toms River, NJ

9 lbs. 3 oz.

21 1/4" long

Lynne and Andrew



Jada Rae Rosas

June 19, 2003, in Bronxville, NY

7 lbs. 7 oz.

20" long

Valerie and Ray

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