

“Project Cargo on Container Vessels”

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22 November 2016, Webinar

Marine and Cargo Surveyors

Project Cargo on Container Vessels

Agenda

1. Introduction
2. Advantages/ Disadvantages of Project Cargo on Container Vessels
3. Planning Requirements
4. Planning & Preparation
5. Loading
6. Stowage
7. Cargo Securing
8. Final Calculation & Reporting
9. Summary

Project Cargo on Container Vessels

Introduction



Project Cargo on Container Vessels

Introduction

Definition:

“Project cargo is a term used to broadly describe the national or international transportation of large, heavy, high-value or critical (to the project they are intended for) pieces of equipment. Also commonly referred to as Heavy Lift, this includes shipments made of various components which need disassembly for shipment and reassembly after delivery.”

Project Cargo on Container Vessels

Introduction

Billions of dollars of project-critical equipment is shipped around the world annually.

High levels of risk are associated with these shipments due to the nature of the cargo, transport logistics, and tight timeframes.

(Source: <http://www.agcs.allianz.com/services/marine/project-cargo/>)

Project Cargo on Container Vessels

Introduction

Various possibilities of ocean transport for Project Cargo:

1. Container



2. RoRo-Vessel



3. Break Bulk Vessel



Project Cargo on Container Vessels

Advantages / disadvantages for the Freight Forwarder

Advantages	Disadvantages
<ul style="list-style-type: none">+ Fast vessels/routes+ Terminals with inland connection/infrastructure+ Reputable shipping lines+ Standardised transport methods+ Costs for single parts are affordable/calculable	<ul style="list-style-type: none">– Container terminals are not proven BB-experts (there are exceptions)– Limited lifting capacity with gantry cranes– Larger quantities are not economical

Project Cargo on Container Vessels

Advantages / disadvantages for the Underwriter

Advantages	Disadvantages
<ul style="list-style-type: none">+ Large companies/shipping lines (terminals) → Claims handling department (worst case) / availability+ Always the same structure → easily plannable+ Lower risk of collateral damage from other cargo	<ul style="list-style-type: none">– Timeframe is not always guaranteed, thus, potentially higher survey costs due to wait times– Increased risk due to possible transshipping

Project Cargo on Container Vessels

Advantages / disadvantages for the Manufacturer/Shipper/Cargo Owner

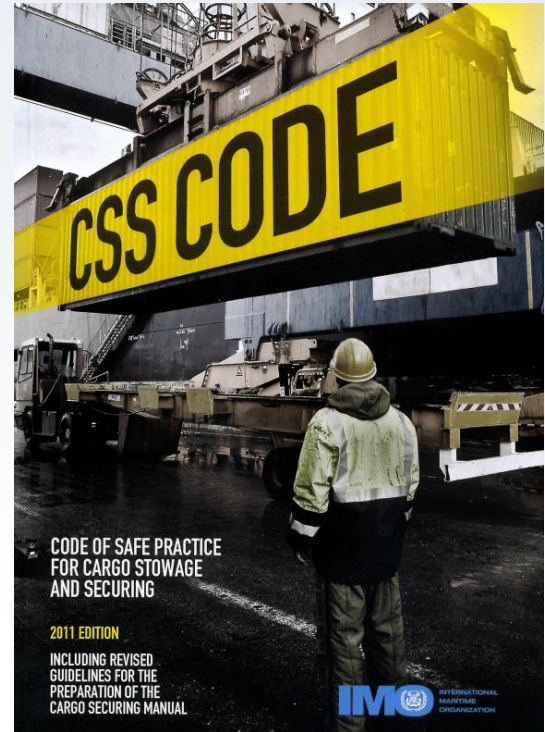
Advantages	Disadvantages
<ul style="list-style-type: none">+ Generally horizontal transport process (delivery, lifting, transport)+ Stowage is almost exclusively below deck (protective aspect)+ Almost no height limit+ Length limited by vessel breadth (up to 50 m below deck)+ Weekly departures+ Costs for single parts are affordable/calculable	<ul style="list-style-type: none">– Maximum width approximately 10.5 m (length slot minus CG and CGC and end walls)– Very considerable lifting heights due to gantry– Height limit inside the gantry– Weight distribution/footprint must be taken into account, more so than on other vessels

Project Cargo on Container Vessels

Planning Requirements: Relevant Regulations

1. CSS-Code (Code of Safe Practice for Cargo Stowage and Securing)
 - Transport-related accelerations
 - Cargo securing calculation, according to Annex 13 (advanced calculation)

r-sache v-vino quer				0,0					
Fläche Wasser quer (max 2m)				0,0					
Gesamt Kräfte querschiffs				0,0					
Zur Deck Stau längs-schiffs	Höhe	Breite	m ² = Kraft						
Fläche Wasser längs (max 2m)				0,0					
Gesamt Kräfte längs-schiffs				0,0					
Beschleunigungen:	gem. Tabelle	korrigiert	auf-tretende Kräfte kN	Sicherung PS	Sicherung SBS	Sicherung FWD	Sicherung AFT		
querschiffs (xy)	5,4	3,04	142,0	24,8	130,3				
vertikal (az)	6,3	2,03	92,5			17,8	10,7		
längs-schiffs (ax)	2,1	0,56	44,5						
Kippstabilität (ohne Sicherung)	M-Kipp/M-Stand	Sicherheit	Sicherheitsfaktoren						
	300,0	92,2	3,0	2,11	0,97	6,26	0,81		
Sicherung	Mit-gebindeung	α	β	PS	SBS	FWD	AFT		
	PS	STB	Pub	ART					
0)Reibung μ	0,2	-	-	-	138,3	130,3	109,6	109,6	
1)Kraft (MSL in KN)	39,0	x	x	45	20	25,3	13,1		
2)Kraft (MSL in KN)	39,0	x	x	45	20	25,3		13,1	
3)Kraft (MSL in KN)	39,0	x	x	45	20	25,3			19,3
4)Kraft (MSL in KN)	39,0	x	x	45	20	25,3			13,1
5)Kraft (MSL in KN)	39,0	x	x	45	20	25,3			13,1
6)Kraft (MSL in KN)	39,0	x	x	45	20	21,8			19,3



CODE OF SAFE PRACTICE
FOR CARGO STOWAGE
AND SECURING

2011 EDITION

INCLUDING REVISED
GUIDELINES FOR THE
PREPARATION OF THE
CARGO SECURING MANUAL



Project Cargo on Container Vessels

Planning Requirements: Relevant Regulations

2. CTU-Code (Code of Practice for Packing of Cargo Transport Units)

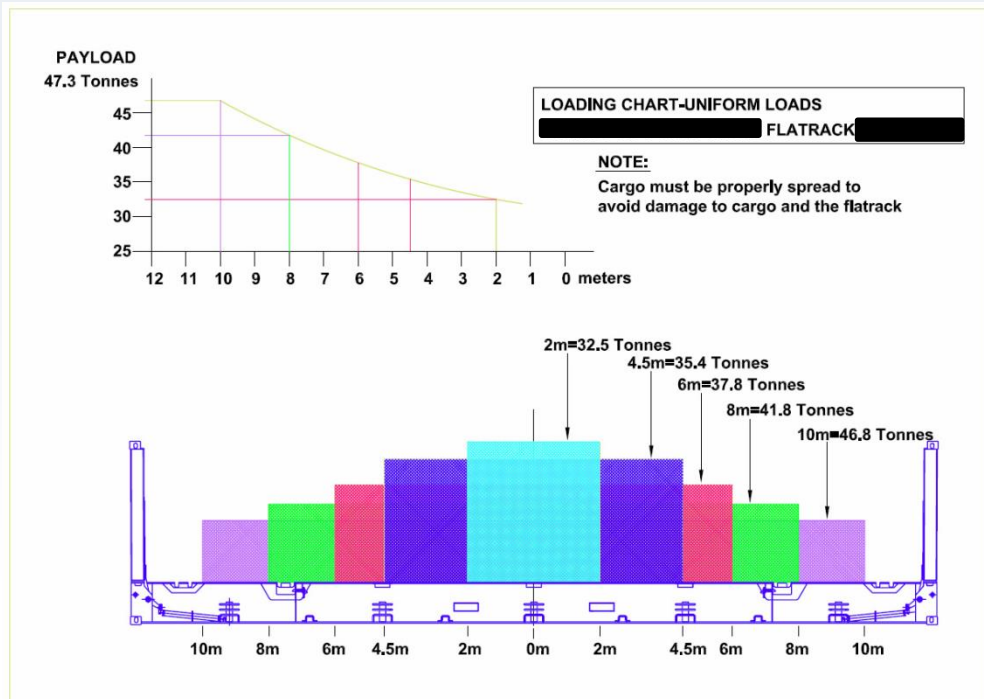
→ Stowage distribution on Flat Racks



Project Cargo on Container Vessels

Planning Requirements: Relevant Regulations

3. Individual design limits of Flat Racks



Project Cargo on Container Vessels

Planning Requirements: Pre-load Inspection

Why is a pre-load inspection so critical?

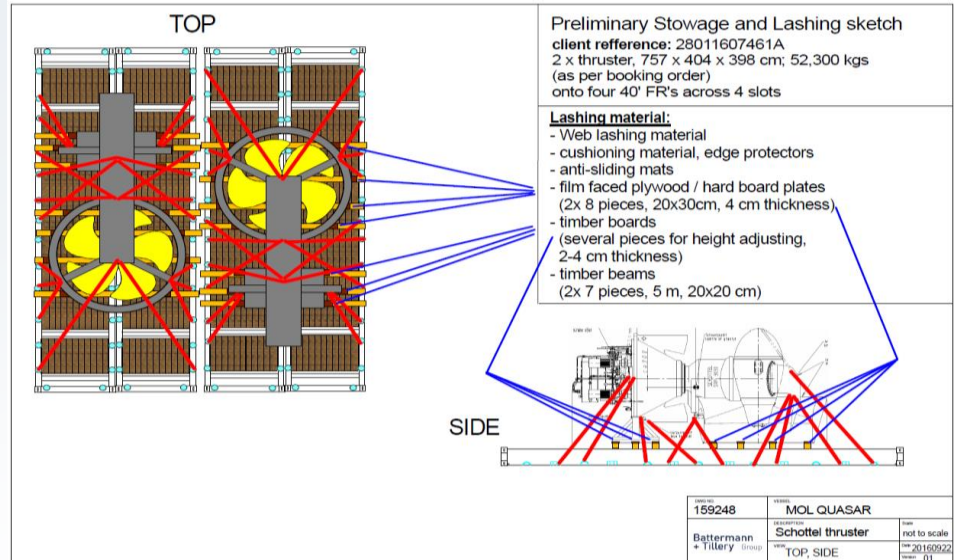
- ! Basis for plan
- ! Risk assessment / minimisation
- ! Documentation of footprint / load points, dimensions, cargo securing points (possible deviations from the documents)
- ! Discovery of prior damage
- ! Cargo anomalies



Project Cargo on Container Vessels

Planning & Preparation

- Pre-calculation of cargo securing with estimated vessel data/ lashing angles/friction
- Preparation of a stowage / lashing sketch

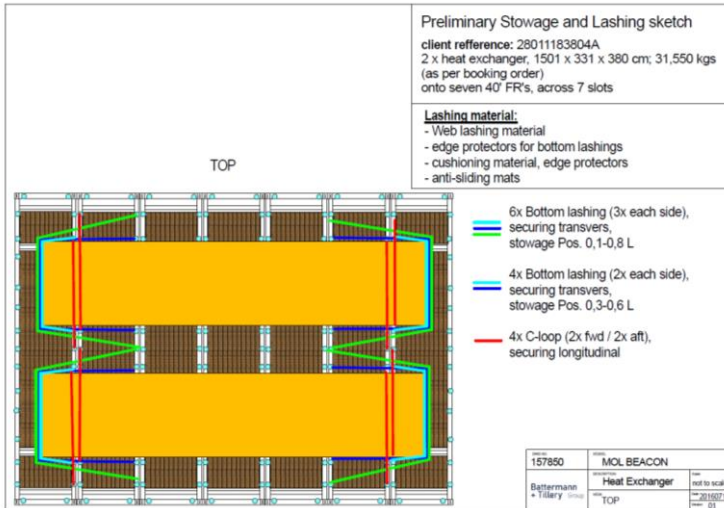


Completion of Planning:

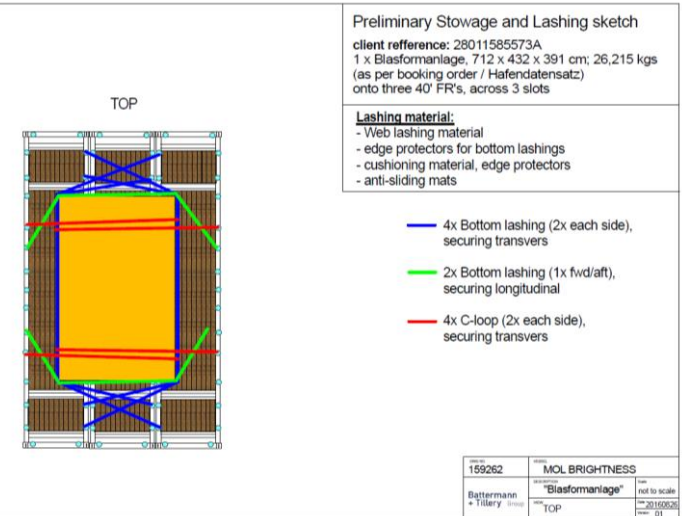
Inform all parties of maximum values for loading, cargo securing and stowage particulars, sketches and work safety

Project Cargo on Container Vessels

Planning & Preparation



As simple as possible, as detailed as necessary!



Project Cargo on Container Vessels

Planning & Preparation

Immediately prior to loading:

- Request vessel data (ship's particulars, expected GM_{max} & $Speed_{max}$)
- Information for vessel's command
- Submit LOI (Letter of Indemnity)

seaspan		SHIP'S PARTICULARS - 100 ⁰ TEU					
Name	Ship name	Builder	Jiangsu Yantai Xintu	Class Number	DAW-11-33120	FIBS	8107700000
Reg	iock420104116	Yard #	Y22001-1010	Class Notation	DAW-11-33120	IMO NO. / ICGT NO. / ICGT NO.	8107700000
Port of Registry	Hong Kong	Registered	17-Nov-14	Owner	China Pacific Ocean Shipping Co., Ltd.	Fax	852 21242262
IMO #	9302318	Keel Laid	17-Feb-14	Manager	SPD Shipping Panama 13 S. A.	E-mail	852 21242262
MMSI #	471219003	Delivered	12-Nov-14	Charterer	Seaspan Ship Management Ltd	Sat C Telex 1	447708132
Call Sign	WVNCB	SCID	42955			Sat C Telex 2	447708133

Length Overall (LOA)	337 m	Daught. design	13 m	Service Speed (Design)	22.66 kts
Length Between Perpendiculars	320 m	Daught. scantling	10.2 m	Main Engine	MAN B&W 10S90ME-C12, Tier II
Breadth	48.2 m	Height of eye constant	55.853 m	Maximum Continuous Revolution	81000 kW @ 81 rpm
Depth moulded	27.2 m	Clearance bridge to stem	207.5 m	Normal Continuous Revolution	45000 kW @ 81 rpm
Depth to main deck	27.26 m	Distance bridge to stern	89.8 m	Fixed-pitch propeller	6 blades right hand, 6550mm diameter
Freeboard upper deck	8100 mm	Air draft, keel to mainmast	66.6 m @ 82.5 m	Diesel Generators	Dahatbu 2x 2000 kW
Daught. scantling	10.20 m	Heavy fuel oil 80%	8556.865 m ³	Emergency Generators	Dahatbu 2x 2160 kW
Net Gross Tonnage	113542 mt	Heavy fuel oil 80%	428.538 m ³	Bow Thruster Power	3000 kW
Net Net Tonnage	87463 mt	Lubricating oil 80%	563.525 m ³	Speed and effective x	6 Knots
Stow canal GT	110479.7 m ³	Fresh water (distilled water 6% incl)	304 m ³	Rudder	Full spade Becker
Stow canal NT	87463.69 mt	Ballast water	31530.1 m ³	Lightship	37715 mt
Panama canal GT	77 mt	Displacement	Dead weight	Draft	Freeboard
Panama canal NT	77 mt	157373.2 mt	119506.2 mt	15.921 m	4.854 m
		157373.2 mt	119506.2 mt	15.940 m	4.803 m
		153111.7 mt	115386.7 mt	15.223 m	5.152 m
		148500.9 mt	111035.7 mt	14.506 m	5.465 m
		153123.0 mt	115408.0 mt	15.504 m	4.871 m

Engine Order	RPM	Speed kts	Speed kts based	Anchor	# Shackles	Max Rate Heaving	Mooring
Full Sea Speed	82	23.4	24.2	Port	14	2.65m/shackle	Mooring forward & aft 8 ropes, 80mm, BHC 960KN
Full Ahead	60	17.1	17.7	Starboard	14	2.77m/shackle	Mooring Starboard forward 120 mt 100 mt 100 mt
Half Ahead	45	12.8	13.5	Chain break load 8890 kN, Chain type NVK10 114 mm			Mooring Starboard aft 122 mt 100 mt
Slow Ahead	35	10.8	11.9	Anchor	Type/Weight: AC14 / 16125 kg		Mooring Starboard mid 100 mt 84 mt
Dead Slow Ahead	25	9.7	10.2				
Min Slow Ahead	33	8.9	10.1				

Containers on deck	42H TEU	Rows max Deck/hold	19'17'	Dangerous goods hold 1 to 6	Hatch Cover Type	Steel partition, 19 hatches
Containers in hold	42H TEU	Rows on deck	9 to 9			Hatch 1# 4020 8000 mt
Total	10100 TEU	Tops in hold 8 Stl +2 HC				Hatch 1# 18A 4020 1000mt
Homogeneous loading 100TEU	9060 TEU	Holds, number of	9			Hatch 2# 18A 4020 140100mt
Reefer Plugs on deck	806 TEU	Navigation Equipment				Hatch 3# 18A 4020 140100mt
Reefer Plugs in hold	176 TEU	3 Radar/SARPA, 1 Auto pilot, 2 Gyro Compass, 2 DGPS, 1 VDR/MMS, 5 ECDIS				Max 45 mt of each panel
Total Reefers	1000 TEU					Accommodation

Project Cargo on Container Vessels

Planning & Preparation

Immediately prior to loading:

- Inspection of hold (accessibility at sea and in the port!)
- Clarification of the final stowage position
- Inspect condition of flat racks
- Weight distribution, preparation of cargo securing

seaspac		SHIP'S PARTICULARS - 100 ⁰⁰ TEU						
Name	Ship name	Builder	Jiangyin Yangji Kete	Classification	IMO no.	15115	F/B#	03071200000
Flag	HONG KONG	Yard #	Y22001-0010	Class Notation	IMO MMSI	969600000	F/B#	03071200000
Port of Registry	Hong Kong	Registered	17-Mar-14	Owner	SEASPACE		Fax	07527824200
IMO #	9696000	Keel Laid	17-Feb-14	Manager	PPG Shipping Panama 13 S. A.		Email	06_Sales@seaspac.com
MMSI #	471212000	Delivered	15-Nov-14	Charterer	Seaway Ship Management Ltd		Get C Title 2	447706103
Call Sign	VWNL8	SCD	42785		Mou O.S.K. lines		Get C Title 2	447706103

Length Overall (DA)	337 m	Draught, design	13 m	Service Erect/Design	22 69 kN
Length Between Perpendiculars	320 m	Draught, scantling	13.2 m	Main Engine	MAN B&W 5330ME-C8.2, Tier 2
Breadth	48.2 m	Height of eye constant	95.80 m	Maximum Continuous Revolution	61000 kW/84 rpm
Depth moulded	12.2 m	Clearance bridge to deck	247.6 m	Normal Continuous Revolution	49000 kW/84 rpm
Depth to main deck	27.26 m	Clearance bridge to stern	89.6 m	Fuel oil capacity	6 blades right hand, 9500mm diameter
Freeboard upper deck	8.65 m	Air draft, hull to masthead mast	85.5 m / 82.5 m	Diesel Generator	Dahmhu 2x 2800 kW
Draught, scantling	13.26 m	Minimum fuel oil 80%	8556 880 m³	Chiller 2x	2120 kW
Net Gross Tonnage	15046 t	Minimum diesel oil 80%	428 838 m³	Emergency Generator	1 x 300 kW
Net Net Tonnage	17 182 mt	Sublimiting oil 80%	88 528 m³	Slow Trawler Power	3200 kW
Stow capacity TEU	10479 TEU	Fresh water (distilled water 65.44%)	304 m³	Speed not effective +	8 knots
Stow capacity RT	8744.88 mt	Ballast water	51831 m³	Rudder	Full scale Rudder
Stow capacity GT	77 mt			Lighting	57715 mt
Stow capacity NT					146.16 mt
Typical Fresh	15273.2 mt	Displacement	15 821 m	Longitudinal Centre of gravity	17.68 m
Typical	12744.6 mt	Dead weight	15 540 m	Vertical Centre of Gravity	136.2 mt
Summer	10311.7 mt	11508.2 mt	4 504 m	TTC (See per warehouse assessment)	281 mm
Winter	14829.7 mt	11529.6 mt	4 832 m		
High Water	15252.0 mt	11536.1 mt	5 182 m		
		11503.7 mt	4 589 m		
		11549.8 mt	4 871 m		

Engine Order	RPM	Speed mt	Speed mt	Anchor Chain	# Shackles	Max Rate Heaving	Mooring
Full Size Speed	82	26.4	26.2	Port	14	2.8tonne/shackle	Mooring forward & aft 120 mt, 1700 mt/30 mt
Full Ahead	60	17.1	17.7	Starboard	14	2.77tonne/shackle	Mooring Ballast forward 120 mt, 1700 mt/30 mt
Half Ahead	45	12.8	13.5	Chain Breaks load 8800 kN, Chain type NUKC 114 ton			Mooring Ballast aft 120 mt, 1700 mt
Slow Ahead	38	10.8	11.8	Anchor	Type/Weight AC-14 18125 kg		Mooring Ballast windcock 100 mt / 184 mt
Mid Slow Ahead	35	8.7	10.7				
Min Slow Ahead	32	8.8	10.1				

Containers on deck	5522 TEU	Rows max Deck/HSB	18/17	Dangerous goods hold 1 to 5	Hatch Cover Type	Steel porton, 18 tonnes
Containers in hold <td>4378 TEU <td>Tens on deck <td>3 to 8 <td></td> <td>Stack Weight <td>Heave 17 4020 9000 mt</td> </td></td></td></td>	4378 TEU <td>Tens on deck <td>3 to 8 <td></td> <td>Stack Weight <td>Heave 17 4020 9000 mt</td> </td></td></td>	Tens on deck <td>3 to 8 <td></td> <td>Stack Weight <td>Heave 17 4020 9000 mt</td> </td></td>	3 to 8 <td></td> <td>Stack Weight <td>Heave 17 4020 9000 mt</td> </td>		Stack Weight <td>Heave 17 4020 9000 mt</td>	Heave 17 4020 9000 mt
Total <td>10100 TEU <td>Tens in hold & St 4 HCB <td></td> <td></td> <td></td> <td>Heave 1814 4020 12500 mt</td> </td></td>	10100 TEU <td>Tens in hold & St 4 HCB <td></td> <td></td> <td></td> <td>Heave 1814 4020 12500 mt</td> </td>	Tens in hold & St 4 HCB <td></td> <td></td> <td></td> <td>Heave 1814 4020 12500 mt</td>				Heave 1814 4020 12500 mt
Homogeneous loading <td>144 TEU <td>Hulls, number of <td>5</td> <td></td> <td></td> <td>Heave 3rd - 5th 4020 140 100 mt</td> </td></td>	144 TEU <td>Hulls, number of <td>5</td> <td></td> <td></td> <td>Heave 3rd - 5th 4020 140 100 mt</td> </td>	Hulls, number of <td>5</td> <td></td> <td></td> <td>Heave 3rd - 5th 4020 140 100 mt</td>	5			Heave 3 rd - 5 th 4020 140 100 mt
Reefer Plug-in on deck <td>800 TEU <td></td> <td></td> <td>Navigation Equipment <td></td> <td>Reefer 78 40 140 mt</td> </td></td>	800 TEU <td></td> <td></td> <td>Navigation Equipment <td></td> <td>Reefer 78 40 140 mt</td> </td>			Navigation Equipment <td></td> <td>Reefer 78 40 140 mt</td>		Reefer 78 40 140 mt
Reefer Plug-in in hold <td>170 TEU <td>3 Radar/APRPA, 1 Auto pilot, 2 Gyro Compens, 2 DGPS, 1 WDRMS, 3 ECDIS</td> <td></td> <td>Panel Weight <td></td> <td>Max 45 mt of each panel</td> </td></td>	170 TEU <td>3 Radar/APRPA, 1 Auto pilot, 2 Gyro Compens, 2 DGPS, 1 WDRMS, 3 ECDIS</td> <td></td> <td>Panel Weight <td></td> <td>Max 45 mt of each panel</td> </td>	3 Radar/APRPA, 1 Auto pilot, 2 Gyro Compens, 2 DGPS, 1 WDRMS, 3 ECDIS		Panel Weight <td></td> <td>Max 45 mt of each panel</td>		Max 45 mt of each panel
Total Reefers <td>1 600 TEU <td></td> <td></td> <td></td> <td></td> <td>Accommodation 33 crew + 1 pilot + 6 Boat</td> </td>	1 600 TEU <td></td> <td></td> <td></td> <td></td> <td>Accommodation 33 crew + 1 pilot + 6 Boat</td>					Accommodation 33 crew + 1 pilot + 6 Boat

Project Cargo on Container Vessels

Loading

Evaluation of lifting operations:

Documentation of the gear and attachment of cargo



Recording of lifting times:

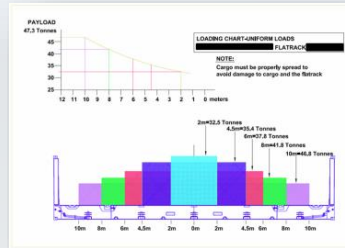
load on/lifted, over edge/guard rails (often transfer of risk), final set down

Project Cargo on Container Vessels

Stowage

Consider the following:

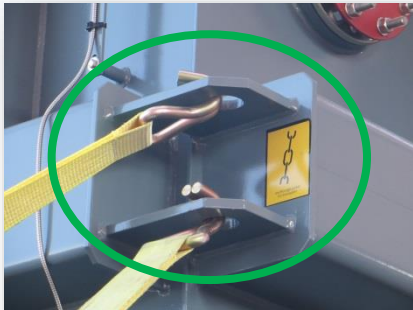
- Load limits (flatrack load)
- Point loads
- Timber strength
(maximum bend, maximum pressure)



Project Cargo on Container Vessels

Cargo Securing

- Inspection of the “weakest link” (lashing points, lashing materials, locking mechanism/ type of lashing, flat rack lashing point)
- Evaluation of anti-slip mats / determination of the friction coefficient for later calculation



Project Cargo on Container Vessels

Cargo Securing

- Inspection of the tightness of cargo securing
- Note:
 - Web lashings: edge protectors/ cloth
 - Wire: edge protectors/ hoses/ rubber/ remove bends
 - Chains: consider the pressure on chain links across corners and edges
- Document lashing angles
- Instruct vessel's command regarding daily inspections



Project Cargo on Container Vessels

Final Calculation & Reporting

Final calculation considering:

- Received vessel data
- Actual angles
- Maximum tightness to be achieved in conjunction with required safety stipulations of the Surveyor and the client

mg		HRSO mobilis		LPP (m)	98,00
ichte (tons)	117,500			Breite (m)	12,00
e Schwerpunkt (m)	7,50			Geschwindigkeit (kn)	11,0
e Breite Auflage (m)	2,00			Korrekturfaktor 1	0,95
T height				GM	9,98
exos. längs (f)	0,0			Breite / GM	14,00
exos. vertikal (deck)	Tween-deck			Korrekturfaktor 2	1,00

Deck Stau querschiffs	Höhe	Länge	m ² = Kraft
he Wind quer			0,0
he Wasser quer (max 2m)			0,0
ein Kräfte querschiffs			0,0

Deck Stau längs schiffs	Höhe	Breite	m ² = Kraft
he Wind längs			0,0
he Wasser längs (max 2m)			0,0
ein Kräfte längs schiffs			0,0

Abmessungen:	gem. Tabelle	kompigert	aufzutragende Kräfte kN	Sicherung PS	Sicherung SBS	Sicherung FWD	Sicherung AFT
width (m)	6,2	5,90	1046,6	110,0	110,0		
ht (m)	2,0	2,0	1553,0				
width (m)	2,0	1,90	337,6			115,0	220,0

stabilität (ohne Sicherung)	M-Kipp/M-Stand	Sicherheit	Sicherheitsfaktoren
1.609,0	3.482,0	0,47	1,13

erung	Winkelgrenze (m)	stb	FWD	AFT	β	PS	SBS	FWD	AFT	
tebung μ							522,4	522,4	56,5	56,5
raft (MSL in kN)	198	x	x	101	20	71,6	29,6			
raft (MSL in kN)	198	x	x	101	30	65,0	29,6			
raft (MSL in kN)	198	x	x	101	40	58,6	49,8			
raft (MSL in kN)	198	x	x	101	50	52,2	49,8			
raft (MSL in kN)	198	x	x	101	60	45,8	49,8			
raft (MSL in kN)	198	x	x	101	70	39,4	49,8			
raft (MSL in kN)	198	x	x	101	80	33,0	49,8			
raft (MSL in kN)	198	x	x	101	90	26,6	49,8			
raft (MSL in kN)	198	x	x	101	100	20,2	49,8			
raft (MSL in kN)	198	x	x	101	110	13,8	49,8			
raft (MSL in kN)	198	x	x	101	120	7,4	49,8			
raft (MSL in kN)	198	x	x	101	130	1,0	49,8			
raft (MSL in kN)	198	x	x	101	140		49,8			
raft (MSL in kN)	198	x	x	101	150		49,8			
raft (MSL in kN)	198	x	x	101	160		49,8			
raft (MSL in kN)	198	x	x	101	170		49,8			
raft (MSL in kN)	198	x	x	101	180		49,8			
raft (MSL in kN)	198	x	x	101	190		49,8			
raft (MSL in kN)	198	x	x	101	200		49,8			

Abmessungen:	gem. Tabelle	kompigert	aufzutragende Kräfte kN	Sicherung PS	Sicherung SBS	Sicherung FWD	Sicherung AFT
width (m)	6,2	5,90	1046,6	110,0	110,0		
ht (m)	2,0	2,0	1553,0				
width (m)	2,0	1,90	337,6			115,0	220,0

stabilität (ohne Sicherung)	M-Kipp/M-Stand	Sicherheit	Sicherheitsfaktoren
1.609,0	3.482,0	0,47	1,13

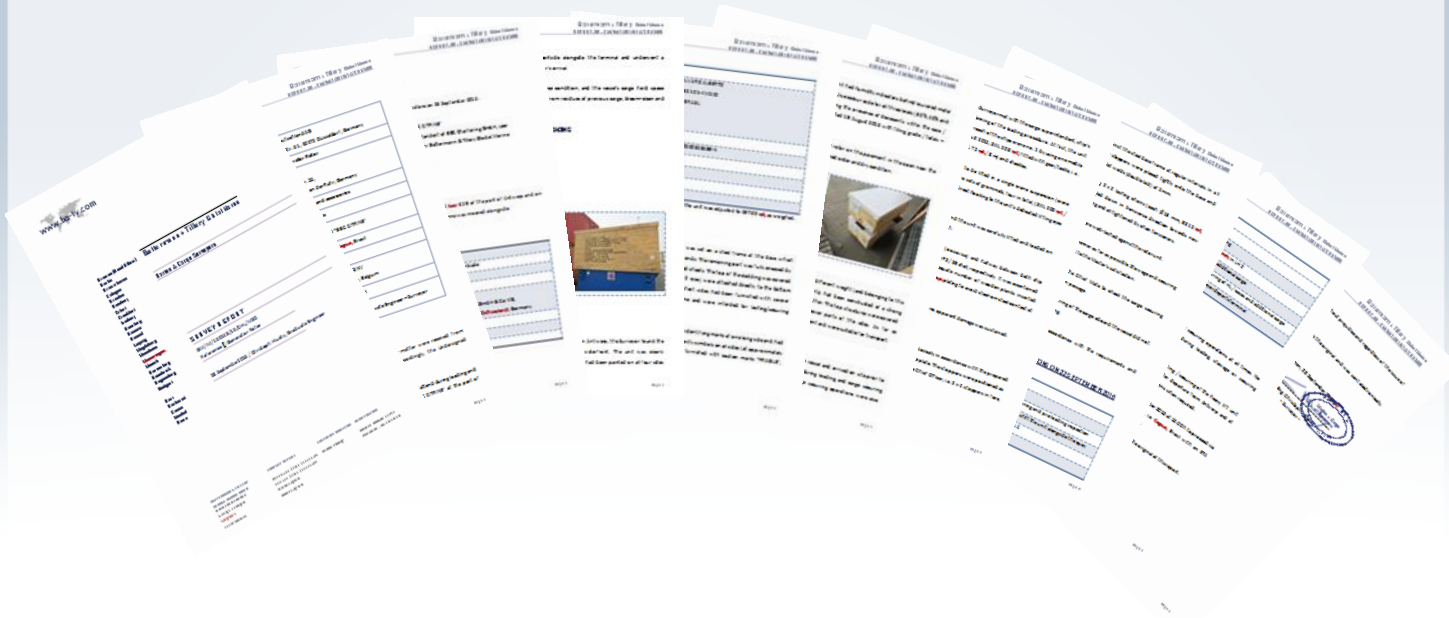
erung	Winkelgrenze (m)	stb	FWD	AFT	β	PS	SBS	FWD	AFT	
tebung μ							522,4	522,4	56,5	56,5
raft (MSL in kN)	198	x	x	101	20	71,6	29,6			
raft (MSL in kN)	198	x	x	101	30	65,0	29,6			
raft (MSL in kN)	198	x	x	101	40	58,6	49,8			
raft (MSL in kN)	198	x	x	101	50	52,2	49,8			
raft (MSL in kN)	198	x	x	101	60	45,8	49,8			
raft (MSL in kN)	198	x	x	101	70	39,4	49,8			
raft (MSL in kN)	198	x	x	101	80	33,0	49,8			
raft (MSL in kN)	198	x	x	101	90	26,6	49,8			
raft (MSL in kN)	198	x	x	101	100	20,2	49,8			
raft (MSL in kN)	198	x	x	101	110	13,8	49,8			
raft (MSL in kN)	198	x	x	101	120	7,4	49,8			
raft (MSL in kN)	198	x	x	101	130	1,0	49,8			
raft (MSL in kN)	198	x	x	101	140		49,8			
raft (MSL in kN)	198	x	x	101	150		49,8			
raft (MSL in kN)	198	x	x	101	160		49,8			
raft (MSL in kN)	198	x	x	101	170		49,8			
raft (MSL in kN)	198	x	x	101	180		49,8			
raft (MSL in kN)	198	x	x	101	190		49,8			
raft (MSL in kN)	198	x	x	101	200		49,8			



Project Cargo on Container Vessels

Final Calculation & Reporting

Documentation of operations or, if applicable, incidents



Project Cargo on Container Vessels

Summary

“Failure of a shipment to arrive intact can quickly turn a \$10 million cargo loss into a \$100 million Delay in Start-Up (DSU) loss when factors such as re-fabrication, shipping, expenses, lost profits and other operational costs are considered.”



(Source: <http://www.agcs.allianz.com/services/marine/project-cargo/>)



Project cargo requires specific care, expertise and meticulous attention to detail.

Thank you very much for your kind
attention!