

# BRUHAT

## Delivery Sailing Voyage

### Case Study:



### MAJESTIC 7- SINGAPORE TO TONGA

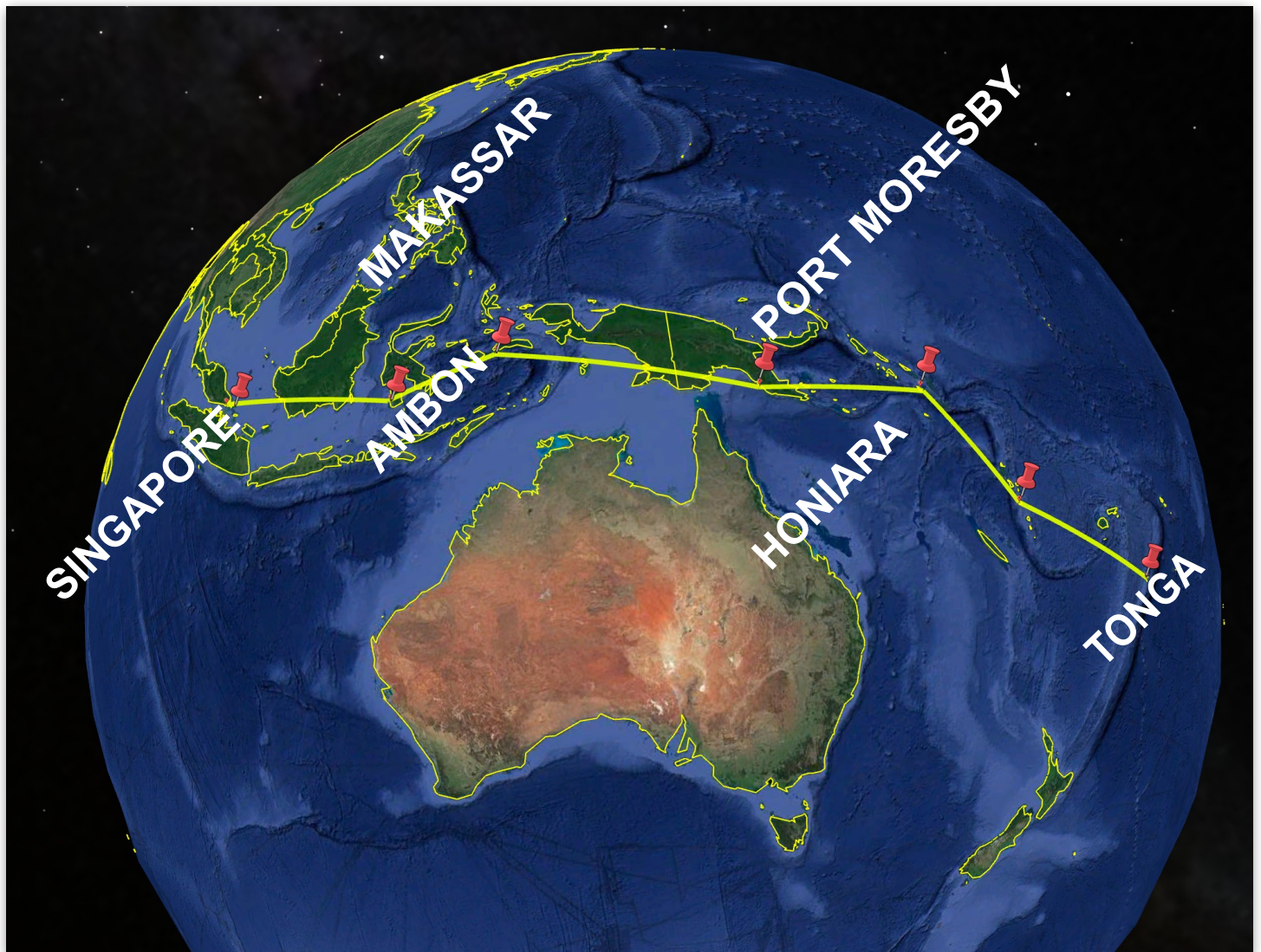
**6000 NM**  
**7 PORTS**  
**20 DAYS**



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## SUMMARY

MOBILISATION OF A 200 PASSENGER CAPACITY FERRY  
FROM SINGAPORE TO NUKU'ALOFA, TONGA IN THE  
PACIFIC ISLANDS



BRUHAT LOGISTICS PTE LTD  
15, PANDEN CRESCENT, SINGAPORE – 128470  
Email: [mktg@bruhat.co](mailto:mktg@bruhat.co)



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Vessel was loaded with IBC tote tanks with a capacity of 1000L each to provide sufficient bunker quantity to reach the 5 intermediate bunker ports for this long voyage. This was done in consultation with a naval architect to ensure compliance with stability requirements and deck strength.

1. MAKASSAR, INDONESIA
2. AMBON, INDONESIA
3. PORT MORESBY, PAPA NEW GUINEA
4. HONIARA, SOLOMON ISLANDS
5. PORT VILA, VANUATU



**TOTAL INTERNAL BUNKER  
CAPACITY 7000L.  
CONSUMPTION AT ECO SPEED  
= 300L/HR**

**ADDITIONAL FUEL CAPACITY IN WAY OF TOTE TANKS 23,000L**

## THE PROCESS:

1. **PLANNING:** Preparation of a complete passage plan to identify distances, bunker ports, agents, port of refuge, weather routeing etc.
2. **VESSEL INSPECTION:** To determine suitability of vessel. The number of tote tanks and securing arrangements are determined by the superintendent at this stage in consultation with a naval architect for stability and deck strength compliance.
3. **FLAG CHANGE:** Vessel's flag was changed to Republic of Dominica and obtained a single voyage permit from Singapore to Nuku'alofa, Tonga.

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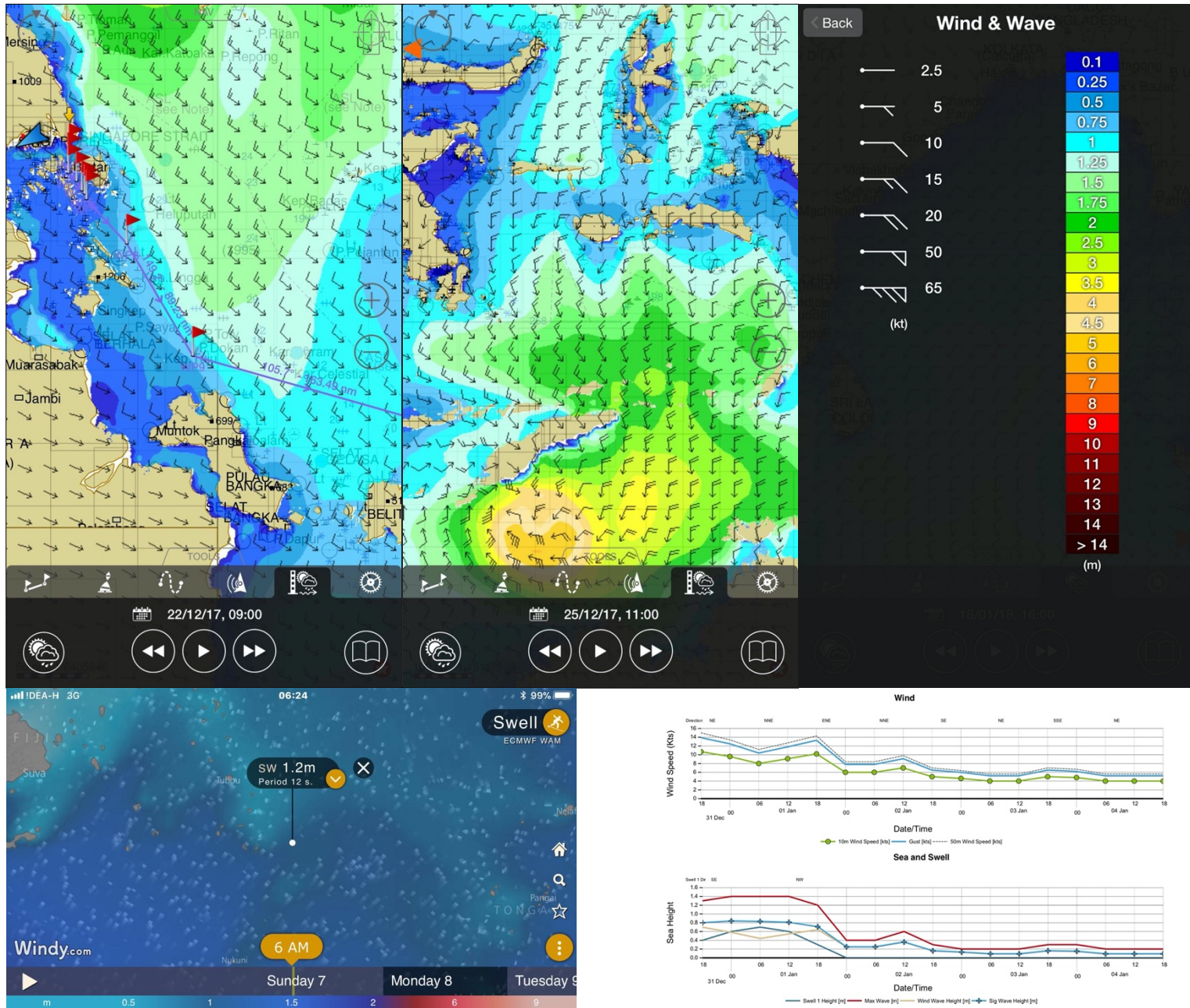
4. CREW ARRIVAL: For this vessel, owners had placed their own crew on board. We have our own crewing which are experienced in mobilization of such vessels. At this stage crew familiarize themselves with the vessel and the voyage plan is discussed with Master and crew. Changes are made with the valuable input from the Master and Chief Engineer.
5. STORES & SPARES: A large number of items are ordered prior to crew arrival based on the type of vessel and past experience. Additional items and provisions are ordered as required by ship staff. Items can be quickly arranged with our wide network of ship suppliers in the region.
6. WEATHER: A full-fledged weather routing service was employed for this long passage giving us up to date weather conditions for the current and future positions of the vessel in accordance with the passage plan.
7. PRE-DEPARTURE: A pre departure inspection is done to ensure tanks are secured well for the voyage keeping safety of crew the top priority. Vessel will take bunkers once this is complete.
8. DEPARTURE & MONITORING: Vessel is provided with a satellite phone and Master is instructed to provide 6 hourly reports to shore office. The sat phone will be the only means of communication with shore as most vessels of this size are not provided with communication facilities outside of sea area A1. Vessel departed Singapore on the 22<sup>nd</sup> of December and arrived Nuku'alofa on the 9<sup>th</sup> of January

## CHALLENGES:

The most critical variable in this kind of voyage is the weather. The shore office along with weather routing services employed give Master all the information and advice he will require to take the right decision to ensure safety of vessel and crew.

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THE KING OF TONGA GOING ON BOARD THE VESSEL,  
NOW RENAMED AS "MV TONGIAKI"



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## ADVANTAGES OVER HEAVY LIFT

**CHEAPER:** The delivery is performed at a much smaller cost as compared to option of a heavy lift vessel.

**FASTER:** Heavy lift vessels normally work on fixed routes and can take few weeks to arrive at the load port. In addition to this, a heavy lift vessel will have other discharge ports to call before going to the final destination such as Tonga.

## MOBILISATIONS DONE BY LOTS IN THE RECENT PAST

1. ISLAND JADE - 233 PASSENGER FERRY - SINGAPORE TO DAHEJ, INDIA
2. PENGUIN 3 - 189 PASSENGER FERRY - SINGAPORE TO PORT BLAIR, INDIA
3. MT DIYALUMA - 500 MT COASTAL TANKER - COLOMBO, SRI LANKA TO PORT BLAIR, INDIA
4. PENGUIN 15 - 200 PASSENGER FERRY - SINGAPORE TO OKHA, INDIA

