

MAKING WAVES

We've got it covered



FROM THE BRIDGE

with Alan Olivier

2010 was another eventful year.

Apart from hosting a number of centenary functions around the country, a Grindrod history book titled "GRINDROD CHARTING NEW HORIZONS" has been published to mark this milestone.

Our centenary social investment projects are proceeding well. To date the following projects have been concluded: Computer Centre at Hlahlindlela Secondary School in the Inanda Valley; Grade R classroom at Nhlonipho School in Amaoti and a container kitchen at Amaoti 3 School.

Although the business environment presented challenges during 2010, we continued to add to our fleet, taking delivery of three dry-bulk carriers, three tankers and five bunker barges. The delivery of a further three dry-bulk carriers and four tankers is scheduled in 2011.

Due to the enormous demand for bulk commodities, our ports and terminals business continues to add capacity.

Our dry-bulk terminals currently have a capacity of 12 million tonnes which will be increased by a further 2,5 million tonnes during 2011. In addition to this, and as part of the Maputo port development plan, we expect to commence with phase 4 of the expansion of our coal terminal, which will see the capacity increase from 6 million tonnes to potentially 25 million tonnes depending on market demand and rail capacity.

Added to this, further expansion of our Richards Bay facilities is also expected to commence.

As Grindrod commences a new century, we are optimistic about the future. The Group's success and longevity is a testament to the continued support from our customers and the commitment of our staff.

GRINDROD - expanding its fleet and terminal operations



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Developments at Maputo port

On 25 January 2011, a press conference was held in the Port of Maputo to celebrate the completion of the first major capital project in the Port of Maputo – the dredging project and the completion of the third development phase of Grindrod’s coal terminal.

The media from Mozambique were hosted by Dave Rennie, Executive Director of Grindrod and the chairman of the MPDC board, and Jorge Ferraz, the CEO of MPDC.

Dave Rennie welcomed all and stated that it was a privilege for the concessionaires and investors of the Port of Maputo to be at the heart of job creation and economic development in the region.

He highlighted the importance of infrastructure development to meet the commodity demands driven by China and India where a growth rate of around 10% is expected. Rail infrastructure remains a limiting factor but MPDC and Grindrod are working closely with CFM and Transnet Freight Rail to address these challenges.

Grindrod’s growth strategy is aimed at establishing a presence at strategic locations along development corridors in Africa. Maputo is ideally



TSHD Pallieter dredging off the quay at the Matola Coal Terminal in the port of Maputo recently. The dredging project was completed in January 2011. A number of quays were dredged back to their original design depths.

situated, being close to Mpumalanga, Gauteng and Limpopo.

Jorge Ferraz, the CEO of MPDC, gave an overview of how the port has progressed from working 5 million tons in 2003 (when the concession was first granted) to 8.7 million tons in 2010. A 25% growth is expected for the year 2011, with volumes increasing to around 12 million tons.

US \$258 million has already been invested in the port and it is estimated that around US \$750 million will be invested over the next 25 years,

increasing volumes handled through the port to about 45 million tons per annum.

Jorge also shared information on the Port Master Plan, and announced the completion of the dredging project which has increased the draught from 9.5 metres to



A new shiploader loads coal to MV Spring Breeze in Maputo.



11 metres before tide, making it possible to handle Panamax size vessels of up to 80,000 tonnes.

Part of the Port's master plan is the development of Grindrod coal terminal (Terminal de Carvão da Matola). Dave Rennie shared with the audience details of the Phase 3 development project which included the installation of a new ship loader and a new stacker / reclaimer. This recent expansion which is now almost complete, has increased the terminal's capacity to 6 million tons per annum. Further expansion to increase the terminal's capacity is planned.

All invited guests then boarded a tugboat for a tour of the port and Matola Coal Terminal.



Operational capability of Matola Coal Terminal

In addition to the above, the terminal has the following operational capability:

- Discharging block trains of 50 trucks within 4 hours;
- Stockpile capacity in excess of 400 000 tons;
- Guaranteed minimum vessel loading rates of 15 000 tons per day;
- Loading of Panamax vessels of up to 80 000 DWT (draft of 11 m plus tidal range);
- Single berth with 2 shiploaders capable of loading simultaneously.



Scholarship puts ChiChi on port logistics course

Ohanyere Chinedu, or ChiChi as his colleagues from Grindrod Terminals know him, earned a scholarship to attend a Port Logistics course in Belgium recently. The Antwerp/ Flanders Port Training Center in Belgium held the two-week course in December 2010.

Having obtained a scholarship from the Belgian Technical Corporation, ChiChi joined 88 professionals from 20 different countries at the course.

The course content included the following: Port Planning, Logistics, Logistics Concept, Warehousing and Distribution, Stock Management, Bulk Operations, Customs Operations and Warehousing Costing and



'ChiChi' Chinedu, centre, from Grindrod Terminals with other participants on a course in Belgium recently.

Operations. Macro and micro discussions took place at all levels both from external lecturers, professionals and business owners both to the participants and between them.





A 'Pollywog' tells how they 'crossed the line'



The crew of MT Oliphant celebrate 'crossing the line'.

On 16 November 2010 the crew of MT Oliphant re-enacted the tradition of 'crossing the line' (the equator), a long-standing part of maritime history that may well date back to the Vikings, and which builds camaraderie among shipmates while also serving as a rite of passage. Originally, the tradition was created for seasoned sailors to ensure their new shipmates were capable of handling long and rough times at sea. Today, crew crossing the equator for the first time are initiated in a fun ceremony enjoyed by all.

The list of initiates, known as 'neophytes' or 'Pollywogs', included, M Cesa (3NO), M Harvey (E/Cadet), T Buckle (E/Cadet), T Naidoo (D/Cadet), A Yu (OS), O Delos Santos (OS), F Gargalicana (OLR), T Quezon (WPR), J Marquez (WPR) and C Cernania (STWD).

Mark Harvey (one of the initiates) takes up the story. At 16h00, all of us neophytes were

rounded up by 'Neptune's Devils', who were played by J Taylor (E/Cadet), A Quintoi (D/Cadet), J Flores (AB), E Gutierrez (OS), J Carbonel (P/MAN) and D Alaurin (4EO), accompanied by a few 'Somali Pirates' played by C Dumalag (3EO), R Taton (BOSUN) and L Bartolin (COOK), and locked up in the mid-ships store to think about our "crimes".

After about two hours, we (the neophytes) were taken into the meat freezer. There is nothing like -23° C to help cool Pollywogs off.

After 10 minutes we were frog-marched to the aft



One of the neophytes after his trip through the Shark's Belly.



King Neptune (Colin Billett) with Capt Zemski, far left, and Al Fernand I Bantawig Yu; at the back are Allen Lee Quantoi (Deck Cadet) and James Frank Taylor (E/Cadet).

deck, which had been decorated with nets and flags; there was also a wooden monstrosity, aka the “shark”. Next we came before Captain WM Zemski and the secretary, G Nogiec (2NO); our ‘crimes’ were read out and we were all found guilty of over-sleeping and day-dreaming about girlfriends. Then it was time for a trip to the doctor, CEO M Allen, who dispensed a foul-tasting ‘health tonic’. The barber clean-shaved us all before we bathed in galley slops etc.

It was finally time to do a trip through the “Shark’s Belly”. All of the Pollywogs had to crawl through a mass of dirty rags through what seemed to be endless obstructions all while being sprayed with fire hoses. Finally all initiates were then deemed fit to be brought before King Neptune, played by C. Billet (EEO) and his not so beautiful wife played by J. Pingoy (AB), to be knighted, and by kissing Neptune’s wife’s leg, passed from being neophytes to fully fledged seamen or “Shellbacks”.

The ‘crossing the line’ ceremony was a great success and a big thank you must be given to all the

crew, who spent hours of their own time getting everything ready and ensuring that it met Neptune’s high standards. Thank you, too, to the photographers P Zimny (2EO), N Anselmo (CNO) and M Stec (Fitter). A special thank you must also be given to J Borysiuk (X2NO) who was not able to attend the celebrations, because someone still had to be responsible for keeping the vessel going in the intended direction.



The crew of the Oliphant got together for a Christmas feast.



Intermodal open new container warehouse

Grindrod Intermodal, the division that provides complete landside logistics solutions for containerised cargo, opened a state-of-the-art new warehouse in Bluff Road, Durban, at a function in November 2010.

The new warehouse, which is 8 700m² in extent, is next to a 7 000m² yard which is used for the handling of mining minerals. The facility also has further open yard space for handling full and empty containers, a washing

and repair workshop, and a weighbridge; it is also customs-bond compliant.

The site was bought in 1979 and was used to house Unicorn Lines' empty container fleet. The new facility not only stores containers, but also offers a complex warehousing and distribution service that includes cross-dock and bonded warehousing operations, empty and full container depot services, nationwide and cross-border transportation by rail and road, and container sales and/or leasing.



These SA-manufactured UN military vehicles are dwarfed by the scale of the new Intermodal warehouse.

Seen at the opening are, from left, Eddie McGregor – Sales and Marketing Manager, Grindrod Intermodal; Jan Nair – Chief Executive Officer, Grindrod Intermodal; and Dave Rennie – Executive Director, Grindrod Limited.



Unicorn Shipping achieves ISO 14001 certification

Since the introduction of the Environmental Management System (EMS), the on-board crew and shore-side staff of Unicorn Shipping have steamed full ahead in ensuring we also raise our green flag.

On 3 December 2010, Unicorn Shipping shore offices and the vessels in the fleet were accredited with their ISO 14001:2004 EMS

Certificate issued by DNV for Ship Management and Provision of Crewing Services.

This marks our continual commitment to reducing our impact on the environment.

We are proud to belong to the list of internationally recognised, prestigious companies with recognised environmental initiatives.





For the second year running, Grindrod named top performer in SA over 10 years

TOP PERFORMERS OVER 10 YEARS

Pace-setting Grindrod is still running a tight ship

An investment of R10 000 a decade ago now worth R560 409

JANA MARAIS

SOUTH Africa's top-performing listed companies over the past decade are a testament to the growth enjoyed by the world economy since the early 2000s, with companies from a wide variety of sectors having achieved annual compound growth rates of more than 30%.

In top position is shipping company Grindrod, which has achieved a phenomenal compound growth rate of 49.57% over the past 10 years – including the tough 2008/09, when shipping rates fell off a cliff. An investment of R10 000 in Grindrod 10 years ago would now be worth a jaw-dropping R560 409.

"A large proportion of that exceptional performance came from the first seven years of the decade, but Grindrod remains relatively well positioned to benefit from the recovery in the world economy," says Peter Steyn, an analyst at Macquarie, though shipping rates are not expected to reach the dizzy heights of 2007/08 any time soon.

"Grindrod is less about the global economic recovery and more about the benefit it will receive from investing its cash flows from the boom years in the diversification of its portfolio into port and terminalising activity. While Grindrod is well positioned in the shipping market, the



PLAIN SAILING: Grindrod CEO Alan Olivier on board a fuel tanker

Picture: JACKIE CLAUSEN

TOP-40 INDEX COMPANIES OVER 5 YEARS

Share name	Start 2000	Close 2010	Final 1000 ZAR	Compound growth %
1 Kumba Iron Ore	9 800	36 260	71 010	48.04%
2 Sigsbee Holdings	1 775	9 885	87 126	48.20%
3 African Rainbow Minerals	3 300	16 800	45 732	35.53%
4 Remgro	10 995	19 800	34 234	27.91%
5 Naspers Limited -N	10 200	24 000	34 230	27.90%
6 Massmart Holdings	5 400	14 700	20 815	27.55%
7 Aspen Pharmacare Holdings	2 200	9 400	20 656	26.95%
8 Compagnie Fin. Richemont	2 522	3 401	26 668	26.67%
9 MTN Group	5 700	12 600	25 788	26.66%
10 Santitas	1 200	2 600	25 524	26.41%
11 Impala Platinum Holdings	9 036	18 000	25 064	26.17%
12 Growthpoint Properties	1 800	1 715	24 800	18.92%
13 SAMP Biltbas plc	10 200	22 514	24 626	18.75%
14 African Bank Investments	2 125	3 585	24 040	18.18%
15 Tiger Brands	12 900	18 900	21 210	16.25%
16 Anglo Platinum	27 500	46 100	20 960	15.91%
17 SAMPBiltbas plc	12 500	22 676	20 490	15.42%
18 Redcor Group	9 250	14 749	20 152	15.04%
19 AcornMittal SA	5 864	8 254	19 167	13.90%

TOP 50 OVER TEN YEARS

Share name	Start 2000	Close 2010	Final value ZAR	Compound growth %
1 Grindrod	90	1 600	560 409	49
2 AcornMittal SA	1 500	8 254	528 525	48
3 Premium Properties	125	1 140	398 534	44
4 Wilson Bayly Motson Group	600	12 000	375 958	43
5 FSI Group	385	3 765	364 286	43
6 Ascent	600	12 000	354 530	38
7 Group Five *	228	2 650	329 146	38
8 Sibusiso Investments	260	1 600	275 730	38
9 Netcare	90	1 264	253 020	38
10 Inco Holdings	275	2 745	238 860	38
11 Transnet International	528	7 600	235 560	38
12 Sigsbee Holdings	780	9 885	187 167	34
13 Red Africa	90	710	195 130	33
14 City Ledge Hotels	800	7 600	175 137	33
15 Aspen Pharmacare Holdings	910	9 400	174 040	33
16 Massmart Holdings	1 200	14 700	160 798	33
17 Network Choice	100	1 600	157 812	33
18 Murray & Roberts Holdings	300	4 400	157 276	33
19 Highveld Holdings	28	328	153 000	33
20 Hygro Investments	676	5 340	151 858	33
21 Netcare Industries	800	7 600	150 871	33
22 Gold Reef Resorts	157	1 760	149 440	33
23 Winkfield Holdings	325	2 700	144 300	33
24 Protea Portland Cement	510	3 196	142 360	33
25 Kagiso Media	275	1 495	141 028	33
26 W P Price Group	630	5 300	136 221	33
27 Gencor Highveld Steel & Vanadium	1 220	8 300	134 270	33
28 Distribution & Warehousing Network	66	750	132 950	33
29 Mutual Investments	120	1 026	130 468	33
30 United Group	800	6 800	128 718	33
31 SAMP Biltbas plc	2 500	22 514	123 279	33
32 Glencon	151	400	120 745	33
33 The Foschini Group	1130	8 288	120 254	33
34 African Bank Investments	600	5 060	117 880	33
35 Ascent	4 000	16 000	116 964	33

“While Grindrod is well positioned in the shipping market, the main

This is how the Sunday Times ran the story ...

Grindrod was the top performer in the Sunday Times 'Top Performers Over 10 years' list published in November 2010, returning a 'phenomenal' compound growth rate of 49.57% over ten years.

The newspaper highlighted the fact that an investment of R10 000 in Grindrod shares in 2000 was now worth a 'jaw-dropping' R560 409.

Said analyst Peter Steyn at Macquarie, "A large proportion of that exceptional performance came from the first seven years of the decade, but Grindrod remains relatively well

positioned to benefit (from the recovery in the world economy).

"Grindrod is less about the global economic recovery and more about the benefit it will receive from investing its cash flows from the boom years in the diversification of its portfolio into port and terminalising activity. While Grindrod is well positioned in the shipping market, the main growth driver will be the freight services business."

Of Grindrod's heavy investment in the port of Maputo, he says, "All the stars are slowly starting to align there, and Maputo certainly has the potential to deliver profitable growth."



Intermodal in heavy lift for Röhlig-Grindrod

Grindrod Intermodal set a new heavy-lift record on 27 December at its Bremen Road warehouse in Durban, by off-loading two 51-ton generator sets on behalf of Röhlig-Grindrod. For an operation of this magnitude, equipment and riggers are normally outsourced, but in this instance all the handling was done with Grindrod Intermodal's own equipment and by their experienced and qualified rigging personnel. Nice bit of cross-marketing too.



Grindrod develops leadership skills



As part of the Leadership Education And Development (LEAD) initiative, the above learners participated in an NQF Level 3 Learnership. Run over 12 months, the purpose of this qualification is to build the knowledge and skills required in a junior management position (supervisors and team leaders). It equips learners with the fundamental skills in leadership and management to develop the attitudes and values required to operate confidently as junior managers in the South African workplace and society, and to respond to the challenges of the economic environment and fast-changing world of work.

Seen standing from left are: Dheena Chetty (MCM), Sybil Goodburn (MCM), Sipho Khumalo (H & R South Africa), Ishara Bridglal (GrdTravel), Evelina Bohlela (GrdTravel), Adrian Moorgas (MCM) and Helene Hartwig (Facilitator from Kukhula); and seated are Jenny Reeves (MCM), Oswald Matyolo (H & R South Africa), Jasmine Adams (K&S) and Beena Sevlall (MCM).



Investing in education to make a difference

Below, Hlahlindlela Secondary School Principal BP Masongo looks on as Craig Robertson, Grindrod Group Secretary, and Suzanne Edmunds, CEO of Project Build, prepare to 'open' the new computer centre.



A view across the Inanda Valley from the Hlahlindlela Secondary School.



As part of its centenary commemoration last year, Grindrod partnered with some NGOs and invested in several projects that have already benefited disadvantaged communities and made a difference in the lives of many children.

The projects chosen were based on Grindrod's corporate social investment focus, which is education. The following projects have been finalised.

Hlahlindlela

Grindrod built a computer centre at this secondary school in the Inanda Valley, inland of Durban.

Nhlonipho

Grindrod sponsored a Grade R classroom at this school in Amaoti.

Amaoti 3

Grindrod has supplied a container kitchen to feed 950 children a day. The construction of the ablution block will commence in the near future.



Seen at the opening of a Grade R classroom at Nhlonipho Primary School on 8 December are, back, Mr Makhanya (Headmaster Zwakele Primary), Mr Maphanga (Deputy Head), Mickey Wilkins, Indlela Chairman, and Mr Motsemme (Headmaster); and front, Mr Ndebele (Deputy Head), Mr Mbatha (Chairman of Governing Body), Mrs Baqwa, Department of Education, and Alison Briggs, Grindrod.



Dick Young retires after 45 years with Grindrod



In my 45 years with Grindrod, there have been good times and bad times but Grindrod has always managed to turn things around which has made working for Grindrod exciting. I have seen and experienced Grindrod grow from a small company owning some secondhand coasters and struggling to make money, into the well respected shipping company that it is today.

My first ship was the SS Range which I joined at the tender age of 15 during my school holidays as a Deck Cadet in November 1962. On the vessel's first return to Durban I remember Murray Grindrod coming on board to pay the crew their Christmas bonuses and luckily it included me. I received a small brown envelope with some pounds. I suffered from seasickness, but despite that decided to make the sea my career.

On 10 January 1966, after completing my matric, I joined African Coasters. I signed my apprentice deck officer indenture papers in the boardroom of the Grindrod offices at 10 Lesley Street, situated behind the Durban Club. One of the clauses stated that apprentices were not allowed to frequent ale houses or to associate with women of ill repute! I joined the SS Boundary the following day under the command of Capt Nicholson who had served his time under sail. He had a wealth of experience which he was willing to pass on, but he showed you only once and expected you to understand immediately. It was a steep learning curve which I forever appreciate.

As a Second Officer I spent some time on coastal ships trading between Durban and Cape Town. The vessels from the different coasting companies were all of a similar size and vintage and all used to sail from Durban or Cape Town on Friday evenings. Of course we use to race each other and we became very skillful at seeking the advantage of the current to gain an extra half a knot or more.

In November 1974, aged 26, I was promoted master of the Horizon. My first voyage was very eventful and stressful! We sailed shorthanded and got delayed for 6 weeks in Luanda right in the middle of the hand-over of the country to a new government that was still to be determined. Troops from the different factions were vying to take over. To add to the stress, we ran extremely short of fuel, and had to divert the ship to land the chief engineer's wife for medical treatment. I ended up having to do my own pilotage and put the vessel alongside a small wooden fishing jetty in Bay dos Tigres, a fishing port in Angola.

During my time as Master on the Horizon I had the memorable experience of navigating the Amazon river, entering the delta via the north passage and proceeding 400 miles upriver without a pilot. The villagers had great fun rowing out in their dugout canoes laden with the whole family from grandfather to the youngest babies in order to surf the Horizon's bow wave.

In 1980 I came ashore as Marine Superintendent and in 1983 became Fleet Superintendent which was quite a challenge because I was not an engineer. I had to quickly learn to manage technical matters and not to be afraid to ask questions.

From 1989 to 1996 I left Marine to gain other experience and served as Corporate Projects Manager, Logistics Manager SA Coast, Manager Unicorn Offshore, Group Loss Control Manager and Durban Branch Manager for Quadrant Ships Agency.

In 1996 I returned to Marine as SHEQ and in 2007 was promoted to Marine Manager (executive manager) on Rob Young's retirement.

Said Laurence Stuart-Hill, CEO Unicorn Shipping, "On behalf of the Grindrod Group I thank Dick for all his years of service and commitment to the Group. This is an amazing achievement which very few people have achieved in the Group. Dick retires at the end of March this year and we wish him all the very best for his well deserved retirement."





Promotions

Management are pleased to announce Mike Roberts will replace Dick Young with effect from 1 April 2011. We congratulate Mike on his promotion and wish him all the very best in his new role as head of Unicorn Shipping's Marine Management.



Congratulations to Mahomed Kajee on his recent promotion to Chief Executive Officer for Grindrod Ships Agencies. In this position Mahomed will assume full responsibility for the Divisions under Grindrod Ships Agencies Pty Limited, currently comprising King & Sons (Liner and Non-Liner), Mitchell Cotts Maritime, Voigt Shipping, Eyethu Shipping, Spinnaker Logistics, Grindrod Travel and Grindrod Marine Services. Mahomed has been with the Ships Agency Division for 23 years.

Mahomed's previous responsibilities will be taken over by Veronica Bastion (OACL) and Adriaan van Dyk (MACS/GAL) in their new positions of National Line Managers within the King & Sons Liner division. Congratulations to both Veronica and Adriaan on their promotions.



Des Naicker has been promoted to the rank of Master on MT Lavela. Des is a product of the Unicorn training scheme and has on numerous occasions done us proud. We wish him well and a long career at Unicorn.



Brendon George has been promoted to Chief Engineer on Kowie. Brendon is a product of the Unicorn training scheme and has attained this rank in a very short period. South African officers are regarded as high quality seafarers and their skills are sought after by major companies worldwide. We wish him well and a long-lasting relationship in Unicorn.





Durban OACL staff reach out to improve facilities

Staff from the Durban branch of OACL spent two weeks at Hlahlindlela Secondary School, near Inanda Dam, working on an educational community project.

The project involved the renovation of five classrooms, and was done under the supervision of Project Build.

The work included preparing walls and painting, spraying against white ants, replacing chalkboards, repairing holes in the floor, replacing window panes and latches, and replacing fasciaboards, bargeboards and gutters.



Part of Hlahlindlela Secondary School after the staff of Ocean Africa Container Lines, Durban, had got involved in the renovations.



Some of the OACL team, seen at the school before the renovations.



Cape Town OACL staff making a difference

The Cape Town staff of OACL recently made a difference in the lives of the children at the Al-Noor Orphanage Centre. The project involved repairing and renewing the boys and girls toilet and shower areas.

The team worked in shifts, all doing their bit – whether by manning the fort, providing refreshments or getting stuck into the “nitty gritty”. The heroes were Faried Salie, Peter Daniels (seen below), John Cox, Mark Kuiler and Ricardo Pause. They not only worked tirelessly but also provided a lot of the necessary equipment and machinery. Special thanks must go to Faried’s brother Gamiet who helped the novices with the hanging of the doors.



Mark Kuiler.



Peter Daniels.



Golfers ahoy!

Grindrod Furniture participated in the annual Foschini Data golf day on Sunday 14 November at the Stellenbosch Golf Club. In the team were, from left, Nico van Zyl (Grindrod Furniture Cape Town Branch Manager), Garth Smith (Grindrod Furniture General Manager), Wessel du Plessis (Weylandts) and Peter Grey (Alpine Lounge).



MPDC assists disabled in Maputo

The CERCI school for the disabled in Maputo recently received a donation from Grindrod of about R20 000. Over and above this, MPDC (Maputo Port Development Company) and DP World sponsored a new stove, fridge and other kitchen essentials.

The school was established in 2002 and cares for 34 pupils. There are dedicated staff working with minimal equipment to provide the best care they can; the staff include seven teachers and four psychologists.



Jorge Ferraz, CEO of MPDC, can be seen handing a present to one of the children at a Christmas party organised by Grindrod Terminals.



World Coaltrans Conference

In October, Craig Grinyer and Sean Rowan from Grindrod Terminals attended the 30th anniversary World Coaltrans Coal Conference in Amsterdam. The conference is the world's largest coal conference, bringing together the coal industry producers, major consumers and main logistics providers, to network and

secure business for 2011 and beyond. There were about 1500 delegates from more than 66 countries, more than 60 speakers and panelists and nearly 50 exhibitors.

Grindrod Terminals had an exhibition stand at the conference to promote the Group's coal export terminals in Maputo and Richards Bay.





Three awards for Grindrod Travel

Congratulations to Grindrod Travel employees for winning three awards at the recent Amadeus Awards.

Glenda Visser, Grindrod Travel Cape Town, won Platinum (first place) in the Character Award category; this award could go to any person who interacts with Amadeus on any level. It is awarded to a person or people whose character stands out, who has a sense of humour and adds some sparkle to the work environment.

Grindrod Travel Johannesburg won Gold (second place) in the Most Productive Travel Agency category. This award is based on the average number of bookings per consultant per office. The industry average is 140 bookings per consultant per month; Grindrod Travel JNB achieved an average of 400 bookings per person per month.

Grindrod Travel have also received the 'Top Supporter Award 2010' from Singapore Airlines. It was presented in recognition of 'outstanding sales achievement'.



Seen at the Amadeus Awards ceremony are, from left, Emilene Rangayah, Glenda Visser, Senior Consultant, Cape Town; and Shireen Khan, Supervisor, Johannesburg.



Unical achieved unusual bunker deliveries

Unical Bunkers had some unusual deliveries in 2010. These included possibly the fastest naval vessel afloat, "HSV 2 Swift", on charter to the US Navy, the second-biggest passenger liner afloat, "Queen Mary 2" and the fourth-largest floating crane in the world, "Hermod" operated by Heerema Marine Contractors. The "Hermod", seen here at Cape Town, has a lifting capacity of 8,160 metric tons.

What made the two bunker gas oil deliveries by "Southern Valour" to this vessel challenging was the fact that the product had to be pumped to a height of 42m to a manifold on the working deck. Due to the volume of product required, the delivery took 32 hours to complete, meaning that barge crew changes had to be done while delivering product.



Unical's "Southern Valour" recently serviced the "Hermod", one of the largest floating cranes in the world. The launch "Offshore Supplier" also seen alongside above, was used for the crew changes.





Cockett expands SA operations

The growth of Cockett Marine's customer base in South Africa has seen it relocate its team to much larger offices as part of its ongoing strategy to expand its trading and bunker supply operations in the region.

The Cape Town office, managed by James Nash, is home to an expanded team of five, with plans to recruit further traders over the coming months.

Working closely with Cockett Group's head office in London, the South African team trades bunkers worldwide and has long standing relations with most of the large shipping operators serving south, east and west African trade routes.

Commenting on the move, James Nash, said: "This expansion is part of the Group's ongoing growth and reflects our commitment to the SA market."



Unical's Gus Mostert honoured at SAMSA awards

Gus Mostert, one of three masters on the Unical Bunker Services mini-tanker, Southern Valour, was the winner in the shore-based category of SAMSA's Seafarer Awards. He was nominated for his valuable contribution to getting the bunkering of ships in Cape Town up and running, and maintaining the service to the highest standard.

Capt Gus Mostert retired at the end of 2010, but prior to this retired twice before. After retiring from the navy and joining the teaching staff of Simonstown High School, he returned to sea as a merchant mariner.

Despite having commanded warships while in the navy and acted in the capacity of Aide-de-camp to President Nelson Mandela, he was nevertheless obligated to work his way up through the ranks again and so, at the age of 52, he found himself undertaking his Higher Diploma and heading out to sea to serve on a number of Unicorn vessels.

After a few more years at sea he was once again tempted into retirement. As before, however, this was short-lived and he sought to return to sea – this time as the Master of the Southern Valour in the port of Cape Town.

Described by management as "a seafarer of utmost integrity who always leads by example and is highly respected and loved by those who serve under him," Capt Mostert rates training high on his list of priorities. He takes new recruits under his wing and they, without fail, emerge as good disciplined, knowledgeable seafarers.

Safety and protection of the environment are critical parts of his operation and masters onboard bunker barges rely on their crews to adhere to a strict code of conduct in identifying potential hazards and dealing with it in an appropriate way. He has always done this and has played an important role in instilling a safety culture among his crew.



Said one of the judges, Rob Young: "This is an exceptional seafarer who takes such an interest in the welfare and career of his fellows and who enjoys a high level of respect from crew, shore management, customers, suppliers and industry officials. He is passionate about training and in his spare time has written many a study guide, workbook and training manual for cadets and other officers."

Congratulations on winning this top award, Gus, and best wishes for the future from all your colleagues at Grindrod.





Eight cadets for Unicorn



The new Unicorn cadets are, from left, J Louw, J Appelgryn, J Sayed, L Monoana, C Joubert, S Engelbrecht, J Ngobeni and H Samuels.

Consisting of four Deck and four Engineering cadets, the new intake of cadets for Unicorn Shipping starts the year with preparation for the high seas for the first time in their lives. Four studied at CPUJ and four at DUT, completing S2 Maritime Studies and Marine Engineering.

Five of these future officers will, on completion of their ancillary courses, be joining our

ships for their first sea phase as soon as berths are available. The remaining three will go to Kimberley for their six to nine months of engineering training. They are all looking forward to joining the fleet and all want to become competent tanker officers. The fleet and the future awaits them as we continue to produce quality officers for our fleet.



Sandy Morrison

We note with sadness that Sandy Morrison passed away in October 2010. Mr Morrison joined the boards of Grindrod, Gersigny & Co in 1976, and Grindrod Limited and Grindrod Investments in 1986; he retired from these boards in 1997. Our sincere condolences to all his family and friends.



Cockett at Oil Week

The 17th Annual Africa Oil Week 2010 is the world's largest and most significant exploration and development event in Africa for the global oil exploration and gas-LNG industry, with key African government decision-makers, state and national oil company delegations, and senior oil and gas executives attending from Africa and across the globe. 'Africa Oil Week' is acclaimed as the premier event for the African continent's oil and gas industry.

With over 650 senior-level attendees and several international and regional exhibitors, the event was rich in content and was perfect for gaining knowledge about Africa's upstream exploration and oil and gas-LNG industry. Cockett Marine was the only marine fuel trading and supply company to attend the November event.

