

LEADERSHIP

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FEEDBACK & SUBSCRIPTIONS

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CEO'S MESSAGE

Looking ahead: Our path forward in 2025 and beyond

As we prepare to bring 2024 to a close, I am filled with a profound sense of gratitude and optimism for what we have achieved together

This has been a year marked by resilience, innovation, and growth, all made possible by the dedication and tireless efforts of our seafarers and shore staff, and the support of our clients.

This year, we strengthened our commitment to creating a safer, more innovative, and sustainable industry. From enhancing our safety culture across the fleet to investing in cutting-edge technologies, we have laid a solid foundation for the future. But, as always, our success is driven by our people – our seafarers at sea and our teams ashore. You have carried the torch of excellence with dedication and professionalism, ensuring that Anglo-Eastern remains at the forefront of ship management worldwide.

Looking ahead, our mission remains clear: to continue delivering on our promise of excellence while staying agile in the face of evolving industry challenges. Our focus on sustainability, innovation, and people will be more critical than ever as we embrace the opportunities and advancements the coming years will bring.

To our seafarers: your role is irreplaceable. You are not just navigating ships but steering the course for our company and the industry at large. Thank you for your perseverance and commitment. You are the lifeblood of this company, and



we will continue to prioritise your well-being and professional growth.

To our shore-based teams: your behind-the-scenes work has been instrumental in ensuring that our vessels and crews operate at the highest standards. The dedication you bring to every detail, every process, and every client interaction is the engine that powers our success.

You, too, are integral to our journey forward.

And to our clients: we deeply value your trust and partnership. Your success is our success, and we are committed to maintaining the high standards of service that have earned your confidence. We look forward to continuing this shared journey of growth and excellence together.

As we set our sights on 2025, I am excited about what lies ahead. From new sustainability initiatives to expanding our digital capabilities, we are on the verge of major advancements that will redefine the

future of our industry. Together, we will continue to push the boundaries, always striving to raise the bar and deliver on our commitments.

In closing, let me express my sincere thanks once again for your hard work and dedication. The future is bright, and I am confident that together, we will continue to achieve great things.

Wishing you and your families a joyful and restful holiday season. We look forward to the new horizons we will explore in 2025.

Fair winds and following seas,

Bjorn Hojgaard
Chief Executive Officer

INTERVIEW

On the radar: Capt. Ajay Hazari, ending his watch

Anglo-Eastern's Chief Risk Officer shares his journey at sea and ashore and how the industry has evolved over the course of a distinguished career

During his voyage in the maritime industry, Ajay Hazari has covered and owned responsibilities in every aspect, from crewing and training to operations and risk management. He set sail just a day after his 18th birthday on a career in which he has overcome many seemingly "insurmountable" challenges by taking "one step at a time".

Joining Anglo-Eastern was a happy coincidence. In 1982, Capt. Hazari turned down an opportunity offered by Anglo-Eastern's manning agency in India because of an unforeseen family problem arising. Three years later in 1985, whilst accompanying a friend who was job hunting, he met an acquaintance who was being visited by the head of the company's

then manning agent and their chance encounter led him to joining the company 48 hours later.

After spending 17 years at sea, Capt. Hazari's children (who sailed alongside him) were reaching an age where they needed a proper home base. Anglo-Eastern offered him an opportunity to come ashore in Hong Kong in September 1989 to help set up the crewing department (now known as Marine HR), which he gladly accepted. He has moved with the company from milestone to milestone ever since.

Over the decades, Capt. Hazari has taken on diverse roles dealing with crewing and training, fleet safety, business development, operations and risk management. Along this journey, he has also joined industry bodies and worked with experts to set standards and develop shipping contracts and clauses for the maritime industry.

Reflection fuels progression, and as we look back at a distinguished career, there is a lot we can learn from one of Anglo-Eastern's most well-known faces and his encyclopaedia of knowledge.



Q&A

Career

How did you start your career in the maritime industry?

My father was in the Indian navy, and his brothers as well as my two cousins were in the merchant navy. My uncle was a well-known figure in India's merchant shipping training circles. This influenced my career choice. After finishing high school, my parents' expectations were for me to become an engineer, so I attended university for about six months, did not like it, discussed my wish to join the merchant navy with my father, and eventually got his approval and help.

At the time, I joined without going through a training school; instead, I went straight onto a ship as a deck apprentice, sailed for three years, and worked my way up from there.



In 1993, I transferred from Head of what was by then called FPD (Fleet Personnel Department) to Head of OPS (Operations), which included running our port agency business as well operating our commercial and chartering desk, and along the line the corporate risk management and legal matters of the company were added to my portfolio of responsibilities. I have essentially gone through the organisation and had my hand in everything except the Accounts and Technical departments.

What are the memorable highlights or key milestones of your career?

The day that I got my master's certificate and was given the command of my first ship, because my ambition was to be a captain.

And then, the day I joined Anglo-Eastern. In those days, Anglo-Eastern took on Indians as masters and chief engineers only, the rest of the crew were Filipinos. The company had a reputation of paying a decent salary and being a good employer for to work for. At that time, the industry was in a bad place - crew were exploited and weren't sure if they would receive their salaries. Anglo-Eastern were known to be reliable paymasters and offered job security.

You've been working in crewing, operations, risk management, and legal affairs. How has your career path evolved over the years?

I sailed with other companies before joining Anglo-Eastern as a sea-going Master in 1985. Then in 1989, after having been at sea for 17 years, the company offered me a position ashore, in Hong Kong, as the Head of Crewing, which included looking after crew training at the time.

A couple of years later, when international safe ship management standards and the ISM code began to be talked about, Peter Cremers came to me one day and said that we needed to have a Fleet Safety Officer and I was to assume the role alongside my other responsibilities - the beginning of what we now call QHSE.



Industry

The ship management industry has seen various changes over the years. What are the major changes you've seen, and how did you navigate and participate in the company's growth?

Advent of ISM code

In the late 1980s to early 1990s, third-party ship managers - I prefer the term "independent ship managers" - had a poor reputation on the street, considered to be companies that ran ships at a low cost and sub-standard level. There were a few up-

and-coming ship managers trying to improve that reputation, but they suffered from the stigma as well.

In 1991, a handful of the better independent ship managers, including us, established the International Ship Managers' Association (ISMA), which later evolved into and continues as INTERMANAGER. ISMA sought to raise ship management and operations standards and wrote a code for safe ship management, which was virtually the forerunner of the ISM Code.

The adoption of the ISM Code was a seminal moment for the industry, because it raised minimum safe ship management standards, and gradually there was an appreciation and recognition that these independent ship managers (ISMA members) were already running ships at a higher standard than the industry average – that they were, in fact, setting standards for others to follow.

OPA 90

Another seminal moment for the industry was the adoption of Oil Pollution Act of 1990 (OPA 90) consequent to the "Exxon Valdez" oil spill. The increase in potential liabilities for vessels in U.S. waters led to higher operational and safety standards, which began spreading internationally.

In my opinion, the raising of ship management standards in the 1990s did a big favour to, at least, the major ship managers such as us, who already ran ships at these or better standards and enhanced our reputation in the market.

What were the external factors driving these critical changes?

It was the evolving social awareness that drove these changes – the culture that values lives (regulated by ISM Code), and protection of the environment – simple things like "don't pump oil into the water" and "don't throw garbage in the sea" (regulated by MARPOL), drove improving safety and environmental protection standards.



What other changes or challenges do you see shaping the ship management industry?

Every day is a challenge. The job has never been boring to me. Each morning, you walk into the office with a plan that I'm going to do this and that. The odds are that the plan goes out of the window in short order, because some emergency has taken place overnight or somebody needs something PDQ or else!

In both, risk management and operations, there are problems and puzzles you have to solve. In risk management, it's more about problem solving on a technical (as in legal) level, tackling contractual relationships, negotiations, etc.; in operations, it is dealing with real-time problems: casualties, breakdowns, collisions, groundings, etc. Fixing problems and finding solutions is the enjoyable part of the job – more difficult, more satisfying.

Upcoming challenges are dealing with new sustainability regulations – that is, EU ETS for Shipping, FuelEU Maritime and CII.

You've worked with industry experts to set standards for various types of contracts. What key areas do you observe and safeguard when setting these standards?

In one word, balance. Let me elaborate. A contract is two willing parties who want to do business together. Party A has something that party B wants, and party B is willing to pay for what party A can give. You need to find a balance which satisfies both parties, taking into account what is being provided, quality of performance, price and profit, risk and reward.

Contracting is all about balance and proportionality. I can write the most elegant contract in the world, which suits party A's interests, but if the contract is unfavourable to party B, party B is not going to sign it, and the contract is useless.

I've been fortunate to be working with BIMCO, but I'm only one member of the team working on any project. BIMCO puts a subcommittee of experts

together to work on their standard contracts and clauses. As a typical example, when we did the SHIPMAN contract, we had on the subcommittee representatives of ship owners, ship managers and professional liability insurers; there were P&I Clubs' experts who considered the interests of both parties from a marine insurance perspective; and there was a senior, highly experienced and well-known, shipping lawyer who was there for his legal expertise. There is balanced representation of all stakeholders to ensure all parties' interests are catered to. BIMCO does this very well, which is why its contracts and clauses are readily accepted and widely used in the industry.

The media and the public might glorify some trends and terms, which have solid rationale but can be misleading over time for the industry's well-being. What is your take on this, and how did you attempt to balance industry and corporate expectations?

That is a tricky question. Simply put, good corporate governance is conducting business ethically – that is, fairly and honestly, and in a socially responsible manner – that is, giving equal opportunity regardless of gender, class or creed.

I have seen some fancy ESG policies of other companies, which are looking for a utopia on the planet. It's not a bad thing to aspire to it, but a large portion of their policies appear fanciful and unattainable – compromises will be necessary.

Nurturing Talent & Advice

How would you describe your leadership style?

I would like to think that I'm strict, but fair. If you ask my colleagues and peers, I'm sure there are many who think I'm much too strict, possibly even harsh at times, but I do hope that they'll also say that I am fair. I don't think I ask anybody to do anything that I would not do myself. I also do know that I have a short fuse, but I hope there is some balance over there.

What is your advice for people who are starting their careers in the maritime industry, whether they are seafarers or shore staff?

Keep your eyes open, work hard, and listen. When I say "listen", it means learn from people who are



doing the job. Don't be afraid to ask questions, and don't think you're too smart to need to ask questions; ask the silly questions; don't feel shy or scared to ask people for help or advice.

There are lots of experienced professionals at Anglo-Eastern, the knowledge is there for the asking. If you catch a person at a bad time or when they're busy, he or she may brush you away, but at the end of the day, when you ask questions, most people feel flattered to be asked, and they will answer and help you.

Looking back at all these years, if you could send a message to your younger self, who just started working in the maritime industry, what would that message be?

This is a philosophical question, while I'm more of a logical and practical person. In short: there is no problem that is unsolvable; don't put any guardrails around yourself; if something seems insurmountable, break it down and deal with it one piece at a time.

Looking at complex challenges, Capt. Hazari used to sit and wonder "am I going to be able to do it?". We can certainly say he hasn't only done it but has made a career out of doing so.





OFFICE

A refreshed look in Athens

The rebranding of our Athens office is officially complete following our acquisition of Euronav Ship Management Hellas (ESMH)

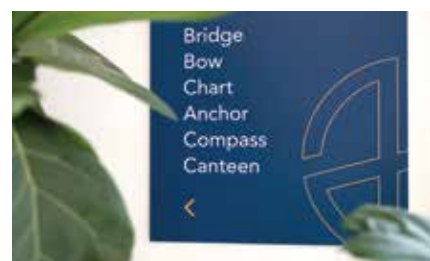
As part of the integration of ESMH, we have updated key items in the Greece office to align with Anglo-Eastern branding and drive a consistent look and feel.

New external signage has been put up at our office building, together with office guides that help visitors navigate through our space. Branded coffee

mugs and lanyards were also produced to carry through cohesion across even the smaller details and elements, building a sense of belonging amongst our new colleagues. Additionally, the glass walls of our meeting rooms now feature stylish stickering, promoting our brand while ensuring privacy during more sensitive discussions.

We are excited to be working with our expanded team in unlocking the tremendous growth opportunities in the Greek market, particularly in the large crude oil tanker sector. Together, we share an unwavering commitment to excellence, striving to provide our clients with the highest quality services.

If you're in Greece and looking for a fresh perspective, pop into our new office and learn more about the services we offer alongside our refreshed look.



AWARDS

Anglo-Eastern recognised again by the Hong Kong Marine Department

Another year of outstanding PSC performance for Hong Kong-flagged ships



Anglo-Eastern was honoured to receive the Outstanding Performance in Port State Control (PSC) Awards 2023 from the Marine Department of Hong Kong SAR. Peter Cremers, Chairman of Anglo-Eastern, accepted the award from Mrs Regina Ip, convenor of the Executive Council during a prestigious industry luncheon co-hosted by the Hong Kong Shipowners Association on 30 August 2024.

This award recognises our excellent record in PSC inspections for HK-flagged ships conducted at ports around the world. Operational excellence and safety remain two of our top priorities and while we are proud to receive this award, we also recognise that we cannot rest in enhancing onboard protocols and realising the role that seafarer wellbeing plays in maintaining our standards and a ship's seaworthiness.

With that said, we share a big thank you with our sea and shore staff for their immense dedication and hard work, and our clients for their continued trust and support.

Anglo-Eastern team shines at the Technology in Maritime Conference

Our commitment in maritime training and talent development received new recognition

We were honoured with three awards at the Technology in Maritime Conference 2024 on 1 October 2024, an annual event organised by

the Naval Connection to foster innovation and collaboration in the maritime sector.

Anglo-Eastern Maritime Academy was awarded the Industry Best Practices Award (Operational Excellence) for our cadet programme, while the Anglo-Eastern group was recognised with the Industry Best Practices Award (Human Resource Excellence for Seafarers). These recognitions affirm our unwavering commitment to excellence by constantly investing in our people and process improvements.

Another highlight of the conference was delegates giving project presentations to compete for the Innovation in Maritime Award. Anglo-Eastern Maritime Academy took home the grand prize with our initiatives of a solar powered thermoelectric generator and innovative damage control during ship collisions. Congratulations to the associated teams!





Blending inspiration and relaxation at Rio Tinto's Officers' Seminar

RTM officers united by the sea to gain fresh perspectives on safety and leadership

Set against the tranquil backdrop of Goa's Caravela Beach Resort, the RTM Officers' Seminar on August 29-30 2024 offered a unique opportunity to rejuvenate, bond, and gain fresh insights on safety and operational excellence.

Day 1 featured team building activities, including a relaxing retreat by the Arabian Sea. A Goa sightseeing trip was also arranged for the family members of participants, who are often the unsung strength behind our seafarers.

Day 2 pulled the event's focus back to business, with crews on ships also attending virtually. Capt. Himanshu Chopra, Managing Director, set the day's tone with a welcome speech, emphasising that safety and efficiency are not mutually exclusive,

and that both should be prioritised in everything we do. Fleet Manager Santosh Kalyanaraman and Senior HSE Advisor Kelly Hodges at Rio Tinto then shared the owners' perspective on the crucial role crew members play in ensuring vessel safety and operational success, as well as the importance of fostering leadership confidence in challenging environments.

The seminar also featured a discussion on human rights at sea, led by Rio Tinto's Bruno Sirvent, and an impactful session by Anglo-Eastern's QHSE Manager Capt. Deepak George on innovative approaches to preventing safety incidents. The day continued with technical updates from Fleet Manager Praful Jha, followed by a joint presentation on crew welfare, diversity, and retention strategies.

The two-day seminar wrapped with the presentation of long service awards and a lively cocktail party. It successfully blended learning with moments of relaxation, bringing participants unique perspectives in furthering their commitment to safety and operational excellence.



Anglo-Eastern Riga delivers its second Boskalis officer seminar in 2024

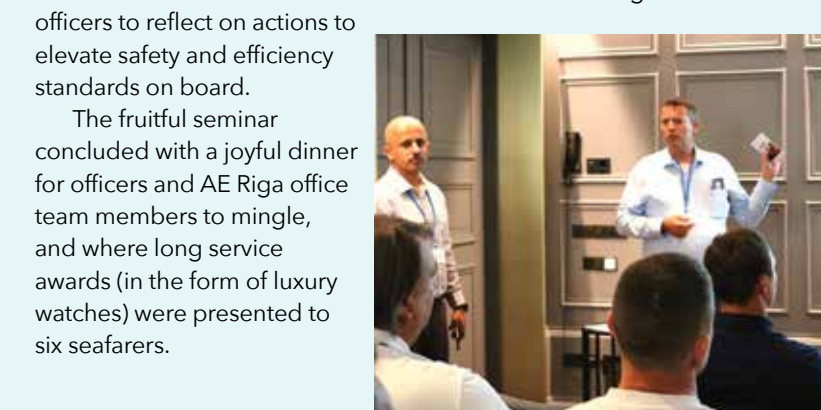
Officers brought together to co-create actions to further exemplify Boskalis' "No Injuries, No Accidents (NINA)" safety philosophy

Held on 12 September, this seminar edition hosted 36 fleet officers from Latvia, Lithuania and Ukraine, three members from Anglo-Eastern's Hong Kong headquarters, and six Boskalis team members from The Netherlands.

The seminar kicked off with opening addresses from Anand Sharma, Managing Director of Anglo-Eastern and Eugene van Dodeweerd, Director Fleet Management, Offshore Energy at Boskalis, thanking officers for their hard work in ensuring the safe and efficient operation of vessels.

Capt. Deepinder Singh Baidwan, Senior QHSE Manager at Anglo-Eastern, shared recent learnings and key performance indicators related to safety. This was followed by an interactive workshop on injury prevention jointly delivered alongside Ronaldo Fonseca, SHEQ Manager at Boskalis, where officers actively contributed their ideas.

The agenda also included a deep dive session on upcoming regulatory changes to anti-fouling and MARPOL standards led by Anglo-Eastern Fleet Director Sandeep Parmar, as well as a sharing of recent project success, market insights and new energy efficiency programme to reduce emissions delivered by the Boskalis's Jan Wolter. Breakout sessions were then arranged for officers to reflect on actions to



elevate safety and efficiency standards on board.

The fruitful seminar concluded with a joyful dinner for officers and AE Riga office team members to mingle, and where long service awards (in the form of luxury watches) were presented to six seafarers.

Charting success together – Cobelfret's Officer Conference 2024

Cobelfret's fleet officers gathered in Manila to dive into safety culture and operational excellence

Held from 4-5 September 2024, officers in Cobelfret's fleet under our management were brought together in Manila for a two-day discussion to share knowledge and best practices around safety and operational excellence.

Kicking off the seminar, Manoj Pandalaghat, Director at Cobelfret, commended the crew's consistent performance, highlighting the importance of teamwork and continuous learning. This was followed by a keynote speech by Himanshu Chopra, Managing Director at Anglo-Eastern who advocated a zero-harm approach that prioritises the needs of both people and environment alongside performance.

The day's agenda was further enriched by workshops delivered by Anglo-Eastern's in-house experts. Capt. Naresh Kumar, Operational Director, led discussions on Port State Control readiness and challenges, Fleet Director Rajeev Salwan and his deputy Siddharth Chaubal spoke about blackout prevention, while Milea Kim Karla S. Cabuhat, Manager – Legal & Seafarer Welfare,



shared perspectives on safeguarding the holistic wellbeing of seafarers.

On Day 2, participants engaged in team-building activities underscoring the power of teamwork in driving collective success, followed by further discussions led by Capt. Naresh Kumar and Siddharth Chaubal around safety priorities and reflections.

The two-day seminar culminated in an open forum for participants to share their takeaways. Everyone felt this experience reinforced their commitment to elevating safety and performance as One Team.





EVENTS

Frontline Senior Officers Conference in Athens

Officers immersed in a diverse learning experience with interactive workshops and a safety-themed performance



The Frontline Senior Officers Conference took place in Athens from 30 September to 1 October. Representing Frontline

were Senior Operations Manager Capt. Imran Khan and Fleet Manager Alvin Wong, who delivered insightful presentations at the start of the seminar on fleet performance, commercial outlook, technical strategy and actions to foster collaboration.

A deep dive into Anglo-Eastern's corporate and people strategy was presented to seafarers by Vikrant Malhotra, Managing Director - Group QHSE and Vinay Singh, Group Managing Director - Marine HR. They were joined by Peter Steen Olesen, Managing Director, and Lucas Daels, Director of Business Integration who discussed the vision and associated strategy of Anglo-Eastern in Greece post-acquisition of Euronav's ship management arm (ESMH) earlier this year.

Another highlight of the first day was interactive workshops on mental health, mindful leadership

and diversity and inclusion, as well as a trial session for a VR training tool developed by the International Tanker Owners Pollution Federation.

Day 2 was filled with knowledge sharing sessions from both in-house experts at the Hellas office and external speakers. Topics under the spotlight included safety culture, energy performance, digitisation trends, crewing developments as well as travelling challenges in shipping. The conference concluded with an engaging interactive theatrical performance that highlighted the role effective communication plays in a culture of safety.

All in all, the conference fostered impactful exchanges and strengthened the partnership between Frontline and Anglo-Eastern.



GME-41



ETO-15

AEMA

Passing out parade of GME Batch 41 and ETO Batch 15

On 30 August, we celebrated the graduation of Graduate Marine Engineer (GME) Batch 41 and Electro Technical Officer (ETO) Batch 15 at Anglo-Eastern Maritime Academy's picturesque Karjat campus

80 young people stood on the edge of realising their dreams, gazing out at the sea of opportunities ahead of them.

The ceremony was graced by a constellation of distinguished luminaries, including Chief Guest, Praveen Mishra, Managing Director of IRClass, along with the Guest of Honour, Capt. Mihir Chandra, Director of the Indian Maritime University (IMU), Navi Mumbai Campus.

AEMA's Principal, Tejinder Bhamra, opened the day's events with his inaugural address, encouraging the

cadets to become lifelong learners as the shipping industry is rapidly evolving with new technologies, regulations, and standards. After his speech, AEMA department heads recognised the graduates for their achievements following months of rigorous training.

In an inspiring address, Guest of Honour Capt. Mihir Chandra, reminded the graduates of their vital role aboard vessels, describing them as "the live wire of the ships", whose efforts propel not just the ship,

but people and nations, towards prosperity.

Chief Guest Praveen Mishra encapsulated the boundless opportunities and challenges that lay ahead for the graduates. "Today, you don the mantle of mariners," he reminded them, "ready to traverse the vast oceans and contribute to the global maritime sector. This day stands as a testament to your diligence, perseverance, and unwavering resolve."

The ceremony featured lively performances by the graduates, including music, poetry, and dance, which added a festive flair to the event. It concluded with an awards presentation honouring the top achievers and a heartfelt vote of thanks from the graduates, marking the end of this memorable occasion.

With eyes set on the horizon, these cadets are now poised to embark on careers that will take them across oceans, forging their own legacies in the global maritime industry. We wish them the very best!



Naming ceremony of M.V. Federal New York

In October, our CEO, Bjørn Højgaard, attended the naming ceremony of Fednav Limited's M.V. Federal New York in Oshima, alongside Fednav's President & CEO, Paul Pathy, and Executive Vice President & COO, Isabelle Brassard

This bulk carrier was built by Oshima Shipbuilding Co. Ltd., with newbuilding and project management services handled by Anglo-Eastern Technical Services (AETS). She boasts a deadweight tonnage of 34,763 and is specialised to trade in the Great Lakes of North America.

It was our pleasure to have been part of this significant journey and continue our partnership with Fednav which has lasted over 30 years. This time, we proudly take on the technical ship management requirements of M.V. Federal New York and place her in the capable hands of Captain



Nikhil Vishnu Bhatt and Chief Engineer Surendran Lakshmi Narayanan.

Here's to wishing M.V. Federal New York smooth sailing, fair winds, and unforgettable adventures ahead!





PEOPLE

LEAPing into the next chapter

21 employees have completed an immersive learning journey to hone their leadership skills as they chart courses towards a better maritime future

We are thrilled to announce the successful completion of the second series of our Leadership Excellence Advancement Programme (LEAP), designed to cultivate the next generation of leaders within Anglo-Eastern. This 12-month programme has provided participants with comprehensive development

experience, equipping them with essential skills and knowledge while offering valuable insights across our industry.

Throughout the year, our LEAP participants engaged in a series of virtual modules that focused on critical areas of leadership, communication, and operational excellence. This

flexible format allowed for meaningful interaction and learning, fostering a collaborative environment.

The programme concluded with a three-day live session at our headquarters in Hong Kong, where our executive management team shared personal experiences and valuable insights, in addition to the rationale behind our corporate strategy and the goals that drive us. Participants also engaged in team-building and problem-solving activities, working together to apply their knowledge to solve real-world challenges.

As we reflect on this transformative journey, we are proud of the dedication and growth demonstrated by each participant. Their commitment to personal and professional development not only enhances their own capabilities but also plays a crucial role in driving our



collective success. We look forward to seeing how they leverage their newfound skills and insights to leap into a new chapter in driving positive change within Anglo-Eastern and beyond. Thank you to everyone involved in making this programme a success!

CONGRATULATIONS TO OUR SECOND ROUND OF LEAP GRADUATES!

- Amandeep Saini, Technical, Hong Kong
- Anil Rai, Marine HR, India
- Bipin George, Technical, Hong Kong
- Carmen Cheung, Accounts, Hong Kong
- Christopher Poppen, Training, India
- Gurpreet Singh, Technical, Singapore
- Helen Lam, Training, Hong Kong
- Hem Kumar, QHSE, Australia
- Joanna Kwok, QHSE, Hong Kong
- Kapil Kharkwal, Technical, Hong Kong
- Katie Liu, Accounts, Hong Kong
- Milea Kim Karla Cabuhat, Marine HR, Philippines
- Misha Singh, Technical, Singapore
- Nishant Kumar, Operations, USA
- Nitnjan Pandey, Operations, Singapore
- Nurul Ain Jaafar, Technical, Singapore
- Prateek Ghai, Training, India
- Rajat Jain, Technical, Hong Kong
- Siddharth Chaubal, Technical, Singapore
- Sudip Kumar Pramanik, Technical, Germany
- Trichirapalli Sivaramakrishnan, Operations, Singapore

RECOGNITION

Taking safety to heart

Pump man Bhupendra Maganlal Tandel from M.T. Amax Anthem received the Q2 2024 Safety Star award for addressing fall risks and improving fire hose accessibility during emergencies

In his colleague's eyes, Bhupendra is a dedicated, resourceful deck hand who goes out of his way to safeguard the safety of the ship and his fellow crew mates. He often comes up with innovative ideas to improve safety and efficiency standards onboard, making him an invaluable asset to the team.

For instance, he identified a potential fall hazard inside the pump room where the UV filter for the ballast water treatment system is located. He then took the initiative to install handrail fittings in the room, improving safety when climbing down the stairs.

During a recent fire drill, he also noticed that a fire hose was getting stuck at the entrance, impeding firefighters' movements. He quickly devised a solution to facilitate easier access, significantly enhancing safety during emergencies.

His commitment to safety and proactive problem-solving not only improves workplace safety but also strengthens team culture. Congratulations to Bhupendra on your exceptional efforts in making our work environment safer!





RESCUE AT SEA

Exuberant efforts save 68 lives at sea

M.V. Philipp Oldendorff responds to cries for assistance amidst stormy conditions south of Tenerife

It started like any other day at sea, a regular routine of navigation and maintenance. Minutes later, the calm of M.V. Philipp Oldendorff's voyage was shattered when Third Officer Dias Savio John Paul spotted something out of the ordinary on the horizon – a wooden boat bobbing precariously on the waves approximately 440 miles south of Tenerife. At first sight he saw 15-20 people, frantically waving their arms and signalling for help.

He sprang into action, calling Capt. Vidya Bhushan and raising the alarm. All crew were quickly readied and assigned with duties to assist in the unfolding emergency. The Master also wasted no time, contacting the Company Security Officer to update him on the critical situation, while

additional assistance was also sought from Maritime Rescue Coordination Centres (MRCC) in Spain and Dakar.

With the sea growing rougher by the hour, the crew prepared to approach the boat to provide food and water – a task that became increasingly difficult but was ultimately achieved.

Due to the longer duration of the voyage and need for immediate medical assistance M.V. Philipp Oldendorff's crew were in a dicey situation to get the survivors onboard. The same was discussed with the Tenerife MRCC and the CSO on a conference call and within moments, another vessel, M.V. Insignia, was on her way to assist at full speed. Her crew also confirmed her ability to

more quickly reach a port of refuge with better medical facilities.

Upon her arrival on the scene and taking the facts into account, she approached to take control of the rescue mission, in the end, confirming a total count of 68 survivors, with the sea claiming 5 lives.

The crew onboard M.V. Philipp Oldendorff were left to reflect on a challenging and emotional experience but also one of profound humanity. They had been part of a larger effort to save lives and managed to do so with a sense of pride and professionalism.

These brave acts didn't go unnoticed and the efforts were covered on CNN and other news channels while also being acknowledged by AMVER.



EVENT

AE Philippines champions seafarer welfare and social responsibility

Our team in Philippines engaged in meaningful initiatives to give back to our people and community



ADOPT A SHIP PROGRAMME: LAUNCHING OF SECOND BATCH

On 11 September 2024, the "Adopt a Ship" programme successfully launched its second batch, partnering eight ships with three schools in San Pedro, Laguna. This initiative aims to raise awareness about the shipping and the maritime industry among young students. Over the course of 10 weeks, students interact with their assigned ship's Master or Chief Engineer by sending weekly questions through their Social Science teachers that help foster a deeper understanding of life at sea.

The vessels participating in this batch include BOA, CL Seven, GCL Icon, Federal Prestige, Green Energy, YM Splendour, Lowlands Courage, Crystal Valerian, Lowlands Shark, Jaguar, and Lowlands Pelikaan. The volunteer captains and chief engineers – Master Jose Crodua, CE Juanito Sajorne, Master Fernando Aquino, CE Miguel Castillo, Master Sem Collado Gabitanan, Master Jeffrey Khan, CE Brian Aguirre, Master Denmark Carcallas, Master Louie Unato, CE Ericson Biogos, Master Donald Gatinao, CE Philip Noza, Master Christopher Atienza, CE Arlan Solas, Master Rodolfo Bañaco, CE Oliver Laroya, Master Barry Bauncit, CE Chester Baldon, Master Jerememiah Bacula, and CE Jerry Lamorena – played an instrumental role in engaging the students.

The participating schools included Southville 3A Elementary School with 1,021 students, Pacita Complex 1

Elementary School with 1,000 students, and Laguna Resettlement Community School with 1,180 students.

MENTAL HEALTH TRAINING AND ORIENTATION FOR CADETS AND PARENTS

Anglo-Eastern Philippines has launched its first Mental Health Training Programme for cadets ahead of these individuals embarking on their first vessel assignments. The programme's initial sessions were successfully conducted on 10 September and 15 October. This initiative aims to build the mental resilience of cadets, preparing them to face the unique challenges of life at sea.

In conjunction with the cadet training, an orientation for parents and guardians was held on 12 September. This orientation introduced them to Anglo-Eastern's values and operations, set clear expectations, and provided guidance on how to be a supportive force for cadets, especially during difficult times.

By cultivating a supportive environment, the organisation, family members, and the cadets themselves

will be able to work together to enhance mental well-being and resilience among the cadets prior to their departures and life at sea.

ANGLO-EASTERN PHILIPPINES PRESIDENT RE-ELECTED TO ALMA BOARD OF TRUSTEES

A new set of elected Board of Trustees for the Association of Licensed Manning Agencies (ALMA) in the Philippines was sworn in by DMW Secretary Hans Leo Cacdac on October 17, 2024, at the DMW Central Office in Mandaluyong City.

Jessie Rex Martin, President of Anglo-Eastern Philippines, was re-elected for his third consecutive term as a member of the Board of Trustees and as Treasurer of ALMA.

ALMA plays a vital role as a member of the Maritime Industry Tripartite Council (MITC), which consists of representatives from various government agencies, labour unions, and private sector employers. Together, they work on formulating policies on maritime labour and employment, with the goal of promoting industrial peace and safeguarding the interests of Filipino seafarers.



NOMINATION FOR CADET AWARD SINGAPORE 2024

Cadet Aljon Kenneth Sobrevega was honoured with a nomination for the prestigious Cadet Award Singapore 2024, selected by Mission to Seafarers, standing out alongside five other international nominees. On October 11, 2024, he had the privilege of attending the Seafarers Awards ceremony at the Fairmont Hotel in Singapore. While he did not

secure the top prize, his relentless commitment to enhancing the welfare of his fellow seafarers is an outstanding accomplishment and worth praising in itself.

Additionally, Cadet Sobrevega demonstrated his artistic talents by winning third place in the AMOSUP Photography Contest, with his captivating work reflecting the theme "Through the Eyes of a Seafarer."



AWARDS

Golden talents: A showcase of aptitude, creativity and dedication

AEMA cadets took home two gold medals at Naughtica 5.0, a mega talent contest between maritime academies in India

Organised by the Offing Group, the fifth edition of this mega event was held in Pune, with more than 600 students in attendance from 23 maritime training institutes across India.

The event categories and agenda comprised of a band performance, dance performances, marine quiz, personality contest, film-making contest, doodling session, and sport events including swimming, chess, table tennis, badminton, indoor rowing, and a general fitness challenge. There were also competitions testing the seamanship, engineering and electrical skills of participants.

AEMA cadets showcased a brilliant performance, winning two gold medals. The personality contest was won by Cadet Aditya Gupta whose quick wit, fabulous answers, and debating skills convinced and compelled the judges to crown him the winner. Another gold was secured by cadet Armaan

Nain in the doodle competition; his creative flare was evident in the doodle he created, which was displayed to the audience when he received his prize, garnering the loudest applause.

In the group dance event, a Bhangra performance performed by AEMA cadets pulled them through to the final round. A shoutout goes out to cadets, Gurjeet Singh, Maninder Pal Singh, Sahil Thapa, Karan Sharma and Jashanpreet Singh.

A great effort amidst intense competition was also displayed by our strong indoor rowing team comprised of Prashant Joshi and Harshkirt Singh, who reached the semi-finals.

Many congratulations to our young cadets for bringing laurels to the academy. As they move forward in life, may they always retain the hunger to win and an element of fun in the spirit of good competition!



CSR

ANAVI: Joining hands to deliver essential health support to children in need

On 31 August 2024, ANAVI joined hands with the Haltu Meera Foundation to organise a comprehensive medical camp for underprivileged school children



The event commenced with a joyful birthday celebration for an ANAVI member's daughter. In a touching gesture, schoolchildren presented heartwarming gifts to the birthday girl, showcasing the spirit of generosity. The birthday girl, in turn, gifted each child a return present, filling their faces with delightful smiles.

The medical camp, staffed by selfless doctors who volunteered their expertise without asking for compensation, offered essential health services to 30 school children. ANAVI members actively assisted in facilitating the camp's smooth operation. This joint initiative has made an incredible difference in ensuring access to quality healthcare for young lives.

We extend our deepest gratitude to Meera Foundation, ANAVI members, and the dedicated medical professionals who made this endeavour possible. This successful collaboration embodies ANAVI's mission to foster positive change. We remain committed to supporting such impactful initiatives, nurturing a culture of compassion and social responsibility.

Photo Gallery: Memorable moments



Our most important ASSET is you!

TANKER MANAGEMENT AND SELF ASSESSMENT (TMSA) SEMINAR

This year, the theme of our TMSA seminar in India was: "Be the Change - Influence Safety." Three sessions in Mumbai, Chennai and Cochin were held, bringing together crew members to connect with shore managers and discuss practical actions to enhance safety on board. The focus was on topics such as PSC inspections, ship blackouts, and stop work authority.



WORLD MENTAL HEALTH DAY

To mark this meaningful occasion, we organised a webinar on safeguarding the mental health of seafarers. Crew members were also invited to share videos expressing allyship in support of mental health awareness.



"MIND THE MIND" WEBINARS

We organised two webinars on parental relationships and cultivating a focused mind in July and August respectively, engaging over 250 seafarers.



WELLBEING PROMOTION

Alongside Wellness partner 3CUBE, our wellbeing team promoted physical wellbeing on board through wellness tips on achieving the state of flow and getting sufficient vitamin intake for the day.



DIVERSITY AND INCLUSION MOMENT We are making strides in promoting gender diversity and inclusion onboard. The support from our onboard team is invaluable, as they actively contribute to creating an inclusive culture. Onboard RTM Flinders, we are proud to highlight the efforts of Capt. Jatinder Singh, CE Nolan Ajay Furtado, 3O Monika Raj, CDT Panchami Nellikunnath and DTSM Rona Bella Rico Regala. Together, we are fostering a workplace that embraces diversity and empowers all crew members to thrive.



HIGHEST SEAFARER FEEDBACK RATING (SFR) AWARDS

Highest SFR was awarded to top 20 vessels for performance in engagement and maintaining safety standards. Congratulations to the winners.

CRAFT WORK BY AB PIYUSHKUMAR SOLANKI AM ANNABA



ENGINEER'S DAY



PHILIPPINES' NATIONAL HERO DAY



INDIAN INDEPENDENCE DAY



GANESH CHATURTHI



INNOVATION

Innovating for a better maritime future

In this column, Swapnodeep Mondal, Group Director of Operations, looks at some of the latest innovations in use or being considered for use across our managed fleet to foster continuous improvement



13 MARI - ENERGY SAVING DEVICE

The 13 Mari is an innovative energy-saving device designed to reduce the overall drag coefficient of a vessel by utilising a phenomenon known in fluid dynamics as “drag crisis.” This device works by attaching appendages to the vessel’s hull, causing a change that produces counter-rotating vortices that counteract the naturally occurring turbulence caused by the vessel’s movement through the water.

This approach not only improves the vessel’s propulsive efficiency but also contributes to fuel savings and reduced carbon emissions.



HOLOLENS - MIXED REALITY DEVICE FOR REMOTE MAINTENANCE

The HoloLens is a mixed reality device that offers benefits for remote maintenance and support on ships.

One of the primary advantages of using HoloLens on ships is its ability to facilitate remote maintenance and support. Engineers and technicians can use the device to visualise and interact with complex systems in a mixed-reality environment. This capability allows them to diagnose and resolve issues without needing to

be physically present on the vessel. Remote experts can see exactly what the on-site crew is seeing and provide step-by-step instructions to address any issues. This not only improves the accuracy of repairs but also enhances the overall safety and effectiveness of maintenance tasks.

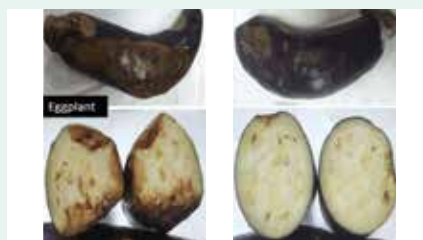


RAYVN - EMERGENCY MANAGEMENT TOOL

RAYVN is a comprehensive, cloud-based tool designed to enhance emergency preparedness and crisis management. As a unified platform for incident management and emergency preparedness, RAYVN automates various aspects of crisis management, enabling organisations to respond quickly and effectively to critical events. The tool allows teams to be notified rapidly through customised messages via text, email, app, and automatic voice calls, ensuring that everyone is informed and aligned in real time.

With RAYVN, organisations can share important information through a real-time updated feed, monitor response status using an easy-to-understand visualiser tool, and automatically plan tasks according to predefined templates. This ensures that procedures and protocols are followed during a crisis, and all activities are documented with automatic time stamps for post-incident evaluation and training.

By streamlining emergency response processes, RAYVN significantly improves the efficiency and effectiveness of crisis management.



DENBAMARINE - FOOD PRESERVATION SYSTEM

DENBAMARINE is a food preservation system designed to keep vegetables fresh for longer and reduce food wastage. It uses a unique mechanism that generates a very low-frequency electromagnetic field with weak electricity to resonate water molecules in food items. This process suppresses water spoilage and inhibits the generation of fungi. By installing this system in fresh provision storage areas, crew members can enjoy fresh and nutritious vegetables for a longer duration.

The system has been awarded the Innovation Endorsement of Class NK as a food freshness preservation device as a result of its innovative approach.



HYDROPONIC INSTALLATIONS

Hydroponics is a highly efficient method of growing plants that offers an alternative to soil. The system uses LED grow lights and a nutrient-rich solution to grow a wide variety of produce, from lettuce to cucumbers. It is also compact and energy-efficient, making it ideal for use on ships.

Additionally, hydroponics allows for precise control over the growing solution’s nutrient levels, pH, and temperature, resulting in faster growth rates and higher yields. This means that crew members can enjoy a wide variety of fresh produce, from leafy greens to juicy tomatoes, even in the middle of the ocean.

The benefits of hydroponics on ships extend beyond the crew’s health and well-being. By growing produce on board, ships have some control over obtaining fresh produce on board. Additionally, hydroponics can help reduce food waste, as produce can be harvested and consumed immediately, eliminating the need for long-term storage.

INDUSTRY

SIRE 2.0 – A new chapter in vessel inspections

Abner Carvalho, Marine Director of Operations at Anglo-Eastern, summarises the evolution of the SIRE programme and how to prepare for a successful inspection

UNDERSTANDING SIRE 2.0 AND ITS IMPLICATIONS

The SIRE programme, first introduced by the Oil Companies International Marine Forum (OCIMF) in 1993, has become a critical tool for ensuring regulatory compliance, improving safety standards, and sustaining operational efficiency within the tanker fleet. SIRE inspections are crucial in assessing a vessel’s suitability for use by oil companies and charterers, often referred to as an operator’s “ticket to trade.” As the tanker industry and its associated risks have evolved, there arose a need to reinforce the programme with an enhanced risk-based approach, offering a more comprehensive assessment of a vessel and its crew’s suitability for specific operations.

The SIRE 2.0 programme leverages technological advancements to conduct tablet-based inspections, which focuses not only on hardware issues, but also on processes, and human factors. The system employs algorithms to generate a bespoke set of questions for each inspection, based on data from previous inspections and incidents, as well as pre-inspection details provided in the Harmonised Vessel Particulars Questionnaire (HVPQ), Particular Inspection Questionnaire (PIQ), and the operator’s profile. Inspection data can be easily analysed to identify any compliance gaps with the operator’s Tanker Management and Self Assessment (TMSA) submissions and assess the crew’s knowledge and familiarity with systems and procedures. The output of such an inspection is not just a list of

observations but a complete picture of how the ship and the shore offices are engaging with each other to manage the risks.

Anglo-Eastern has been engaging with various industry bodies and OCIMF to assist with the smooth transition to SIRE 2.0. In the second half of 2021, we were granted special access to the draft question library and the staging platform for SIRE 2.0 inspections. In October 2022, we completed a gap analysis of our SMS against the SIRE 2.0 questionnaire, followed by SMS revisions in January 2023. Since then, we have conducted multiple trial SIRE 2.0 inspections on selected vessels in our fleet, regularly providing feedback to OCIMF on the inspection process and potential improvements. Additionally, we have been active within the Intertanko Vetting Committee, ensuring that operators’ concerns regarding SIRE 2.0 were effectively communicated to and addressed by the SIRE 2.0 project team at OCIMF.

PREPARING FOR A SUCCESSFUL INSPECTION

Proper preparation for a SIRE 2.0 inspection is crucial to achieving the desired outcomes.

With the earlier SIRE regime, inspections would commence at the gangway and were completed before the inspector disembarked from the vessel. However, with SIRE 2.0 the inspection begins much before the inspector steps on board. Onshore preparations begin with the accurate submission of the HVPQ, Vessel Particulars Questionnaire, vessel

photographs, and statutory certificates, as well as ensuring that the incident and PSC repositories are updated. Data from these modules is processed through an inspection compiler, which generates a Compiled Vessel Inspection Questionnaire (CVIQ) tailored to the specific inspection. This CVIQ is then transferred to the nominated inspector’s tablet for his review before he boards the vessel for a physical inspection. As a result, the inspector is already familiar with the ship and its operational history even before boarding.

Onboard, the ship staff’s preparation is crucial to ensuring readiness and optimal performance during the inspection. Once a SIRE 2.0 inspection has been confirmed, the Master is required to conduct a thorough self-assessment, with the results reported on Jibe. Preparatory materials, including the SIRE 2.0 library, question-answering guidance, and OCIMF training videos, are provided to the crew ahead of the inspection.

Since April 2022, we have been conducting SIRE 2.0 familiarisation and training courses for sea staff. These sessions cover an introduction to the tablet-based inspection system, pre-inspection preparation, categorization of observations, and an emphasis on the human element and crew interviews. Similar training has been conducted for office personnel to ensure they are well-prepared for their roles in the process.

OUR JOURNEY WITH SIRE 2.0 SO FAR

The SIRE 2.0 programme officially launched on 2 September 2024 and we have since undertaken several inspections across our tanker fleet. While our preparations for SIRE 2.0 have been thorough, transitioning to the new system has brought some valuable lessons and opportunities for improvement as we adapt to the updated inspection process. The initial phase of SIRE 2.0 will involve continuous learning and adjustments. It is therefore essential for both crew and office staff to stay informed about ongoing developments and insights. We are also exploring ways to leverage technology to create simplified tools and checklists that will aid in the self-assessment process. As we move forward, we are confident that these combined efforts will help us maintain our strong performance and continue to excel in SIRE inspections.

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC 82):

Key developments in maritime environmental standards

MEPC's 82nd session, held from September 30 to October 4, 2024, at the International Maritime Organization (IMO) Headquarters, focused on critical environmental issues impacting the maritime industry

Among the significant outcomes were the amendments to MARPOL Annex VI, which designated the Canadian Arctic Waters and the Norwegian Sea as Emission Control Areas (ECAs). These changes, set to take effect on March 1, 2026, will introduce stringent NOx and SOx regulations for ships operating in these sensitive regions, underscoring the IMO's commitment to reducing air pollution and protecting fragile marine ecosystems.

In addition to addressing air quality, MEPC 82 made strides in managing harmful aquatic organisms in ballast water. The committee approved updated guidelines for the type-approval process for ballast water management systems (BWM) and enhanced guidance on record keeping related to ballast water operations. These revisions aim to improve compliance and effectiveness in preventing the spread of invasive

species, which pose a significant threat to marine biodiversity and ecosystem health. The new guidance includes comprehensive assessments of modifications to ballast water systems, ensuring that changes do not compromise environmental standards.

Furthermore, the committee advanced initiatives to reduce underwater radiated noise (URN) from commercial shipping and designated the Nusa Penida and Gili Matra Islands as Particularly Sensitive Sea Areas (PSSAs). The revised URN Guidelines now include a management planning reference chart to assist stakeholders in mitigating noise impacts on marine life. The protective measures for the PSSAs emphasise responsible navigation practices to safeguard coral reefs and marine ecosystems from shipping-related disturbances. Under the routing system proposed to the committee, all types of the vessels navigating in this region are set to sail in the dedicated lane.



EVENT

Global Maritime Forum Annual Summit 2024 demonstrates industry progress

The focus has shifted from selling the idea of decarbonisation to how to actively promote and accelerate progress

Our CEO Bjorn Hojgaard attended the Global Maritime Forum Annual Summit 2024 in Tokyo, joining over 200 C-suite leaders in assessing the next steps on the path to the maritime sector's full decarbonisation alongside conversations on effective maritime governance, ship finance, biodiversity, digitalisation, and more.

The gathered leaders discussed the interplay between policy and ambitious industry action, highlighting the importance of the International Maritime Organization (IMO) in setting global standards and first-mover companies and regions demonstrating what is possible.

Two decarbonisation themes that emerged at the Summit were bridging the price gap between

traditional and green fuels and ensuring a just and equitable transition. While the IMO has made progress in creating a roadmap, the industry cannot remain in wait-and-see mode. Focus must now shift toward viable economic models. Equally important is the need for a long-term, inclusive transition, with priority given to participation from the Global South.

Another key takeaway was the need to prioritise seafarers' well-being and safety during this transition. As we look to the next summit, the emphasis will be on concrete actions the sector can take, with the IMO playing a crucial role in shaping policies and guiding global progress toward a sustainable future. As a company, we remain keen to use our voice to reinforce these positions.



PARTNERSHIP

Anglo-Eastern partners with MPA in Singapore to advance maritime training

An industry-supported facility has been set up by Singapore for training the global maritime workforce in the handling and operating of vessels using clean marine fuels

We are delighted to join the Maritime Energy Training Facility (METF) in Singapore as one of 22 partners, collaborating with the Maritime and

Port Authority of Singapore (MPA).

As the maritime industry evolves with a growing emphasis on sustainability and decarbonisation,

the establishment of the METF is set to train approximately 10,000 seafarers and maritime personnel in the handling and operating of vessels using clean marine fuels by the 2030s. This facility will provide vital training on alternative fuel management, ensuring the global maritime workforce is prepared for the future.

Anglo-Eastern has long been committed to excellence in ship management and maritime training. In line with this, we are looking forward to validating existing training provisions and seeing how we can assist in the co-designing of value-added courses.

The joining ceremony was held at Singapore International Bunkering Conference and Exhibition (SIBCON) in October, attended by Dr. Amy Khor, Senior Minister of State of the Ministry of Sustainability and the Environment, Singapore. Anglo-Eastern was proudly represented by Vikas Trivedi, Managing Director, Technical of our Singapore tanker division.

SAFETY & TRAINING

Tackling maritime security threats one webinar at a time

Industry experts shared insights and strategies to cope with growing safety risks around the Red Sea and the Gulf of Guinea in a webinar joined by 400 Anglo-Eastern seafarers

Geopolitical tensions in the Red Sea have intensified the multitude and magnitude of maritime attacks in the region. Incidents like the hijacking of Galaxy Leader in November 2023 and the attacks on Tutor, Verbena, Sounion, and True Confidence have led to casualties and serious vessel damage. These events, coupled with the ongoing piracy threats in the Gulf of Guinea, have raised significant concerns among maritime professionals and highlighted the urgent need for enhanced security measures to safeguard safety of crew and maritime assets.

In light of this, the Anglo-Eastern Global Security Desk hosted a webinar this September to better prepare our crew for the challenges they may face

in navigating these high risks areas. The webinar, joined by around 400 Anglo-Eastern seafarers, featured Swapnodeep Mondal, Group Director of Operations and Sameer Sablok, Head of Global Security Desk as in-house panellists, together with Jakob Larsen, Head of Safety & Security at BIMCO as guest speaker.

During the webinar, the speakers shared their insights on the current geopolitical situation and the emerging risks around the Red Sea and the Gulf of Guinea. At the centre of the discussion was the ongoing threats posed by Houthi forces and piracy acts targeting merchant ships and seafarers.

To mitigate these security risks, the speakers emphasised the



importance of conducting regular threat identification and risk assessments, along with the adoption of best management practices (BMP) to harden vessels against potential attacks. Fostering collaboration between various stakeholders to share information and coordinate efforts is also essential in combating maritime threats.

Furthermore, for each voyage planning to transit through the Red Sea area, Anglo-Eastern works closely with our clients to conduct thorough risk assessments and implement safety precautions that include re-routing ships around the Cape of Good Hope as is necessary.

Ensuring the safety and security of our crew and vessels is a top priority at Anglo-Eastern. As always, we remain committed to equipping our team with the knowledge and skills to keep them safe while navigating security challenges at sea.



TECH OPS

Safety is a responsibility that falls on all of us

Crew members across ship types attended a three-day safety seminar on fatality prevention onboard

Held from 28-30 August in Manila, the seminar discussed crucial safety topics, including the Stop Work Authority (SWA) programme that empowers individuals to halt operations when they identify unsafe conditions, practical strategies for identifying

and mitigating risks in day-to-day operations and the role of leadership in driving a safety-first culture across all levels of the organisation.

A key highlight of the seminar were the interactive sessions that provided a forum for participants to

share their own experiences, discuss real-life scenarios, and propose solutions to common safety challenges faced onboard. This further reinforced the importance of a proactive safety mindset, fostering a culture of open communication where all crew members are empowered to speak up when safety risks arise before they lead to incidents.

Safety continues to be our guiding north star at Anglo-Eastern. Moving forward, the takeaways from this seminar will serve as a foundation for ongoing improvements in safety practices across the fleet.

operational procedures, as well as the impact of accurate data entry on environmental compliance and commercial operations.

The agenda also covered crew welfare and crew training methods, as well as updates on EEXI, CII compliance, EU ETS, and upcoming Fuel EU and ship recycling regulations.

The seminar underscored the importance of continuous learning and proactive safety measures as key pillars for the industry's future. Going forward, the team will focus on maintaining a strong safety culture, implementing preventive maintenance practices, ensuring data accuracy, and promoting crew welfare initiatives.

Let's continue to commit to these principles for a safer, more supportive environment for all.



EVENT

Fuelling growth through knowledge sharing

Active discussion around safety, compliance, and crew welfare at officer seminar in Moldova

Held from 19-20 September in Moldova, the seminar brought together teams from across Anglo-Eastern to exchange information on recent safety incidents, blackout prevention strategies, environmental regulations, and crew welfare initiatives. The seminar provided a platform for open dialogue and knowledge sharing, helping officers prepare for current and upcoming challenges in the maritime industry.

The seminar featured a panel of distinguished speakers, including CMB Group's Operations Director Capt. Ronald De Pauw, together with Vikrant Malhotra and Yash Kumar Chawla, Managing Directors at Anglo-Eastern. They led insightful discussions focusing on blackout prevention, highlighting the importance of predictive and preventive maintenance in line with manufacturer guidelines and

INSIGHTS

Foresights: From Risk to Resilience

In an era where cyber threats are escalating in both frequency and sophistication, regulatory bodies are constantly updating and enforcing cybersecurity standards to protect critical infrastructure and sensitive information

To gear up against cyberattacks and strengthen the cyber resilience of ships and their connected systems, new vessels now have to comply with more rigorous operational and technical standards under the two new unified directives issued by the International Association of Classification Societies (E26 and E27).

Applicable to vessels contracted for constructions on or after 1 July 2024, these regulations set higher standards for cybersecurity infrastructure and processes throughout the vessel lifecycle. Compliance will require thorough planning and significant investment in technology systems



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and their applications. Ship owners, managers and service providers are tasked with the challenge of adapting to these changes while keeping costs in check.

In the latest issue of Foresights, we discuss the far-reaching implications of these new rules, what this means for key stakeholders, and our approach to bolster our technology solutions and processes alongside our technology partners in response to the evolving regulatory landscape.

MILESTONE

PSU Eighth completes 100 successful voyages to Port Hedland

Operated by Anglo-Eastern, this vessel's achievement stands as a testament to the dedication, skill, and professionalism of its various crews over the years



On 6 September, PSU Eighth reached a remarkable milestone, completing 100 successful voyages to one of Australia's most notable ports, Port Hedland. Each team that has manned the PSU Eighth played a pivotal role in ensuring the smooth and safe execution of every voyage, navigating challenging seas with expertise and precision.



This accomplishment was also a celebration of the strong relationship between the key stakeholders involved. The collaboration between owner PSU shipping, charterer Fortescue Metal Group (FMG) and Anglo-Eastern has been instrumental in driving the ship's consistent performance. Their unwavering support ensured the vessel's ongoing success and reliability in transporting cargo.

Congratulations to all who have contributed to this significant achievement – here's to many more successful voyages ahead!

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 Q3 2024. Fair winds and smooth/following seas!



DATE	VESSEL NAME	VESSEL TYPE	CAPACITY	OFFICE	MASTER	CHIEF ENGINEER
30 Sep 2024	FEDERAL MINNESOTA	Bulk, Laker	34,763 dwt	Hong Kong	Rajachandrasekaran Kishor	Venkatesan Manikandan
29 Sep 2024	DALLAS EXPRESS	Container	4,890 teu	Hamburg	Peter Renji	Karpishuk Evgenii
25 Sep 2024	RAGNAR	Bulk, Supramax	95,750 dwt	Antwerp	Nicodemus Sudhakar	Jayakody Jayakody Arachchige Indra Keerthi
24 Sep 2024	WASP	Bulk, Supramax	58,105 dwt	Antwerp	Syed Abid Ahmed	Kumar Kapil
13 Sep 2024	N-SEA PATHFINDER	Offshore, OSV, DP2	1,810 dwt	Hong Kong	Schalks Rob Bernardus	Buurman Michiel
11 Sep 2024	BOKA WINGER	Tug, DP2	2,817 dwt	Hong Kong	Eduardas Placenis	Sergiy Petrenkoo
05 Sep 2024	JAGUAR	Bulk, Handy	36,830 dwt	Antwerp	Bauncit Barry Jayag	Baldon Rock Chester Ambata
28 Aug 2024	MINERAL DANMARK	Bulk, Newcastlemax	210,774 dwt	Antwerp	Trofimov Vadym	Pashchenko Ivan Petrovich
27 Aug 2024	FEDERAL MICHIGAN	Bulk, Laker	21,043 dwt	Hong Kong	Kumar Pradeep	Kokate Swapnil Bhalchandra
25 Aug 2024	BOKA FORWARD	Tug, DP2	3,216 dwt	Hong Kong	Ryabko Andriy	Drozdov Maksym
19 Aug 2024	BOKA KEEPER	Tug, DP2	4,139 dwt	Hong Kong	Van Vegchel Albertus Johann	Shlyapnykov Andri
13 Aug 2024	BRAVOS	Bulk, Capesize	180,116 dwt	Antwerp	Krysin Aleksandr	Romanovskii Yurii
12 Aug 2024	GH HELM	Bulk, Capesize	180,018 dwt	Hong Kong	Drall Sushil	Parakkat Sunil
08 Aug 2024	BOCHEM NEW ORLEANS	Tanker, Chem IMO 2 SuS	25,996 dwt	Singapore	Krishna Kumaran Srinath	Kero Ajit
07 Aug 2024	CHASE OCEAN	Tanker, MR IMO 2/3	46,959 dwt	Hong Kong	Jyotish Kumar	Carullo Abdon Gonzaga
06 Aug 2024	BOKA CENTRE	Tug, DP2	3,609 dwt	Hong Kong	Voshchenko Eduard	Bushuyev Vladyslav
06 Aug 2024	AQUARIUS - G	Offshore, OSV, DP2	1,713 dwt	Hong Kong	Hoeksema Derk Tjalling	Cubarov Vitalij
06 Aug 2024	CMA CGM ETOSHA	Container	5,900 teu	Hong Kong	Yadav Anil Kumar	Srinivasan Balraj
05 Aug 2024	MINERAL ITALIA	Bulk, Newcastlemax	210,736 dwt	Antwerp	Ivanov Yuriy Viktor	Klyuchko Andriy
31 Jul 2024	S.A. AGULHAS	Offshore, Research	3,246 dwt	Hamburg	Anir Aubath Beharilal	Myesi Dumisani Brian
29 Jul 2024	LOWLANDS PELIKAAN	Bulk, Handy	39,260 dwt	Antwerp	Bacula Jeremiah Catudio	Lamorena Jerry Valdez
25 Jul 2024	FAIRCHEM PIONEER	Tanker, Chem IMO 2 SuS	26,237 dwt	Singapore	Mathur Mohit Mohan	Do Rosario Souza Deepak Josico
24 Jul 2024	LYNX	Bulk, Handy	36,866 dwt	Antwerp	Singh Kangjam Devraj	Salanap Dayrel Lee Junsan
23 Jul 2024	ELOS	Bulk, Capesize	176,505 dwt	Antwerp	Novoselov Aleksei	Solovyev Evgeny
22 Jul 2024	BABITONGA BAY	Bulk, Handy	39,202 dwt	Hong Kong	Punit Kumar	Thakur Anil Kumar
20 Jul 2024	FEDERAL WISCONSIN	Bulk, Laker	34,763 dwt	Hong Kong	Nehra Himanshu	Singla Gaurav
05 Jul 2024	SYMPHONY	Tanker, VLCC	297,572 dwt	Hong Kong	Vilangadan Francis Franco	Daw Debasis
03 Jul 2024	YM SPLENDOUR	Bulk, Kamsarmax	82,715 dwt	Hong Kong	Unato Louie Gepigon	Biogos Ericson Española
02 Jul 2024	YINGHAO CONFIDENCE	Tanker, LR2 Prod	107,600 dwt	Hong Kong	Kumar Rakesh	Tanneer Praveen Venkatswamy
01 Jul 2024	CULTURE	Tanker, MR Prod	48,676 dwt	Singapore	Bhattacharjee Shubhadeep Kumar	Pangtey Anoop Singh

MV Federal Minnesota



MV Dallas Express



MV Ragnar



MV Wasp



N-Sea Pathfinder



MV Boka Winger



MV Jaguar



MV Mineral Danmark



MV Federal Michigan



MV Boka Forward



MV Boka Keeper



MV Bravos



MV GH Helm



MT Bonchem New Orleans





MT Chase Ocean



MV Boka Centre



Aquarius-G



MV CMA CGM Etosha



MV Mineral Italia



S.A. Agulhas



MV Lowlands Pelikaan



MT Fairchem Pioneer



MV Lynx



MV Elos



MV Babitonga Bay



MV Federal Wisconsin



MT Symphony



MT Culture



MV YM Splendour



MT Yinghao Confidence



MT Culture

FLEET DASHBOARD

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 Q3 2024

From 01 Jul 2024 to 30 Sep 2024



4,508
Total Number
of Port Calls

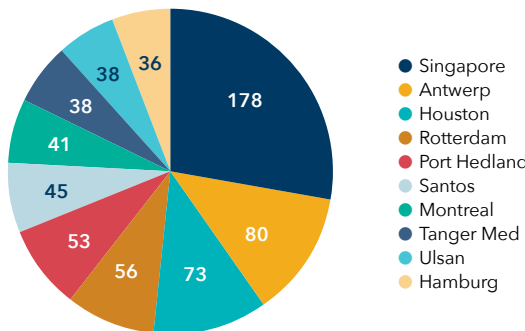


9,641,422
Total Distance
Travelled (NM)



1,072,225
Total Fuel
Consumed (MT)

Top 10 Ports Called

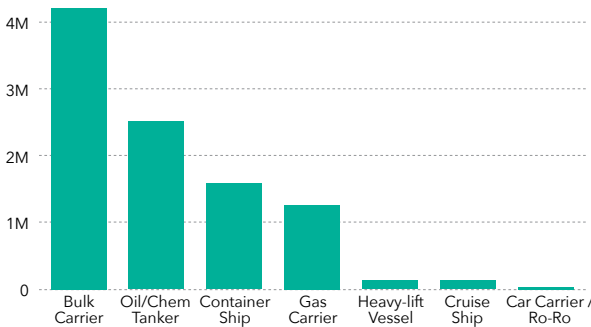


Port Calls by Vessel Type

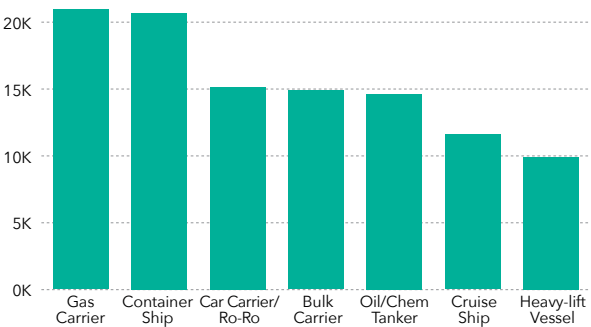
- Bulk
- Container
- Tanker
- Gas
- Cruise
- Car Carrier / Ro-Ro
- Heavy-lift



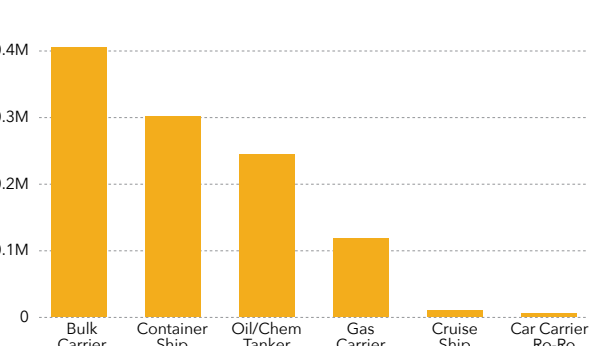
Total Distance Travelled by Vessel Type (NM)



Average Distance Travelled by Vessel Type (NM)



Total Fuel Consumed by Vessel Type (MT)



Average Fuel Consumed by Vessel Type (MT)

