When you read this issue of connections, you might notice an apparent oxymoron: How can the issue focus on such a technical theme as "construction" yet still include especially human pages called I do's & goo-goos? Isn't that a strange combination?

Well, firstly, over the years it has become a tradition to inform our readers of the happy events our colleagues and their families experienced at this time of year. Secondly, with so many projects going on within the wide world of Oiltanking, we thought it would be apt to have "construction" in the limelight this time round. Besides, these topics are not so unrelated after all: Our people also have a "human" bond with their work, which is evident in the construction and operation of more assets for our customers. The latest news within Oiltanking merely illustrates this overlap even more: After almost 14 years with the company, nearly two years of which he spent in his role as Oiltanking's Managing Director and member of the Marquard & Bahls Executive Board, Carlin Conner decided to devote more time to his family and return to the USA. We respect his personal decision to leave Oiltanking but at the same time regret losing such an outstanding colleague and highly respected manager.

And while proper planning, either for a wedding or a construction project, is always recommended, we, too, will take our time in choosing Carlin's successor — preferably an internal candidate. For the transition phase, Christian Flach, Chief Executive Officer of Marquard & Bahls, and Julio Tellechea, Executive Board Member of Marquard & Bahls, will jointly run Oiltanking. We feel very confident with this interim management since Oiltanking has a very solid foundation, supported by a strong team in Hamburg, top regional management teams and dedicated employees worldwide. Therefore, Oiltanking is well positioned to continue its successful long-term growth with excellent prospects for 2014 and the years to come.

We wish Carlin and his family all the best in the next chapter of their lives. As for our readers, we hope that we have "constructed" a new issue that provides you with plenty of other compelling stories.

Happy reading,

Christian Flach
Chief Executive Officer of Marquard & Bahls

Julio Tellechea
Executive Board Member of Marquard & Bahls
Laying a good foundation

When Oiltanking Singapore commenced the construction of Phases 6 and 7 in 2005, it opted for a tank foundation method that had never been used before at any of the Oiltanking terminals worldwide or by the other industry players on Jurong Island, Singapore’s energy and chemical hub. Here’s why.

Over the last decade, Oiltanking’s global capacity has grown continuously and constructing new tanks is an everyday endeavor. In doing so, while certain technical decisions might be universal, the soil conditions are always very different and pose technical challenges. For instance, Oiltanking’s geographical location in Singapore is quite significant: Tanks are being erected on a man-made island that was created by joining several smaller islands through land reclamation. Therefore, right from the beginning in 1989, the soil conditions on Jurong Island has played a major role in deciding the construction method and design of the Oiltanking tanks.

**Basic alternatives** to build tank foundations on:

- existing ground (i.e. without any ground improvement)
- improved ground
- rigid piled foundations

The suitability of each option is determined by the soil conditions, tank type and corresponding settlement limits, not to mention the tank-operating/maintenance philosophy. Until 2005, Oiltanking Singapore had used soil replacement, pre-loading and piling methods. Piling became the preferred method. But piling is time consuming and costly, so when a special construction technique was used for the new runway at Singapore Changi Airport, Oiltanking Singapore started to think about how it could apply the novel method to tank foundations. Eventually, for Phase 6 and 7, which eventually added 478,000 cbm of storage capacity in 2005, Oiltanking took a bold construction decision.

Looking for a faster, more cost-effective method of providing a solid base for its future tanks and a way to build taller tanks with greater capacity, Oiltanking chose the technique of vibro compaction (e.g. tankfields 17, 18, 19), the installation of stone columns (e.g. tankfield 16) and a combination of both (e.g. tankfields 21, 86). The different alternatives were utilized due to varying soil conditions, ranging from loose, reclaimed sand to silt and marine clays. “Although a geotechnical engineer’s heart sings when he/she examines the soil at Jurong Island, a project manager can also tell you a thing of two about it,” explains Sven Partzsch, former Engineering Manager Asia Pacific, now General Manager Oiltanking Karimun, commenting on the diverse soil conditions found on the island. Therefore, thorough geotechnical investigations are crucial before you even begin to consider the possible tank foundations. Typically, the site in question is explored by drilling boreholes, conducting cone-penetration tests and performing other soil investigations.

On average, stone columns cost 60 percent less than concrete piles; with vibro compaction, the savings can be as much as 70 percent.
Oiltanking terminal in Singapore.

SOIL CONDITIONS A typical cross-section of the soil found at the Oiltanking terminal in Singapore.

and taking soil layer samples of the boreholes, which are then analyzed and classified in the lab. "Needless to say, before selecting a new construction method we ensured that the site-specific soil conditions were suitable," explains Sven. While vibro compaction and stone columns may need a more intensive and detailed geotechnical site investigation to decide the treatment depth required and the improvement technology applicable, it has several commercial advantages over concrete pile foundations. Both allow for reduced and acceptable tank settlements that meet technical standards / guidelines, without having to resort to general, more expensive piled foundations. On average, stone columns cost 60 percent less than concrete piles; with vibro compaction, the savings can be as much as 70 percent. Also, they save time as both ground improvement methods only take half the piling time. In addition, for non-improved ground the tank height would need to be reduced drastically to around 16 m at Oiltanking Singapore due to the lower bearing capacity of the underground conditions; vibro-compacted ground or stone-column-based foundations, however, can accommodate tanks with a height of 22 m, thereby increasing the capacity significantly. Of course, the same goes for the most conservative approach of piled foundations but construction schedules are typically much longer and it usually comes with an extra price tag compared to the alternative treatment means. Finally, there is also the ecological aspect: Concrete piling is energy-intensive and leaves a CO2 footprint that is roughly 80 percent more than the ground improvement methods presented here.

Oiltanking Singapore played a pioneering role in using these new techniques. It was the first time that the method had been made use of at an Oiltanking terminal worldwide or for bulk storage tanks in Singapore. Other Oiltanking terminals definitely stand to benefit from the experience gained on Jurong Island. Whether the procedure is transferable and suitable for other locations, however, will be governed by the soil conditions and other criteria such as the type of tank, cost, scheduling and local practice, which will probably influence or even decide the final selection of the foundation type.

Although new regulations threatened to interfere with the ongoing construction of three spherical tanks, Oiltanking Daya Bay (OTDB), China, completed the task successfully in November 2013.

Then In June 2013 the construction of the spherical tanks in Daya Bay was still in progress.

Now After weathering all the challenges, the silver lining: the three new spherical tanks were commissioned at the end of 2013.

Obtaining the necessary planning permission for a construction project can be quite time-consuming and often takes a lot of patience, persistence and confidence. But the relief is enormous once all the green lights have been given. It was no different for Oiltanking Daya Bay (OTDB), where the building of three spherical tanks commenced at the end of December 2012. However, once piling work had got underway, the safety and environmental regulations across the nation were “overhauled”. A series of major industrial incidents in late 2012 resulted in the work safety and environment bureaus stepping up the regulatory requirements.

While OTDB had already braced itself for the unpredictable and unpleasant monsoon season, which was anticipated to set back the building work, these new rules created an additional stormy atmosphere in February 2012. Oiltanking faced a completely new starting position as the new, tighter requirements for safety distance, fire protection, and fire water retention had to be met and immediately put into action. Unexpectedly, the estimated costs for the project looked very different. Thanks to the steadfast commitment of the project team, however, all the construction challenges were overcome. While the first spherical tank for C4 feedstock was commissioned in November 2013, two successful shipments to all three tanks for 1,3 butadiene and C4 soon followed in early December 2013.

Finalizing the three spherical tanks in record time, on schedule and on budget — despite being forced to implement unforeseen new rulings — was a laudable achievement. OTDB has reached an important milestone en route to developing its facilities into a world-scale industrial terminal, providing a service to players in the South China market above and beyond the tenants of the Daya Bay Petrochemical Industrial Park in Huizhou.
Cooking for a charitable cause

Once a month, colleagues from Oiltanking Singapore join forces with their counterparts from Bomin, Mabanaft and Skytanking, who are also based there, and trade in their pens for cooking utensils to help prepare and distribute food for the needy in the city at Willing Hearts.

It’s still early morning, but it’s already hot and humid; the steam is rising and aromas are wafting through the air. Pots and pans clatter against the background of shouted instructions and short commands: welcome to Willing Hearts, a soup kitchen where many volunteers (approx. 30) cook for at least 3,000 marginalized members of society a day. Seeing people from Oiltanking, Bomin, Mabanaft and Skytanking working side by side among the helping hands is par for the course now. In fact, every second Friday of each month about ten to twelve colleagues will get together and lend a helping hand for the under-privileged,” comments Koen Verniers, President Asia Pacific, who can also be spotted in the kitchen when he is not out of town on business.

“Dolphins”

Dolphins are often seen leaping playfully out of the water. And in the world of marine construction, the term “dolphin” refers to man-made marine structures. Exactly where the name comes from remains a mystery, however, the only thing the social marine mammals and the isolated marine constructions seem to have in common is that they jut out of the water and are mostly greyish in color.

The dolphin construction typically consists of a number of piles installed on the seabed or riverbed, usually topped off with a concrete block structure above the water, which allow for enough surface area to install fenders, mooring devices such as hooks or bollards, and sufficient working space for mooring crews to do their job. Alternatively, steel platforms can be used instead of concrete blocks, which are connected above the water level to provide a platform or fixing point. The piles can be made of different materials, such as hard wood, steel pipes, pre-stressed reinforced concrete pipes or concrete.
The end of 2010 with the approval of a very promising SABIC project was the icing on the cake for OTSA. The long-term contract, which only began in 2013, allowed some time for preparation. Tanks, piping, the automation level and vapor handling infrastructure are just some of the features worth mentioning.

The 10 storage tanks (six new cup tanks and four converted tanks) are state of the art and handle the feedstock supply for SABIC’s two major cracking facilities in Geleen, the Netherlands, located 135 km from OTSA’s terminal in Antwerp. Incidentally, it takes around 25 minutes for steady flow conditions to be achieved throughout the 135 km cross-country line (PALL line). The expected throughput of more than 4 million cbm per year is distributed among these 10 tanks with individual shell capacities ranging from 12,500 to 43,000 cbm. The total net storage volume of around 235,000 cbm will automatically yield a large turnover. The products are expected to be discharged, stored, blended and supplied, mainly via an existing PALL line. Extensive dynamic flow simulation studies were carried out at the very start to ensure that the special, rarely used pump constellation (consisting of variable speed driven positive displacement pumps installed on the OTSA side and the single-speed centrifugal pumps acting as booster pumps between Antwerp and Geleen) will work successfully together.

Because of the volatile nature of the products and inline blending requirements of an accuracy of up to five percent among the different feedstocks, not to mention normal terminal operations such as tank-to-tank transfers and quick and smooth tank-testing operations, OTSA selected positive displacement pumps running at variable speeds. This type of pump provides a better net positive suction head required (NPSHr) value compared to centrifugal pumps. Due to the better pump behavior, but also the variable speed drive covering almost the entire capacity range of the pump, cavitation damages at low tank levels when handling volatile products will be avoided. All the necessary types of transfer operations via a single pump type can be completed. Besides pipeline transfers, barges can also be loaded with pure and blended products via OTSA’s jetty infrastructure. The barge-loading area is equipped with a vapor line connection to OTSA’s new jetty vapor treatment infrastructure.

Discharge rates of up to 6,000 cbm per hour can be achieved at OTSA’s special, newly constructed quay wall discharge spot. A piggable 66 cm diameter pipeline installed between the waterfront and terminal side connects all 10 SABIC tanks spread over four tank pits via 2 x 41 cm diameter marine loading arms. The simultaneous discharge of products into several storage tanks permits the timely handling of vessels at OTSA.

A highly automated system will manage the almost daily pipeline transfers with minimum involvement of man power. But there will be continuous monitoring in the control room for all important process parameters, including the electricity consumption of the pump motor and pump data such as vibrations and revolutions. To prevent any
potential water hammer (pressure surge) impacts due to a sudden unplanned transfer interruption in the event of a booster pump failure or the closure of any of the cross-country pipeline isolation valves, OTSA's battery limit has been fitted with a pressure transmitter monitoring system, a pneumatic actuated high-pressure battery limit valve and a stop function for OTSA's transfer pumps. Additional pump safeguard systems such as continuous pressure and flow monitoring, as well as pressure and flow relief options via internal and external bypasses, will safeguard the system against any abnormal operational circumstances.

By mid-2013, all the tanks, pipeline infrastructure and jetty facilities had been completed and commissioned, replacing SABIC's previous logistic hub in the Antwerp area. While the project displayed some interesting construction features, it also paved the way for a long-term business relationship with one of the key players in the chemical and plastic industries and is set to cement Oiltanking Stolthaven's position in Antwerp and the ARA (Amsterdam-Rotterdam-Antwerp) area.

The storage volume leads to a substantial number of possible internal floating roof (IFR) landings per tank in order to optimize SABIC's logistical dead stock as much as possible. To comply with environmental emission legislation requirements, a vapor line connection from the internal floating roof rest position area of the tank leads to a vapor treatment system in order to capture as many emissions as possible and recover as much product as possible.

• The tanks are fitted with an automated firefighting system, automated tank-draining systems for the new tanks, internal bottom lining, fire and leak (cup tanks) detection devices, and a vapor recovery system connection.

• A total of four identical displacement pumps spread over two pump stations can be connected to all 10 tanks, making sure that all the required product-blend combinations can be mixed and transferred in the correct composition. Pipeline transfer rates will normally range from 500 to 750 cbm per hour. Also, direct transfers to the 135 km, remotely located destination are possible without any intermediate booster pump involvement, which would allow maintenance activities at the booster pump station without any product supply interruptions. A frequency drive in combination with flow and pressure control devices mounted on each of the four new product pumps allows exact inline blending in almost every required ratio between five and 95 percent.

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The project comprises 16 product storage tanks and a fire water tank with a total capacity of 333,000 cbm. The scope also includes mechanical and piping work, storage tanks, pressure vessels, the installation of a fire-fighting system and civil, structural, mechanical, piping, electrical and instrumentation work. The team’s journey from the time it received the project until February, where about 65 percent of the work is complete, has been quite challenging.

In October 2012, IOT won a contract to provide engineering, procurement and construction (EPC) services for IOTF at Fujairah, UAE, after a competitive bidding process. Valued at AED 270 million (US$ 73.5 million), the contract was clinched after the successful completion of IOT’s project for Oiltanking Odfell in Oman.

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The Journey

The work at the site began in early 2013. Although obtaining approvals in the form of No Objection Certificates (NOC) from several different government authorities and building permits from Fujairah Council proved to be a daunting task, the job was accomplished on schedule. Apart from the strict statutory requirements, ever-changing visa rules and regulations, an entirely new project environment and stringent HSSE requirements were just some of the other tasks IOT faced. However, the project team met these challenges head on and were rewarded with valuable experience of operating in the Middle East market. During the implementation phase, IOT was asked to carry out soil improvements, which was not part of the initial contract. As a result, it was given a 91-day extension to complete the extra work.

Today, with the tanks already up, dome roofs are at present being assembled and staircases constructed for them. The construction work for areas such as the utility building, fire-fighting shed, administration building, truck-loading bays and guardhouse, to name but a few, is in full swing and the piping and utilities are also coming along nicely. Once completed, IOTF will use the terminal to store various petroleum products. And this is just the beginning of IOT’s journey on the road toward stepping up its operations in the Middle East.
Space shortage means complicated challenges

After a construction period of over three years, the final two new jetties out of a total of four were commissioned at the Oiltanking terminal in Ghent, Belgium, in January 2014. The average occupancy at the jetties, which was reduced by 12 percent, will greatly benefit the terminal’s clients.

Technically speaking, Oiltanking Ghent is now in a very good position with the completion of the construction work. Located at Belgium’s “seaport in the heart of Europe” between the Moervaart and the Rodenhuizedok on the Ghent–Terneuzen Canal, the terminal offers diverse facilities for the storage and distribution of chemicals, biofuels and petroleum products for the local markets, as well as the European hinterland. International markets are accessible with Oiltanking’s deepwater tanker facilities, rail and pipeline connections. Besides the pipelines to the neighboring companies, Oiltanking Ghent is also connected to the Central European Pipeline System (CEPS), which gives its customers access to nearly all the major airports in Northwest Europe.

Oiltanking Ghent is also based in the nucleus of Ghent Bio-Energy Valley (GBEV), one of the largest fully integrated production sites for biofuels in Europe. Remarkably, over the years the terminal has continuously grown and attracted business, which resulted in an increased average jetty occupancy of more than 60 percent from 2010 to 2011. Needless to say, the constant usage began to take its toll and the terminal started to show signs of wear and tear. Due to the geographical location, it is very important to provide a high-quality service at a competitive overall cost. Consequently, the management aimed to reduce the average occupancy of the jetties to a level of lower than 50 percent.

The concept was put into action in 2011 with a construction plan to upgrade and extend the jetties at the Moervaart canal. The two existing ones had been built in the mid-seventies and were state of the art at the time. Oiltanking Ghent added to the infrastructure over the years to satisfy its business and environmental requirements, however, the jetties eventually became difficult to handle and were in need of an upgrade.

Mission accomplished?

While the first two new jetties were up and running by August 2012, the remaining two new ones were finally commissioned in January 2014, all accomplished in accordance with the latest Oiltanking Corporate Standards.
The railway – connecting business with the private world

The Oiltanking tank terminal in Gera, Germany, has a special feature: Owing to its location, the products are supplied exclusively by railcar. In order to showcase the variety of railway lines and the work processes it entails to both outsiders and the staff, a group of colleagues made a model of their tank terminal.

René Weist, the acting industrial siding manager at Oiltanking Gera, is a dedicated “railman” both for business and in his free time. So it came as no great surprise that he took on the lion’s share of a very special project that he and his people realized. In early 2013, the colleagues started to build the Gera tank terminal in miniature form. And anyone who was tempted to poke fun and call their endeavor childish would soon be eating their words.

The Gera tank terminal is in a strategically interesting location: Thanks to its proximity to the Hermsdorf interchange, the terminal can supply the entire German state of Thuringia via the A4 (Frankfurt — Eisenach — Dresden) and A9 (Berlin — Leipzig — Nuremberg) highways. In spite of this, however, the products are delivered exclusively by rail. And this railway constellation is somewhat complicated: Due to the spatial extent of the railroad tracks (around 8 km of trackage in all) and their usage by several sidings, it is difficult to get an idea of the terminal — in particular when contractors or even new employees have anything to do with operating or maintaining the system.

“If only we had a model to help us visualize it all…” What the colleagues at the terminal had all been thinking of for quite some time was finally put into action in 2013. Based on a design, the management gave the project the green light and approved the necessary funding. The first task involved building a baseplate using the space available. While a hardware store manufactured the wood cuts needed according to Oiltanking’s specifications, they were actually assembled by the colleagues themselves to form a mobile framework measuring approximately 4.5 by 1.5 m. The team then discussed what the layout of the tank terminal, individual connections and buildings should look like in detail before the final layout was agreed.

The track system infrastructure, i.e. the unloading tracks and sidings, is designed in such a way that the shunting operations can be reconstructed right down to every last particular. Designing the surfaces, buildings and other facilities, including the fences, pipelines and lighting, took a lot of skill and diligence. Although there was a large number of materials to choose from, individual ideas and creativity were still called for. The electrical equipment, such as the wiring for the point drives, for instance, were particularly tricky. Oiltanking Deutschland had already had a model of the V 60 engine used for traction built in its original colors some time ago. And, needless to say, the railcars all bear the Oiltanking and Oil! logo! Meanwhile, the project has largely been completed and can be admired in a separate room at the tank terminal by anyone who is interested. Thanks to all the colleagues’ hard work (especially in their own time), an attention to detail and a healthy dose of team spirit, the Miniature Tank Terminal project was a resounding, “ground-breaking” success.

Showpiece A miniature scale model of the Gera tank terminal was built by a group of colleagues with great passion for detail.

Reality The Gera tank terminal dispatches approx. 7,500 railcars a year, which corresponds to around 420,000 t.
we can, we care

"PRECISE, CLEAR AND COMPREHENSIBLE" The way the technical drawers at Oiltanking GmbH roll: Andreas Dykierek, Fred Klaiber, and Regina Schweißfeld (from left).

At Oiltanking, all the different departments have one thing in common: They are instrumental in ensuring that both the in-house and outward processes run smoothly and to everyone’s satisfaction. It is safe to say that — figuratively speaking — you can build on all the departments and teams. And Oiltanking can also build literally, largely thanks to its “technical drawers”. If you take a peek over the shoulders of the three colleagues Regina Schweißfeld, Andreas Dykierek, and Fred Klaiber at Oiltanking GmbH in Hamburg, one thing stands out clearly: The drawing board has long been confined to the history books.

Drawing boards, curve templates, letter stencils, pens, pencils and ink — those were our most popular and important utensils,” says Fred, recalling the time when he started out as a technical drawer 38 years ago. Since then, he has spent over 30 years working for Oiltanking, eventually being joined by Regina Schweißfeld and Andreas Dykierek, 15 and six years ago respectively. The three of them form a team with engineers, HSSE managers and colleagues at the terminals with whom they collaborate closely. They are also a well-oiled team amongst themselves as there is no division of tasks as such: Everyone does everything depending on their available capacity. But what exactly?

Based on the specifications the technical drawers receive from engineers, for instance, they produce designs, including the dimensioning, markings and sometimes also calculations (e.g. tank volumes, height of the tank field walls). Detailed building and assembly plans for expansions, conversions, and the construction of terminals are all part and parcel of the job. Regardless of the objects that the technical drawers illustrate, however, one factor is crucial in their work: Precision, precision and more precision. “Visual thinking is also a plus,” adds Regina.

Apart from the morning cup of coffee, which the colleagues eagerly take to their desks, there is no typical work routine for them; the Oiltanking projects are too diverse for that. Of course, many tasks are repetitive, such as compiling base layouts, diagrams and so-called typicals (what a typical pump station, pier or tank looks like). Often, however, the design scope is very different: For example, detailed building and assembly plans for expansions, conversions, and the construction of terminals are all part and parcel of the job. Regardless of the objects that the technical drawers illustrate, however, one factor is crucial in their work: Precision, precision and more precision. “Visual thinking is also a plus,” adds Regina.

Technical drawing can look back on a long history. Leonardo da Vinci, who recorded his inventions with the aid of drawings, is arguably the most well-known technical drawer. Over the centuries and especially in the last few decades, technical drawing has come on in leaps and bounds. In the past, technical drawings were primarily produced with the aid of real tools, which required special manual skills. Nowadays, however, the work is predominantly performed by using computer-aided drawing methods (CAD) and requires more theoretical expertise. Drawing has effectively shifted into the virtual world. With the aid of 3D CAD systems, three-dimensional bodies can be produced, which form the basis for the final composed plans. “Although technology is constantly changing, it tends to happen at a snail’s pace in the world of design engineering,” explains Fred. “The major advantage today is that CAD software enables us to guarantee a consistent plan quality, have quick access to drawings, reuse them for other projects and do without storage rooms.”

Despite or perhaps even because of this technical transformation, it is a profession with a future. A corresponding specialist degree is increasingly called for in practice and broad-based specialist knowledge is a must. New techniques also mean that you constantly have to keep up with the times and learn new things. Nonetheless, the three enthusiastic Oiltanking colleagues do not regret embarking on this career. “Although we can’t be creative in the narrower sense because we have to follow the given specifications, in a way we still are,” says Andreas. “If space is very limited and the specified diameter of the piping is to be enlarged or additional pipes need to be incorporated, we have to think outside the box. Take suction tubes, for instance: You can’t make room by placing them high up and out of the way as they need to be right down low on the pipeline toward the pump,” explains Regina. “It’s a pleasant, satisfying feeling to see an object you designed virtually standing there in the real world and know that you were involved in making it happen,” Andreas sums up.
and even the famous lake Alster was completely frozen for
the first time in 14 years. After three days in Hamburg, I
crossed the lake and although I am used to the cold and
snow from my winter holidays, I must admit that it was a
good challenge for a Portuguese.

I actually spent my first week at the terminal in Hamburg,
where I was introduced to the daily operations by nice
colleagues who took their time to show me around. Very
interesting indeed, however very cold outside! A few days
outside with temperatures ranging from -10°C to -5°C was
good to get acclimatized to both the business and weather.
My guess was that if I could make it through these first
few weeks of extreme cold, the rest would be a breeze.

Back in the office at the Oiltanking headquarters in
Hamburg, it was great to see that there was a fantastic
international atmosphere with almost 10 different
nationalities on my floor, which made it much easier to
settle in. A warm welcome and obliging
colleagues ready to assist, share
knowledge and provide advice about
the company and Hamburg were also a
great help. Working at head office gave
me an excellent opportunity to interact
with people from different cultures
from all over the world and work
directly with colleagues from various
Oiltanking regions.

It was not all smooth sailing, though,
especially when it came to finding a
permanent apartment. It took 10
months, three moves and four different
apartments before I could finally settle
down. And the language was (and still
is!) one of the other major tests.
Fortunately, English is the language of
communication in the office and even in
the street most people are prepared to
speak English. That being said, in order
to integrate more easily, I still decided to learn German.
Learning the German language with its three different
genders — masculine, feminine and neuter (like the
definite articles der, die and das) — it soon became clear
that it was not going to be a walk in the park. It took a
while until I could grasp the basics of the language, slowly
but surely I started to make progress and, with some
discipline, I am glad to say that today I can conduct a
medium-level conversation in German.

The fast track to adaptation

Myth: There are no speed limits in Germany. Well, while
this is actually the case on some stretches of Autobahn
(motorway), everyone understands that this is not possible
everywhere all of the time — as I learnt the hard way.
After a few weeks in Hamburg, I decided to rent a car for

**PORTRAIT** Ricardo Diogo

was born and raised in Lisbon,
Portugal. After completing a
degree in economics, he joined
BP in Portugal, where he worked
for eight years in several finance
and performance roles. He
 gained his first experience
overseas while working for EDF
Energy in risk management in
London before joining Oiltanking GmbH in February
2010. For the last four years, he has been working as an
international controller at the head office in Hamburg.
a weekend to drive out of the city and visit some other places, such as Lübeck (north of Hamburg) close to the Baltic Sea and Hanover (south of Hamburg). Within 30 minutes of picking up the car, however, I got my first speeding ticket for driving a couple of km/h above the speed limit in the city. Later on, I realized that the street I got caught on is one of the most notorious in Hamburg for getting tickets. I guess if you drive in Hamburg, sooner or later you will get a speeding ticket on this road. I just never imagined that it would happen so soon on my first drive!

Hamburg is the second largest German city with almost 1.8 million inhabitants, home to the second biggest port in Europe (after Rotterdam), a city state and one of the actual 21 hanseatic cities in Germany. Although it is a big city, downtown is fairly small, extremely easy to walk around and connected by a great public transport network. Surprisingly enough, it is rare to see the city packed with people and everything flows smoothly, which means you avoid the typical hustle and bustle of big cities.

Living downtown and not far from the office gives me the opportunity to enjoy all the amenities of the lake Alster, the “Michel” (the most famous church in Hamburg), the opportunity to enjoy all the amenities of the lake Alster, “HafenCity” (new part of the city by the harbor where the beautiful but highly expensive opera house has been under construction for a few years now, proving that even in Germany delays and budget overruns can happen!), the “Reeperbahn” (a famous area packed with theaters, restaurants, bars and clubs, a red-light district where young and old meet up; it is also the place where The Beatles first played overseas) and, last but not least, the Portuguese quarter. Correct, there is one just around the corner from our office, which is a great opportunity to enjoy some proper Portuguese cuisine and pastries in one of the numerous restaurants and cafes in the neighborhood.

One of my greatest experiences was to be inside the stadium of one of the biggest soccer teams in Germany — HSV — to watch the Europa Cup final with some friends. Another very unique and fun experience is the Christmas markets, which usually start in the last week of November and run through to Christmas Eve or a few days before. Enjoying a steaming hot mug of Glühwein (mulled wine) and a Würstchen (German sausage) or other delicious German specialties in the cozy atmosphere with friends or colleagues is definitely one of the highlights!

Abroad, Germans have a reputation for being reserved, especially within the hanseatic spirit of Northern Germany. Despite the grain of truth to this statement, in reality, once you invest some time to really get to know them, they become very good friends and people that you can count on. All in all, although I initially had the usual doubts before moving to Germany, in truth, living in Hamburg has been a fantastic life experience. Time does fly and it has already been four years; plenty of time to feel at home. I do not know how long I will stay in Hamburg, but I am very glad I did not say “never” to this challenge.

* API (American Petroleum Institute) Standard 650 governs the design of most of Oiltanking’s petroleum storage tanks.
As you drive toward IOC’s Paradip refinery on the eastern coast of India, you are bound to see a huge tower rising above the other refinery buildings. This is the derrick which provides support for the refinery’s flare, which includes flare pipes and a flare tip. And we are happy to say that IOT Anwesha constructed India’s largest unique flare derrick.

IOT Anwesha won the contract back in December 2011. The project included the production and erection of the piping, knockout drum, pump, seal drum, derrick and riser pipes, as well as the installation and commissioning of the entire flare system. Unfortunately, an inordinate delay in the arrival of the derrick structure meant that the work in progress ground to a halt. But once the material reached the site, the installation was completed within six months, actually three months ahead of schedule. Thanks to the hard work and determination of the entire team, it was finalized in August 2013.

The structure is exceptional in more ways than one. For example, the 1.3 cm to 244 cm diameter pipes, the erection of the knockout drum with a gross weight of 218 t, the installation itself, and last but not least, the riser pipes and flare tip using the winch technique are just some of its distinctive features. The challenge would not have been so daunting had it been a normal derrick. But we are talking about India’s largest derrick structure and installing something like this for the first time, without any prior experience on the part of any of the IOT group companies, required a lot of grit and dedication. Incredible planning and implementation efforts were made, IOT’s HSSE standards were adhered to and no Lost Time Injury (LTI) was recorded, regular safety awareness trainings were conducted — especially on working at heights — and there were Third Party Inspection (TPI) clearances for every crane, piece of machinery, tool and tackle to ensure optimal safety, not to mention baskets at every lift. Moreover, safety officers were on site throughout the entire erection of the structure.

Weighing around 1,700 t with a height of 127 m and 3,200 elements, not only is this the tallest structure built by any company in India, but also the largest in terms of overall column size. Four risers together reach a height of 141 meters, making it a tall order indeed.

Dimensions of the derrick module:
Outer column size: 32 m X 32 m
Inside column size: 17 m X 10 m

Key Requisites: Quality, efficiency and strict safety practices were high on the agenda to get this project 100 percent right.
were believed to have settled in Singapore and were hired extensively at construction sites until 1949, when emigration from China was declared illegal.

The Samsui women were confident and independent. Instead of getting married, they opted for the freedom of singlehood and preferred to be engaged in hard labor for meager pay rather than being lured into more lucrative vices. They willingly worked in tin mines, on rubber estates, construction sites and as domestic servants. No task was too daunting for them. Rising before dawn, they would prepare their simple meals for the day before joining other Samsui women to head off to work. Once the working day was over, a Samsui woman's time was her own. She would go home to her often cramped living conditions, prepare her dinner and seek the company of other Samsui women. They formed sisterhoods to support each other and became a close-knit and distinctive community, which, unfortunately, meant that they remained insular and avoided contact with strangers.

Since Singapore gained independence in 1965, its economy has been booming and the country has grown into one of the world’s most wealthy nations with one of the highest GDPs per capita worldwide. With a highly developed free-trade economy and strong international trading links, the country may well be small but it is a major player on the international business arena.

With few family ties left in China or being too old to travel, many Samsui women ended up retiring in Singapore. Today, it is said that around 100 Samsui women — mostly in their eighties and nineties by now — still live there, a place they helped to construct and shape both as a colony and nation.

**Samsui women**

The construction work performed by the Samsui women has played an important role in the history of Singapore and its development into a modern and prosperous city-state after the Second World War.

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**Pillars of Singapore’s “construction” industry:**

The Samsui women were Cantonese and Hakka immigrants who came to Singapore between the 1920s and 1940s in search of construction and industrial jobs. About 2,000 Samsui women

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**They are not difficult to spot:** wearing their red headaddresses (a square piece of cloth folded in such a way that it sits on the head like a rectangular roof) and stiffly starched black pantsuits called a samfoo (samfu) — the trademarks of the so-called Samsui women. The name is derived from their place of origin, the Sam Sui District of Sanshui County in Guangdong Province, China, where women dominated the workforce during the silk industry boom in the mid-19th century. The Samsui women were Cantonese and Hakka immigrants who came to Singapore between the 1920s and 1940s in search of construction and industrial jobs. About 2,000 Samsui women
Old Dock 65

After a construction period of nine months, Oiltanking Texas City reopened Dock 65 on February 28, 2014. Equipped with two new barge berths, the terminal can now handle more barges simultaneously, which will increase its flexibility.

Dock 65 at the Oiltanking Texas City marine terminal has seen many barges come and go in its time. When you come to think of it, it is one of the terminal’s oldest docks. Built in the 1940s, it was very much state-of-the-art back in the day. But after having been in operation for more than 70 years, it was in great need of a makeover and was no longer meeting the increasing demands. Therefore, at the end of May, 2013, the demolition of the existing old wooden dock, crane and all the related equipment got underway. After four weeks, a blank canvas for the new dock had been cleared.

A construction project can encounter many obstacles along the way and time and weather can very much influence how work progresses. Nevertheless, Oiltanking Texas City was fortunate to have a contractor who was willing to fit in with its barge schedule, deal with the outages and work hand in hand with the in-house contractors to complete the project on schedule. However, there was one major challenge: What to do with the barge traffic for the old Dock 65 during the demolition and construction phase. Oiltanking Texas City came up with the perfect solution: It revamped the neighboring Dock 66’s fender system to accommodate barges as most of the lines that served the old Dock 65 go to Dock 66 as well.

Now you would never think that major construction work had taken place recently at Oiltanking Texas City. With the two additional barge berths, the terminal is well-equipped to serve its clients faster and well-prepared to cater for the growing demands with seven barge berths and two vessel docks.

Dock 65 at the Oiltanking Texas City marine terminal got its name from the sequential numbering system initiated by the Port of Texas City and the US Coast Guard.

SAME NAME, NEW LOOK

The wooden Dock 65 at the Oiltanking Texas City marine terminal got its name from the sequential numbering system initiated by the Port of Texas City and the US Coast Guard.
What are 45 to 90 minutes if you can help save or prolong another human being’s life? After all, that is how long it takes to give blood, which is crucial for community preparedness. Consequently, Oiltanking’s terminals and offices worldwide have blood drives on a regular basis. In order to do so, Oiltanking Texas City, for instance, has been cooperating with the Gulf Coast Regional Blood Center for the last two years and has already had five drives at the terminal. In 2003 the Blood Center launched its Commit for Life program in order to increase the donation frequency among the donor population in Southeastern Texas. Typically, five percent of the population gives blood. But in this region, which boasts one of America’s largest medical centers and four major trauma centers, the donation rate is not enough to maintain a sufficient supply of blood. Fortunately, however, once again many colleagues and some long-term contractors took part in the latest blood drive at Oiltanking Texas City on November 12, 2013. Among the 40 donors in total, 12 had already participated three or more times and contributed toward 104 products (see box). The Gulf Coast has been keeping records for many years and six of these colleagues have Life to Date donations (the number of blood donations an individual has made since the Gulf Coast Regional Blood Center started documenting data) of between 26 and 67. Some weeks earlier, it was Oiltanking Singapore’s turn to host its annual blood drive. Launched in 2011, the number of donors has been increasing continuously and 85 colleagues and business associates out of the 112 who came forward for the drive held on October 25, 2013, were declared fit to donate blood.

 Blood contains many life-saving components that can help treat various illnesses and injuries. And, with an aging population and more sophisticated medical procedures, the demand for blood is constantly growing. For example, platelets found in blood are used to treat people with leukemia. A single patient often needs platelets from 10 or more donors, all within very little time. Add that to the short five-day lifespan of the donated platelets and it is not surprising that there is a constant need for donors. While it only takes some minutes to draw blood, the preceding steps to ascertain a donor’s medical eligibility, which include registration, medical screening and a blood test are more time-consuming. Moreover, time also has to be set aside for a refreshment and recuperation phase after the donation itself.

“I think giving blood is an expression of love for human beings.”
Michael Maung Win U, Rotary Engineering Limited, (repeat donor)

“Although my whole body felt weak and I was drowsy, I will give blood again.”
Ng See Thian, Oiltanking Singapore (first-time donor)

Give and take
When you donate blood, approx. 470 ml is collected and up to four components can be derived:
- plasma (can be used in the treatment of burn injuries and for patients in shock)
- red blood cells (can be used in transfusions for surgical interventions and other medical procedures)
- white blood cells (can be used in bone marrow transplantations and peripheral blood stem transplantations)
- platelets (can be used in transfusions for people undergoing chemotherapy for leukemia or other types of cancers)

Blood and its components have a limited life and the blood type matters greatly. Donors may give whole blood every eight weeks, various automated donations every 16 weeks and platelets every week. Donors in Texas must weigh over 45 kg, be 18 years of age and complete a questionnaire about their general state of health and travel history, for example. For further information, please visit giveblood.org.
Christopher Boffoli: First and foremost, my photographs are designed to have top notes of surprise and humor. It is important to draw the interest and delight of people looking at the work. And if I can engage them by juxtaposing scale or with the humor of the context of how the figures are interacting with the food, then that opens the door for me to accomplish some other errands. As an American, I am surrounded by an immense variety of food media. Though there is definitely some social commentary designed into my work, like the food spectatorship or the commentary on American overconsumption and portion sizes, I think it is also important to not be too heavy-handed or didactic. At a certain point, the artist needs to get out of the way and let people find their own way into the work.

How did you come up with the idea of using mini-figures?

As a child, I was an avid model builder and collector of Matchbox cars. I had a particular fascination with miniature things. Back then there were also a lot of films that exploited the concept of mixing scales (like The Incredible Shrinking Woman, Innerspace and Honey I Shrunk the Kids). I still see it used today in advertising. Of course, the idea goes back much farther. Jonathan Swift used it to great effect in Gulliver’s Travels in the 18th century. Every museum I have ever been in usually has some tiny artifacts that go back tens of thousands of years or more. So from the beginning of time, mankind has had a fascination with miniature things. I suppose it was an interest that remained with me. In a more contemporary sense, I was at the Saatchi Gallery in London in December of 2002 and saw an exhibit of dioramas by the Chapman Brothers which featured large landscapes and battle scenes with thousands of small figures. Around the same time, I saw a work by Walter Martin and Paloma Muñoz called Travelers which featured tiny figures presented in snow globes. These works inspired me to do my own work with miniatures.

Why do you combine these mini-figures with food?

I chose food as a backdrop because I thought it would offer beautiful color and texture. I also knew I would never run out of different foods to shoot. What I did not realize in the beginning is that my choice of food would give my work a very broad, cross-cultural appeal. The elements of my photographs are essentially toys and food, two of the most common things in just about every country in the world. Regardless of language, culture and social class, everyone has a familiarity with these things. So that is perhaps why the work has been so well-received both in the US and abroad.

Where do you get your ideas from?

Inspiration comes from everywhere. I like to work with food that is fresh and in season. So often I will walk through local farmers’ markets to see what has just come off the farm and select opportunistically from there. There is so much “cheating” in commercial food photography...
FRESH ON THE SHELVES Boffoli’s book is bound to whet your appetite when you look at it.

Do you always find the figures you are looking for?
I have a very large selection of figures so I am not often at a loss to find something that works for what I am doing. Though there are occasions when I am doing commissions and something special is needed. A couple of years ago, for instance, I needed a tiny figure that resembled the client’s mascot, so I designed the figure in a CAD application. Then I transmitted the file to a 3D printing service, which created the figure and sent it to me by post. Eventually, I will probably get my own 3D printer to make the prototyping and fabrication process much faster and easier.

How long does it usually take to create such a “picture” using mini-figures?
There really is no average. Sometimes I will seek out the food, bring it back to the studio, clean, cut and style it. From there, I will work with the geometry of the food to come up with a context for the figure. At other times I have an idea that I have sketched out in advance. For the most part I will do three or four set-ups at a time, review the images later and edit them. On rare occasions, I find the image very quickly, such as the one known as “Zesty Mower” with the woman mowing the orange. Having found a riding tool, I was inspired by the spot, set up a backdrop, arranged the food and figure and shot the image in about ten minutes. That image was on the exhibition card for my first Seattle solo show, was selected for the cover of my book and has been one of the most sought-after fine art photographs in my catalog. I have to laugh because sometimes I will work very hard on an elaborate image that I like but that does not really connect with anyone else. At other times, I stumble upon an image that does resonate. So it only proves that sometimes the concept of “creative genius” is more like creative luck.

More on Christopher Boffoli:
www.bigappetites.net

A clean and charitable commitment

An internal audit program launched at Oiltanking Terminais in Vitória, Brazil, in 2013 not only improves the terminal’s housekeeping but also the housing situation for children and adolescents with cancer by supporting Associação Capixaba Contra o Câncer Infantil (ACACCI), (Capixaba Association against Children’s Cancer).

As the saying goes, you should put your own house in order first before worrying about someone else’s. And that is exactly what Oiltanking Terminais does. In April 2013 it implemented an internal audit program for the terminal’s housekeeping to ensure that the workplace is kept clean and tidy. The operational team is divided into four groups, each of which is responsible for certain areas of the terminal. Twice a month, the head auditor carries out an inspection to evaluate the performance of each team. The results are published at the end of each month and at the end of the year the group with the best performance receives an award.

October was the program’s halfway mark. As the best team so far, the eight colleagues in Team 03 were presented with a dining reward. Seeing that Brazil’s National Children’s Day is also celebrated in October, Oiltanking Terminais decided to make a donation to the charity ACACCI. Founded in 1988, ACACCI’s primary aim is to offer children and adolescents with cancer and their families a comprehensive care program and provide social services that are not available. Although many patients are from the state of Espírito Santo (where the terminal is located), they also come from the provinces of Bahia and south-eastern Minas Gerais. Since limited mobility is often an obstacle that stands in the way of completing a course of treatment, ACACCI built a facility to offer better accommodation for those who do not live in Vitória or the surrounding area. It can accommodate up to 30 patients with a companion and provides them with five meals a day and transportation to the treatment centers. They can also take part in craft workshops, recreational activities, educational courses and get psychological help.

Until now Oiltanking Terminais’ supporting role has been to respond to ACACCI’s pleas for (lots of) diapers. Even though ACACCI is assisted by other major companies from Vitória and the Japanese consulate in Brazil, the charity constantly raises public awareness of the need to care for children and adolescents with cancer. At the moment, Oiltanking Terminais is assessing its future corporate social activities and the idea of aiding ACACCI on a monthly basis.

EMOTIONS During their visit in October, the Oiltanking colleagues were moved by the tragic fate of some patients. (From left) Marcelo Pagoto, Robson Azevedo, Antony Marçal, Luciana Medeiros, Renato Correa and Vilmar Souza.
Construction is a term commonly associated with architectural design and technical structures. But do not forget the importance of countless word constructions. Have you ever heard of “sesquipedalophobia”, for instance? Ironically, it means the fear of long words and has a synonym that is even longer: hippopotomonstrosesquippedaliophobia.

For those who have a love of words, the board game Scrabble is right up their alley. Alfred Mosher Butts, an out-of-work architect, invented it during the Great Depression. He figured out the frequency of letters in the English language by studying the newspaper. With this information, he went on to invent a game with 100 letter tiles, which are used to form words on a square grid, a bit akin to a crossword puzzle. Each letter bears a numerical value and players get points by totting up the total score of the letters in the words they create.

While Butt initially called the game Lexiko, then Crisscross Words and eventually Scrabble, the names did very little to ramp up sales for him and his sales partner James Brunot. Slowly but surely, however, word got around and when Selchow & Righter took over the production in 1952, sales topped 4.5 million copies. And the game’s popularity has not waned since then, quite the contrary: the present owner Hasbro sells two million copies annually in the United States alone and millions more internationally. Scrabble was even turned into a live game show on TV in 1984 and later on aired in a new variation in 2011. In 2004 Scrabble made its way into the National Toy Hall of Fame.

“The road to success is always under construction,” as Lily Tomlin* once said. Sometimes, it seems as if roads far and wide are continuously under construction and new buildings sprout up high and low. However, construction does not only concern the technical or engineering aspects of building; artistic compositions also need time to be put together, just as words need arrangements. The countless websites apologizing for being “currently under construction” are a prime example of this. We scrabbled around a bit and would like to dish up some other captivating construction ideas.

Word construction

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* Lily Tomlin (born September 1, 1939) is an American actress, comedian, writer and producer.

A swirling and swooping construction

There are many inventions and constructions out there that have a moving impact on society. One of them — which literally moves motorists — is the roundabout. Traffic circles and rotaries already appeared in the first half of the 20th century. Road-users owe today’s roundabouts to Frank Blackmore (1916–2008), a British traffic engineer with the Transport and Road Research Laboratory, who was given the task of optimizing the traffic flow. Not only did he develop the offside priority rule at roundabouts; he also invented the mini-roundabout in 1966. Half a century later, the idea of implementing these circular junctions is still gaining momentum and knows no boundaries in both territorial and design terms.

While France is said to have the most ring junctions in the world, the crown actually goes to the modest town of Swindon, England, which boasts the Magic Roundabout built in 1972 — a junction of five roads that consists of two lanes around a center with five mini-roundabouts: once you enter it, you can either turn left or right as you drive round and choose the direction which is the shortest route to your exit. What sounds like absolute mayhem is actually a very well controlled and civilized system. And what looks like a gigantic coffee pot on the road from Dubai to Al Ain, United Arab Emirates, is a steaming hot idea for a unique centerpiece for a roundabout. Using the area inside such constructions for art or landscaping is a trend that is also increasingly catching on in other countries.
Dishing up a new kitchen concept

Kitchen design has changed greatly since the last century. The so-called Frankfurter Kitchen is regarded as the forerunner of modern fitted kitchens and a milestone in domestic architecture. It was planned in 1926 by the Viennese architect Margarete Schütte-Lihotzky (1897-2000), who had been called to the Hochbauamt of the City Council of Frankfurt am Main to plan thousands of low-cost housing units in response to the severe housing shortage in Germany after World War I. She drew her inspiration from dining cars in railway trains and Frederick Winslow Taylor’s idea of scientific management and conducted time-motion studies of the work accomplished and paths traveled in a typical kitchen. At the time, home kitchens were still quite unhygienic and impractical. With her pioneering idea, however, she managed to come up with an affordable, practical and functional solution. The kitchen got its name from the fact that it was fitted in over two thirds of the 15,000 apartments built in Frankfurt in the 1920s. Modules of the Frankfurter Kitchen still exist today and are on display at several museums, including the Historical Museum in Frankfurt or the Museum of Modern Art in New York. A reconstruction of the kitchen can be admired at the Austrian Museum for Applied Arts / Contemporary Art, MAK, in Vienna.

PRACTICAL AND FUNCTIONAL The narrow, double-file kitchen measured 1.9 m by 3.4 m and was painted blue because research at the time suggested that sky-colored surfaces would repel bugs.

THE FRANKFRUTER KITCHEN (1926) Its concept and construction is considered to be the forerunner of modern fitted kitchens.

Remarkable railway construction

By the end of 2014 the green light for the ambitious construction of the Gulf Cooperation Council (GCC) rail network is expected to be given. The planned railway, which will connect six Gulf states, is scheduled to be operational by 2018, with a positive impact on their economies and the mobility between them.

- Crossing six Gulf states by train? If all the planning permission is granted and the subsequent construction phases are kept on track, by 2018 a railway system of 2,117 km should stretch down along the Gulf Coast from Kuwait, through Saudi Arabia to the United Arab Emirates (UAE) and Oman, with branches linking it to Bahrain and Qatar. In other words, this railway track will hook up six countries, five capital cities and two seas, as well as crossing three deserts, two waterways and a mountain range. It will also include bridges, causeways and tunnels. The diesel-powered trains will carry passengers and freight at speeds of up to 200 km/h.

This railway construction piloted by the GCC is the most enterprising rail project ever attempted in the region. Until recently, it had one of the lowest density rail networks in the world, with most passengers and freight traveling by road, air or sea. The construction of this US$ 15.5 billion railway is due to get underway this year in the north, near Kuwait’s border with Iraq, before heading south. The six GCC states are to develop their sections of the rail line independently by adhering to unified standards and specifications. Up to now, progress has partly been held up by bureaucratic and technical issues. While Oman has started designing its rail project, the UAE and Saudi Arabia have already commenced their construction work; other countries are set to follow suit shortly.

Building the rail network carries numerous challenges, many of which are specific to the region’s climatic conditions, including extreme temperatures, humidity and harsh sunlight. Moreover, the build-up of sand and dust on the tracks is another hurdle.

Once completed, the railway network is expected to have a major impact on the Gulf economies. Facilitating the movement of goods and offering an alternative mode of transport will create more flexibility for both the private and business sector. Road congestion and freight delivery times will be reduced and the growth rates in the GCC states are expected to increase. There is also an intention to expand the project to other Arab states to enhance their economic interdependence and integration. As well as adding a connection between Saudi Arabia and Jordan, between Kuwait and Iraq, the GCC agreed to include Yemen in its plan.

“Of course, it is much too early to make any specific predictions as to whether and to what extent Oiltanking might benefit from the future railway connections in the Middle East,” says Nico Smit, Director Middle East & Africa. “But since the rail system will also link two locations where Oiltanking is based, namely Jebel Ali (Dubai, UAE) and Sohar (Oman), we look forward to satisfying an ever-increasing demand and continuing on the right track.”

The Gulf Cooperation Council’s Planned Rail Network

Source: Reuters

Photo: © Gerals Zugman/MAK
OOTO commenced bulk liquid storage operations at its state-of-the-art terminal in Sohar in October 2008. Since then the terminal has continued on the road to success. Over the last few years, the initial capacity of 537,000 cbm for the storage and handling of petroleum products, chemicals and gases has increased tremendously. To date, the terminal has undergone six expansion phases and currently boasts a volume of 1.395 million cbm.

As the SOHAR Port and Freezone is well-poised for further growth, Oiltanking also aims to keep on growing in light of this excellent development. With new expressways and an airport under construction, not to mention the upcoming Gulf Cooperation Council rail network project, Sohar is definitely on the fast track to becoming the perfect gateway to the Middle East.

On November 18, 2013, SOHAR Port and Freezone won the prestigious 2013 Port Authority Award at the Seatrade Middle East & Indian Subcontinent Awards 2013. To coincide with this accolade, a substantial future investment was announced which will stand to benefit Oiltanking Odfjell Terminals & Co. LLC, Oman (OOTO), in its own success story.

"It all starts here" — the slogan of a major marketing campaign to be launched soon with the aim of attracting international investors to SOHAR Port and Freezone in Oman. The statement was made by the port’s Chief Executive Officer Andre Toet after receiving the prestigious Port Authority Award in Dubai, United Arab Emirates. According to him, the multi-million dollar campaign will set the stage for a new phase of exponential business growth to firmly entrench Sohar as the gateway to the region and the wider world.

The port was originally established in 2002 as a joint venture between the Port of Rotterdam and the Omani government; the associated free zone was added later on in 2009. Because of Sohar’s prime position as a deep-water port outside the Strait of Hormuz, coupled with the abundance of economically priced energy and commodities like petrochemicals, iron, steel and aluminum, the port and the associated free zone has seen unparalleled growth over the past 10 years. Sohar now ranks as one of the world’s largest ports and free zone operators, with total investments worth over US$ 15 billion.

Also for Oiltanking in Oman, "it all started here" when
Maneuvering into pole position

When Oiltanking Colombia signed a service agreement to manage a tank terminal project at Sociedad Portuaria Puerto Bahía S.A., in late 2011, it laid a solid foundation: For a cooperation that culminated in an operations and a maintenance contract in September 2013 to position itself optimally on a growing market.

At the end of 2010, Puerto Bahía, a company in the Pacific Rubiales group (the second-largest oil producer in Colombia), was searching for a reliable company to help it develop a marine terminal for crude oil and naphtha in Cartagena, Colombia. And with good reason: Puerto Bahía was looking to build a multi-purpose port comprising three entities: A tank terminal, container port and an industrial free-trade area.

Given Oiltanking’s experience in building its own global marine terminal network, Puerto Bahía and Oiltanking Colombia signed a service agreement to preside over the liquid terminal project on February 22, 2011. The contract included the conceptual design, basic engineering, support for the project management team throughout the tendering process and assistance during the commissioning and start-up of the terminal.

On September 19, 2012, after Oiltanking finished the conceptual and basic engineering phase, Puerto Bahía signed and awarded the engineering, procurement and construction (EPC) contract for the execution of the first phase of the project: A terminal with a capacity of 250,000 cbm, a jetty with two docks for Panamax and Suezmax-sized vessels, a barge jetty and truck loading/unloading station. In light of the market requirements, a second phase was awarded to the EPC contractor on October 18, 2013, which is set to increase the net storage capacity to 381,000 cbm and provide an installed pump capacity of three screw pumps (2,750 cbm per hour each) for loading oil tankers. During the construction phase, Oiltanking will have a team of up to 28 Oiltankers on site that will be working with Puerto Bahía and the EPC contractor to guarantee a state of the art facility, which is expected to be up and running by April 2015.

The Puerto Bahía project is a solution to fulfill the needs of the Colombian oil industry. In recent years, the country’s government and oil industry has identified transportation of oil as the biggest challenge for the oil export business. Consequently, Puerto Bahía is crucial for the oil industry in Colombia. Alternatives to Coveñas (traditionally the marine terminal used to export crude oil from the country) are needed in order to eliminate the constraints of the industry and grow production in the oil fields.

Parallel to the development of the terminal, two important projects are also underway: Firstly, an oil pipeline (OLeCAR) with a future capacity of 47,700 cbm per day, the heart of the terminal, will connect Puerto Bahía’s facilities with the export terminal in Coveñas; secondly, the dredging of the entrance to Cartagena Bay to accommodate Suezmax vessels (capacity: 120,000 to 200,000 DWT).

Given the importance of the project, Oiltanking Colombia has a perfect opportunity to bring in its expertise and world-class service to the table as a platform for the Colombian market, where all the players are looking for partners for terminal solutions. Being involved from the project’s inception and for the duration of the engineering phases, Oiltanking Colombia will be able to leave its mark and become an example of marine terminals in Colombia in future. Furthermore, on September 24, 2013, Oiltanking Colombia achieved another milestone by signing the operations and maintenance contract for the Puerto Bahía tank terminal for a period of 10 years — another great opportunity to position itself on a growing market!
Almost a year ago, Oiltanking Colombia planted a Corporate Social Responsibility (CSR) project that only took a half year to blossom. Since the official inauguration of Bellavista Park on May 18, 2013, the surrounding communities of the Mamonal Industrial Zone and Oiltanking in Cartagena have been enjoying a bountiful harvest: a place of fun, rest and recreation.

“Bellavista” means “beautiful view” in Spanish. Just eight km away from Oiltanking in Cartagena, there is now a park bearing the same name, nestled among the busy streets of the Mamonal Industrial Zone. Since May 2013, the park has been a joy to behold and also a place full of fun for children. However, this was not always the case. Oiltanking Colombia embarked on an ambitious project to restore the park to its former glory.

When Oiltanking Colombia received a request from the environmental authority to offset the timber works in connection with the recent expansion project at its Cartagena terminal, it jumped at the chance to rebuild the abandoned parkland. The terminal had been looking for a sustainable CSR project and the park in the Bellavista neighborhood seemed to be just ideal: it would be preserved and developed into a pretty and practical place over time. What started out as a simple tree-planting ceremony has evolved into a green oasis with 650 ornamental plants, more than 20 fruit trees, a 155 m² patch of grass and park with many attractions and playgrounds.

The project was realized in just six months and benefits a great number of children who had previously nowhere like this to go. It has also become a popular spot for amusement and recreation for the local residents.

When the park was officially inaugurated, Oiltanking colleagues and their families were joined by children from the two local schools to beaver away happily together: they cleaned up the area, planted saplings and watered them. Later on, they sang and danced to celebrate the new “bellavista”. The colleagues from Oiltanking Colombia can definitely be proud of their “harvest” but the CSR project will not stop there. The next steps will be to organize the park maintenance and raise awareness of the environment in close cooperation with schools and the Social Action Committee for Welfare and Progress, a committee elected by the community.

“Bellavista” means “beautiful view” in Spanish.
Oiltanking’s goo-goos come of age

Oiltankers to share pictures of their new additions to the family with our readers. Now, those cute little ones have grown up to be fine, independent young men and women who have either celebrated or soon will be celebrating their 18th birthdays and have thus become (in most countries) adults. Congratulations to all of you!

“Watching your children grow, you really do realize how time flies”—a saying you hear quite often. And the following pictures are living proof. In 1995 connections first asked Oiltankers to share pictures of their new additions to the family with our readers. Now, those cute little ones have grown up to be fine, independent young men and women who have either celebrated or soon will be celebrating their 18th birthdays and have thus become (in most countries) adults. Congratulations to all of you!

HELENA, the daughter of Claudine Verlriest and Koen Van Kerkhove, Oiltanking Ghent, was born on June 23, 1995. Although she is still young, she already has a mature goal lined up when she finishes her bachelor’s degree in social work: Helping young people who have problems finding their way in society.

MUHAMMAD SYAHMI BIN HASHIM, the son of Hashim Bin Sulaiman, Oiltanking Singapore, and Jurianah Binte Jaffar was born on March 21, 1995 and is now eagerly attending design and technology courses at Temasek Polytechnic in Singapore.

ROBÂN, the son of Monique and Jabco Gomes, Oiltanking Amsterdam, was born on March 11, 1995. When he is not busy studying to become an engineer at Delft University of Technology, he enjoys sports.

MARISSA, the daughter of Zakharria Bin Jaafar, Oiltanking Singapore, and Haniza Binte Sirat, was born on July 5, 1995 (also her mother’s birthday!). Currently, she is completing a diploma in Business Process & Systems Engineering at Temasek Polytechnic in Singapore.

Finding the right name for your baby can be quite challenging, not to mention time-consuming. Well, not in Tahiti, where a foresighted tradition comes in quite handy: On the couple’s wedding day, they are presented with baby names chosen from the family’s genealogy so that when a baby is ready to come into the world — maybe even years later — the naming part has already been taken care of. Our 29 youngest Oiltankers have also been given lovely names — affectionately selected by their loving parents.

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ROY HERMANN HARN, the son of Simone and Harold Gankema, Oiltanking Amsterdam, born on March 31, 1995, grew up big and strong, now towering at a height of about two meters! And his professional and private ambitions are equally lofty: He wants to become a radiologist. In his spare time, he plays soccer and pumps iron in the gym.

OLE, the son of Maren and Ulfert Cornelius, Oiltanking Deutschland, was born on September 6, 1995. He did well at school and in competitive rowing (lightweight), coming third in the German Championships. He is now studying business at university.

OILTANKING’S goo-goos come of age

What a sweet addition to the family on October 10, 2013, for Svenja and Frithjof Langelotz, Oiltanking Deutschland, and of course big brother Per!

WMILLIAM CHARLES, the son of Donna Y. Hymel, Oiltanking Houston, and Chuck Hymel, was born on October 10, 1994. Since the fall of 2013, he has been taking university courses with a view to study aerospace design or engineering at college and eventually working for a company that designs or manufactures aircraft. He loves military history and spends his free time reading up on and learning about military weaponry, aircraft and aerial combat.

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“I love my family!”, said Muhamad Syahmi when he received his blessing from his family and friends.

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BABY names

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On March 11, 2013, this sweetie belonging to Catelyn and Bryan Wilson, Oiltanking Houston, was born into a real Oiltanking family, with both grandfathers also working for the same company: Andre Says, Oiltanking Beaumont, and Scooter Wilson, Oiltanking Texas City.

Gabriela Adriana Figueroa, Graña y Montero, and David Lorenzo laid proud eyes on their son for the first time on June 27, 2013.

Fabiola Ortiz and Guillermo Salgado, Oiltanking Andina, have been overjoyed parents since June 13, 2013.

A precious son was born to Katherine and Wesley Garland, Oiltanking Texas City, on November 20, 2013.

Zhang Rui was greeted by his parents, Pei Xueyan and Zhang Yusheng, Oiltanking Daya Bay, on June 12, 2013.

Niec Jiayi Made her parents Zhou Xiaoyun and Nie Guojian, Oiltanking Daya Bay, beam with joy on July 27, 2013.

Liu Yuxin A bouncing baby girl was born to Bi Xianli and Liu Jihan, Oiltanking Daya Bay, on June 24, 2013.

Matthew Smiled at his parents Natalia Pérez, Graña y Montero, and Giancarlo Ampuero on February 19, 2013.

Myra Being Matthew’s sister, we are very happy to announce the birth of his little brother, Mattias, on February 19, 2013. He is happy and healthy and his parents, Natalia Pérez, Graña y Montero, and Giancarlo Ampuero, are over the moon.

Vanessa Marrón and Roberto Rojas, Logística de Químicos del Sur, proudly announced the birth of their daughter on February 28, 2013.

Melissa and Kian Two plus two make four! Selvi and Reza Adami, Oiltanking Deutschland, are happy with their twins Melissa and Kian, born on March 11, 2013.
Oiltanking’s I do’s turn turquoise

“...the screen” — yes, you heard correctly. In this day and age, where finding a partner via the internet is no longer unusual, it is no wonder that wedding ceremonies are also starting to take place on the web. The problem of the bride and groom being at the opposite ends of the earth literally vanishes into thin air, although the legally binding aspect is debatable. Here are the findings from our latest “screening” among Oiltanking colleagues. Although these colleagues are from all over the world, however, they tied the knot while gazing into each other’s eyes!

I DO’S

“You may now kiss ...”

* Turquoise is not only a color but also a gemstone, to which the wedding anniversary probably owes its name. In former times this gemstone was believed to provide protection against black magic and thus presumably guard a marriage against temptations. Alternatively, the gemstone also symbolizes friendship, faithfulness and long-lasting relationships — here’s to the next 18 years!

AHMAD FAIZAL BIN HAJI JURAIMI, Oiltanking Singapore, and FAUZIAH BTE HAJI ALI on September 3, 1995, and in 2014.

RACHEL, Oiltanking Malta, and EUGENE CARUANA on September 22, 1995, and in 2014.

ANN-KATHRIN AND KAI KOSCHINSKI, Oiltanking Deutschland, said “I do” on May 10, 2013.

After 10 years together, RUTH NG, Oiltanking Odfjell Singapore, and JASON CHAN, eventually tied the knot officially on September 21, 2013.
I DO'S

Yes, SEAN FU, Oiltanking Asia Pacific, kissed his bride, JOEY WONG, on November 1, 2013.

A smiling couple: ULI WENCKEBACH with his wife BRITTA, Oiltanking GmbH, on August 10, 2013.

SVENJA (NOWAK), Oiltanking Deutschland, and PHILIPP MÜLLER said “I do” on December 13, 2013.

AMANDA BUDIMAN AND RICHARD DIKKERS, Oiltanking Asia Pacific, promised each other eternal love on November 16, 2013.

KRIITIINA UNNUK, Oiltanking Asia Pacific, and VERNON LEWIS on November 2, 2013.

YANG JIAMEI AND XIONG GUIMENG, Oiltanking Daya Bay, have been treading the same path as husband and wife since September 24, 2013.

As happy as can be: KRISTIINA UNNUK, Oiltanking Asia Pacific, and VERNON LEWIS on November 2, 2013.

SIVASHANMUGAM SUNDARA VINAYAGAM AND CHELLAPPA SHANMUGA SANKARI, Helios Terminal Corporation, became husband and wife on September 8, 2013.

HILDE SAELEN AND LUC BOEY, Oiltanking Ghent, were greeted as husband and wife on April 9, 2013.

JASSIE TEO AND JAYSEN LEE, Oiltanking Singapore, took the plunge on October 31, 2013.

ANDREA AND JENS NÜRNBERG, Oiltanking Deutschland, took the step into marriage on October 2, 2013.

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The name of the game: "V"

Two years ago some of you already proved your engineering talents by assembling an Oiltanking tank model made from paper. Now it’s time to demonstrate your abilities again with a more complicated construction puzzle developed especially for connections by George W. Hart, a research professor in the engineering school at Stony Brook University, New York, USA. He holds a B.Sc. in Mathematics and a Ph.D. in Electrical Engineering and Computer Science, both from MIT, and is also a mathematical sculptor/designer and co-founder of the Museum of Mathematics in New York. The places where you can see his sculptures on display include Princeton University, Mathematics Department; the University of California in Berkeley, Computer Science Department; and Duke University, Engineering Department.

We do hope you will enjoy the new assignment (see instructions below) and subscribe to George Hart’s mission of showing the world the excitement of mathematics.

A MAN OF MANY HATS George W. Hart is a research professor, mathematical sculptor, puzzle designer who is intent on communicating the wealth and excitement of mathematics.

Assembly Instructions

1. There are twelve identical pieces. Carefully separate them from the surrounding sheet. Notice there are six small slots on each piece; they will be used to join the parts together.
2. Call the thick central part of each piece its “body” and observe that the four small “arms” at the ends of each piece are slanted relative to the body. Start with the pieces all oriented the same way. It doesn’t matter which way, as long as they are all the same way. You may have to turn some over if their arms are slanted the opposite way from the rest. Observe there is a slot in each arm and two slots in each body. Each body also has a line marked in the middle for folding.
3. One at a time, carefully fold each body in half to make sharp crease on the marked center line. When you let go, they will spring open to make a V shape. Be sure you fold them all the same way.
4. Look at the photo and see that the finished structure is composed of four large triangles that link through each other. See how three of the V parts will combine into one triangle. The arms of any piece will exactly overlap the arms of the next piece in its triangle to become the middle edge of the triangle. The key thing to observe in the photo is that over the middle of any triangle edge there is a V of another triangle.
5. To hold everything together, place the arms of one piece directly on the arms of its neighbor to make the slots exactly overlap. Then these doubled slots of the arms fit into the slots of the body V above it. This same connection is used everywhere. After you overlap the arms of two pieces and lock their slots into the V above them, you just continue making that same kind of connection everywhere. You can add the parts in any order.
6. You are finished when all the slots are connected somewhere. Observe that every pair of triangles is linked, like two links of a chain.

One of our readers, Clive Murray, is intent on making the “V’s” together. Make sure you don’t hit our “T” (as in “time up”), though, receiving your pictures showing us how well you managed to put the puzzling “V’s” together. Hands-on! This time, our quiz not only calls for mathematical skills but also craftsmanship. In keeping with this issue’s theme “construction”, you will find the pieces of the puzzle and the corresponding instructions on page 54. We look forward to receiving your pictures showing us how well you managed to put the puzzling “V’s” together. Make sure you don’t hit our “T” (as in “time up”), though, which is May 16, 2014! An Oiltanking bike helmet awaits the lucky tinkerer. Good luck!

“Melting away” for fun

... like On November 29, 2013, once again Oiltanking Singapore requested the pleasure of its colleagues and family members to an Oiltanking movie evening. While the outside temperature was soaring above 30°C, inside the cinema was rather chilly, which was quite apt given the name of the movie: Frozen. But the story of this computer-animated Walt Disney production, which is loosely based on Hans Christian Andersen’s classic fairy tale The Snow Queen, was heartwarming. With its message that love is the key to a happy life, the movie was not only just the ticket for the festive season, but also much appreciated by all the moviegoers.

Back in 2011, Oiltanking Singapore also sent out an invitation to a screening of another computer-animated movie called The Adventures of Tintin: The Secret of the Unicorn.

CONGRATULATIONS

Quiz solution

Congenial! That’s what our readers are and that’s also what the chemical symbols for cobalt, nitrogen, germanium, nickel and aluminum spell. Our congratulations go out to Geraldine Diaz (Oiltanking Peru), John Musgrave (Swank Capital), Tim Venghaus (Oiltanking GmbH), Butch Hart (Oiltanking Part Neches), Trianti Agustina (Oiltanking Merak), Konstantin von Hobe (Skytanking), Aaron Bergeron (Oiltanking Beaumont), who will soon be perfectly prepared to weather any blasts of chilly air or frozen H2O droplets. The fleece scarf is already on its way.

NEW QUIZ

Hands-on!

This time, our quiz not only calls for mathematical skills but also craftsmanship. In keeping with this issue’s theme “construction”, you will find the pieces of the puzzle and the corresponding instructions on page 54. We look forward to receiving your pictures showing us how well you managed to put the puzzling “V’s” together. Make sure you don’t hit our “T” (as in “time up”), though, which is May 16, 2014! An Oiltanking bike helmet awaits the lucky tinkerer. Good luck!

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Described as a soft-spoken man who is barely recognized by anyone outside his native country of Indonesia, Andra Matin (born in 1962 in Bandung, Java) still knows how to impress. Celebrated locally as a major force of contemporary Indonesian design and dubbed the helmsman of a generation of independent architects, his résumé is as vast as it is diverse: Designing houses, museums, galleries, restaurants, public parks, mosques and artist studios. His works also include the audacious architectural design of Potato Head Beach Club in Seminyak, Bali, Indonesia, which was inspired by the Coliseum in Rome. The spectacular façade makes for a dramatic entrance experience for guests as they arrive at the venue. A semi-circular wall was crafted from a disparate assemblage of 18th-century teak window shutters, which were salvaged from across the Indonesian archipelago and now “wrap” the main building. Opened in 2011, Potato Head Beach Club not only received considerable acclaim for its design, but also for bringing the best of island-living together in a unique blend of haute cuisine and entertainment. The aim of creating something original from Indonesia that could be seen and enjoyed by the Indonesian and international public paid off in spectacular form.