

# LEADERSHIP

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September 2023

Issue 31



## Leading from the front

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## FROM THE EDITORIAL DESK

Dear Readers,

Welcome to our September issue of *LeaderShip*, which brings together all of our main news and stories since spring through to the first half of summer.

Speaking of summer, I left for my long overdue post-Covid holiday (hello Greece and Italy!) thinking there would be a lull in the news while I was away, given that many others were also enjoying their summer vacations at the same time. Alas, that was not to be, with even more news to cover upon my return than the last few issues - proof that shipping really is a 24/7 industry!

Since the last issue, we have had two incredible tales of survival and rescue at sea (pp. 26-27, and pp. 28-29), plus an emergency scenario on board one of our vessels that was handled with finesse by the crew (pp. 30-31). In all cases, our seafarers demonstrated their can-do, One Team spirit to overcome the odds and do the right things the right way. Bravo!

Over the same period, we won awards (p. 12), celebrated a new office opening (p. 13), held crew webinars and seminars (pp. 14-15), took part in charity and fundraising initiatives (pp. 22-23), welcomed our first female chief engineer to sail in our managed fleet, as well as our first female ETO and ratings (p. 21), and took part in a number of celebrations of special days and teambuilding activities, both at sea and ashore (too many to reference!).

One theme that runs strong in this issue, and which relates to recent headline news, is decarbonisation and the need to protect our oceans and environment. Climate change continues to rear its ugly head and make its presence felt around the world. While I was in southern Europe, I felt the effect of the heat wave, but left before the wildfires - wildfires that have broken out in Greece, Italy, Spain (Tenerife), Maui, and Canada.

The need to save our oceans and environment in order to save ourselves in the long-term becomes ever more pressing, hence Bjorn's CEO message (pp. 4-5) is dedicated to our oceans and the need to protect them. Bjorn also spoke at the recent CEM-Hubs breakout session in Goa (p. 7), while Anglo-Eastern took part in MEPC 80 and launched our first ESG report (p. 6).

Anglo-Eastern also contributed to the global effort to make FSO Safer safe again from the risk of a catastrophic oil spill (pp. 8-11), and has been active in the design and supervision of zero-emission newbuilds (pp. 32-33), as well as the management of a growing number of dual-fuel vessels (MV Ubuntu Empathy and MV Ubuntu Humanity on p. 35, amongst many others).

Every effort matters, and we are certainly committed to doing our share to shape a better maritime future.

Regarding our "Picture This" winners, on the front and back covers we have two curious perspectives of one of our managed bulk carriers, MV RTM Drake, courtesy of C/E **Raktim Pal's** Insta360

camera. The ability to capture so much in a single image is both fun and interesting, so something a little different to our standard cover photos.

On the inside front cover (below), we have a fantastic safety poster that was hand-painted by 3/O **Deepak Panikar** on board MV Lily Glory. He didn't just take a picture, but actually made one, and a remarkable one at that! Also of note is the amazing photo taken by 2/O **Eugene Massey** on page 4, which was selected to complement Bjorn's CEO message. Simply stunning!

Well done and congratulations to our three winners, and happy reading to you all!

### Melissa Otto

Editor, *LeaderShip*  
Group Communications Manager

### FEEDBACK & SUBSCRIPTIONS

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Correction: In our last issue (Jun 2023), in the article "Steely resolve in four-day ordeal" (pp. 26-27), the master of MV Mount Steele should be Capt. Rupak Oak.

## SAFETY NEEDS



# YOU

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CEO'S MESSAGE

# The heart of maritime stewardship: Committing to MARPOL for cleaner oceans

In the vast expanse of the open sea, where the horizon stretches endlessly, lies an ecosystem that sustains life on Earth in ways we may not fully comprehend. The ocean is a delicate balance of intricate aquatic habitats, teeming with diverse marine life that has thrived for millennia. As our planet faces unprecedented challenges from environmental degradation, the need for responsible stewardship of our oceans becomes more urgent than ever.

MARPOL, short for the International Convention for the Prevention of Pollution from Ships, embodies the collective commitment of the international maritime community to protect the seas. While it may be widely recognised for its measures against oil pollution, it is essential to acknowledge that its significance extends far beyond that single aspect. MARPOL addresses various other forms of marine pollution, such as emissions into the atmosphere, the improper disposal of items overboard, food waste in specific restricted zones, and untreated sewage from ships. These elements, too often overlooked, can have far-reaching consequences that threaten the very essence of our marine ecosystems.

Embracing MARPOL is about embracing the deeper responsibility we hold as custodians of the ocean. It is about acknowledging that the choices we make on board our ships have a profound impact on the world beyond our immediate view. Our oceans, in their vastness, may appear resilient, but they are remarkably fragile when subjected to human-induced harm. The actions of each ship's crew member, from the captain to the newest deckhand, play a pivotal role in either nurturing or eroding the delicate balance of marine life.

Imagine standing on the deck of a ship, surrounded by the boundless blue. The air is thick with the scent of salt and adventure, and the horizon seems boundless. In that moment, it is easy to lose sight of the small, seemingly insignificant actions that can collectively transform this pristine scene into one of devastation. Something as seemingly trivial as tossing an empty cardboard box overboard can unleash a chain reaction of harm that ripples through the ocean.

The reality is that every plastic item, every piece of refuse, every ounce of untreated sewage contributes to a vast floating graveyard of debris and poison. This human-made monstrosity of pollution roams the sea like an insidious beast, ensnaring marine life, killing ecosystems, and choking the beauty out of the ocean we cherish.

Complying with MARPOL is not just a matter of abiding by international regulations; it is a testament to our shared humanity and our capacity for compassion. It is about recognising that our actions have consequences, even when they seem to be lost in the vastness of the ocean. The food waste dumped in restricted zones may seem insignificant in the grand scheme of things, but its impact on marine life and coastal communities can be profound.

As maritime professionals, we are the custodians of the sea, entrusted with the sacred duty of preserving it for future generations. Each of us has a choice: to be mindful of the consequences of our actions, or to be reckless and contribute to the ever-growing destruction. Choosing to commit to MARPOL is a pledge to be the change we wish to see in the world - a pledge to be the guardians that our oceans desperately need.

When we properly manage all waste on ships, we extend our care beyond the boundaries of the vessel, reaching out to the broader marine community. We uphold the dignity of marine life, from the mighty whales to the tiniest plankton, acknowledging that they, too, deserve a chance to thrive. We recognise the rights of coastal communities, whose livelihoods depend on healthy marine ecosystems, to have a fighting chance as a consequence of our actions.



Moreover, adhering to MARPOL is a celebration of unity among nations and their people - a collective effort to safeguard our shared blue heritage. The open sea knows no borders, and neither does pollution. By working together to uphold the tenets of this convention, we bridge the gaps that divide us and reinforce our shared responsibility to be the caretakers of this awe-inspiring planet.

In the end, the emotional why of doing the right thing lies in the realisation that our destinies are inextricably intertwined with the fate of the oceans. Our hearts must resonate with the majesty of the sea, and our actions must reflect the love we hold for it. Complying with MARPOL is not a burden; it is a privilege - a privilege to play a part in the ocean's ongoing symphony of life.

So, let us embark on this journey of maritime stewardship with hearts brimming with compassion, minds fuelled by knowledge, and hands ready to protect. Together in Anglo-Eastern, we can create a maritime legacy that generations to come will admire - a legacy that testifies to our commitment to doing the right thing, for ourselves, for the oceans, and for a better maritime future.

**Bjorn Hojgaard**  
Chief Executive Officer

# Inaugural ESG report launched

This May, we were delighted to publish our very first ESG report. Covering the year 2022, the report provides a holistic view of our environmental, social and governance (ESG) initiatives, in accordance with the Sustainability Accounting Standards Board (SASB) and Task Force on Climate-related Financial Disclosures (TCFD).

ESG has come into its own over the last two decades, with many companies embracing the need and desire to not only be good corporate citizens, but to report their ambitions and progress in a clear and transparent manner for stakeholders.

In line with our values of leading with integrity and progressively setting the standard, plus our growing body of environmental and social initiatives, we felt it an important step to start communicating our ESG efforts in a standard, recognised format. You can access our 2022 ESG report on request or via the QR code above.



## Anglo-Eastern participates in MEPC 80

Anglo-Eastern's Venkat Bhamidipati and Mahesh Subramanian had the honour to attend the 80th session of the IMO's Marine Environment Protection Committee (MEPC 80) in the first week of July as members of the Indian delegation.



Venkat Bhamidipati, general manager of environmental compliance (pictured left), participated in the air pollution working group, which looked at EEXI, EEDI and CII, including the use of biofuel for CII reduction.

Mahesh Subramanian, general manager of ESG and projects (pictured right), participated in the ballast water review group, which adopted amendments to the Ballast Water Management Convention relating to the Ballast Water Record Book form.

Their presence and contribution towards MEPC regulatory framework serve to further strengthen Anglo-Eastern's active role in global issues, whilst providing us with key insights and the opportunity to help shape a better maritime future.





## DECARBONISATION

# Anglo-Eastern gets behind CEM-Hubs

The Clean Energy Ministerial (CEM) is an international clean energy platform whose country membership presently accounts for 90% of global renewable energy production and 80% of investments in the field. This July, CEM convened in Goa, India, for its 14th Clean Energy Ministerial and 8th Mission Innovation (CEM14/MI-8) meeting, which was attended by numerous government and industry officials from around the world, including Anglo-Eastern CEO Bjorn Hojgaard.

Amongst the many discussions, CEM agreed to adopt the Clean Energy Marine Hubs (CEM-Hubs) initiative – an important step towards decarbonising the world economy and global shipping industry. First proposed a year ago by five member states, alongside the International Chamber of Shipping (ICS) and International Association of Ports and Harbors (IAPH), CEM-Hubs is a public-private platform that aims to reduce the risks of investing in the infrastructure and global value chain necessary for the production and transportation of alternative fuels.

“While much has been explored and discussed about the environmental and technical aspects of alternative fuels, one key area has received less attention: the logistics of alternative fuels. No solution can stand on its own without the necessary infrastructure

to support it, which CEM-Hubs is addressing,” said Mr Hojgaard in a statement that rings true.

In order to accommodate expected demand, roughly 50% of all alternative fuels will need to be transported by sea, yet the production centres, vessels, and port infrastructure required for this do not currently exist. Adding to the complexity of the situation is the dual role played by ships in the adoption of alternative fuels. In addition to being essential for transporting them, the decarbonisation of the industry also means that vessels themselves will be consuming large quantities of these fuels.

As part of the ICS taskforce on the proposal, Mr Hojgaard was invited as a panellist for the CEM-Hubs initiative’s breakout session, where he spoke about the biggest logistical challenges

in relation to alternative fuels. “The world needs three orders of magnitude more energy than what Europe produces through offshore wind today,” he said, in reference to the amount of renewable energy required to produce alternative fuels cleanly.

He also discussed the challenges posed by alternative fuels on the human element at sea, noting that around a million seafarers will need to be trained and upskilled within the next decade on how to safely work with alternative fuels, which have different safety requirements and work with engines that few seafarers are experienced with.

Initially, CEM-Hubs will primarily focus on facilitating knowledge exchange between industry members, sharing information on clean energy policies, projects, and best practices in order to reduce the costs and improve the quality of new infrastructure. CEM-Hubs also encourages moving away from conventional silo planning to the co-location of clean fuel production near or within ports instead, thereby consolidating storage, minimising logistics, enhancing efficiencies, and reducing costs and investment risk.



ENVIRONMENT

# FSO Safer: Safe again from oil spill risk



FSO Safer was constructed in 1976 as a ULCC under the name Esso Japan. It was converted a decade later into a floating storage and offloading (FSO) facility for crude oil and renamed after its new owner, the Safer Exploration & Production Operation Company (SEPOC) – Yemen’s national oil company, which in turn is named after the location of the country’s first crude oil reserve discovery outside Marib at Safar (also spelt “Safer”). Unfortunately, after years of neglect, FSO Safer no longer lived up to the alternative interpretation of its name.

Moored 4.8 NM off the west coast of Yemen in the Red Sea, FSO Safer was holding an estimated 150,000 MT (1.14 million barrels) of crude oil when production, export operations, and maintenance were suspended in 2015 due to the country’s escalating civil war, leaving it to fall into a state of disrepair and compromised integrity. Over time, neglected corrosion, the build-up of flammable gases, and other risk factors had turned the vessel into a ticking time bomb, risking an oil spill four times the size of the 1989 Exxon Valdez disaster.

Given the potential for such a large-scale environmental catastrophe and the urgency of the situation, the United Nations stepped in to take the lead in organising a preemptive salvage operation. Initial discussions commenced in 2019, culminating in a memorandum of understanding between relevant parties in 2022, with the United Nations Development Programme (UNDP) tasked with implementing the agreed two-phase project.

The top and utmost priority was to eliminate the immediate danger of an oil spill. The plan was to transfer the oil to a replacement vessel and to prepare FSO Safer for towing. Boskalis

– via its subsidiary SMIT Salvage and cable-laying vessel MV Ndeavor – played a pivotal role in phase one, tasked with inspections, eliminating hazards, and providing offshore support.

Phase two revolved around establishing a safe, long-term solution to substitute the existing arrangement with FSO Safer. This would involve the installation of a catenary anchor leg mooring (CALM) buoy to which the replacement vessel could be securely connected, while towing FSO Safer to a green salvage yard for safe cleaning, recycling, and the responsible disposal of parts.

Key to both phases of the project was the identification of a suitable replacement vessel. As it so happened, that vessel turned out to be MT Nautica, a 2008-built VLCC owned by Euronav and managed by Anglo-Eastern.

#### FROM NAUTICA TO YEMEN

The Nautica team was first notified that the tanker would be involved in a special ship-to-ship (STS) project and needed to be converted into a moored oil storage tanker (MOST) in January this year. Routine dry-docking was planned in March, so the required modifications could be tagged on then. These included the installation of an emergency hook release mechanism, a reverse osmosis plant, new electrical heaters in the engine room for the fuel and lube oil, and a CCTV system for security purposes.

While in dry-dock overseeing the modifications, the team was further informed that Nautica would no

#### THE COST OF INACTION IF FSO SAFER HAD LEAKED

- USD 20 billion just to clean-up the oil spill alone
- Extensive damage to Red Sea ecosystems and biodiversity
- 25 years for fish stocks to recover
- USD 1.5 billion economic cost to Yemeni fisheries during this period
- Closure of ports in the area and the economic and humanitarian costs this would entail
- Extended disruption to vital shipping lanes to the Suez Canal, which would cost billions of dollars per day to the world economy
- In the event of the oil catching fire, 8.4 million people exposed to harmful levels of pollutants

longer be a Euronav-owned vessel, as it would be acquired by the United Nations – or the UNDP, to be precise – and would be sailing to Yemen, where it would be making international headlines as part of the FSO Safer salvage operations, which was already on the radar of many media outlets and environmental groups. Not your everyday briefing, that’s for sure!

But first, Nautica needed to call on Singapore to pick up the STS equipment, load up on provisions and stores, and perform a full crew change. While en route, the vessel’s tanks were inerted in preparation for



SMIT Salvage team working on board FSO Safer



the looming task ahead. The next stop was Djibouti, where the tanker and its crew remained for ten weeks for planning and preparations with the SMIT Salvage team.

Finally, on July 17, Nautica dropped anchor off the Ras Isa peninsula, where FSO Safer was then moored, and was officially renamed Yemen following the formal conclusion of the sale. Euronav would now act as ship manager, with Anglo-Eastern as the subcontracted technical manager.

#### PHASE ONE BEGINS

With the help of Ndeavor, MOST Yemen, under the leadership of Anglo-Eastern's Capt. Raul Baluteanu and C/E Mihai Roata, was brought alongside FSO Safer. Our mixed Romanian, Georgian and Filipino crew on board were soon joined by an even more international team comprising members of the United Nations, SMIT Salvage, and local authorities to discuss and finalise plans for the STS operation, with a UNDP official serving as project coordinator.

A thorough inspection of FSO Safer was conducted by SMIT Salvage's team of experts, who were also responsible for eliminating hazards on board and preparing the vessel for both STS and salvage operations. This involved putting in place measures to prevent fire and leakages, restoring essential systems like lighting, overhauling the required valves and infrastructure for the STS operations, lowering portable hydraulic cargo pumps into the vessel's tanks, and for both sides to connect their respective cargo hoses and vapour return lines between the two vessels.

As an added precaution in case of any oil spill, containment booms were put around the two vessels, while an aircraft loaded with oil spill dispersant and other similarly equipped vessels remained on standby nearby to provide assistance.

With everything in place, it was now time for action! STS operations commenced the morning of July 25th, with oil being pumped from FSO Safer to MOST Yemen. Transferring the equivalent of 1.14 million barrels of crude oil from one vessel to another by a single cargo hose was never going to be a fast process. Altogether it took two-and-a-half weeks of continuous pumping, with the transfer safely and successfully completed on August 11th, much to everyone's relief and elation.

#### SHAPING A BETTER MARITIME FUTURE

With the imminent danger posed by the decaying FSO Safer removed, we have collectively been able to avert what could have been one of the world's worst oil spills in over a decade. There is still much to be done, however, from responsibly cleaning

## TIMELINE OF EVENTS



**Apr 06**

Nautica departs the shipyard in Yulian, China, as a MOST, following conversion



**Apr 15**

Nautica calls on Singapore for a few days to refuel, resupply, load STS equipment, and perform a full crew change



**May 07**

Nautica arrives at Djibouti, where the tanker and crew remain for ten weeks for planning and preparations with the SMIT Salvage team



**May 31**

SMIT Salvage team arrives at the location of FSO Safer via Boskalis' Ndeavor and begins inspections and preparatory work



and retiring the vessel and transferring the tank wash waste to MOST Yemen to overseeing the latter's handover and training of the new Yemeni crew, which our staff on board will be managing in the coming weeks. But with FSO Safer now safe again from the risk of a catastrophic oil spill, we can all breathe a sigh of relief that the worst of the situation is over.

Well done and congratulations to everyone involved in this truly global effort, in particular our partners, Boskalis and Euronav, as well as our crew members on board Nautica/ Yemen and the Anglo-Eastern Tanker Management team in Hong Kong who supported them throughout, notably deputy fleet manager Rahul Balani.

Saving our oceans is a very noble and necessary cause, and we are proud to have been involved in this project along with our partners. Shaping a better maritime future together doesn't get more real than this!

Photo credit: All drone, FSO Safer, and MV Ndeavor photos courtesy of Boskalis



Anglo-Eastern crew

### Jul 17

Nautica's ownership is officially transferred from Euronav to the UNDP; Nautica's name is also changed to Yemen

### Jul 25

Commencement of oil transfer operations from FSO Safer to Yemen

### Jul 16

Nautica arrives at Al Hudaydah (Hodeidah) anchorage

### Jul 22

Yemen is brought alongside FSO Safer

### Aug 11

STS operations safely and successfully concluded, thereby averting an environmental catastrophe

# AEMA recognised for excellence in gender diversity

Anglo-Eastern Maritime Academy (AEMA) was proud to receive the Excellence in Gender Diversity Award at the MAREX Women in Maritime awards ceremony held in Mumbai this May.



AEMA was honoured with the distinction for its efforts in leading, encouraging, promoting, and achieving gender diversity and equality through consistent initiatives and policies.

From regular talks on gender diversity issues and mentoring initiatives to strong anti-harassment policies and a gender-neutral education, AEMA has built up a supportive community where both male and female students can learn and thrive together.

Receiving the award on behalf of AEMA was principal Capt. Suneel Sule, who was accompanied on stage by academy psychologist Parnita Rasal and head of our Mumbai training centre Capt. K.N. Deboo.

Well done and congratulations to AEMA on its well-deserved award win for leading the way in gender diversity and equality

# AE Philippines lauded for data privacy

This year, for the first time, Anglo-Eastern Crew Management Philippines (AECMP) took part in the National Privacy Commission's Privacy Management Program Award.

The annual award is highly regarded across all industry sectors, and to be named one of the top five finalists for excellence in data privacy and data security is a much coveted honour.

AECMP's entry comprised a well-crafted video that explains how our Philippines crew management division protects personal data and ensures data privacy through a combination of policies, training, and systems. Of the 42 submissions received from across the Philippines, AECMP

was proudly singled out as a top-five finalist this May in its first outing in the prestigious award.

Well done and congratulations to our Philippines colleagues for the excellent effort and well-deserved recognition, in addition to putting Anglo-Eastern and AECMP firmly on the data protection map! Such national recognition is testament to our commitment to doing the right things the right way across the board, including the handling and storage of personal data and other confidential information.





## EVENT

# AE Montreal celebrates new office opening

Congratulations to our Montreal team on the grand opening of their new office! The special occasion was marked by a delightful cocktail reception and ribbon-cutting ceremony officiated by Anglo-Eastern chief executive Bjorn Hojgaard and Fednav president and CEO Paul Pathy.

Around 50 guests joined our Montreal colleagues for the celebrations, which was hosted by general manager Remy Boulianne. Amongst the guests were Anglo-Eastern COO Carsten Ostenfeldt, the Fednav leadership team, and key representatives from

Transport Canada, the Shipping Federation of Canada, and the St. Lawrence Seaway Management Corporation.

Our roots in Canada are deep, going back nearly three decades. The new office, closely modelled after our

headquarters in Hong Kong, marks a significant milestone for Anglo-Eastern and highlights our continued commitment to Canadian shipping and Fednav, with whom we have enjoyed a long-standing partnership for as many years.

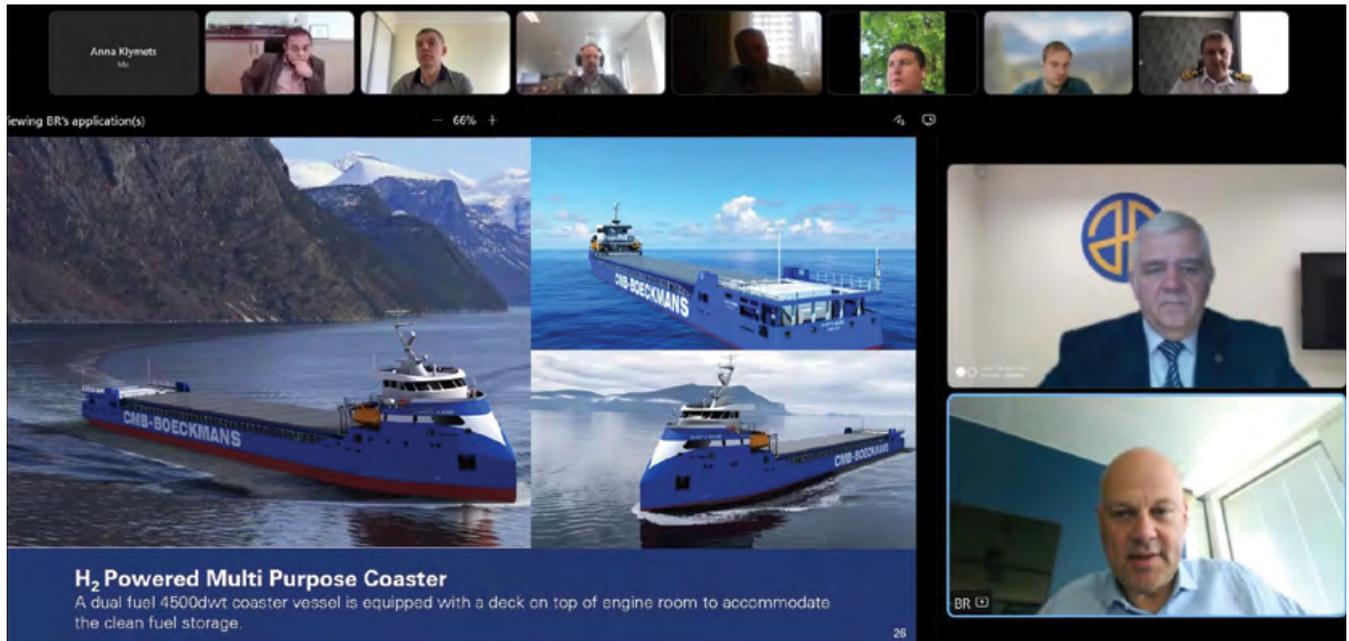
Both Mr Hojgaard and Mr Pathy celebrated the close partnership the two companies have enjoyed for so many years, with Mr Pathy commending Anglo-Eastern on the positive changes he has observed during that time, including the new look and feel of our offices that we have been rolling out from Hong Kong to Montreal.

To commemorate the office opening, each guest was presented with a hand-blown glass sailing boat made especially for the occasion by local artist Giuseppe Benedetto, which was much appreciated by everyone.



# AE Ukraine hosts crew webinars

Ukraine and Odesa continue to make headlines for unwanted reasons. Yet despite the challenges, fears and heartbreak, our team in Odesa is still going strong and supporting our Ukrainian seafarers like business as usual, such is their dedication and commitment. In that vein, an in-house crew webinar like any other was organised in April, followed by a second crew webinar with Bocimar and Ebe the following month.



On April 20th, Anglo-Eastern Ukraine hosted an in-house webinar for around a hundred Ukrainian officers aimed at keeping them informed about the business and new developments. Capt. Rohit Mehrotra, group director of Marine HR, opened the event with words of support toward Ukrainian seafarers and an announcement of new ships being handed over to the Odesa office.

Capt. Andriy Boyko, director of our Odesa branch, offered a general statistical overview of Anglo-Eastern Ukraine's operations. He also provided insights on the company's welfare initiatives and talent matrix. Vladimir Katuna, head of our maritime training centre in Ukraine, outlined the port state control situation, while training superintendent Capt. Maksym Naberezhnyi spoke about efforts to improve crew satisfaction on board.

An open forum enabled participants to interact and ask questions and share their opinions and experiences, with the officers providing valuable input regarding the topics discussed.

Less than a month later, on May 17th, Anglo-Eastern Ukraine hosted a second crew webinar, this time with representatives from Bocimar and Ebe. The event brought together over a hundred participants: 75 Ukrainian officers, various owner representatives, and a number of Anglo-Eastern colleagues from our Ukraine, Antwerp, and Hong Kong offices.

The event was kicked off by Alexander Saverys, CEO of Compagnie Maritime Belge (CMB, the parent company of Bocimar) and Anglo-Eastern COO - Europe Harald Klein. In their opening remarks, they expressed their support for Ukrainian seafarers and praised their performance amidst such difficult circumstances.

The first half of the webinar saw Antwerp managing director Yash Chawla explain Anglo-Eastern's focus areas for 2023. This was followed by CMB technical director Bart Rombouts, who introduced CMB's many exciting newbuilding projects (you can read about some of these on pages 32-33).

Vishal Vidyarthi and Gurbinder Tiwana of our Antwerp office next discussed EEXI, CII and OMM, and recent incidents involving the Antwerp fleet, respectively.

The second half was presented by various in-house speakers and covered a broad range of topics, from the problems that arise when leadership is lacking, supervision and stop work authority to injuries, alternative fuels, and the concept of "service with a smile". An open forum concluded the event, which allowed participants to interact with the speakers and ask questions.

Last but not least, our Odesa colleagues wish to express their heartfelt thanks and gratitude to the Anglo-Eastern leadership team in Hong Kong and our other offices for the support and care shown. "Your kind words, compassion, and empathy help us keep going throughout wartime and ensure we never give up, no matter what. We are also truly thankful to our seafarers, who know we are always here for them and ready to provide any support they need." Keep safe and stay strong!



## EVENT

# Anglo American crew introductory workshop

An introductory workshop was held for crew at the Anglo-Eastern Maritime Training Centre in Manila on April 28th to facilitate the onboarding of our new partner, Anglo American, and the mining group's two latest additions to its fleet - the LNG dual-fuel Capesize+ vessels MV Ubuntu Empathy and MV Ubuntu Humanity.

The one-day workshop was conducted in a casual, relaxed manner, with crew attending in jeans and T-shirts, which allowed them to feel more at ease and able to focus on the topics at hand. Setting the tone and one of the main themes for the day was the safety share delivered by Arnold Lisondra, who would be joining Ubuntu Empathy as bosun in a week's time.

Anglo American's safety and technical operations manager Capt. Raghav Gulati next took to the floor to present a short history of the group, including its values and priorities, to help the crew better understand and connect with the organisation.

Similarly, Capt. Vikrant Malhotra of our Singapore office spoke about Anglo-Eastern's vision and values in relation to our expectations on safety, crew welfare, and diversity, equity and inclusion (DEI), with a specific briefing on the latter and what it means in the context of their work.

Capt. Malhotra was then joined by Singapore colleague Capt. Shabrez Ahmed to highlight the safety requirements for LNG dual-fuel bulk carriers and the key focus areas from the Anglo American bridging document, which made for a very lively and interactive session with lots of questions.

Ending the morning session was Capt. Neeraj Dhingra, head of our Philippines crewing division, who briefed the crew on various Marine HR initiatives aimed at ensuring their wellbeing, helping to raise awareness of the support and resources available to them.

Following lunch, the workshop turned its attention to teambuilding, with a number of fun exercises and activities planned. These ranged from 'fishing' to archery to creative endeavours, allowing the crew to have fun while building camaraderie with each other.

Wrapping up the workshop was an open forum for any final questions and comments, but after so much interaction throughout the day, it was barely required. With the workshop ending on such a high note, everyone was in good spirits for the dinner and drinks that followed and excited to soon be joining the two Ubuntu vessels.

Overall, the positive feedback and enthusiasm shown by the participants was very encouraging, giving the owners and managers great trust and confidence in the crew to capably operate Ubuntu Empathy and Ubuntu Humanity, which you can read more about on page 35!





AEMA

# DNS 26: Onwards and upwards!

Anglo-Eastern Maritime Academy (AEMA) celebrated the graduation of 160 new deck cadets on June 22nd, with the usual ceremony of a passing-out parade in their honour.

Chief guest at the event was Rajiv Jalota, India's recently appointed director general of shipping, alongside guest of honour and AEMA alumnus Capt. R. Janardhanan of our Singapore office.

Captains Pradeep Chawla and Aalok Sharma from our head office in Hong Kong were also in attendance, making the occasion all the more special, with this being Capt. Chawla's last campus visit before retiring from Anglo-Eastern and Capt. Sharma's first in his new role as group director of training.

After the customary red-carpet welcome and tour of the campus and its state-of-the-art training facilities, the guests were led to auditorium for the main event, which commenced

with a bouquet presentation and a welcome address by AEMA principal, Capt. Suneel Sule.

Capt. Sule reminisced about previous batches, referring to DNS 26 as the "gold haul batch" for the numerous awards they had collected in inter-collegiate events of which he was very proud. On the subject

of awards, he announced AEMA's own recognition as the top pre-sea training academy in India, and for its excellence in promoting gender diversity and equality.

Capt. Santosh Pandey, head of the nautical department, then presented the DNS 26 course report, highlighting the batch's comprehensive training, transformation over the year, and his pride in their final exam results. The event continued with an entertainment segment featuring dance and musical performances by the cadets, which garnered much applause.

Following this, Mr Jalota was invited to speak to the graduates. First, he lauded the academy's facilities and willingness to incorporate new insights, in addition to its commitment to providing alternative fuel training, noting that the new cadets will be well-equipped to tackle future challenges.

Mr Jalota went on to express his admiration for the cadets' academic



achievements, before emphasising the importance of humility, integrity, and listening to others, as well as the need for transparent communication and collaboration between seafarers, institutes, ports, and regulators.

Next to the stage was Capt. Janardhanan, who recounted his own graduation from AEMA several years ago. He stressed the value of discipline, task management and perseverance, as well as the need for teamwork and collaboration, and emphasised the importance of treating everyone with respect regardless of their gender or background.

Capt. Chawla, being an integral part of the academy since its inception, having played a key role in its establishment, was then invited to address AEMA one last time before his retirement on June 30th. He reflected upon his life, sharing his

experiences from his early years to his three decades at Anglo-Eastern.

He spoke of the importance of hard work, the value of continuous learning, and the significance of remaining kind, respectful, and humble. Additionally, he urged graduates to adopt healthy habits, both physically and emotionally, stressing the need to prioritise one's health and wellbeing, wisely suggesting that one should find joy in the present moment rather than fixating on future achievements.

In concluding his address, Capt. Chawla commended the academy on its remarkable growth and achievements and extended his heartfelt thanks to everyone for their support and contributions, before introducing Capt. Sharma as his successor for overseeing the training function of the group.

Capt. Sharma, the day's final speaker, acknowledged that many

of his points had already been covered - but used that as a learning opportunity, telling graduates of the importance of being first at many things. The first to acknowledge limited knowledge, to offer forgiveness, to extend a hand in friendship, and more.

Finally, it was time for the awards ceremony, which saw cadets Prasanth Rana and Sri Balagi named Best Overall Performer and Best Academic Performer, respectively. The event concluded with the release of AEMA's in-house magazine *Seaward Bound*, a vote of thanks, and the national anthem.

Congratulations to the cadets of DNS 26 on reaching this first milestone of many and to the two award recipients for their outstanding performance. We look forward to seeing you on board our managed ships and wish you a safe and enjoyable journey at Anglo-Eastern!

## Lloyd's Register visits AEMA

This July, AEMA had the privilege of being visited by two senior representatives of Lloyd's Register, who were keen to see for themselves the state-of-the-art training facilities we have put in place to train the seafarers of tomorrow.

The class society's chief marketing officer Philippa Charlton and chief people officer Sharron Pamplin visited the Karjat campus on July 18th, where they were greatly impressed with what they saw. AEMA's immense commitment to nurturing future seafarers from a foundational level was clearly evident from the cutting-edge facilities available for their training, from various simulators and virtual reality learning to comprehensive machine workshops and more.

The two guests commended the academy for incorporating alternative fuels and the IMO's decarbonisation targets into its curriculum, which itself was praised for instilling students with the right skills and mindset to be responsible seafarers. In the spirit of collaboration, the guests offered to share best practices and knowledge on green initiatives, along with insights, policies, and

expertise regarding improving the wellbeing of seafarers.

When it came time to leave, both Ms Charlton and Ms Pamplin had only positive words to say about the quality of education provided by AEMA and expressed their gratitude for the tour. For the academy, it was an honour to be visited by representatives from such a distinguished class society as Lloyd's Register, which, incidentally, is celebrating its 150th anniversary in India this year. Congratulations!



# Our most important ASSET is you!

The Anglo-Eastern Staff Satisfaction & Engagement Team (ASSET) is dedicated to engaging our seafarers through a host of onboard activities and initiatives, from Social Fundays and competitions to celebrating festivals and special days, as highlighted here for Q2 2023.

The second quarter of 2023 saw celebrations for two important festivals - **Easter** (Apr 9) and **Eid al-Fitr** (Apr 21-22) - alongside a few special days commemorating the importance of family, namely **Mother's Day** (May 14), **International Day of Families** (May 15), and **Father's Day** (Jun 18).

Beyond these, there were many other special occasions that the crew observed, such as **Earth Day** (Apr 22), which saw ASSET India invite seafarers to make an Earth Day poster or build a miniature globe, while ASSET

Philippines invited seafarers to build miniature vessels and, for those ashore, to join a clean-up drive.

For **International Day for Women in Maritime** (May 18), **AWOS Connect** was launched, which is an initiative aimed at creating a safe and supportive community for female seafarers.

To celebrate **Cook's Day** (May 30), launched one year ago by the maritime catering company MCTC, a **MasterChef** competition was held between various vessels to determine the best cook - a title that went to MV Maersk

Tanjong's crew cook Sachin Sawant. Congratulations!

June saw celebrations for **Philippines Independence Day** (Jun 12) as well as **International Yoga Day** (Jun 21). For the latter, several of our more advanced yoga practitioners on board led their colleagues through a series of *asanas* (yoga poses) that can be beneficial to both physical and mental health.

Rounding out the special occasions for the quarter was, of course, **Day of the Seafarer** (Jun 25), which saw ASSET India host the #whatmakesmeaseafarer campaign, while ASSET Philippines organised a basketball league for on-leave crew in honour of the day (see p. 20).

Social Sundays, rebranded **Social Fundays**, have become a staple activity on board many vessels, providing a



great way for seafarers to connect and interact with each other over a range of fun activities, from pool parties, barbeques, and street food festivals to cricket matches, other sports, and competitions (including an immersion suit donning competition on board MV Corcovado!), amongst many other creative ideas, which the crew all greatly enjoyed.

Another now regular event is the **Mind the Mind** webinar series, which continued to be held throughout Q2 to help improve the mental health and wellbeing of crew. Over 400 seafarers participated in these seminars, which covered such topics as emotional eating, sleep cycles, and working attitudes.



MT Crystal Valerian, Philippines Independence Day



MV Maersk Tanjung, Cook's Day winner, crew cook Sachin Sawant (left)



MV Saga Enterprise, MasterChef



MV Cape Lily, Day of the Seafarer



MV Maersk Tanjung, Indian Street Food Festival



International Yoga Day



MV Corcovado, Immersion suit donning competition



Tournament champions, the Octopus Dunkers, featuring MVP O/S Lance Alexis Luzon (#20)

## COMPETITION

# Hooing it up for Seafarers' Day!

The spirit of camaraderie and friendly competition filled the air as Anglo-Eastern Crew Management Philippines (AECMP) played host to an exhilarating one-day basketball tournament on June 24th. Organised in celebration of Day of the Seafarer, the event brought together six teams of sea and shore staff.



The opening ceremony commenced with a parade of teams, each marching proudly and waving their banners high. Teams included the Dolphin Dribblers, led by IT's Michael Balenia; the Seahorse Hoopers, led by A/B Glenn Andaya; the Octopus Dunkers, led by C/O Jan Rich Paderes; the Fin Fighters, led by bosun Raul Rivera; the Aquatic

Anchors, led by A/B Clenton Quiñanola; and the Stingray Strikers, led by O/S Christian Jay Musong.

As the crowd settled in, AECMP president Jessie Rex Martin delivered an inspiring opening address, highlighting the significance of Day of the Seafarer and emphasising the role of sports in promoting teamwork and camaraderie. In true dramatic fashion, an Olympic-like torch was lit by event co-organiser Josue De Vera of Crewing to open the games, followed by an oath of sportsmanship led by Capt. Ivan Lucero, the solemnity of which was turned on its head with an entertaining cheer team dance before the start of the tournament.

The games commenced with the Dolphin Dribblers, representing our Manila shore staff, facing off against the Seahorse Hoopers from Fleet Group 5. The Octopus Dunkers, hailing from Fleet Group 2, engaged in a fierce

battle against the Fin Fighters from Fleet Group 4 in the second game. The third game witnessed the Aquatic Anchors from Fleet Group 1 competing against the Dolphin Dribblers once again, this time in a clash that kept spectators on the edge of their seats.

The Stingray Strikers from Fleet Group 3 showcased their prowess against the Octopus Dunkers in the fourth game, leaving the audience amazed at their speed and agility. In the fifth game, the Dolphin Dribblers and Stingray Strikers faced off once more in a thrilling contest. Finally, the championship match came down to the Octopus Dunkers and the Aquatic Anchors.

In a thrilling showdown of skill and determination, the Octopus Dunkers emerged victorious, securing the top spot with their exceptional teamwork and skill. The Aquatic Anchors secured second place, while the Dolphin Dribblers claimed third, leaving a lasting mark with their impressive performances. The Most Valuable Player title was awarded to O/S Lance Alexis Luzon of the Octopus Dunkers.

The basketball tournament on Day of the Seafarer brought together both sea and shore staff in a celebration of sportsmanship, camaraderie and teamwork, which was wonderful to see. Everyone had a fantastic time, demonstrating talent on the court and a passion for the game that added to the fun and excitement of the day. Thanks to everyone who joined and made the event such a success, and congrats to the Octopus Dunkers - having eight arms clearly helps!

# Women at sea

Seafaring is still very much a male-dominated profession, as are technical roles to a large degree, so pursuing an engineering/technical career at sea is even less common for women – and potentially more challenging.

Yet we have had several success stories in that regard, with those numbers continuing to grow after the recent joining of our first female chief engineer to sail in our managed fleet and confirmation of our first female electrical technical officer, not to mention our first female ratings as follows.



## C/E POOJA GOSAVI

C/E Pooja Gosavi joined Anglo-Eastern this July, becoming our first female chief engineer to sail in our managed fleet. She previously sailed with a number of LPG tankers, including as chief engineer, with the intention to transfer to our dual-fuel fleet in the near future. Until then, she is sailing in the RTM fleet on board the bulk carrier MV RTM Zheng.

Though the first chief engineer to sail in our managed fleet, it is worth noting that C/E Gosavi is not the first chief engineer at Anglo-Eastern. In 2019, Joanna Kwok became the first woman to qualify as chief engineer in the group – and, indeed, in the whole of Hong Kong. Presently, C/E Kwok is working in vessel management for the Technical division in Hong Kong, and is joined ashore by C/E Supriya Doke, who is a senior IT analyst with us and

previously a member of our Anglo-Eastern Fleet Performance Centre in Mumbai.

## ETO PRIYANKA SEN

Congratulations to Priyanka Sen (pictured above) on becoming our first certified female electrical technical officer upon passing her exams this July. ETO Sen had long dreamed of joining the merchant navy, as she aspired to do something different and to travel the world. Fortunately, her family was supportive of her decision, though it was not a typical career choice for women in her region and a string of bureaucratic obstacles during her college years made it a challenge to pursue her dreams.

But pursue them she did, relentlessly, until she was able to graduate from her course, only to run into the next challenge: employment. Many companies were simply not interested in hiring a female electrical graduate, but she refused to return home until she could find a job. The weeks of unemployment soon turned into months and she began to despair of ever finding a job, until she finally caught a lucky break – a call from our Delhi office.

"I got a call from Anglo-Eastern's Delhi office for which I immediately left for an interview. That was the turning point in my life and I was very thrilled when they allotted me a vessel. After a lot hurdles and struggles, finally this golden day came in my favour and I joined my first vessel on 30th January 2021. Now, I'm the first certified female electrical technical officer at Anglo-

Eastern," said ETO Sen with pride.

"Thank you to my family and friends, but especially thank you to Anglo-Eastern – the only company that gave me a chance and supported me through my tough times. I am proud to be a part of the Anglo-Eastern family."

## FIRST FEMALE RATINGS

Our cargo division (ex cruise and offshore) recently welcomed its first two female ratings: deck trainee seaman Sahara Shiela Tanawan and second cook Nora Garcenila. Both Filipino women are presently sailing in the RTM fleet, like C/E Gosavi – a fleet that is very much committed to enhancing gender diversity on board. Their first ship with us is the bulk carrier MV RTM Flinders, which they signed on in July.



With these examples, we hope to inspire other women and young girls to consider a career at sea, and possibly an engineering/technical one – and for those already at sea, to keep going, aim higher, and don't give up on your dreams!







## FUNDRAISING

# Trail walking with a mission

In the third week of May, the AE Globetrotters set off to represent Anglo-Eastern in the Mission to Seafarers Adventure Race Japan charity event. The three-person team - comprising Martin Rowe, Amit Chanda, and Ian Cox of the Hong Kong office - were destined for the beautiful Izu Peninsula, where they would be taking part in the Green Dragon Race, along with more than 60 other teams from across the maritime industry.



On the first evening, the safety briefing given for the race had everyone feeling nervous, with the task ahead made no less daunting by watching a video message of encouragement delivered by the UK's HRH Princess Anne herself. Beyond mere nerves, the course itself would soon prove difficult - during the

ten weeks of training in Hong Kong beforehand, the AE Globetrotters had purposely sought to go twice as far as the course in order to prepare, yet the trails in Japan ended up being twice as hard as they had anticipated!

At the start of the Green Dragon Race, the AE Globetrotters were off like a shot as they climbed the hills, maintaining a relentless pace throughout, and urging each other on whenever the hike got difficult. On the first day, the team would have placed second if not for the trail being poorly signposted in one part, which cost the team eight minutes as they went off course, resulting in a fifth-place finish. The disappointment was real but somewhat ameliorated by the fact the team won a random award for the most

number of leg squats in five minutes - an impressive 460 reps between them, despite having climbed halfway up Mount Daruma beforehand!

The second day saw the AE Globetrotters starting from the back, as the starting position was determined by reverse numerical order and theirs was G2. The trail ahead was narrow, slippery and steep, making it very hard to overtake anyone. Despite many teams slipping and falling in the mud, the team managed to successfully move up by 27 positions, yet despite this valiant effort, the team finished in 15th place overall. A bonus paddleboard competition at the end of the race could have bumped up the team's ranking, but the weather regrettably had other ideas.

Afterwards, the teams convened back at the hotel and freshened up, after which they attended an awards ceremony. Joining them at the event were senior dignitaries from Japan's shipping industry, such as the presidents of MOL and Imabari, who handed out the awards. This was followed by a celebratory dinner with a far more relaxed atmosphere, which was greatly enjoyed by everyone.

All these activities were for a very meaningful cause, which we would be remiss not to mention. The purpose, as highlighted by the secretary general of the Mission to Seafarers, Revd Andrew Wright, was to raise money to assist seafarers and their families and to provide pastoral services around the world. And on that count, Adventure Race Japan was a tremendous success, raising a total of USD 1.3 million - a first in maritime welfare charity and very commendable by any standard.

The Mission to Seafarers organisers greatly appreciated Anglo-Eastern's participation in this year's event, with Revd Wright being particularly thankful to CEO Bjorn Hojgaard for his support. The next event is planned for 2025, and you never know - with more encouragement from the organisers, perhaps there will be more than one Anglo-Eastern team next time!





## TEAMBUILDING

# AE Hamburg hits the alleys

On the last day of June, the Hamburg office was treated to a summer teambuilding event, which saw more than 50 colleagues take part in a fun Friday afternoon that started off with balloons in the office to bowling madness – and beyond!

The large Anglo-Eastern delegation made their way across the city by subway to arrive at the US Bowling Centre, where new managing director Matthias Becker welcomed the group with a few opening words. Food and drinks soon followed, plus lots of mixing and mingling amongst colleagues.

The Hamburg office comprises two floors that do not always have the chance to interact in person, so the offsite activity was a great opportunity to bring everyone together in the one place, which was beneficial to both old and new colleagues alike. Even the incoming head of finance, who had yet to start at the office, was invited and received a warm welcome from the team.

After the refreshments and socialising it was time for the main event: a grand bowling championship between all 50+ colleagues! Teams were randomly assigned, with everyone showing great sportsmanship throughout the tournament, not to mention the

discovery of some hidden talents in the process!

Everyone had loads of fun throughout the afternoon, with reports that a large group continued on into the evening after the official end, so good thing it was a Friday!

The offsite teambuilding activity was a truly fantastic event for everyone who took part, doing much to bring everyone together, with the opportunity to get to know each other better. Big thanks to office assistant Maria Oswald who arranged the event, as well as to all the colleagues who joined!



**TEAMBUILDING**



**HONG KONG | HKSOA table tennis tournament**



**HONG KONG | Dragon boat training and races**



**ANTWERP & GOES | Joint staff party with chairman Peter Cremers**



**MONTREAL | Tree-planting activity**



**RIGA | Family kayaking day**



# A day to remember

While sailing off the coast of Indonesia en route to China on July 1st, the crew of the Anglo-Eastern managed MV RTM Djulpan were in high spirits. Later that evening, they would be pulling out all the stops to celebrate Seafarers' Day on board the combination cabu carrier with a big dinner party, albeit a belated one. Celebrations had been delayed by several days due to port duties and they were to be delayed again, replaced by the biggest celebration of all: life.



It was a normal morning, with everyone happily going about their usual routines, when shortly after 12 noon the ship-wide alarm was activated by the bridge team to alert the crew of an emergency: a makeshift raft had been sighted, with six men precariously crowded atop. Bursting into action, RTM Djulpan's crew quickly organised the rescue boat and supplies, posted

lookouts, laid down nets across the ship's side in preparation. All relevant contacts and authorities were notified, and after 30 minutes of tense waiting, SAR Timika responded.

RTM Djulpan was instructed to wait for 90 minutes near the raft until assistance arrived. They followed this dutifully, but the rescue craft failed to materialise, though SAR Timika

insisted it would be there shortly and to continue waiting. The ship obliged and manoeuvred closer to the raft to ensure that food and fresh water could be provided to the six men on board. After hours of waiting and still no rescue craft in sight, the sun would soon be setting, after which it would be hard to keep track of the raft in the swell and the dark.

Upon raising these concerns with SAR Timika, it was finally agreed to bring the six men on board, since the rescue craft that had been dispatched hours before would not be able to make it in time due to bad weather and rough sea conditions, not to mention the loss of both onboard communication systems. With precise manoeuvring, RTM Djulpan was brought alongside the raft, which in turn was secured to the ship by ropes. Dropping a ladder down, five of the six men managed to climb aboard with assistance from the crew.

However, the sixth man, Mr Honi, was unable to do so, being too weak from the ordeal and having injured his foot in the initial accident. Bosun Kim



Dian Mambong and AB Jackson Carlon immediately called for a safety harness and climbed down to the raft, attaching Mr Honi to the harness in order for him to be safely hoisted up to the deck. Once on board, Mr Honi and the five other survivors sat on the deck, some laying down, exhausted from what they had endured and crying tears of joy and relief at their eventual rescue.

The six survivors along with two other men formed the crew of MV Farida Indah, a small vessel commissioned to transport building materials along the coast. However, rough seas and engine trouble led to the boat taking in water, forcing the eight men to evacuate before it capsized, with Mr Honi injuring his foot in the process. Astonishingly, the accident occurred soon after their last stop on June 19th, so the six survivors had been adrift at sea for an incredible 12 days at the time of rescue!

The two other crew members, who ended up separated in the water following the evacuation, were fortunately picked up by another vessel on June 26th. Though the six remaining men were unlucky to be adrift for a further five long days, they were lucky to have been able to use the debris to assemble a makeshift raft capable of carrying them for as long as it did, despite the swell and bad weather – and it is nothing short of a miracle that they all managed to survive their ordeal with little more than an injured foot and exhaustion!

Elated to finally be on board, the six survivors were quickly treated to food



water, medical care, showers, clean clothing, and bedding by the attentive crew of RTM Djulpan. Yet still the crew could not sit back and rest, since SAR Timika requested that the vessel proceed towards the coast, south of the island Pulau Adi, where the original rescue craft would meet them to pick up the six survivors and return them to shore.

RTM Djulpan reached the destination by 22:30, but despite repeated assurances that the rescue craft would soon be arriving, morning came before the boat ever did, so the survivors were treated to a hearty breakfast courtesy of the galley crew. At long last the rescue craft finally appeared, and by 09:15 all six men were loaded onto the boat and

ready to depart, but not before an outpouring of thanks and gratitude to the crew for saving their lives after so many days adrift at sea.

Well done to Capt. Volodymyr Bebel, C/E Yogesh Shisodia, and their team members on board for their excellent seamanship, duty of care, and patience. RTM Djulpan's Seafarers' Day celebrations may have been put on hold once again, but we cannot think of anything more meaningful and rewarding than this miraculous rescue of six extremely grateful survivors, which perfectly captures what it means to be a seafarer and why we should be thankful. Having said that, a big dinner party is still in order, as the crew most certainly deserve one now!

## SETTING THE STANDARD

# 15 years of zero LTI



Big congratulations to the successive crews of MT Seaways Lily for continuously upholding high standards of safety on board in order to achieve 15 consecutive years of zero lost-time injuries! That is an incredible LTI accomplishment and one we should all aspire to reach, and surpass, now that we have a shining example of what is possible. Well done to all the crews who have served on board the Anglo-Eastern managed tanker over the past 15 years and keep up the excellent work!

# Last man standing



On the afternoon of July 8th, the Anglo-Eastern managed MV Cypress was transiting south of Aden, Yemen, when the container ship suddenly received a distress message from SV Infanta, indicating a capsized boat in the vicinity. Cypress quickly altered its course towards the given location, contacting UK MRCC to inform them of the situation as well as providing the coordinates to another nearby vessel to assist in the search.

Upon nearing the source of the mayday message, the container ship slowed, with the crew on high alert to look out for the boat and any survivors. Two floating objects were soon sighted: what appeared to be a few drums lashed together, and a capsized boat further away. Investigation of the drums and surrounding waters revealed no survivors, prompting the ship to head towards the capsized vessel.

Up close, a shirtless man could be seen standing atop the upside-down hull of the capsized boat, frantically waving his arms for help. UK MRCC instructed the crew of Cypress to rescue the survivor, so they contacted their counterparts on board the smaller sailing vessel Infanta, which had remained in the area, requesting that they pick up the man first then transfer him to the much larger container ship.

The lone survivor was thus rescued in this manner, finally making it safely on board the deck of Cypress a little over two hours after the initial distress call. As had been noted by the crew of Infanta, the man, a Yemeni national identified as Mr Ali, had notable injuries to his hands, feet, legs and torso, likely caused by scrambling and holding onto the barnacle-riddled hull of his capsized boat.

Indeed, a routine medical check-up revealed substantial wounds across his body - a number of painful cuts to the palms of his hands and soles of his feet, including two deep, infected lacerations on his right palm and ring finger, large areas of scratches or torn up skin, plus bruising across his arms, chest and lower legs. Additionally, he was sunburnt, dizzy, and fainted a few times, all of which prompted the crew to seek remote medical assistance from 3Cube.



Despite his condition and the language barrier, Mr Ali was able to inform the crew that his fishing boat had capsized around three to four days prior, with three other people on board. Tragically, he lost sight of his fellow crew members soon after the accident, and no sign of them could be found in the area, thus leaving him as the only survivor of their ill-fated fishing excursion.



Given the seriousness of his injuries and condition, UK MRCC requested that Mr Ali be brought ashore as quickly as possible – something he was likely very grateful for, as he was repeatedly requesting to be returned to his family. It was determined that Cypress should proceed to enter Yemeni territorial waters, where Mr Ali could be

transferred to a Yemen Coast Guard vessel and taken ashore for treatment.

In the meantime, the crew provided him with medical care, clean clothes, food and water, though his condition meant he lacked the ability to eat or drink much. Fortunately, the Yemen Coast Guard vessel did not take too long to arrive, with Mr Ali able to disembark shortly after midnight on

July 10th, leaving Cypress to resume its original passage to Dubai.

Well done to Capt. Deepak Thakur, C/E Harpreet Singh, and their team members on board for the successful rescue operation and good medical care and attention they showed to Mr Ali, who we are relieved to learn has since recovered from the worst of his injuries and ordeal.

## CELEBRATION

# From pulp fiction to reality

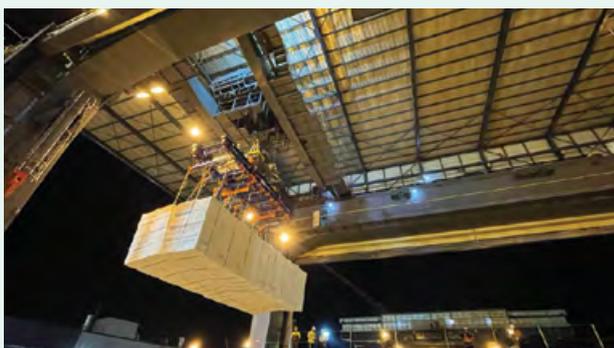
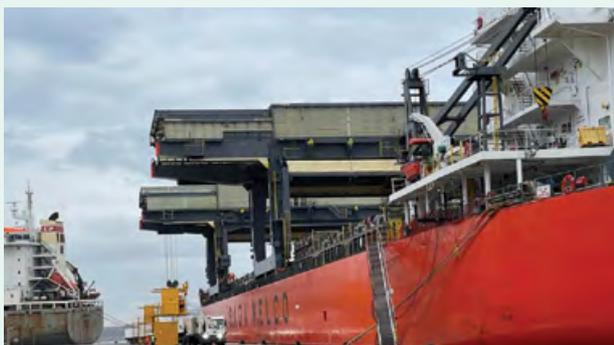
Saga Welco is known for its fleet of 50+ open-hatch gantry crane bulk carriers, which are used to transport a variety of bulk and breakbulk cargoes, notably unitised wood pulp.

Further cementing itself in this niche market, a long-term agreement was signed between the Norwegian shipping company and Finnish wood pulp giant UPM to transport eucalyptus pulp produced at its two Uruguayan mills in Fray Bentos and Paso de los Toros via the ports of Nueva Palmira and Montevideo.

To support UPM's expanded production following the opening of its Paso de los Toros mill in mid-April this year, a deep-sea pulp terminal was constructed in Montevideo, which the Anglo-Eastern managed MV Saga Faith had the great honour of being the first ship to be loaded with wood pulp at the new facility on May 23rd.

To mark the special occasion, a commemorative ceremony was held at the terminal, with Saga Faith hosting an onboard reception for the many dignitaries in attendance, which included Uruguay's minister of transport and public works, senior representatives from Saga Welco and UPM, and key members of the maritime community.

Capt. Joao Barreto and C/E Mihila Rajapaksha personally escorted the VIP guests on a guided tour of the ship, which was greatly enjoyed. As a token of appreciation, the minister of transport and public works, José Luis Falero, presented Capt. Barreto with a plaque and expressed his admiration for the fleet's achievements in the industry and contributions to driving continuous growth and development.





## EMERGENCY RESPONSE

# Courage under fire

Fire on board, amidst a sea of water, is ironically one of the most dangerous crew emergencies, necessitating early detection, a quick and well-informed response, effective leadership, teamwork, and more. Fortunately, fire is a rare occurrence within the Anglo-Eastern fleet, and when it does occur - in this case, due to the improperly kept and wrongly declared contents of a container that self-ignited - cool heads and a can-do, One Team spirit prevailed to save the day.

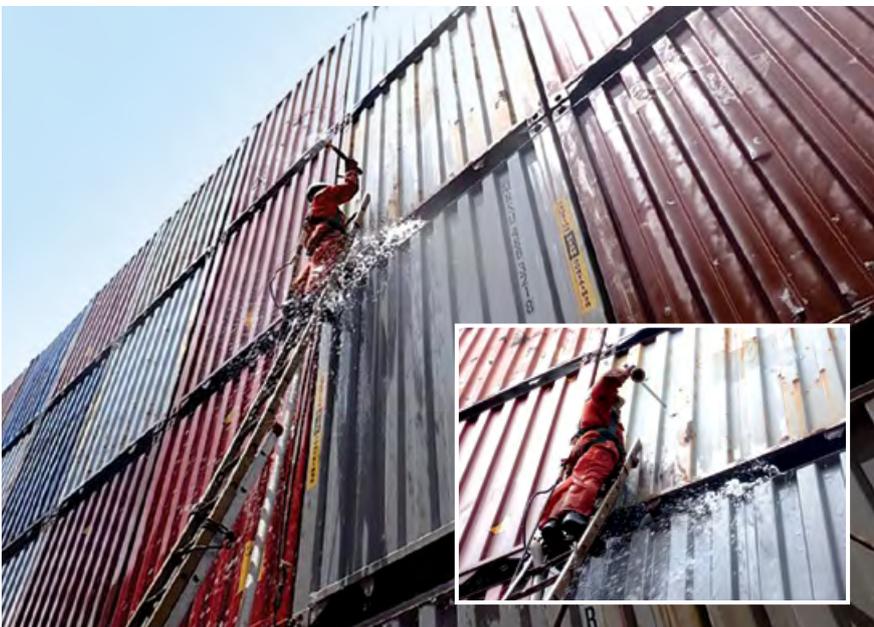
Shortly after midnight on June 16th, the crew of the Anglo-Eastern managed MV Celsius Nicosia were finally able to call it a day, having completed the container ship's routine cargo operations in Singapore, which included discharging 284 containers and loading 321 new ones, increasing the overall total to 1,704 containers.

With everything in order, the ship departed for its next port of call in Dubai, which it was expected to reach in the morning of June 25th.

Less than four days into the voyage, however, what had started out as routine became anything but.

Soon after 12 noon on June 19th, during bridge watch duties, 2/O Pranay

Kat observed what appeared to be smoke emanating from one of the containers in the forward bay, which he immediately brought to the attention of Capt. Shibu Babu. On checking with the deck crew, it was quickly established that there were no activities being carried out in the vicinity that could be the source of the smoke, and





that the smoke was indeed coming from a container.

Capt. Babu wasted no time in sounding the general emergency alarm and calling all hands to proceed to the muster station, as required. With everyone clearly briefed about the situation, their roles, and what to do, the crew set about mounting a response. First, Capt. Babu reduced the ship's speed to "dead slow ahead" in order to reduce and redirect the smoke, while the emergency response team (ERT) proceeded towards the source.

The container in question, located in the third tier, was quickly identified and reported by C/E Anurag Jayaram. Oddly, some pieces of charcoal were found on the deck. Meanwhile Capt. Babu had notified all relevant contacts and authorities of the situation, in addition to contacting the charterer for details about the cargo and advice on the best firefighting medium to deploy. According to the shipper, the container was packed with PVC panels, so flooding the entire container with water was deemed the best course of action.

As many hoses and ladders as possible were thus rigged up by the onboard ERT, with boundary cooling performed from the top of the second tier of containers. Meanwhile, braving rough seas and strong winds, one of the ship's fearless able seamen climbed up two tied-together ladders as the only way to reach the smoking container and puncture a hole in its side for the deployment of a fire lance. However, he could now see flames and reported to C/E Jayaram that the bottom of the container had ruptured, with what appeared to be burning charcoal falling out.

Armed with this new information, C/E Jayaram gave the order to rig

another hose in between the second- and third-tier containers and direct the water at the fallen charcoal. ETO Ankur Mishra, while monitoring the temperature of the container with an infrared gun, reported that the adjacent container was also experiencing a temperature rise. Fortunately, no dangerous goods were in the immediately adjacent containers, so the same boundary cooling was maintained. However, the adjacent bays contained Class 02 and Class 03 dangerous goods, which was some cause for concern.

Despite all these efforts, smoke continued to build up in the source container with no signs of abating, since the water flow from the fire lance was unable to outpace the volume leaking from the ruptured base. After brainstorming next steps, the onboard ERT decided it best to use an electric grinder to cut a couple of larger holes in the sides of the container, so that proper fire hoses could be deployed. This was even more challenging than the first effort with the fire lance, but A/B Ashok Bose was up to the task and executed it flawlessly.

As the holes were being cut, A/B Bose was able to see further inside the container. Contrary to the shipper's declaration, not a single PVC panel lay in sight. Rather, the entire container was packed full with charcoal, which is known to self-heat and spontaneously combust if not properly kept, especially in a sealed environment like a container.

Following the surprise discovery, a total of three fire hoses were deployed through the enlarged openings, which had the desired effect of eventually flooding the container and reducing the amount of smoke being produced. Boundary cooling never ceased since the start of operations, with the crew working closely together as one team with one goal like no other - to contain and extinguish the fire for the sake of their own safety and lives.

Capt. Babu, in coordination with the charterer, made arrangements to divert the ship to Hambantota in Sri Lanka to discharge the container. The estimated time of arrival was 12 noon the next day, so the crew only had to remain vigilant and keep up the hard work for a few more hours before additional help and relief, which was good news that managed to keep spirits and confidence high.

Working continuously in shifts throughout the night and morning, the crew never once stopped dousing the container with water or ceased boundary cooling operations. It was tireless, unrelenting work, but the ship was making good headway towards Hambantota, and sure enough, the port came in sight a couple of hours earlier than expected.

Before berthing, the Sri Lankan authorities instructed Celsius Nicosia to remain 12 NM from shore to await an inspection by two P&I surveyors, which added back the time gained. Finally, after a thorough inspection, the ship was granted permission to proceed to the pilot station and be guided into port, where it berthed around 19:00 and underwent a second round of inspections by the port authorities.

The crew worked alongside the shore personnel to discharge the problem container, as well as a dozen adjacent ones to check for damage. In the end, all but two adjacent containers were loaded back onto the ship, after which Celsius Nicosia was safe to resume its original passage to Dubai, thus concluding a successful but exhausting 24+ hour emergency operation.

"We, the team Celsius Nicosia, are thankful to each other for working together as one team throughout this emergency. Without each other, this achievement would not have been possible," said Capt. Babu, who cited the fire's early detection and the crew's continuous training and onboard drills as contributing factors to the smooth handling of the situation, which was commended by the owner in a heartfelt message of congratulations and thanks.

"The owner's appreciation email and that from the office have kept the morale of all the crew members going and our enthusiasm shows that we are ready for any situation," he added. Indeed, things may have heated up on board the ironically named Celsius Nicosia, but with their cool heads, effective leadership, excellent teamwork, and professionalism - not to mention courage and perseverance - the crew proved they have the "right stuff" to tackle any emergency!

Well done and big congratulations to Capt. Babu (during his first command, no less), C/E Jayaram, and the crew of Celsius Nicosia for demonstrating how it's done. #OneTeam



## DECARBONISATION

# Asset planning for future and zero-emission vessels

Anglo-Eastern Technical Services (AETS) has successfully delivered 11 ships this year, and currently has 59 more under its newbuilding supervision. With the potential of adding another ten units to its portfolio within the year, AETS continues to maintain a formidable newbuilding order book.

While the design of all these ships comply with the NOx Tier III requirements, 85% will have an overall emission outlook better than EEDI Phase 3. What makes the newbuilding programme unique is that the design concepts of over half of the vessels under construction were co-developed in-house in conjunction with partner Compagnie Maritime Belge (CMB).

Optimisation of hull form has reached its maximum limits. The tendency for shipyards to narrow down the stern to improve water flow into the propeller is resulting in smaller engine rooms that reduce maintenance areas. The current trend of adjusting engine ratings to achieve EEDI Phase 3 levels increases the risk of higher CII ratings of vessels in service, and shipyards often tend to compromise on the propeller light running margin, resulting in acceleration issues.

Given the maturity of the field, a lot of thought must go into developing

a ship design that maintains the right balance between performance and flexibility to meet future requirements. Achieving the current EEDI Phase 3 requirements may not be that difficult, but local emission control measures like EU ETS and FuelEU Maritime will progressively bring into force more stringent requirements. The shift away

from fossil fuels will only continue to gain traction.

Ships are expensive, long-term assets. To avoid increasing operating costs, depreciating asset value, and possible restrictions on their areas of trade, their design must keep the above factors in mind. At AETS, such considerations drive the designs and



projects it undertakes, with several newbuilds under AETS supervision being dual-fuel designs (LPG, LNG, hydrogen, methanol, ammonia) and the remaining vast majority being dual-fuel retrofit-ready, with set target dates for conversion to the chosen alternative fuel.

In the case of dual-fuel retrofit-ready projects, we ensure substantial preparation is undertaken, inclusive of finishing all under-deck structural work. This will greatly reduce the cost and time of the actual retrofit work later on, the lay-up time for which we estimate to be similar to retrofitting a conventional scrubber.

AETS has collaborated with CMB in co-designing several ammonia-ready dual-fuel vessels, including developing the fuel supply system with the selected vendor. Reflecting its first-mover aspiration, CMB is actively engaging with WinGD in its ammonia engine development programme through an exclusive undertaking. Thus, the most exciting ships in our newbuilding programme are the ones that will launch as fully fitted to run on ammonia.

The safe handling, storage, and bunkering of ammonia have been prioritised in the design of these ships and their ammonia fuel systems, resulting in high safety margins that take into account the fact crew with no prior experience in handling gas systems will be operating them. Such zero-emission vessels (ZEVs) of the future will ensure protection of the marine environment and avoid the unintended accumulation of explosive, flammable or toxic gas concentrations, as well as the possibility of toxic gas leaks or venting from the ship.

AETS and CMB started working on ammonia ship designs a few years

ago, with MV Mineral Belgie and MV Mineral Nederland being the first of a series of ships under construction at QBIC shipyard in China. These 210,000-dwt bulk carriers, delivered this July, comply with EEDI Phase 3 and NOx Tier III requirements. They have shaft generators and other energy-saving designs to notably reduce fuel consumption. These two milestone deliveries are special not only for their performance efficiency, but for how they also served as a turning point in the overall project.

Soon after the steel cutting of these two vessels in 2022, CMB decided to take the ammonia-ready option, requiring substantial design changes that would increase the complexity of constructing the subsequent ships in the series. Thus, even without the structural modifications required for a future retrofit, Mineral Belgie and Mineral Nederland have set the tone, not to mention the start of an incredible decarbonisation journey!

The following ships of the series will either will be ammonia dual-fuel retrofit-ready or delivered fully fitted ammonia dual-fuel ships. Once these vessels take to the ocean, they will make maritime history as the first ZEVs of their kind – proudly supervised by AETS, owned by CMB, and managed by Anglo-Eastern.

It is exciting to see such shifts in propulsion technology, and even more exhilarating to be leading the change. Shipping still has a long way to go on its journey to decarbonisation, but the pace and development of new designs and innovations is picking up, paving the way for exciting times ahead, which we are determined to be at the forefront of!



## EMERGENCY RESPONSE

# Drill time!

Preparedness and effective coordination are crucial to ensuring the smooth, safe execution of emergency response procedures, and drills play a key role in their maintenance.

After departing Gladstone in Queensland, Australia, MV RTM Flinders had the opportunity to participate in one such exercise on May 18th: an emergency towing drill with the emergency tow vessel (ETV) Coral Knight, which serves the Great Barrier Reef and Torres Strait.

A joint briefing on the drill objectives, parameters, and safety protocols was held, followed by safety gear and equipment checks. Once complete, it was time for the drill, which aimed to simulate a “dead ship” scenario in which RTM Flinders’ main propulsion system is inoperative.

The ETV pulled up in front of the bulk carrier, maintaining a safe distance, then passed a heaving line so that the towline could be pulled across. Once connected, tension was gradually applied to test the line’s stability, with both vessels constantly communicating their statuses as dynamic, adaptive adjustments were made to replicate various real-life emergencies.

Upon completion of the exercise, a debriefing session was held and the lessons learnt shared with the fleet. Big thanks to the crew of Coral Knight for the good practice and experience!



# Innovating for a better maritime future

“Innovation is the unrelenting drive to break the status quo and develop anew where few have dared to go.” In this vein, here are some of the latest innovations we have been trialling or adopted on board our managed vessels to foster continuous improvement.



## REALWEAR SMART GLASSES

RealWear is a brand of hands-free, voice-controlled, assisted reality smart glasses that support real-time audiovisual communication between the crew and external parties – such as the office, trainers, and technical experts. Seafarers can receive remote guidance on tasks or real-time feedback on issues while keeping both hands on the job, thereby reducing the risk of accidents.

The smart glasses are fitted with a high-quality camera, microphone and display, and can be mounted onto a hard hat or other headwear, from where they can be activated by simple voice commands to access information or call for assistance, without the need for any physical interface.

## BORESCOPE CAMERAS

A borescope is a flexible, fibre-optic camera that can be inserted into confined spaces for inspection purposes. This makes them extremely useful on board ships for inspecting equipment and machinery that are not

readily accessible, such as engines, boilers, and piping systems. This allows crew to identify corrosion, cracks, leaks, and other issues before they become major problems, and can also be used to verify repairs and maintenance work.



## REEFER ASSISTANT APP

Monitoring the temperature of reefers (refrigerated containers) on board ships is an important task, but traditional methods involve recording temperatures on paper



before manually inputting them into a computer to generate reports – a time-consuming and error-prone process.

To reduce crew workload and enhance efficiency as well as data accuracy, we are trialling a phone app that streamlines the process by allowing seafarers to import container lists directly into the app, where they can also record reefer temperatures. The data can then be downloaded onto a computer for report generation, thus saving time and effort.

## STORM ALERT SYSTEMS

Chemical tankers sometimes load flammable cargo in non-inert atmospheres, putting them at risk of igniting. In such circumstances, lightning can pose a risk, so we are studying the effectiveness of portable, hand-held storm detectors as an early warning device for crews.

Small enough to be carried anywhere on board, such devices can detect and track thunderstorms in real-time, alerting the user to approaching storms and their proximity via the use of different coloured flashing lights and numbers of audible beeps. This allows seafarers to respond early to changing weather conditions and take appropriate action to mitigate potential hazards.

## COVERT POSITION TRACKERS

Piracy remains a significant threat to ships operating in certain parts of the world, in particular the Gulf of Guinea. In order to mitigate this risk, we are trialling the use of covert position tracking devices – small, discreet trackers that can provide real-time location data of a vessel, even if the primary means of tracking (e.g., AIS, LRIT) have been disabled.





## SPOTLIGHT

# Embracing empathy and humanity

It's not every day that you can legitimately say you took over humanity, but that's precisely what Anglo-Eastern did on May 18th, with the much anticipated takeover of the brand-new MV Ubuntu Humanity by our Singapore office. The vessel's twin, MV Ubuntu Empathy, had already been welcomed into our managed fleet just days before, on May 9th, adding to the excitement.

The two identical Capesize+ bulk carriers are unique, not only for their names and sheer size at 190,000 dwt each, but for being the most fuel-efficient bulkers of their kind. Both are LNG dual-fuel vessels with an expanded carrying capacity exceeding 200,000 m<sup>3</sup>, which means they can transport a lot more for a lot less - notably 35% less in terms of carbon emissions.

Commissioned to support Anglo American's iron mining operations in Brazil and South Africa, and proudly supervised by Anglo-Eastern Technical Services (AETS), the two ships are the newest additions to the mining group's elite 'Ubuntu' fleet - the Zulu word for

"I am, because you are" to emphasise the importance of community.

The specially chosen names for the two ships were revealed at an official naming ceremony held at the yard of Shanghai Waigaoqiao Shipbuilding (SWS) on May 9th. It was a grand occasion, with a red-carpet welcome for the more than one hundred dignitaries who flew in from around the world to attend the double unveiling and celebrations.

Representing Anglo-Eastern at the event were COO - Asia Carsten Ostenfeldt, managing director Vikrant Malhotra, deputy fleet manager Gursharan Mann, and senior vessel

manager Andrew Curran, along with Ubuntu Empathy's Capt. Nitin Maini and C/E Karunamurthy Packirisamy, Ubuntu Humanity's Capt. Ajay Mehta and C/E Prahalad Patel, and their crews.

After the customary champagne bottle christening of the two ships, which was led by two top-level female executives from Anglo American, an auspicious Chinese lion dance was performed for good luck, followed by speeches. The guests were then divided into two groups and invited to tour the vessels and see first-hand the LNG dual-fuel arrangements on board, before regrouping for a lavish lunch organised by the yard.

The naming ceremony was a very proud moment for the various parties involved, from Anglo American and Anglo-Eastern to AETS and SWS. Ubuntu Empathy and Ubuntu Humanity stand as testament to the industry's drive for innovation and sustainability, and to the power of partnership and collaboration. Well done and congratulations to all!

We are delighted to have been involved in the double project, from construction through till management, and are pleased we share more than just a similar sounding name with Anglo American. More significantly, we share a vision to shape a better maritime future - a future founded on empathy and humanity.

# Welcome to the AE family

We take great pride in our growing family and warmly welcome each and every new vessel that joins us. Below are our new joiners in Q2 2023. Fair winds and smooth/following seas!

DATE	VESSEL NAME	VESSEL TYPE	CAPACITY	OFFICE	MASTER	CHIEF ENGINEER
13 Apr 2023	<b>YM COURAGE</b>	Bulk, Kamsarmax	81,700 dwt	Hong Kong	Nilo Bañes	Ariel Joaquin
17 Apr 2023	<b>CL HEIDI</b>	Bulk, Ultramax	63,656 dwt	Hamburg	Sanjewa Ekanayake	Alexey Kosarevskiy
20 Apr 2023	<b>OCEAN ALBATROS</b>	Passenger, Expedition	173 pax 1,606 dwt	Miami	Jorge Ferdinez	Constantin Turmacu
24 Apr 2023	<b>KIEL EXPRESS</b>	Container	7,500 teu 100,016 dwt	Hamburg	Rajitha Gunasekara	Renjith Mathew
26 Apr 2023	<b>HARZAND</b>	Gas, VLGC (LPG)	93,000 cbm 57,975 dwt	Singapore	Chandra Gupta	Sudhanshu Shukla
02 May 2023	<b>ARDMORE SEAVALIANT</b>	Tanker, MR IMO 2/3	49,998 dwt	Anglo Ardmore	Aurel Palanga	Kurian Mathew
05 May 2023	<b>VITORIA BAY</b>	Bulk, Handy	19,464 dwt	Hong Kong	Kangjam Singh	Samarage Jayasundara
09 May 2023	<b>ARDMORE SEAVENTURE</b>	Tanker, MR IMO 2/3	49,997 dwt	Anglo Ardmore	Sachin Borah	Ion Jercan
09 May 2023	<b>UBUNTU EMPATHY</b>	Bulk, Capesize+ (LNG)	189,774 dwt	Singapore	Nitin Maini	Karunamurthy Packirisamy
18 May 2023	<b>UBUNTU HUMANITY</b>	Bulk, Capesize+ (LNG)	189,721 dwt	Singapore	Ajay Mehta	Prahalad Patel
22 May 2023	<b>CMA CGM MASAI MARA</b>	Container (ammonia-ready)	6,014 teu 75,833 dwt	Hamburg	Guna Meduru	Siddhesh Temkar
24 May 2023	<b>ARDMORE DEFENDER</b>	Tanker, MR IMO 2/3	37,764 dwt	Anglo Ardmore	Pankaj Redhu	Navneet Jain
26 May 2023	<b>MAERSK ROUBAIX</b>	Container	1,118 teu 13,800 dwt	Hong Kong	Sunil Jaswal	Igor Osadchii
31 May 2023	<b>BINTA SALEH</b>	Tanker, MR Prod	47,366 dwt	Singapore	Roopinder Bhogal	Anuj Srivastava
31 May 2023	<b>SHAHRAZAD</b>	Tanker, LR1 Prod	74,999 dwt	Hong Kong	Sanjay Singh	Edmundo Guno
14 Jun 2023	<b>MAERSK REGENSBURG</b>	Container	1,100 teu 13,942 dwt	Hong Kong	Farhan Madre	Anand Koudi
14 Jun 2023	<b>UASC ZAMZAM</b>	Container	9,235 teu 119,512 dwt	Hamburg	Ravinder Gandhi	Amit Kumar
26 Jun 2023	<b>ARDMORE SEAVANGUARD</b>	Tanker, MR IMO 2/3	49,996 dwt	Anglo Ardmore	Zdenko Bacac	Stoyan Stoyanov
26 Jun 2023	<b>BOCHEM HOUSTON</b>	Tanker, Chem IMO 2 SuS (ammonia-ready)	25,999 dwt	Singapore	Buxi Sinha	Nagraj Shejwadkar
30 Jun 2023	<b>GCL GOMTI</b>	Bulk, Mini Capesize	120,317 dwt	Hong Kong	Prashant Chauhan	Manoj Kumar
30 Jun 2023	<b>HUMORIST</b>	Gas, VLGC (LPG)	91,140 cbm 57,993 dwt	Singapore	Aman Vohra	Tapan Shetty



MV YM Courage  
(newbuild)



MV CL Heidi



MV Kiel Express



MV Ocean Albatros  
(newbuild)



MT Harzand  
(newbuild)



MT Ardmore Seavaliant



MV Vitoria Bay



MT Ardmore Seaventure



MV Ubuntu Empathy  
(AETS-supervised newbuild)



MV Ubuntu Humanity  
(AETS-supervised newbuild)



MV CMA CGM Masai Mara  
(AETS-supervised newbuild)



MT Ardmore  
Defender



MV Maersk  
Roubaix



MT Binta Saleh



MT Shahrazad



MV Maersk  
Regensburg



MV UASC Zamzam



MT Bochem Houston  
(AETS-supervised newbuild)



MT Ardmore  
Seavanguard



MV GCL Gomti  
(AETS-supervised newbuild)



MT Humorist and crew  
(newbuild)



# Our managed fleet at a glance

The following dashboard provides a snapshot view of our managed fleet in terms of ports called, distance travelled, and fuel consumed by vessel type in Q2 2023.

From 01 Apr 2023 to 30 Jun 2023



**4,719**  
Total Number of Port Calls

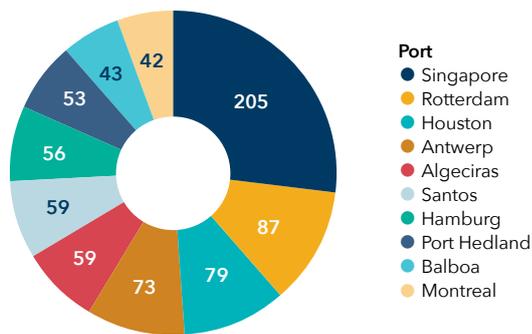


**9,666,609**  
Total Distance Travelled (NM)



**980,674**  
Total Fuel Consumed (MT)

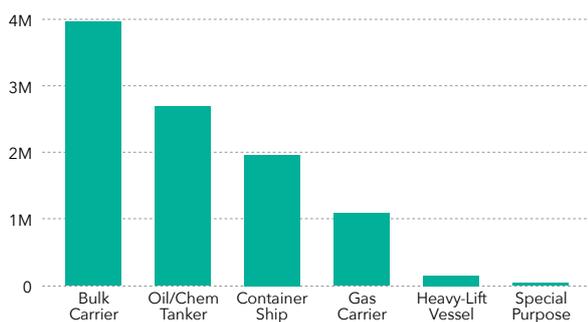
Top 10 Ports Called



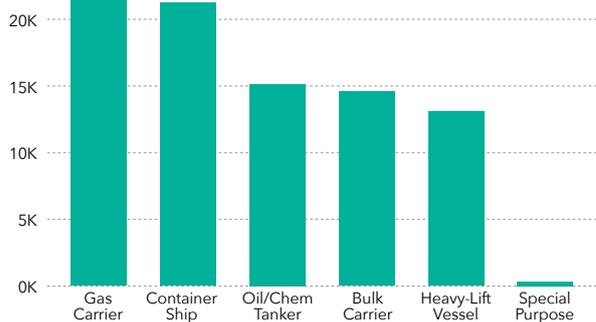
Port Calls by Vessel Type



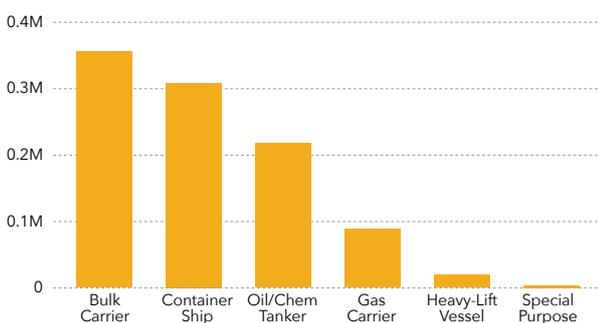
Total Distance Travelled by Vessel Type (NM)



Average Distance Travelled by Vessel Type (NM)



Total Fuel Consumed by Vessel Type (MT)



Average Fuel Consumed by Vessel Type (MT)

