www.angloeastern.com

LEADERSHIP

August 2018
Issue 11

One Team

26 Celebrating seafarers and oceans this June
29 The next frontier: Digital ship management
30 What lies beneath: Solitons and dynamic positioning vessels

ANGLO-EASTERN
Dear Readers,

I hope you all had a wonderful summer and enjoyed some well-deserved downtime!

Summer is typically a quieter time of the year in terms of news and activities, yet we still managed to produce another substantial issue. Good news knows no bounds - or holidays, even if this editor does and was hoping for a shorter magazine as a result! Joking aside, I am happy to see this summer issue turn out the way that it has – all 37 numbered pages and more.

June was a fantastic month for various international days of appreciation and celebration, from World Environment Day, World Oceans Day and Day of the Seafarer to the likes of World Blood Donor Day, International Day of Yoga, and in July, International Day of Friendship. We honoured and participated in many of these celebrations, which I am delighted to cover in articles and a pictorial spread.

Of the various photos sent to me, one stood out in particular. So much so, in fact, that I made the snap decision to feature it on the front cover, despite receiving it after the editorial deadline and during the crunch week when everything needs to be finalised and signed off.

Taken as part of our fleet’s Friendship Day celebrations and fun photo challenge, the front cover image features the crew of the MV Shandong Da Ren bringing our new logo to life, literally. Not only is it a brilliant photo in its own right, the happy faces, linked hands, unity and coming together to create something larger and more meaningful also perfectly encapsulates the main or underlying theme of many of this issue’s messages and articles: One Team.

Many thanks to Capt. K.V. Jacob, Master of the Shandong Da Ren, for coming through so promptly with the original high resolution photo, especially when he didn’t even know what exactly I wanted it for! Thanks also to his crew for this inspiring photo. Less than a year ago, we refreshed our brand and visual identity, so to see our new logo (technically logomark) recreated in this manner is pretty incredible.

Besides the above, the August issue contains the usual seminars and events, office updates and profiles (Goes, Singapore), interesting interviews (this issue’s crew theme: unique vessels), and community initiatives. Highlight features include exciting developments in our new digital ship management space, an interesting article on solitons and dynamic positioning vessels, plus a fascinating first-hand account by Capt. Marvin E. Kean on what it’s like to navigate through an uncooperative sea of ice.

As for this quarter’s photo competition, I would like to announce and congratulate our following three winners:

- **GOLD** goes to Cdt Albert Jose for his incredible ocean photograph, which not only graces the back cover of this issue, but also the social media posts and internal staff message that we published for World Oceans Day. Snapped off the coast of Australia late last year, it’s a definite stunner with an ocean as textured as a Vincent van Gogh painting.

- **SILVER** goes to Cdt Lucky Jay L. Saturinas, who got lucky indeed with his photo at top right, which manages to beautifully capture the then MV CMB Edouard in a splash of spectacular, eye-catching colours whilst en route to China. This is such a great image that it has even been featured in some of our recent print advertisements across various industry publications.

- **BRONZE** goes to 3/O Akshay K. Sharma for his artistic photo directly above. In complete contrast to the one at top, it features no colours at all except for the lone seafarer in an orange boilersuit, which serves to celebrate and put the focus solely on the human element at sea.

Well done to our winners, please continue to send us your photo competition entries, and happy reading!

Melissa Otto
Editor, LeaderShip
Group Communications Manager
CONTENTS | August 2018

GROUP
Chairman’s Message | Swinging the pendulum towards a new balance 2
CEO’s Message | The link between ship and shore 3
Genco hosts two-day workshop in Qingdao 4
Anglo Ardmore hosts inaugural officers’ seminar 5
Anglo-Eastern Hong Kong wins PSC inspection award 6
Anglo-Eastern Ukraine hosts ETC-2018 forum 6
Manila hosts first TMSA seminars of the year for Filipino crew 8
Ukraine office hosts 3rd Anglo-Eastern Annual Seminar 10
Anglo-Eastern wins event safety competition with VR module 12
In Profile | Anglo-Eastern Singapore 14

PEOPLE
Shore Focus | Arvids Mitkovecs: Upfront and personnel 16
First Safety Stars of new initiative 17
Anglo-Eastern et al. launch e-learning platform for engine cadets 17
AEMTC Mumbai partners with NGO and school to open nursery 18
Anavi and AEMA get behind World Blood Donor Day 19
Crew Focus | Capt. Ronan Vanwonterghem, MV Hydroville 20
Day-tripping on the MV Hydroville 21
Crew members get crafty in free time 22
Crew Focus | Capt. Dmitry Gulyantsev, PLB Fortuna 23
Welcome on board! GME-23 and DNS-16 cadets graduate 24
AEMA alumnus tops India’s 2017 Second Mate exams 25
Hamburg office hits the ground running - for charity 25
Celebrating seafarers and oceans this June 26

TECHNICAL
The next frontier: Digital ship management 29
What lies beneath: Solitons and dynamic positioning vessels 30
From the Bridge | Capt. Marvin E. Kean, MV Arctic 32
Meet the Fleet
For centuries the pendulum has been fundamental to our ability to keep track of time. Businesses (at least the healthy ones), whilst trying to find an equilibrium between conflicting trends, also tend to follow a pendular pattern – but over periods of years rather than seconds.

We are currently going through one of those corrective swings ourselves, a movement we initially termed “It’s Your Ship”.

For years, almost daily in our morning meetings, we would discuss in some shape or form the issue of how much the International Safety Management Code and our prescriptive drafting of related manuals removes accountability and engagement away from the command of the ship.

For the most part, the answer was a measured “probably too far”, hence we are now in pursuit of finding a better balance going forwards. Finding that balance, however, is not without its challenges.

At first, the theme for our upcoming annual seminar in Mumbai was going to be “It’s Your Ship”, reminding us all that no matter what our contractual and legal obligations are nowadays with respect to the actions of our seafarers, the best place to make decisions is on board, not ashore.

That being said, vessel managers and fleet managers have their own high level of accountability and targets to meet, not to mention invaluable group knowledge and personal experiences to share. So how do we strike the right balance?

The solution can only be found with an “It’s Our Ship” theme.

We need to strive for a more transparent and cohesive ship-shore partnership, whereby we are all united as One Team, working and co-operating towards the same goals. Within this partnership there remains the need to return more authority and accountability to our ships, founded on a platform of transparent, honest reporting and trust.

In this scenario, the vessel manager is a bit like a conductor trying to get the best out of the musicians rather than being the one playing the tunes. Incorporating the shipowner-client in this partnership is another integral step to forging the way we see Anglo-Eastern advancing to the next level of performance.

This formula may not suit each and every one of our clients, but it surely gives them access to the best we have to offer as a group, going by the results we have already achieved with some of our clients who have taken the lead in adopting this new approach.

Lots of ideas are being worked on, lots of work remains in progress, and the pendulum has once again been taken out of its equilibrium. Let’s see what new balance awaits us when it settles.

Peter Cremers
Executive Chairman
The link between ship and shore

Ships are first and foremost run from on board. Sometimes we forget that. But sitting in an office, perhaps thousands of miles away from the ship itself, can never compare to being on the spot, reading the situation as it happens, and applying common sense and good seamanship.

General Colin Powell, former Secretary of State under President George W. Bush, has had a stellar military and political career, and despite some missteps, he has given the world many insightful leadership lessons. Lessons like: “The commander in the field is always right, and the rear echelon is wrong, unless proven otherwise.” Later, he would also argue that corporations should “shift the power and accountability to the folks bringing in the beans, not the ones counting or analysing them.”

This philosophy holds a high degree of truth. In hindsight everything is 20/20, but second guessing the commander in the field on the basis of information that may not have been available at the time important decisions were made only breaks down trust and breeds resentment.

As our Executive Chairman Peter Cremers says in his message, we are embarking on a journey to recalibrate the balance of decision-making within the group. One of the aims of this adjustment is to reinvigorate the hearts and minds of the people at the sharp end of our business. This applies as much to the relationship between senior management and vessel managers as it does to the relationship between the shore organisation and shipboard management.

Everyone needs the autonomy to apply themselves to the best of their abilities in their roles, without micromanagement or undue oversight from their seniors in the chain of command. But it goes without saying that authority and autonomy come with accountability for outcomes, and let me make clear that I am not advocating abdication of responsibility, but merely a more united environment in which we support one another to produce the best results for our ships and clients.

Freedom to make decisions on the spot comes with expectations to consult and seek advice whenever this can improve outcomes. No individual is an island and we don’t work or operate in a vacuum, neither on board or ashore. There is always someone only a phone call or a message away, so if in doubt, reach out for clarification or assistance.

A cornerstone of the International Safety Management Code is the Master’s overriding authority: the responsibility to make decisions with respect to safety and pollution prevention and to request the company’s assistance as may be necessary. This guidance is an important element in the link between ship and shore and must be respected by all.

Which leads me to another one of Colin Powell’s great leadership lessons: “The day soldiers stop bringing you their problems is the day you have stopped leading them. They have either lost confidence that you can help them or concluded that you do not care. Either case is a failure of leadership.”

If this were a litmus test, many managers and leaders in the world would fail. First, they build so many barriers to upward communication that the very idea of someone lower in the hierarchy looking up to the leader for help is ludicrous. Second, the corporate culture they foster often defines asking for help as a sign of weakness or failure, so people cover up their deficiencies and the organisation suffers accordingly.

In Anglo-Eastern Univan Group, leaders and managers, aboard and ashore, make themselves accessible and available. We show concern for the efforts and challenges faced by the people we lead, even as we demand high standards. That’s how we create a learning environment where problem analysis replaces blame, and where we lift as One Team.

Capt. Bjorn Hojgaard
Chief Executive Officer
Genco hosts two-day workshop in Qingdao

On April 16-17, Genco hosted a two-day workshop for its Chinese officers in the picturesque city of Qingdao. Led by owner representatives Swapan Biswas and S.K. Gupta, the workshop was a combined affair, bringing together 65 officers serving on board vessels managed by both Anglo-Eastern and Wallem.


Mr Biswas opened the workshop by setting out the standards and expectations of Genco. Mr Gupta then took to the floor, delivering an informative talk on costs versus price and how losses eat into profit margins, thereby requiring extra work to offset this.

Capt. Chawla’s segment on communications and its effect on crew was noteworthy and showed the way to address mistakes and errors, while Mr Banerjee’s presentation on fuel management and boiler/AE damage resonated with the attendees.

Other topics discussed at the workshop included safety and operational excellence; focusing on critical tasks; collisions, groundings and ECDIS; port state control; hygiene and etiquette, plus more.

There was active participation and input from the audience, with the following Anglo-Eastern officers receiving appreciation for their contributions over the course of the two days: Capt. Dongsheng Zhou, 2/E Zuocheng Jiang and 3/O Senlin Sun.

Capping off the workshop was a fun and informal dinner party that gave the officers the opportunity to socialise, toast and share their views with their peers and shore-based counterparts. The highlight of the evening was karaoke, which saw everybody singing, dancing and having a good time.

It was an excellent two days that was much appreciated and enjoyed by all, after which the proud family of Genco officers only had one last question for Mr Biswas, that being when would they be able to meet him again!
Anglo Ardmore hosts inaugural officers’ seminar

Anglo Ardmore hosted its first-ever officers’ seminar this May 21-24. Thirty senior officers attended the inaugural event in Mumbai, which featured solid owner and management representation from across Ardmore Shipping, Anglo Ardmore and Anglo-Eastern.

Notable attendees from Ardmore Shipping included CEO Anthony Gurnee, COO Mark Cameron, CCO Gernot Ruppelt, Fleet Management Director Gerry Docherty, Commercial Operations Director Robert Gaina, Sunil Varghese, Abhijit Ghosh and Celia Kang. Also Anglo Ardmore’s MD Capt. Peter Helm and Satvir Chahar, plus Anglo-Eastern’s Capt. Siddhartha P.G., amongst others.

A welcome cocktail and dinner was organised on the eve of the seminar, serving as a good opportunity for all of the participants to introduce themselves and network ahead of the event.

The seminar, themed “One Team”, kicked off the next day and featured talks on a number of diverse topics. In keeping with the theme and focus of the talks, a team-building session of ten-pin bowling was arranged in the evening, which everyone thoroughly enjoyed.

An interactive open forum with the officers at the end of the second day was also highly appreciated, generating many interesting points for discussion. This concluded the series of owner and management talks and thus the first half of the event.

‘Part two’ consisted of two days of external training on how to better utilise the live fuel consumption monitoring system installed on Anglo Ardmore vessels for enhanced fuel and cost efficiencies.

Relatively new to the fleet, the system comprises various onboard reading meters linked up to a central console that displays fuel consumption data in real-time, with live feeds transmitted to shore. If used effectively, this data can lead to meaningful fuel and related cost savings.
**Recognition**

Anglo-Eastern Hong Kong recognised for outstanding PSC inspection track record

Anglo-Eastern Hong Kong was one of a select few to be presented with the Outstanding Performance in Port State Control Inspection (for Hong Kong-registered ships) Assessment Results of Year 2017 Award.

That’s quite the mouthful!

The plaque was presented to Marcel Liedts on behalf of Anglo-Eastern Hong Kong at an awards luncheon jointly hosted by the Hong Kong Marine Department and Hong Kong Shipowners Association on May 7.

Anglo-Eastern Hong Kong has been honoured with the same distinction a number of times in previous years, which is testament to our excellent safety, maintenance and port state control (PSC) inspection track record.

Thanks and well done to our crew members for earning this award by continuing to uphold such high standards on board!

**Event**

Anglo-Eastern Ukraine hosts seafarer education, training and crewing forum

This May 10-11, Anglo-Eastern Ukraine co-hosted the International Forum on Seafarers’ Education, Training & Crewing (ETC-2018) in Odessa for the third time.
“Anglo-Eastern Ukraine, as one of the industry’s leaders in the region, is yet again one of the forum’s key general partners and we are delighted to observe an ever-increasing interest in the event,” said Capt. Oleg Lukyanchenko, Director of Anglo-Eastern Ukraine.

This year, 75 companies and 160 delegates from 20 countries participated in the event.

The annual forum has become a popular communication and co-operation platform for maritime professionals committed to improving maritime education and training standards, and thus in turn the competence and professionalism of seafarers.

“The forum serves as an excellent platform for on-the-spot interaction between representatives of the maritime industry, leaders of maritime education, and developers of simulators and software,” said Capt. Lukyanchenko.

Amongst the forum’s special guests were Anglo-Eastern’s MD of QHSE and Training Capt. Pradeep Chawla, and Capt. Somasundar Nair and Capt. Niraj Nanda of FPD.

“This is my fourth visit to the forum,” noted Capt. Chawla, “and I am always happy to see how the ministry, educational institutions and seafarer unions are all working together.”

“We have over 630 vessels in our fleet at Anglo-Eastern, and a lot of Ukrainian seafarers work for us. We are very proud to have them, and I hope to continue returning to Odessa to recruit even more,” he added.

Capt. Chawla, in his role as keynote speaker, emphasised the future significance of International Safety Management. He also took part in the panel discussion, which provided a great exchange of viewpoints on such complex issues as crewing company co-operation and competition, the recruitment of ‘Generation Z’ seafarers, autonomous shipping, and more.

Capt. Nair moderated one of the round tables on growing internal talent. This was also highly engaging, with participants sharing their opinions on a wide range of relevant topics, from such general themes as motivation, promotion and retention to specific issues like recruiting cadets and officers, in-house and onboard training, mentoring, and promoting loyalty amongst cadets.
Several members from the Singapore office flew in to speak at the seminars, namely Tanker Division COO Capt. Surendra Dutt, Singapore MD Orson Lobo, Operations Director Capt. Sanjiv Sethi, QHSE Director Capt. R. Janardhanan, Asst QHSE Manager Capt. Vishal Varshney, and Technical Superintendent Sreekumar Kelamangalath.

Both days commenced with a ‘safety moment’ presented by Capt. Janardhanan. After the opening address by Philippines MD Capt. Ravi Anand, Mr Lobo spoke about Anglo-Eastern’s origins, the growth of the company, our standards and expectations, and the importance of due diligence. He reiterated the fact that ship management is the core business of the
group, and that our people are the most important driver of our success.

Capt. Dutt delivered an interesting perspective on the safety culture of an organisation. For such a culture to be successful, he said, it is necessary to have safe behaviours ingrained at the individual level, which is only possible if people understand why they are required or expected to do things in a certain way. Education is thus key.

To reinforce this view, Capt. Varshney conducted an interactive safety culture session that involved a lot of thought-provoking moments. The take-away from the session was that if we want to achieve our company’s goal of zero incidents, then we need to focus on the whys of what we do and alter our behaviours accordingly.

After the morning coffee break, Capt. Sethi took to the floor to speak about vetting, cargo-related concerns, and what measures crew can take to prevent such issues from recurring. This was followed by a brief presentation by Capt. Janardhanan on ‘seeing safety’, then a hearty lunch at a nearby restaurant, where everyone had the opportunity to mix and mingle.

In the post-lunch session, Capt. Varshney presented Shell’s “Zero Incident Industry” initiative, which comprises leadership visits, a bespoke learning engagement tool, reflective learning, resilience and gratitude. Various group activities were organised for the attendees, from utilising the learning engagement tool to participating in reflective learning case studies.

The TMSA seminars were very interactive and well received, offering both officers and ratings the opportunity to understand and appreciate the significance of a behaviour-based safety culture, and how a zero-incident ship is in fact possible, provided everyone is willing to pull together to embrace these new ideas and practise them in their daily lives.
The Anglo-Eastern Annual Seminar in Odessa is a fine tradition that has grown in both size and eminence to become one of the year’s top highlights for Anglo-Eastern Ukraine seafarers and shore staff alike. Currently enjoying its third year, the annual event is an opportunity for owners, management, seafarers and shore staff to come together, network and learn from each other.

This year’s annual seminar was held on June 7 at Odessa’s historical Hotel Bristol, with a focus on leadership and communications - two essential ingredients to the safe and efficient operation of vessels. More than 150 officers turned out to attend the key event, as did many owner representatives and special guests, including:

- Bocimar’s Capt. Ronald De Pauw, Lieven Van Eetvelde, Patrick Declerck, Peter De Jonghe and Aleksandar Cecur;
- Fednav’s Capt. Tom Foubert and Dana Wandschneider;
- EBE’s Capt. Richard van Renswoude;
- National Coal Supply Corporation’s Paz Oref and Eli Shabtai; and
- representatives from Anglo-Eastern Hong Kong, Antwerp and Latvia.

Clear, open and adequate communication, trust, and mutual understanding between the vessel and shore office and between the shore office and shipowners were put in the spotlight, with various speakers offering a different perspective.

The seminar started with an opening address by Anglo-Eastern Dry Ships COO Harald Klein. Mr Klein welcomed...
An open forum concluded the talks, which served as an excellent platform for participants to ask questions, discuss issues and exchange views. The day ended with informal cocktails, dinner and a talented dance troupe that put on a fantastic live entertainment show, capping off yet another successful annual seminar that both addressed and embodied effective leadership and communications.

Speaking on sustainable performance, Dr Pekcan emphasised trust as an essential feature for high-performance cultures.

Dr Pekcan also led the audience through the fundamentals of the communication process and ways to make it work. This included organisational strategies on how to enhance communications and safety through leadership development, employee empowerment and train-the-trainer initiatives, etc.

Other talks and presentations included:

- The challenges associated with forthcoming IMO regulations by Yash Chawla, Fleet Director, Anglo-Eastern Antwerp
- Manning review insights by Capt. Somasundar Nair, FPD Director, Anglo-Eastern Hong Kong
- Australian port incidents by Capt. Gurbinder Tiwana, Senior QHSE/Operations Manager, Anglo-Eastern Antwerp
- PSC statistics and typical shipboard audit findings by Sergey Gribanov, Head of Technical Service Management, DNV GL

The seminar participants before speaking on the importance of guidance and mentoring, which should be exercised by senior officers towards junior ones.

Capt. Pradeep Chawla, Anglo-Eastern MD of QHSE and Training, noted how an estimated 25% of accidents are due to inadequate communication. Capt. Chawla urged attendees not to underestimate the power of a person’s feelings, personal circumstances, current pressures and past experience, as these can also shape a person’s attention and understanding. His talk included some practical activities to demonstrate the significance of proper communication in onboard decision-making.

External speaker Dr Claire Pekcan, Director of Safe Marine, cited research that singled out competence, honesty, inspiration and vision as the four most common characteristics expected of leaders.

Harald Klein introducing the evening’s entertainment

The talented dance troupe put on a flag performance ...

... plus a traditional dance show and more. Amazing!

Capt. Pradeep Chawla and Capt. Somasundar Nair
As a lead-up to NYK Line’s annual Fleet Safety Conference in Tokyo on July 4, a “Brush Up on Safety Awareness” competition was held on July 3 as a way to exchange ideas and encourage participating companies to further raise safety awareness amongst their crews.

For the competition, QHSE Director Capt. Vikrant Malhotra shared a module on the conduct of vessel safety familiarisation using virtual reality, which greatly impressed the organisers.

Virtual reality is engaging, immersive and easy to follow. It was acknowledged as an excellent tool for training today’s younger generation of seafarers who are better audio-visual learners.

As a result, of the 19 participating ship owners and ship managers, Anglo-Eastern was voted the competition winner and awarded the grand prize, which was a fitting end to another productive conference.
When the business wants to promptly set up an office in The Netherlands, who are you going to call? You call upon the staff of the Antwerp office to see if anyone is up to the challenge!

New office? Who ya gonna call? Goes-busters!

After securing office premises, the next challenge was to form a team of experienced vessel managers and support staff. Drawing on our own internal resources, several vessel managers were attracted to Goes ahead of the first of many scheduled ro-ro onboardings commencing in May. Meanwhile, with assistance from the Antwerp office, all necessary documentation was prepared and our DOC audits passed without issue.

With the office, team, paperwork and audits sorted out, only the new fleet joiners remained, and what a Herculean task that proved to be! In just under two months, we managed to smoothly onboard a staggering 17 ro-ro vessels – all without compromising the safety of the vessels or our service to owners. That was quite the mammoth undertaking and challenge indeed, but the satisfaction upon pulling it off was unbeatable!

On that note, we are proud to introduce our new Goes-managed fleet, which consists of entirely ro-ro vessels for now, including one of the world’s two largest short-sea ro-ros built to date (MV Celine):

<table>
<thead>
<tr>
<th>JOINING DATE</th>
<th>VESSEL NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 May</td>
<td>MV Celestine</td>
</tr>
<tr>
<td>11 May</td>
<td>MV Cymbeline</td>
</tr>
<tr>
<td>15 May</td>
<td>MV Undine</td>
</tr>
<tr>
<td>17 May</td>
<td>MV Somerset</td>
</tr>
<tr>
<td>22 May</td>
<td>MV Mazarine</td>
</tr>
<tr>
<td>23 May</td>
<td>MV Celandine</td>
</tr>
<tr>
<td>29 May</td>
<td>MV Severine</td>
</tr>
<tr>
<td>01 Jun</td>
<td>MV Catherine</td>
</tr>
<tr>
<td>05 Jun</td>
<td>MV Yasmine</td>
</tr>
<tr>
<td>06 Jun</td>
<td>MV Palatine</td>
</tr>
<tr>
<td>11 Jun</td>
<td>MV Wilhelmine</td>
</tr>
<tr>
<td>13 Jun</td>
<td>MV Adeline</td>
</tr>
<tr>
<td>17 Jun</td>
<td>MV Vespertine</td>
</tr>
<tr>
<td>18 Jun</td>
<td>MV Pauline</td>
</tr>
<tr>
<td>27 Jun</td>
<td>MV Amandine</td>
</tr>
<tr>
<td>28 Jun</td>
<td>MV Capucine</td>
</tr>
<tr>
<td>03 Jul</td>
<td>MV Celine</td>
</tr>
</tbody>
</table>

For each vessel, a QHSE superintendent was dispatched to assist and train the crew on our procedures. All crew members have also been requested to report to their manning offices in Romania, Ukraine, Russia and the Philippines for additional training in relation to our safety management system and more.

Looking back over this brief period, it was busy – and is still busy now – but also extremely rewarding to be able to deliver, on short notice, the same Anglo-Eastern service and standards that our clients have come to expect. Was it a challenge? Definitely. Are we up to it? Absolutely. So, who are you going to call? Anglo-Eastern!

Capt. Alex Houben General Manager

Special thanks to everyone for their dedication and hard work, and to the Goes team for stepping up to the challenge with their unwavering can-do attitude. Well done, and congratulations on the new office opening!

And, yes, we know Goes is not pronounced like the English word “goes”, but more like Hoose or Goose (depending on whom you ask, it would seem), however that would spoil the headline pun!
MT Earth Summit, one of the newer ethylene gas carriers managed by Anglo-Eastern Singapore

IN PROFILE

Anglo-Eastern Singapore
It all started in 1994 as a spinoff from the Anglo-Eastern Hong Kong operation prior to the 1997 handover of Hong Kong. Establishing a secure backup office in Asia, outside of Hong Kong, was deemed a wise decision at the time due to the uncertainties of a post-handover Hong Kong.

The Anglo-Eastern Singapore office was established in October 1994 on Shenton Way in the Marina House building amidst the business district. It was a humble beginning, with just eight tanker vessels and around eight office employees headed up by Anand Gokhale. The oil and gas industry was a lot simpler back then.

Rapid expansion in the early years soon saw the Marina House office maxed to capacity, resulting in the 2002 relocation to Southpoint on Cantonment Road. To this day, the Singapore operation remains happily ensconced in Southpoint, where we now occupy multiple floors, having grown from eight to roughly 200 employees in the ensuing years. Management is largely comprised of ex-seafarers from Anglo-Eastern.

As for the Singapore fleet, management of fully refrigerated ‘big’ gas carriers (VLGC) like the MT Lavender Passage (NYK) and MT Gas Bauhinia (BP) in the early years opened the door for substantial new business and provoked a lot of interest from new clients with specialised gas carriers. This resulted in Anglo-Eastern Singapore becoming the biggest gas carrier manager in the world.

Now, 24 years on, we have a diverse fleet of more than 120 vessels, comprising (in order of fleet size):

- Gas carriers - VLGC, LGC, MGC, ethylene, semi-refrigerated, pressurised
- Oil tankers - VLCC, Suezmax, Aframax, LR2, MR
- Chemical tankers
- Essentially anything in liquid bulk (besides LNG) can be transported by vessels managed out of Anglo-Eastern Singapore.

With a diverse portfolio of clients, many of them based in Singapore, there was a desire by some clients to have their non-tanker vessels also managed by Anglo-Eastern Singapore rather than Anglo-Eastern Hong Kong. Although it was never the intention, in order to better serve client needs, a Singapore bulk carrier division was set up in 2011, which now manages over 20 bulk carriers and employs as many staff.

Despite the turmoil in the oil and gas industry these past few years, the Singapore operation has continued to steadily grow over time, especially in the gas carrier segment. Such growth is primarily from existing clients, but also newcomers in the gas industry that have chosen Anglo-Eastern to manage their gas carriers whilst they manage the rest of their fleet in-house.

Singapore’s prime strategic location and stable, efficient, business-friendly environment have contributed to this growth by continuing to draw shipping and related businesses to the region. Businesses like Diamond Anglo Ship Management Pte Ltd, a joint venture between Diamond S and Anglo-Eastern that recently opened its office in Singapore this May and which already has a dozen vessels to its name.

Given the Lion City’s position in the world of shipping and our own standing within the gas carrier and tanker industry, Anglo-Eastern Singapore will continue to remain an important pillar of the Anglo-Eastern Univan Group, both now and in the years to come.
SHORE FOCUS

Upfront and personnel

Arvīds Mitkovecs, Fleet Personnel Manager, Riga

Where are you from?
Riga, Latvia.

How long have you been with the group?
It’s been ten years since I joined the group.

What made you decide to join the maritime/ship management industry?
My father was a navigator and he inspired me to follow in his footsteps. Since early childhood, I had an ambition to become a deep-sea navigator.

What did you do before Anglo-Eastern?
In 2006, I decided to quit my seagoing navigator career for a shore-based maritime role. I received an offer from the crewing company LAPA to become a crewing manager for the LPG and oil/chem fleet. I found it very challenging at the beginning, but I was motivated and had the tenacity to learn.

What is your current role?
It is now ten years since I have been Fleet Personnel Manager at the Anglo-Eastern Riga branch. My core responsibility is the planning and selection of seagoing personnel for semi-submersible heavy-lifts.

Taking into account Anglo-Eastern’s significant growth these last few years, I hope the Riga office will expand in the near future, adding new types of vessels, with the chance for new challenges and/or positions within the company.

What is the most challenging or rewarding part of your current role?
Being involved in human resources can and will always be challenging. In everyday work, you need to be both strict and flexible at the same time in order to satisfy company procedures and requirements and seafarers’ readiness to accept. We always have to be on the ready for urgent decisions in non-routine situations, so it’s necessary to think one step ahead.

Describe a typical day or week.
After my morning coffee and checking my e-mails, I build a plan for my day and make sure that the most urgent tasks get done first.

No two days in the office are alike: from time to time, some surprises and unexpected issues may arise that need to be resolved quickly, effectively and with a cool mind.

On Fridays, I usually check my appointments and make a list of top priorities for the coming week.

Use three words to describe your current role.
Challenging, teamwork, knowledge.

If you could be a seafarer, what would you like to be?
Almost all of my seagoing career was served on board tankers. Only during my cadetship did I get to experience ro-ros and container vessels. While all types of vessels are interesting in their own way, as each type has its own specifics, tankers still rank at the top for me personally.

What do you do in your spare time?
My son is my main inspiration and energy source. He is a growing footballer and core player in his youth team. All of my family fully supports him and I always try to attend all of his games and competitions, even if they are organised abroad.
Earlier this year, Anglo-Eastern’s Hong Kong Tanker Management division launched a recognition programme to further enhance our safety culture through encouraging and rewarding voluntary crew initiatives.

Known as the Safety Star Programme, the initiative aims to promote creative ideas and solutions through free thinking, with a goal to embedding safety values and proactive behaviours.

Well received by crew members, the programme has already served to produce many good ideas and initiatives, including those of our first two Safety Stars: Cdt Sandeep Sharma and C/E Vijaykumar Meharwade.

Mr Sharma took the initiative to train his fellow crew members on the issue of cybersecurity. Ships have extensive systems on board and are becoming increasingly connected, so awareness about cybersecurity risks, issues and best practices are essential. Recognising this, Mr Sharma initiated a training course that was both relevant and effective.

Mr Meharwade devised a creative solution to eliminate hot spots in the vicinity of auxiliary engine turbochargers, thus greatly reducing the risk of fire in engine rooms. Mr Meharwade’s simple yet sturdy metal casing to cover the entire turbocharger unit was lauded for its effectiveness and unanimously voted for the award.

Well done and congratulations to our first two Safety Stars for their winning contributions! We look forward to more crew initiatives and the opportunity to extend the Safety Star Programme to our other Tanker Management offices. With such motivated crew, our goal of having a zero-accident fleet is certainly achievable. Keep up the proactive contributions and good work!

Anglo-Eastern and MarinePALS have extended the PALS (Proficiency and Learning System) platform to include engine cadet learning materials. The Engine Cadet Training Record Book for tablets was formally launched in London during the International Maritime Organization’s (IMO) Human Element, Training and Watchkeeping (HTW 5) sub-committee meeting on July 18.

PALS is a web-based portal with an offline version available on tablets. It replicates the widely used GlobalMET deck and engine cadet record books and provides learning materials corresponding to each task, which in turn address the competencies mentioned in the Standards of Training, Certification & Watchkeeping (STCW).

The system is designed to replace the hardcopy of the GlobalMET deck and engine cadet record books, and now covers the learning content with digital versions of:

- GlobalMET Deck Cadet Record Book
- GlobalMET Training and Assessment Record Book for Engine Cadets

Key features of the platform include:

- Digital record books to replace hardcopies
- Consolidated learning materials for easy reference
- Multimedia content to enhance learning
- Self-paced learning anytime, anywhere
- Extensive library of tutorials and assessments for every task
- Easy one-step synchronisation with shore server over Wi-Fi
- Ability to support SCORM-compliant content

The tablet version synchronizes the progress of the cadet whenever Wi-Fi or internet is available. Company training officers can receive and provide feedback to the cadet within the same platform, while flag states or others can also access the progress of the cadet and audit company training.

Key features of the platform include:

- Digital record books to replace hardcopies
- Consolidated learning materials for easy reference
- Multimedia content to enhance learning
- Self-paced learning anytime, anywhere
- Extensive library of tutorials and assessments for every task
- Easy one-step synchronisation with shore server over Wi-Fi
- Ability to support SCORM-compliant content
AEMTC Mumbai partners with NGO and school to open nursery

Six years ago, Anglo-Eastern was introduced to Buniyaad, an NGO dedicated to setting up and running nurseries for underprivileged children in India. Our Mumbai training centre saw this as an opportunity to participate in something meaningful and as a way to give back to society, and so it was that a partnership was formed between Anglo-Eastern Maritime Training Centre (AEMTC) Mumbai and Buniyaad.

This partnership was cemented by the sponsorship and opening of Buniyaad’s fourth nursery in 2012, which commenced with 25 underprivileged three-year-olds in the Mumbai suburb of Powai. After observing the nursery’s success in the ensuing years, the decision was made to sponsor another one, this time in the central district of Mumbai.

AEMTC Mumbai Director and Principal Capt. K.N. Deboo, being a former student of Don Bosco High School, Matunga, met with the benevolent and ever-enthusiastic Fr Crispino D’Souza, Director of the Don Bosco Group of Schools. Together with Meena Saldana, Principal of Don Bosco International School (and wife of AEMTC Mumbai’s Capt. Joseph Saldana), the seed for setting up another nursery was germinated.

On June 21, that seed became a reality with the official opening of Buniyaad’s ninth nursery within the grounds of Don Bosco International School. A traditional ribbon-cutting and lamp-of-knowledge ceremony served to mark the occasion, followed by a prayer of thanks. Another 25 underprivileged children will now have access to quality instruction and the foundations for a better future, thanks to AEMTC Mumbai, Buniyaad and Don Bosco Group of Schools.
CORPORATE CITIZENSHIP

Anavi, AEMA get behind World Blood Donor Day with blood donation drives

India may be one of the world’s most populous nations, but due to a shortage of active blood donors, there is too much demand chasing too little supply.

As such, the national blood bank is always on the look out for more – more drives, more donors, more blood. For this reason, Anavi, the Indian charity network voluntarily run by the spouses of Anglo-Eastern seafarers, often organises blood donation drives, including one this June.

World Blood Donor Day, as promoted by the World Health Organization (WHO), is actually on June 14, so it was fitting that Anavi co-ordinated a blood donation drive the following week on June 21 at Anglo-Eastern’s Mumbai office. The drive was organised in conjunction with the Mahatma Gandhi Seva Mandir Blood Bank and Think Foundation, an NGO working for the cause of thalassaemia and children born with severe cases of the inherited condition.

“15 minutes of your time + 350ml of your blood = 1 life saved” was the rallying cry of the drive, which was deemed a success for attracting some 40 employees to donate blood that morning. Every drop is precious, and with 40 lives potentially saved, that’s precious indeed.

Following Anavi’s lead was Anglo-Eastern Maritime Academy (AEMA) in Karjat, which had also made arrangements for a blood donation drive. Organised on campus in conjunction with MGM Hospital, the AEMA drive attracted many donors from amongst the academy’s cadets, staff and faculty.

“We would like to share this message of bonding, where every individual, whenever possible, should donate blood, as this is a noble cause that can help to save lives and you never know when you may be the one who needs it the most,” they said in follow-up and as a reminder to everyone to step forward and give blood.
Unveiled towards the end of last year, the MV Hydroville is the world’s first certified passenger vessel to feature a diesel-hydrogen dual fuel combustion engine. Certified to carry no more than 16 passengers, the 25-dwt craft is undeniably small but very unique in its design and special role in trialling clean energy on water as a commuter shuttle. The craft’s current master is Capt. Ronan Vanwonterghem, who brings with him four decades of sailing experience – plus some interesting hobbies that are as unique as the Hydroville!

Where are you from?
Ghent, Belgium.

How long have you been sailing, and how many years with the group?
I have been sailing for nearly 40 years, but have only been with Anglo-Eastern since this January.

Why did this line of work interest you?
How did you get started?
At the very beginning, discovering the world was my prime interest and motivation, but later on navigation, route planning, cargo handling and stability became more important to me.

I enrolled in nautical college in 1973 and started sailing during my summer holidays, before progressing to professional sailing for primarily Dutch companies.

How is the Hydroville different to other vessels you have experienced?
The Hydroville is very different in every aspect. It’s a mix between a pleasure craft and a passenger cruiser, very heavily powered, and a maritime pioneer in clean energy.

Describe a typical day or week.
As Master of the Hydroville, I basically manage all the navigation as well as general maintenance and administration. I like to inform passengers about the possibilities of this vessel. Depending on their interests, I may also show them different parts of the Scheldt River as well as the new container terminals, and sometimes even the industrial sites of the inner harbour.

What is the most challenging or rewarding part of your current role?
I get most satisfaction when I can convince customers about the Hydroville’s qualities. It is an experimental vessel and there are still a lot of adjustments and alternations that need to be made before one can speak of success, but it is realistic to expect a big reduction in fuel consumption and a far cleaner exhaust.

What was the most exciting/adventurous thing you ever experienced at sea?
Not your typical answer, but I found excitement as well as pure beauty many years ago at the entrance to the Congo River. The black, muddy fresh water of the river was as flat and smooth as a mirror, whilst the water from the ocean was slightly rippling and surfing above, yet it was all still water.

What is your favourite type of vessel to sail and favourite port city? Why?
I prefer coasters around Europe, because of the big variety of cargoes they carry and destinations they travel to. I have visited many lesser known ports in the UK that were limited because of draft restrictions.

What do you do in your spare time?
I have two main hobbies. One is archery using medieval crossbows at a local guild. The other is vegetable gardening. I have my own veggie garden where I try to specialise in ‘forgotten’ or otherwise interesting vegetables like Swedish turnips (most popular in Germany), Jerusalem artichokes, nasturtium, and non-commercial varieties of kale and parsnip, etc.
Anglo-Eastern Antwerp organised a special team-building excursion this June 22 on the equally special MV Hydroville, which is managed by the Antwerp office and currently captained by Master Ronan Vanwonterghem (interview at left).

The Hydroville is unique for many reasons. Not only is it Anglo-Eastern’s only passenger vessel, it is also our smallest at just 25 dwt. Furthermore, the Hydroville is the first certified passenger vessel in the world to feature a diesel-hydrogen dual fuel combustion engine, thus also making it our most environmentally friendly member of the fleet!

An experimental craft, the Hydroville is a step in the right direction towards finding cleaner and greener ways to fulfill our energy needs, and at 22-knots cruising speed, she is a small wonder to behold on the water. The Hydroville’s dual fuel combustion engine can develop surprisingly tremendous power and the wake she leaves behind is a spectacle in itself.

As for the staff outing, a good time was had by all, with the day encompassing both an enjoyable pleasure ride along the Scheldt River to Deurganckdok and various team-building activities. This was followed on land by more fun and tasty tapas bites at the riverside Plaasj Kaffee.

Earlier this year, in the month of May, the Hydroville also played host to several school outings on the river as a platform to promote environmental awareness and educate students on new technologies in clean energy.
In the last issue, we featured the impressive model-making skills of a couple of our crew members. Well, as it turns out, we have even more talented model-makers amongst our ranks and their handicraft and improvisation skills are truly remarkable!

**Crew members get crafty in free time**

In the last issue, we featured the impressive model-making skills of a couple of our crew members. Well, as it turns out, we have even more talented model-makers amongst our ranks and their handicraft and improvisation skills are truly remarkable!

First up we have AB Jever B. Valmoria, who hails from the Philippines. During his free time at sea for the past four months, AB Valmoria dedicated himself to recreating a table-sized version of his assigned ship, the MT Tahoe Spirit. Single-handedly crafted in painstaking detail from discarded crates, cartons, wires, toothpicks, straws and the like, his model ship is awe-inspiringly impressive. Extremely well done!

Our next featured craftsman is AB Sanjay Solanki, a motorcycle enthusiast from India. “We are sending some pictures of some excellent craftwork done by our talented AB Mr Sanjay Solanki using scrap and waste material on board. A great hobby indeed,” wrote Capt. Subrata Mitra, then Master of the MT Fritz N to which AB Solanki is still assigned. We wholeheartedly agree, so are delighted to showcase his photos here.

To both AB Valmoria and AB Solanki, thank you for sharing your models with us and keep up the excellent craftwork. It’s really nice to see such a positive use of one’s free time and to know we have such talented crew members!
CREW FOCUS | UNIQUE VESSELS

No engine? No problem
Capt. Dmitriy Gulyanitskiy, Master, PLB Fortuna

The Fortuna is unique in that it has no propeller, no rudder, no main engine. So how does it sail, you might wonder? The answer: It doesn’t. The Fortuna is a 32,000-dwt non-propelled pipe-laying barge, equipped with three cranes (one heavy-lift, two regular) driven by powerful auxiliary engines. Unlike the diminutive Hydroville, the Fortuna is big, capable of accommodating up to 310 project crew. Commanding this workhorse is Capt. Dmitriy Gulyanitskiy, who essentially doubles as both master and project manager.

Why did this line of work interest you?
Since childhood, it has always been my dream to become the master of a ship.

Use three words to describe your current role.
(Huge) responsibility, (operational) safety, and (good) leadership.

Describe a typical day or week.
The Fortuna is a non-propelled pipe-laying barge with accommodations certified for up to 310 persons. The vessel is essentially a construction barge, equipped with a 1,600-ton ZPMC heavy-lift crane, a 75-ton Liebherr crane, and a 250-ton Kobelco Crawler crane.

Once at the project site, she will have about 300 persons on board working around the clock in two 12-hour shifts to prepare the pipeline string and then lay the same on the seabed. She can lay 4” to 60” pipes in a maximum water depth of 300m. The galley is on round-the-clock duty.

Since the Fortuna is non-propelled, it is necessary for the barge to be towed into location with tugs. Once in location, the Fortuna deploys 12 anchors to maintain her general position and uses support vessels/tugs to move her along the various anchor tracks as required.

Navigation duties are thus replaced by anchor-handling duties as well as monitoring the various construction-related activities that are carried out (often simultaneously) on deck. The bridge team also monitors the anchor spread and the vessels within the Fortuna’s marine spread. They also keep check to ensure no other vessels enter the Fortuna’s anchor spread.

What is the most challenging or rewarding part of your current role?
Managing some 300 people during projects, thereby satisfying client requirements.

We are currently preparing the Fortuna for pipe-laying trials in Russian waters this August for the next project in 2019. Pipes will be laid from Russia to Germany.

What was the most exciting/adventurous thing you ever experienced at sea?
Dredging at the ports of Saint Petersburg and Ust-Luga in 2009 due to the much deeper depth requirements.

What is your favourite type of vessel to sail and favourite port city? Why?
Pipe-laying barges like the Fortuna remain my favourite vessel type. In terms of ports, Saint Petersburg, because I worked in the vicinity for many years.

If you were shore-based, what would you like to be?
A supervisor in the port infrastructure construction sector.

What do you do in your spare time?
Swimming, jogging and body building.
Welcome on board! GME-23 and DNS-16 cadets graduate

This June 30 and July 14, the 23rd batch of Graduate Marine Engineers (GME) and 16th batch of cadets from the Diploma in Nautical Science (DNS) stream celebrated their passing-out from Anglo-Eastern Maritime Academy (AEMA), respectively.

Attending the GME-23 passing-out ceremony was chief guest of honour Girish Sreraman, Country Area Manager of DNV GL India, and guests of honour Karthik Nithyanandam, Head of PrimeServ Diesel India and MD of MAN Diesel & Turbo Lanka, and from Hong Kong, Anglo-Eastern Fleet Director Homiar Poonawala.

The DNS-16 passing-out ceremony was graced by the presence of chief guest of honour Peter Rasmussen, Head of Maritime Information at BIMCO, and guest of honour Capt. Anil Tejpal, Anglo-Eastern Business Development Director, who was joined by his family from Hong Kong.

Other senior managers from across Anglo-Eastern attended the two events, both of which followed the same format as per academy tradition. First, guests are welcomed by the AEMA band and an impressive cadet guard of honour, before being led through the campus.

At the academic block, guests are shown various projects undertaken by the cadets as part of their studies. Following this glimpse into cadet life, everyone is then seated in the auditorium for the detailed course report, guest speeches, cadet performance, vote of thanks and closing national anthem.

At the DNS-16 passing-out ceremony, the latest issue of AEMA’s quarterly publication was officially launched. The best in class were also announced for both batches, which saw Cdt Abhinav Jure (GME-23) and Cdt Asheesh Chandel (DNS-16) have their names proudly added to the distinguished Honour Board.

Well done and congratulations to the above two top performers, and to another two graduating batches of India’s finest cadets!
AEMA alumnus tops India’s 2017 Second Mate exams

Congratulations to AEMA alumnus Vickykumar P. Jha for earning the highest score in India’s 2017 Second Mate examinations!

Mr Jha, who passed the written exam on his first attempt, was recently awarded the prestigious national distinction by India’s Directorate General of Shipping. A 2015 graduate of Anglo-Eastern Maritime Academy (AEMA), DNS-9 batch, he was recently assigned to the MT Fairchem Katana as Junior Watchkeeping Officer.

Originally from Bihar, Mr Jha grew up and studied in Mumbai. His background is modest, but his goals are big. Aspiring to a career at sea, he decided to apply to AEMA and has not looked back since, saying that joining the academy was the best decision of his life. Describing his time there as fulfilling and exciting, the academy imparted knowledge, discipline and responsibility, whilst also giving cadets the “wings to fly” and achieve success.

And now with his Second Mate exams firmly under his belt, that is exactly what he intends to do. He has already secured a post on board a chemical tanker, which is his preferred type of ship to sail, and plans to work his way up the ranks until such time he is in a position to establish his own NGO in support of education for underprivileged children, having worked with a children’s NGO previously.

As for his advice to AEMA cadets, Mr Jha advocates dedication, consistency, sincerity and having a positive mindset to see one through both good times and hard, plus taking pride in one’s job. “AEMA has provided you with a platform – now it depends on you how you utilise it,” he says. “Be fun-loving, but at the same time keep some goal in your mind and always be inquisitive, clear all doubts, and follow safety procedures.”

Hamburg office hits the ground running – for charity

The 17th annual HSH Nordbank Run for Kinder Helfen Kindern (“Children Help Children”) in Hamburg was held on June 23, and Anglo-Eastern was keen to take part in the good cause.

A team of eight employees from the Hamburg office enrolled in the 4km charity run, which raises money through donated registration fees to support special therapies, medical equipment, sports equipment and sports holiday stays for children in need.

Taking part in the run were (from left to right in the above photo) Ulrike Pasternack, Matthias Kreutzfeldt, Christine Lisnychy, Olga Osmolovska, Cynthia Reif, Thomas Holländer, Mrinal Sah and Dharmapal Sutar, who debuted their new Anglo-Eastern kit for the occasion. Looking good and well done on the team effort for a very noble cause!
INTERNATIONAL DAYS

Celebrating seafarers and oceans this June

In terms of international days, June is a special month for those in the maritime industry, with World Oceans Day observed on June 8 and Day of the Seafarer on June 25. At Anglo-Eastern, we honoured and celebrated both – including International Day of Yoga on June 21, and more recently, International Day of Friendship on July 30 – with group messages, special events and fun activities.

For World Oceans Day, the group reiterated its stance on environmental stewardship and plastic waste reduction, noting that every day should in fact be World Oceans Day. This was communicated by social media posts and an internal message with links to media and other resources.

Day of the Seafarer was also honoured on social media and celebrated by various offices across the group in different ways.

In the Philippines, the Manila office took part in the local maritime industry’s largest fundraising event, the 12th Filipino Association for Mariners’ Employment (FAME) Fun Run on the preceding Saturday, June 23. Themed “Go Marino Go! Healthy Body, Healthy Mind”, the charity run saw a record 4,600+ registrants, including a solid turnout from Anglo-Eastern.

Not to miss out, the Cebu and Iloilo branch offices celebrated June 25 by joining organised events and activities simultaneously hosted by the Maritime Industry Authority (MARINA) in both cities for employees, seafarers and their families. Activities included a motorcade, Holy Mass and a programme of events at the SM Seaside Cebu and SM Iloilo, respectively, plus a symposium in Iloilo at which Anglo-Eastern shared best practices.

Over in India, shore staff showed solidarity with our seafarers by donning special caps in honour of the day. A drawing competition for seafarers’ children was also held, which saw many touching and endearing entries.

As for International Day of Yoga, Anglo-Eastern crew were encouraged to host onboard yoga sessions as a way to take part in the day and boost body and mind, which led to some pretty interesting and impressive moves.

Last but not least, for International Day of Friendship, crew were tasked with coming up with fun group photo ideas to represent friendship and unity. Many excellent photos were submitted, including the one that made it onto this issue’s front cover.

We love seeing that kind of team spirit. Kudos! #OneTeam
Competition entry by 2/E Percy Fernandes’ 8yo daughter Zarah
From thinking with their heads to standing on them, Anglo-Eastern crew are versatile!

Who needs more people when you can make do with just FRNDZ?!

Crew of the MV Federal Barents spelling out “AESM” for Anglo-Eastern Ship Management

Crew of the MV Shandong Da Ren bringing the Anglo-Eastern logomark to life, literally - and not just on deck, but also on the front cover of this issue!
For our present fleet, it means integrating and extending existing data models and implementing big data where possible, all of which we are working on. Data on the operational and maintenance profiles of each vessel are already available through our usual platforms. Other data, such as weather and currents, etc., can be pulled from external sources.

At the same time, we are looking for efficient and affordable ways to get automated data feeds from the vessel to shore. Several pilot projects are currently underway in this regard. We are also working on implementing a series of measures to increase the amount of usable data coming from ships in order to facilitate data analytics and data-driven decision-making.

The plan is to have a vessel performance platform that can monitor both the short- and long-term performance of a vessel using several KPIs - fuel consumption optimisation being a priority - and fitting this into a broader picture of the vessel’s technical and operational profiles. Output can be tailored to each stakeholder’s area of interest, be it commercial, operational or technical.

An initial version of the platform is scheduled for release next year. Due to the global scope, scale and 24/7 nature of our business, the service will be cloud-based, with all data readily available through online dashboards anytime, anywhere. Over time, more features will be rolled out, including a plan for comprehensive benchmarking capabilities.

Until then, we are working hard on the core release, which we hope to formally announce over the next few months.

Lucas Daels
Senior Manager
Digital Ship Management

Digitalisation and big data are hot topics in many industries, the maritime industry being no exception. Together, these two advancements have the potential to significantly enhance analytics, performance and efficiencies in a way not possible before.

Recognising the opportunities, and not one to shy away from new technologies, Anglo-Eastern formally established a dedicated digital ship management function to spearhead projects in this pioneering space.

Digital ship management is about reviewing and expanding the digital tools available to optimise the overall performance of each vessel in a fleet. At Anglo-Eastern, we view ship management and vessel performance holistically, appreciating the indispensable role of the crew, who need to be involved and incorporated in any such initiatives.

Promising technologies are emerging that will disrupt the shipping business, but even the most advanced algorithms will be futile without human interaction and support. It is part of our culture and responsibility to find the optimal relationship between humans and the technologies they use.

By deploying advanced computer analytics, our goal is to combine reliable, timely shipboard data with our knowledge of machinery performance and experience in ship design into a decision-making support tool that our officers can leverage to optimise ship operations.

This vessel performance platform will be based around the creation of a digital twin for each ship. The complexity of the digital twin will depend on the design information and sensors available on the vessel in question.

The concept of digital twins is not new. It has been around since 2002, but gained more traction in the last year following its application on wind farms. We predict that it will still take several years to standardise digital twins for merchant vessels, but by embracing this concept now as much as possible, we are effectively preparing ourselves for the future.

At the same time, we are looking for efficient and affordable ways to get automated data feeds from the vessel to shore. Several pilot projects are currently underway in this regard. We are also working on implementing a series of measures to increase the amount of usable data coming from ships in order to facilitate data analytics and data-driven decision-making.

The plan is to have a vessel performance platform that can monitor both the short- and long-term performance of a vessel using several KPIs - fuel consumption optimisation being a priority - and fitting this into a broader picture of the vessel’s technical and operational profiles. Output can be tailored to each stakeholder’s area of interest, be it commercial, operational or technical.

An initial version of the platform is scheduled for release next year. Due to the global scope, scale and 24/7 nature of our business, the service will be cloud-based, with all data readily available through online dashboards anytime, anywhere. Over time, more features will be rolled out, including a plan for comprehensive benchmarking capabilities.

Until then, we are working hard on the core release, which we hope to formally announce over the next few months.

Lucas Daels
Senior Manager
Digital Ship Management
Solitons are waves that travel within the interior of a fluid. They are internal waves that owe their existence to the stratified density structure of two fluids, with a sharp density change occurring along the interface.

The most common example of a soliton is the novelty wave machine found in dental offices and retro homes (along with lava lamps).

Solitons are not simply interesting as novelty items, but occur widely in the ocean wherever a stratified layer is produced due to temperature gradients or density effects combined with strong tides and irregular topography.

The surface disturbance of these internal waves has been observed for millennia, typically appearing as long stripes. However, they were never properly researched until unexpectedly large stresses were experienced by offshore rigs and platforms that could not be explained by first or second degree wave forces or current effects.

Most of the known soliton sites have been found as a result of the surface disturbances they create, but they can occur at any depth and there is no comprehensive atlas of locations. It is known, however, that where there are shelves (e.g., continental shelves), there is a higher probability of finding solitons, but they can travel notable distances from their point of origin.

So, now that we know what they are, what of their significance? Is a soliton merely an interesting phenomenon or do we need to be aware of their presence?

In the case of deep-sea vessels, the answer is probably that it is an interesting phenomenon, and if it creates a surface disturbance, then it is an interesting feature to observe. In the case of dynamic positioning (DP) vessels that need to accurately hold station with low excursion tolerances, such as dive support vessels (DSVs), the potential presence of solitons poses a greater challenge – particularly when operating within the 500m zone with divers in the water.

Late last year, the DSV Nor Da Vinci was working on a project in Trinidad when it experienced over a dozen soliton events. Some were observed on the S-band radar while others showed no surface echo.

The sequence of events is shown at right based on details taken from the actual IMCA incident report, and it can be appreciated that tolerances are low when working ‘up close and personal’ with a rig!
FIRST SOLITON EVENT

19:30 Well-defined soliton observed on the S-band radar. Diving operations postponed as a result.

19:30 Downlines and hoses recovered to deck. DPO moves vessel an additional 15m away from the west face of Cassia Platform A as a precaution.

20:00 Successive soliton waves pass by the vessel, increasing the vessel footprint from 0.5m to 2.0m. Environmental force equal to 13t. "Environmental Fast Learn" mode activated by DPO throughout.

20:40 DPO commences vessel's move back into position for diving, 10m from the west face of Cassia Platform A.

20:54 Vessel in position to resume diving.

SECOND SOLITON EVENT

21:42 Presumed soliton passes by the vessel despite nothing being observed on the S-band radar, causing the vessel to initially move 5m away from the platform – then overshoot by 3m upon moving back into position. Closest point of approach to the platform is 7m.

21:44 Divers called back to the wet bell. Dive control advised of the passing soliton.

21:45 DPO moves vessel a further 5m away from the platform. Environmental force equal to 35t. Master called to the bridge.

22:14 Downlines and hoses to the platform are all detached. DPO moves the vessel an additional 5m to port.

22:18 Wet bell is raised to the surface.

22:26 Vessel moves another 5m away from the platform.

01:33 Resumption of diving operations.

Solitons are a known phenomenon, although not particularly common events. When the soliton echo appears on radar, or where they are actually sighted during calm weather in daylight, there is normally sufficient time to recover the divers, as was the case with the first soliton event.

Although there can be visual warnings of soliton activity, that is not always the case. Even when it is, neither the radar echo nor visual sightings give any indication as to their strength.

In 80% of the observed echoes on this occasion, there was a negligible effect on the vessel. In the second soliton event, however, the undetected internal wave caused the vessel to move 5m away from the platform. Severe solitons can move a vessel by 10m or more.

Interestingly, there is nothing to suggest that just because you experience one soliton event you will necessarily experience another. Here, several events occurred in close succession, yet there was nothing further during the remainder of the vessel’s time in the field.

All in all, solitons certainly make for an interesting day on the DP desk! They also make for an interesting discussion with the charterer when you have to explain the interruptions to a vessel’s work – that is, until he experiences a big one himself.

Douglas Lang
Group Managing Director, Offshore

Special thanks to Capt. Shaun Blake for his invaluable input and contributions in compiling this article. Capt. Blake is Master of the DSV Nor Da Vinci, author of the referenced IMCA incident report, and it goes without saying, a first-hand soliton observer.
A picture is worth a thousand words – except when it isn’t

From the chilly northeastern waterways of Canada comes this fascinating first-hand account about the icy challenges faced by Capt. Marvin E. Kean and his crew whilst on board the MV Arctic during a recent sailing via the Hudson Strait. A routine run that is normally a six-day journey in open water, it took them a record 25 days to make it through the sea of ice on this occasion – and only then with the assistance of another ship in the final stretch.

5 JUN 2018, EVENING UPDATE

There has been a request for photos and since the vessel is presently beset (unable to move due to tidal pressure), I have had an opportunity to take a few photos and write a few words.

First of all, in my opinion, the old adage “a picture is worth a thousand words” does not apply to photos of pack ice, because they never tell the true story. A photo of pack ice simply tells the person on the receiving end that there is a lot of white in the photo, which translates into a lot of ice. One cannot determine the ice thickness, hardness, pressure, height of the rubble and/or why the ship cannot push through it at this moment, yet can possibly make 3-4 knots through the same heavy rubble and thick first-year floes two hours from now, without much noticeable difference.

From a photo perspective, or even from my perspective here on location, I am still amazed how this happens time and time again, and how a ship with only 14,000 bhp can actually do what it does. It is truly amazing!

The flip side of the coin is when one looks out and sees cracks in the ice, thinks that the ship should make some progress, yet can’t. Those are times like now.

There are a few small cracks/openings in the ice up ahead and we have been battling for the past six hours, trying to reach the crack on the starboard bow, which is only 1 mile away, but cannot. Aside from the aforementioned factors of ice type, thickness, hardness and floe size, etc., two other factors play major roles which photos cannot show – winds and tidal effect.

Since the wind is relatively light and has been for the past few days, the remaining role player is the tide, which is very strong in the Hudson Strait. It runs stronger and longer when ebbing than when flooding, and although the ebb tide flows in a direction of around 105 to 115 degrees, the flood tide flows in a more southwesterly direction.

Thus if the vessel is beset and drifting with the tide, it will tend to form a Z-drift pattern. This can be dangerous if left unchecked, because the ship can drift relatively quickly towards the land. I observed this happening this morning and we calculated, if left unchecked in only five tides, the vessel would be dangerously close to Charles Island.

Therefore, I spent six hours struggling to arrest this dangerous drift pattern by changing the heading to north and steaming back out to our course line. We actually gained about 2.5 miles in that watch, but it wasn’t towards the destination. It was, instead, in the name of safety, and five hours of that time was spent trying to turn the 725-foot ship 90 degrees in these ice conditions.

Just a small description of what goes on aboard a ship in these conditions, whilst at the same time remaining positive and knowing (from experience) that some day – in the next week or two – things will change. I know it must be hard to be on shore and want to help, but not able to do anything.

Ultimately, it is all about patience. Drift with the tide, roll with the flows, and make progress when and if possible, but of the utmost importance is keeping the ship and crew safe. The rest will follow. The tidal pressure will ease in an hour or two and we will make another mile or two...maybe.

The photos at right give a panoramic view of conditions around the ship. I have also included a photo of the IceNav screen, where you can see our many attempts at entry through the Charles Island channel to the south and our lovely drift patterns north of the island. I just hope Capt. Chawla [MD of QHSE and Training] will excuse us for not following the passage plan and course line!

Capt. Marvin E. Kean
Master, MV Arctic
HOW DID IT END?

The MV Arctic was finally able to make it within 0.4 miles of Deception Bay - before happening upon an impassable barrier of exceptionally thick ice. So close!

Capt. Thomas Grandy and crew of the MV Nunavik, another Anglo-Eastern managed Fednav vessel equipped with double the engine muscle, were called in to assist, otherwise it would have been an additional week’s delay until conditions improved.

“To put it into perspective, the June voyage was the toughest ice voyage – winter or summer – that I have ever experienced on the Deception Bay run since first joining the MV Arctic in 2001, and I can assure you, we have had many tough voyages,” said Capt. Kean in retrospect.

“This one set a record of 25 days for what is normally a six-day voyage in open water. Previous records were 22, 23 and 24 days.”

Looking down the length of the MV Arctic, with just a few cracks of open water visible

Nothing but a barren sea of ice to the port side of the ship

Patch of open water out back caused by the engine running at full speed

IceNav screen showing the many attempts to enter the channel south of Charles Island and the ship’s Z-drift pattern to the north

MV Arctic

Charles Island
Welcome to the Anglo-Eastern family

We take great pride in our growing family and warmly welcome each and every new member that joins us. Below are our most recent new joiners since the last issue until the end of July 2018. Fair winds and following seas!

<table>
<thead>
<tr>
<th>DATE</th>
<th>VESSEL NAME</th>
<th>VESSEL TYPE</th>
<th>CAPACITY (dwt)</th>
<th>MGMT OFFICE</th>
<th>MASTER</th>
<th>CHIEF ENGINEER</th>
<th>OWNER</th>
</tr>
</thead>
<tbody>
<tr>
<td>04-May-18</td>
<td>Fortuna</td>
<td>Pipe-laying barge</td>
<td>32,219</td>
<td>Hong Kong</td>
<td>Dmitriy I. Gulyanitskiy</td>
<td>Roman S. Pominikov</td>
<td>MRTS</td>
</tr>
<tr>
<td>10-May-18</td>
<td>Celestine</td>
<td>Ro-ro carrier</td>
<td>9,677</td>
<td>Goes</td>
<td>Valentin Gerasimov / Arkady Beklemeshev</td>
<td>Leonid Lyannoy</td>
<td>CldN</td>
</tr>
<tr>
<td>11-May-18</td>
<td>Cymbeline</td>
<td>Ro-ro carrier</td>
<td>7,000</td>
<td>Goes</td>
<td>Ronan Bodin / Viacheslav Zavorotnyy</td>
<td>Ionut Ene</td>
<td>CldN</td>
</tr>
<tr>
<td>15-May-18</td>
<td>Undine</td>
<td>Ro-ro carrier</td>
<td>7,225</td>
<td>Goes</td>
<td>Vincent Veys / Alekandr Koloedov</td>
<td>Sergey Akhunov</td>
<td>CldN</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Birte Selmer*</td>
<td>Bulk carrier</td>
<td>33,500</td>
<td>Hong Kong</td>
<td>Ruben G. Orculo</td>
<td>Manuel V. Gapo</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Caroline Selmer*</td>
<td>Bulk carrier</td>
<td>33,500</td>
<td>Hong Kong</td>
<td>Julius G. Tubid</td>
<td>Rofrex A. Dilag</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Christina Selmer*</td>
<td>Bulk carrier</td>
<td>33,500</td>
<td>Hong Kong</td>
<td>Manny P. Adanian</td>
<td>Brian D. Aguirre</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Leni Selmer*</td>
<td>Bulk carrier</td>
<td>33,645</td>
<td>Hong Kong</td>
<td>Alexander D. Colina</td>
<td>Miguel B. Castillo</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Mireille Selmer*</td>
<td>Bulk carrier</td>
<td>33,718</td>
<td>Hong Kong</td>
<td>William L. Valenzona</td>
<td>Antonio M. Cabrera</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Thomas Selmer*</td>
<td>Bulk carrier</td>
<td>33,500</td>
<td>Hong Kong</td>
<td>Arnel Leo P. Postro</td>
<td>Dominador L. Java Jr</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Emil Selmer*</td>
<td>Bulk carrier</td>
<td>32,626</td>
<td>Hong Kong</td>
<td>Rex L. Luna</td>
<td>Tracy L. Gonzales</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Ida Selmer*</td>
<td>Bulk carrier</td>
<td>32,626</td>
<td>Hong Kong</td>
<td>Henrietto T. Tubil</td>
<td>Berne S. Martos</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Imke Selmer*</td>
<td>Bulk carrier</td>
<td>32,500</td>
<td>Hong Kong</td>
<td>Alejandro C. Martinez</td>
<td>Antonio A. Borres</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Jakob Selmer*</td>
<td>Bulk carrier</td>
<td>33,716</td>
<td>Hong Kong</td>
<td>Rene J. Gomez</td>
<td>Darlo P. Delos Santos</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Klara Selmer*</td>
<td>Bulk carrier</td>
<td>33,500</td>
<td>Hong Kong</td>
<td>Renato Z. Acla</td>
<td>Emmanuelsuo A. Asdilo</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>16-May-18</td>
<td>Michel Selmer*</td>
<td>Bulk carrier</td>
<td>33,500</td>
<td>Hong Kong</td>
<td>Cyril C. Fabiantes</td>
<td>Arsenio C. Autentic</td>
<td>Oskar Wehr</td>
</tr>
<tr>
<td>17-May-18</td>
<td>Somerset</td>
<td>Ro-ro carrier</td>
<td>12,502</td>
<td>Goes</td>
<td>Alexander Chertov</td>
<td>Igor Rumyantsyev</td>
<td>CldN</td>
</tr>
<tr>
<td>22-May-18</td>
<td>Mazarine</td>
<td>Ro-ro carrier</td>
<td>14,552</td>
<td>Goes</td>
<td>Alexander Lysin</td>
<td>Sergey Bezobrazov</td>
<td>CldN</td>
</tr>
<tr>
<td>23-May-18</td>
<td>Celandine</td>
<td>Ro-ro carrier</td>
<td>9,415</td>
<td>Goes</td>
<td>Andrii Kulinenko</td>
<td>Volodymyr Mykhodui</td>
<td>CldN</td>
</tr>
<tr>
<td>28-May-18</td>
<td>Darya Noor</td>
<td>Bulk carrier, Ulramax</td>
<td>58,110</td>
<td>Hong Kong</td>
<td>Guojun Jiang</td>
<td>Yongjun Xue</td>
<td>KC Maritime</td>
</tr>
<tr>
<td>29-May-18</td>
<td>Severine</td>
<td>Ro-ro carrier</td>
<td>6,600</td>
<td>Goes</td>
<td>Horia Stirbeiu</td>
<td>Florin Tudorache</td>
<td>CldN</td>
</tr>
<tr>
<td>30-May-18</td>
<td>Federal Nagara</td>
<td>Bulk carrier</td>
<td>34,492</td>
<td>Hong Kong</td>
<td>Santosh U. Naik</td>
<td>Kishore K. Bettela</td>
<td>Fednav</td>
</tr>
<tr>
<td>01-Jun-18</td>
<td>Catherine</td>
<td>Ro-ro carrier</td>
<td>13,320</td>
<td>Goes</td>
<td>Kirill Tunitovskiy</td>
<td>Alexander Rokhval</td>
<td>CldN</td>
</tr>
<tr>
<td>05-Jun-18</td>
<td>Yasmine</td>
<td>Ro-ro carrier</td>
<td>17,023</td>
<td>Goes</td>
<td>Sergiy Loik</td>
<td>Vitaly Nikolaev</td>
<td>CldN</td>
</tr>
<tr>
<td>06-Jun-18</td>
<td>Palatine</td>
<td>Ro-ro carrier</td>
<td>14,565</td>
<td>Goes</td>
<td>Yadiqar Aghakishyev</td>
<td>Roman Koshkin</td>
<td>CldN</td>
</tr>
<tr>
<td>11-Jun-18</td>
<td>Fairchem Forte</td>
<td>Chem tanker</td>
<td>19,971</td>
<td>Singapore</td>
<td>Mayank K. Rama</td>
<td>Ravi Sharma</td>
<td>Fairfield</td>
</tr>
<tr>
<td>11-Jun-18</td>
<td>Wilhelmine</td>
<td>Ro-ro carrier</td>
<td>6,374</td>
<td>Goes</td>
<td>Sergiy Sinelnikov / Artem Sultanov</td>
<td>Viktor Iermakov</td>
<td>CldN</td>
</tr>
<tr>
<td>12-Jun-18</td>
<td>FMG Amanda</td>
<td>Bulk carrier, VLOC</td>
<td>261,052</td>
<td>Hong Kong</td>
<td>Hemant Kapur</td>
<td>Ramesh K. Yadav</td>
<td>FMG</td>
</tr>
</tbody>
</table>

* Existing fleet member: change in ownership/name
<table>
<thead>
<tr>
<th>DATE</th>
<th>VESSEL NAME</th>
<th>VESSEL TYPE</th>
<th>CAPACITY</th>
<th>MGMT OFFICE</th>
<th>MASTER</th>
<th>CHIEF ENGINEER</th>
<th>OWNER</th>
</tr>
</thead>
<tbody>
<tr>
<td>13-Jun-18</td>
<td>Adeline</td>
<td>Ro-ro carrier</td>
<td>6,374 dwt</td>
<td>Goes</td>
<td>Evgeny Bukashko / Oleg Pilipchuk</td>
<td>Alexey Lokot</td>
<td>CLdN</td>
</tr>
<tr>
<td>17-Jun-18</td>
<td>Ultra Agility</td>
<td>Bulk carrier, Ultramax</td>
<td>61,213 dwt</td>
<td>Hong Kong</td>
<td>Subhabrata Bhattacharyya</td>
<td>Gomathi K. Somasundaram</td>
<td>Navigare Capital</td>
</tr>
<tr>
<td>17-Jun-18</td>
<td>Vespertine</td>
<td>Ro-ro carrier</td>
<td>14,483 dwt</td>
<td>Goes</td>
<td>Gennady Sopilnyak</td>
<td>Oleksii Bovsunovskiy</td>
<td>CLdN</td>
</tr>
<tr>
<td>18-Jun-18</td>
<td>Pauline</td>
<td>Ro-ro carrier</td>
<td>17,023 dwt</td>
<td>Goes</td>
<td>Andrei Bandrabur</td>
<td>Sergiy Menshykov</td>
<td>CLdN</td>
</tr>
<tr>
<td>20-Jun-18</td>
<td>BW Radon</td>
<td>Chem tanker</td>
<td>19,900 dwt</td>
<td>Hong Kong</td>
<td>Gaurav Sharma</td>
<td>Vivek A. Mehendale</td>
<td>BW</td>
</tr>
<tr>
<td>27-Jun-18</td>
<td>Amandine</td>
<td>Ro-ro carrier</td>
<td>13,428 dwt</td>
<td>Goes</td>
<td>Michel Hoogewijs</td>
<td>Patrick Foucart</td>
<td>CLdN</td>
</tr>
<tr>
<td>28-Jun-18</td>
<td>Capucine</td>
<td>Ro-ro carrier</td>
<td>6,600 dwt</td>
<td>Goes</td>
<td>Claudiu D. Negruți</td>
<td>Dodi L. Mucenic</td>
<td>CLdN</td>
</tr>
<tr>
<td>28-Jun-18</td>
<td>PSU Third</td>
<td>Bulk carrier, Capesize</td>
<td>210,000 dwt</td>
<td>Hong Kong</td>
<td>Baoliang Xu</td>
<td>Xiaohua Wang</td>
<td>RGL Shipping</td>
</tr>
<tr>
<td>03-Jul-18</td>
<td>Celine</td>
<td>Ro-ro carrier</td>
<td>27,687 dwt</td>
<td>Goes</td>
<td>Evgeny Belousov</td>
<td>Vladimir Gromov</td>
<td>CLdN</td>
</tr>
<tr>
<td>13-Jul-18</td>
<td>Federal Dee</td>
<td>Bulk carrier</td>
<td>34,492 dwt</td>
<td>Hong Kong</td>
<td>Sikander M. Kazi</td>
<td>Rajesh G. Nambiar</td>
<td>Fednav</td>
</tr>
<tr>
<td>16-Jul-18</td>
<td>Federal Yamaska*</td>
<td>Bulk carrier</td>
<td>37,150 dwt</td>
<td>Hong Kong</td>
<td>Vinod K. Sharma</td>
<td>Amit K. Lathar</td>
<td>Fednav</td>
</tr>
<tr>
<td>20-Jul-18</td>
<td>Federal Yellowstone*</td>
<td>Bulk carrier</td>
<td>37,150 dwt</td>
<td>Hong Kong</td>
<td>Oleksandr Moysyeyev</td>
<td>Yurii M. Pedko</td>
<td>Fednav</td>
</tr>
<tr>
<td>26-Jul-18</td>
<td>Genco Weatherly</td>
<td>Bulk carrier, Ultramax</td>
<td>61,556 dwt</td>
<td>Hong Kong</td>
<td>Shekhar S. Kothawale</td>
<td>Alexandr Ilyashchenko</td>
<td>Genco</td>
</tr>
</tbody>
</table>

* Existing fleet member: change in ownership/name
SIZE MATTERS
World’s largest short-sea ro-ro

A HUGE welcome to the one-year-old MV Celine, which joins Anglo-Eastern as one of the world’s two largest short-sea ro-ro vessels ever built! At over 27,600 dwt, 234m in length and 35m in breadth, with a capacity of ~8,000 lane metres, the MV Celine – together with her newer twin, the MV Delphine – are unrivalled giants in the short-sea ro-ro carrier space, and we are honoured to be managing one of them!

MILESTONE
Celebrating 60 with Fednav

A very special welcome to the MV Federal Yamaska as the 60th Fednav vessel to join the Anglo-Eastern family! The bulk carrier represents yet another milestone in our long-standing relationship with Fednav, whom we have formally partnered with since the onboarding of the MV Federal Polaris in 1994. Here’s to another 20+ years of partnership, growth and success!