

LEADERSHIP

March 2024

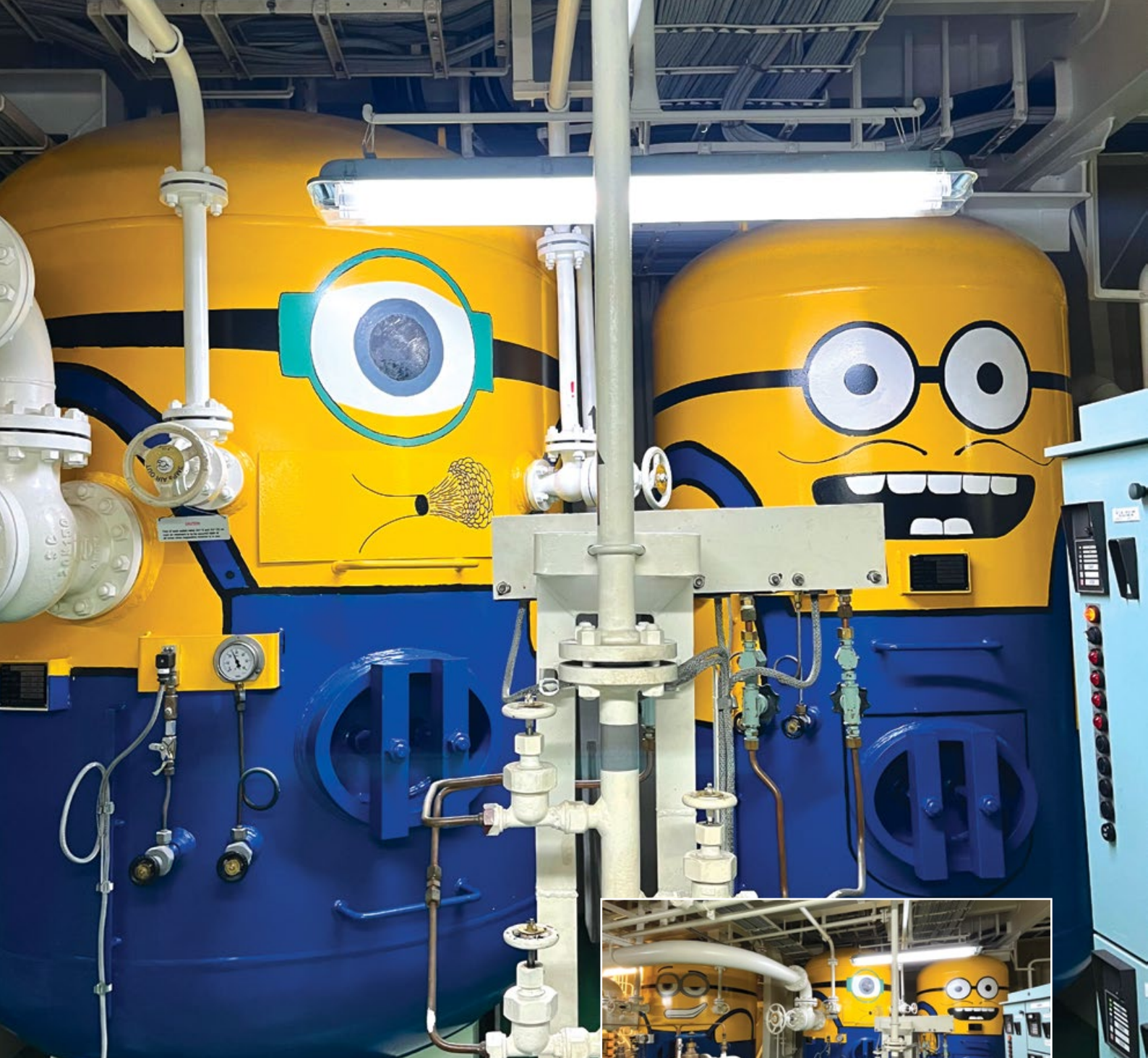
Issue 33

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Stronger together in 2024

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STAFF COMPETITION

Picture This

With this being the first issue of both the calendar and lunar new year, here's wishing you and your close ones happiness, good health, and prosperity in 2024, the auspicious Year of the Dragon!

FRONT COVER - Our "stronger together" theme featured prominently in 2023 and is something we wish to carry forward in 2024, Anglo-Eastern's 50th anniversary year. This colourful photo of MT Fairchem Protea side by side a bunker barge is a fun way to capture the sentiment from a ship perspective. Thanks to **Prity Dalai**, wife of 2/E Abhirup Dalai, for the great photo!

BACK COVER - The sunset on the back cover may look like any other, but it carries a lot of significance. Being the final sunset of last year, we thought it a nice way to send off 2023. Thanks to Capt. **Felino D'Souza** of MV Kiel Express for the meaningful capture.

INSIDE FRONT - The engine room is the hottest, noisiest place in a ship, where safety is paramount. But that doesn't mean you can't have a bit of Minion makeover fun with the air receivers! Thanks to Fednav's **Antoine Marcotte** for sending us this photo from MV Nunavik - and, of course, to the cadet who painted them!

Well done and congratulations! If you'd like to send us your photos for consideration in Picture This or other company materials and/or platforms, email us at leadership@angloeastern.com (include your name, rank, and crew ID). Thank you!

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FEEDBACK & SUBSCRIPTIONS

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Safety: Our unwavering commitment

As the Anglo-Eastern managed fleet plies the world's oceans, safety stands as the unwavering lodestar guiding our every voyage. And as CEO of Anglo-Eastern Ship Management, I find it imperative to delve into the core of our operations and emphasise the paramount importance of safety for every individual on board.

My journey in the maritime industry, from initially a young deckhand to now steering one of the world's largest ship management companies, has instilled in me a deep understanding of the critical role safety plays in our daily endeavours. Safety is more than life jackets and emergency drills; it's a mindset, a culture that runs through the veins of everyday work.

The maritime environment is inherently challenging, demanding a meticulous approach to ensure the wellbeing of our crew, the safety of our vessels, and the protection of our precious cargo. Our commitment to safety extends beyond compliance; it is a reflection of our dedication to

the 37,000 seafarers who form the backbone of our workforce.

The risk to lives and livelihood from serving on board ships is one that keeps me up at night. And it is one that I cannot mitigate alone; it is a shared responsibility embraced by every member of the Anglo-Eastern family. From the sea staff braving the elements to our shore staff ensuring the supply of relevant resources and seamless coordination of operations, safety is a collaborative effort.

You might have seen our recently launched initiative "Learning from Normal Work" (LFNW). This is a new approach to safety in shipping, and it is about proactively looking into factors that make work difficult before they contribute to incidents. This approach can enhance safety by understanding and learning from our everyday tasks and routines on board. The goal is to explore how everyday work can reveal important safety insights.

Our commitment to safety goes hand in hand with our SeaGuardians initiative. The same dedication that drives us to preserve our oceans propels us to uphold the highest safety standards. The safety of our every seafarer is non-negotiable, and we stand resolute in fostering a workplace where every individual feels secure, supported, and empowered to do the right thing.

As we navigate the challenges of an ever-changing industry, safety remains our guiding North Star. It influences our decision-making, shapes our training programmes, and underscores our commitment to excellence.



As we navigate the challenges of an ever-changing industry, safety remains our guiding North Star. It influences our decision-making, shapes our training programmes, and underscores our commitment to excellence. Safety is not just a metric to be measured; it is a value to be lived and breathed by every member of the Anglo-Eastern family.

I call upon each one of you, whether on the bridge or in the engine room of a ship, or behind a desk ashore, to internalise the essence of safety in your every action. Continue to learn, even when nothing goes wrong, and put that learning into action to continue safety improvements.

It is through our collective efforts, fuelled by an unwavering commitment to the wellbeing of our colleagues at sea, that we will continue to set benchmarks in safety standards.

In conclusion, let safety be more than a protocol – let it be a shared commitment that echoes in the heartbeat of every seafarer, resonates in the corridors of every office, and defines Anglo-Eastern Ship Management as a beacon of safety excellence in the maritime industry.

Wishing you safe seas, fair winds, and a happy new year!

Bjorn Hojgaard
Chief Executive Officer



IN THE NEWS

Commercial shipping under fire

Since November 19th, Yemen's Houthi rebels have launched a series of brazen attacks on merchant vessels transiting the Red Sea, with no signs of ceasing despite the US relisting the Iranian-backed group as terrorists and launching counterattacks on Houthi targets in conjunction with UK forces. The attacks on merchant vessels, which now number over 30, have been declared as acts of retribution for Israel's military operations in Gaza, yet the vast majority of ships involved have had no connection with Israel.

Connected or not, the Houthi attacks on merchant vessels are in clear violation of the universally accepted principles of freedom of the seas and of trade, with their acts of illegal, unprovoked aggression causing significant disruptions to commercial shipping. Around 12% of global trade, 30% of container trade, and three million barrels of crude oil routinely pass through the Suez Canal daily, which serves as an important shortcut between Asia and Europe, but the spate of recent attacks have shaken up the status quo.

Joining the ranks of Maersk, Hapag-Lloyd, MSC, CMA CGM, NYK Line, Mitsui OSK Lines, Kawasaki Kisen, Evergreen, Equinor, BP, and reportedly Shell are a growing number of shipping companies

and oil majors avoiding the Red Sea, opting instead for the longer route around the southern tip of Africa. The International Chamber of Shipping estimates some 20% of the world's container ships are currently re-routing, while media outlets report more than USD 80 billion in cargo have been diverted since the attacks.

Not only is this impacting shipments destined for the region, it is also having a global knock-on effect: Taking the longer route around the Cape of Good Hope means an extra 3,400 nautical miles, the equivalent of roughly 10 days depending on speed, and up to USD 1,000,000 in additional operating expenses, says Swapnodeep Mondal, group director of operations. Ultimately, it is the end user who pays – quite literally – in

terms of higher prices and delayed deliveries.

While consumers may be the ones to pick up the extra costs, it is the world's 1.9 million merchant mariners who are getting the short end of the stick, with those still required to traverse the Red Sea exposing themselves to a higher level of risk – just like those who continue to sail in the Black Sea or the Gulf of Guinea. Shipping is a 24/7 industry that never stops and which always finds a way, with the brave men and women at sea amongst the true heroes during such times of geopolitical upheaval and conflict.

Our seafarers have been extremely fortunate thus far, despite two Anglo-Eastern managed

vessels being involved in incidents late last year. On December 3rd, the crew-managed bulk carrier MV Unity Explorer was struck by a missile, sustaining minor damage after missing two earlier attempts, one of which was downed by a nearby US warship. On December 13th, Houthi militants attempted to board the fully managed MT Ardmore Encounter by boat, followed by two unsuccessful missile attacks after the failed hijacking.

Even at the time of writing, after a slight lull in activity, four attacks took place in just the past few days (none involving vessels managed by Anglo-Eastern):

- MT Pollux was struck by a missile while carrying crude oil to India, sustaining minor damage.
- MV Rubymar was less fortunate. In the most damaging attack to date, the bulk carrier was struck by a missile while transporting fertiliser to Bulgaria, causing the ship to take in water and the crew to abandon ship. No injuries were reported.
- Houthi militants also claimed to have launched missiles at the bulk carriers MV Sea Champion and MV Navis Fortuna in the adjacent Gulf of Aden, with the latter sustaining damage.

In a disturbing turn of events, submarine drones were also detected for the first time.

These incidents are just some of many recent Houthi attacks (see the timeline of events) that serve to underscore the need for the international community to come together and take action against terrorism to uphold the freedom of the seas (see CEO Bjorn Hojgaard's

"Ongoing Houthi attacks in the Red Sea are illegal, unacceptable, and profoundly destabilising. There is no lawful justification for intentionally targeting civilian shipping and naval vessels. Attacks on vessels, including commercial vessels, using unmanned aerial vehicles, small boats, and missiles, including the historic first use of anti-ship ballistic missiles against such vessels, are a direct threat to the freedom of navigation that serves as the bedrock of global trade in one of the world's most critical waterways."

Joint statement issued by Australia, Bahrain, Belgium, Canada, Denmark, Germany, Italy, Japan, the Netherlands, New Zealand, the United Kingdom, and the United States



op-ed piece on p. 9), both to maintain the integrity of global supply chains and to protect the lives and livelihoods of seafarers.

As a physically demanding and mentally challenging occupation,

seafaring already involves more than its fair share of inherent risks and hazards; geopolitical conflict, terrorism, and piracy should not be amongst them. Everyone deserves a safe place to work, and that extends to seafarers – regardless of location, origin, destination, cargo, ship owner, or flag.

In the meantime, there is some positive news for seafarers transiting the Red Sea and affected areas. On February 16th, the ITF and IBF updated their "Warlike and High Risk Areas" to include tracts of the Yemini coast, Red Sea, and Gulf of Aden, thereby granting additional rights and benefits to seafarers sailing in those parts. These include bonus payments, double compensation for death or disability, and the right to refuse sailing.

"I wish to take this opportunity to reiterate my strong condemnation of attacks against international shipping in the area and call for an immediate release of the Galaxy Leader and its crew. I will continue to reiterate my three key messages on the situation: seafarers are innocent victims, and their safety is paramount; the principle of freedom of navigation should be upheld and allow safe trade of essential goods; and the call for de-escalation of the situation."

Arsenio Dominguez, Secretary-General, IMO

Photo credits: Houthi military media via Reuters

TIMELINE OF EVENTS

19 Nov 2023 – While sailing from Turkey to Indonesia, **MV Galaxy Leader** is seized by Houthi militants, who brazenly helicopter-dropped onto the deck of the vehicle carrier in a hijacking first for commercial shipping. The ship is forced to divert to Yemen's Hudaydah Port, where it remains under Houthi control, with all 25 crew members held hostage.

25 Nov 2023 – **MV CMA CGM Symi** (container ship) is hit by a drone while en route from Dubai to the Far East, sustaining minor damage.

26 Nov 2023 – While sailing from Morocco to India, **MT Central Park** is instructed to divert to Hudaydah Port, where it is boarded by Houthi militants. A US warship frees the tanker amidst an unsuccessful missile attack launched by the rebels.

03 Dec 2023 – **MV Unity Explorer** escapes a missile and drone attack, before being hit by a missile resulting in minor damage. Two other ships are also hit in the same incident: **MV Number 9** (container ship) and **MV AOM Sophie II** (bulk carrier).

11 Dec 2023 – **MT Strinda** is hit by a missile while sailing from Malaysia to Port Suez, causing a fire on board that the crew are able to extinguish. Houthi rebels claim the Norwegian tanker is heading for Israel, but the ship owner refutes this.

13 Dec 2023 – While en route from India to Port Suez, two missiles are fired at **MT Ardmore Encounter** but miss, while a US warship downs a drone launched

at the Anglo-Eastern managed tanker, which manages to evade damage and continue sailing.

14 Dec 2023 – While sailing from Oman to Saudi Arabia, missiles are fired at **MV Maersk Gibraltar**. After missing, Houthi rebels hail the container ship, threatening further missile attacks.

15 Dec 2023 – **MV Al Jasrah**, operated by Hapag-Lloyd, is hit by a drone while sailing from Greece to Singapore, resulting in fire and the loss of one container overboard. Later the same day, the container ship **MV MSC Palatium III** is hit by a missile while sailing from Kenya to Saudi Arabia, sustaining some fire damage that takes the vessel out of service. Soon after this incident, MSC announces it will begin diverting its fleet around Africa.

18 Dec 2023 – **MT Swan Atlantic**, which is carrying vegetable oil from France to Reunion Island via Saudi Arabia, comes under attack. The tanker is hit by a drone, but continues on course. On the same day, the container ship **MV MSC Clara** reports a nearby explosion in the water while sailing from Saudi Arabia to Abu Dhabi and is rescued from further attack by a US warship. Houthi rebels again claim the attacks are due to Israeli ties, which are refuted, and because the two vessels did not divert to Yemen.

19 Dec 2023 – The US launches **Operation Prosperity Guardian**, with more than 20 countries agreeing to participate in efforts to safeguard ships in Red Sea waters near Yemen.

23 Dec 2023 – Three ships are attacked in a single day, resulting in two hits and a near miss. While sailing off the coast of India, **MT Chem Pluto** is hit by a drone (purportedly launched from Iran) that elicits a swift response from the Indian navy. **MT Blaamanen** misses a drone attack while sailing from Romania to India, but **MT Sai Baba** is hit in a separate attack. No major damage or crew injuries are reported in any of the incidents.

26 Dec 2023 – The container ship **MV MSC United VIII** manages to evade a missile attack while en route from Saudi Arabia to Pakistan.

28 Dec 2023 – MSC announces it will divert its fleet around Africa until further notice.

30/31 Dec 2023 – Following the launch of Operation Prosperity Guardian, Maersk announces it will resume Red Sea sailings, only for **MV Maersk Hangzhou** to be hit by a missile days later while en route from Singapore to Port Suez. US military intervention takes down another two missiles aimed at the vessel, but hours later the container ship is attacked again, this time by four Houthi boats. US helicopters are able to avert the attempted hijacking, sinking three of the four boats.

02 Jan 2024 – After the double attack on **MV Maersk Hangzhou**, Maersk announces its Danish operations will pause all vessels bound for the Red Sea "for the foreseeable future" and re-route around Africa instead. On the same day, **MV CMA CGM Tage** comes under missile attack, but luckily escapes any direct hits. Houthi rebels claim the container ship is heading to Israel, which the ship owner denies, and failed to heed warnings.

03 Jan 2024 – Twelve nations issue a joint statement condemning the Houthi attacks on commercial shipping, calling them illegal, unacceptable, and profoundly destabilising.

11 Jan 2024 – The US and UK launch a wave of airstrikes against dozens of Houthi targets and advise vessels to keep away from the southern Red Sea.

12 Jan 2024 – **MT Khalissa** narrowly misses a missile attack by 400-500 metres while carrying crude oil from Russia and is tailed by three Houthi boats.

15 Jan 2024 – The US-owned **MV Gibraltar Eagle** is hit by a missile while sailing from South Korea to Port Suez. No major damage or injuries are reported by the bulk carrier.

16 Jan 2024 – **MV Zografia**, a Greek bulk carrier sailing from Vietnam to Port Suez, is hit by a missile, sustaining minor damage to its cargo hold and no injuries.

RED SEA INCIDENTS



Source: Ambrey Analytics via BBC

OPINION

Freedom of the seas

In the vast realm of the open seas, where the winds of freedom should guide every vessel, a dual threat casts a dark shadow: piracy and geopolitical exploitation, writes CEO Bjorn Hojgaard in a recently published op-ed piece.

17 Jan 2024 - The US relists Houthi rebels as a terrorist group for their attacks on commercial shipping. In retaliation, the US-owned **MV Genco Picardy** is hit by a drone while sailing from Egypt to India, causing a fire and some damage to the bulk carrier. No injuries are reported. The US hits back a few hours later, with airstrikes targeting 14 Houthi missile sites.

18 Jan 2024 - Missiles are launched at **MT Chem Ranger** but miss, despite Houthi claims to the contrary.

22 Jan 2024 - IMO secretary-general Arsenio Dominguez calls for the immediate release of **MV Galaxy Leader** and its 25 crew members, who have been held hostage by the Houthis since the November 19th hijacking.

24 Jan 2024 - Three missiles are launched at Maersk's US-flagged container ships **MV Maersk Detroit** and **MV Maersk Chesapeake** while under US navy escort in the Gulf of Aden. Two missiles are shot down, while one lands in the water.

26 Jan 2024 - The oil tanker **MT Marlin Luanda** is hit by a missile and catches fire. The crew are able to put it out, with no injuries reported. Shipowner Trafigura announces that it will avoid the Red Sea going forward, joining a growing number of shipping companies to do so.

12 Feb 2024 - Two missiles are launched at **MV Star Iris**, which is carrying corn from Brazil - ironically to Iran. The bulk carrier sustains minor damage.

15 Feb 2024 - The bulk carrier **MV Lycavitos** sustains minor damage after being hit by a missile.

16 Feb 2024 - **MT Pollux** is struck by a missile while carrying crude oil to India, sustaining minor damage. On the same day, the **ITF and IBF Warlike and High Risk Areas** are updated to include affected areas of the Red Sea and Gulf of Aden, granting additional rights and benefits to seafarers assigned to sail there (e.g., bonus, double compensation for death or disability, right to refuse sailing).

18 Feb 2024 - In the most damaging attack to date, **MV Rubymar** is struck by a missile while transporting fertiliser to Bulgaria, causing the bulk carrier to take in water and the crew to abandon ship. No injuries are reported.

19 Feb 2024 - As at the time of publication, Houthi militants claim to have launched missiles at the bulk carriers **MV Sea Champion** and **MV Navis Fortuna** in the Gulf of Aden, with the latter vessel sustaining damage. For the first time, submarine drones are also detected.

Source: Reuters and Haaretz for list of attacks, verified by other news outlets

For someone like me, deeply immersed in the maritime industry, the safety and wellbeing of our seafarers are paramount. It is high time we address not only the menace of piracy, but also the sinister use of vessels and their crews as pawns in the chessboard of geopolitical interests.

As we delve into this multifaceted challenge, let us reaffirm the principles that underpin our maritime journey. Sovereign governments are entrusted with the protection of their territories, and the obligation to secure the open seas is a shared responsibility of all nations. Merchant vessels, as floating extensions of their flags, bear the duty to uphold the laws of their nation while navigating international waters.

Piracy, a menace rooted in lawlessness on land, demands a comprehensive, land-based solution. The United Nations Convention on the Law of the Sea (UNCLOS) obliges all states to cooperate in suppressing piracy, not just on the high seas, but in any other place outside the jurisdiction of any state. It's an unequivocal call for collective action.

Private armed guards and industry-developed best management practices, though effective to a certain extent, fall short in the face of the complex geopolitical landscape. Beyond piracy-prone waters, vessels transiting near war-ridden countries face an additional risk - they become unwitting pawns in geopolitical power plays. These vessels, and the brave crews onboard, find themselves caught in the crossfire of conflicting interests.

The use of private armed guards, while a deterrent to piracy, poses challenges in these volatile regions. The lack of a legal framework, unclear rules of engagement, and inconsistent reporting exacerbate the risks faced by seafarers. Moreover, vessels in these waters risk being manipulated for political ends, with crews unwittingly drawn into conflicts not of their making.

To address this dual challenge, a UN-backed international force, operating under the 'blue beret' operations scheme, emerges as a practical and ethical solution. This force, available on a voluntary basis, can provide vessels with trained and armed UN troops and naval escorts, ensuring a legal framework for liabilities, training, armament, rules of engagement, and reporting.

The economic costs of piracy and geopolitical exploitation far outweigh the investment needed for preventive measures. Governments, industry players, and non-governmental organisations must collaborate to finance these initiatives, placing the burden on collective shoulders rather than on individual shipowners.

Under UNCLOS, the global community has a duty to cooperate against piracy and protect vessels from becoming pawns in geopolitical manoeuvres. It is time to extend this commitment to a UN-led 'peacekeeping' force, not only against piracy, but also against the manipulation of vessels for geopolitical interests.

Let us navigate these troubled waters together, ensuring the safety of our seafarers and upholding the integrity of our global waters. The call is clear, the responsibility shared, and the time for action is now.



EVENT

AE auditor workshop checks all the boxes

For two days in late November, Anglo-Eastern's team of auditors and department heads gathered together in Mumbai for a workshop aimed at fostering collaboration, solutions, and camaraderie. The event underscored our commitment to continuous improvement, technological innovation, and leading the way in excellence, safety, and efficiency in ship management.

The main purpose of the November 20-21 workshop was to facilitate face-to-face interactions between auditors and department heads, and identify areas for improvement using the "WWW, EBI" (what went well, even better if) approach. The workshop was strategically designed to enhance the effectiveness of the auditing process, identify challenges, and devise viable solutions.

To better understand the challenges faced by different teams across the group and to foster collaborative ways to address these, various departments were represented as follows: Vikas Trivedi and Yash Chawla for Technical, Swapnodeep Mondal and Abner Carvalho for Operations, Andriy Matviychuk and Navin Tandon for QHSE, Deepak Gupta

for Marine HR, Liston Pereira and Sanjay Dutta for Training, and Marlene Riise for Process Excellence (PEX).

The workshop commenced with a remote address by CEO Bjorn Hojgaard, who participated from Hong Kong due to his engagements during Hong Kong Maritime Week. He expressed his vision for Anglo-Eastern to remain at the forefront of ship management, emphasising our commitment to excellence, integrity, trust, and dependability – qualities that set Anglo-Eastern apart and contribute to our excellent reputation with clients. He also highlighted the importance of sustainability and creating a safer maritime industry, urging auditors to convey the company's commitment and vision to ship crews.



In outlining the building blocks to achieve Anglo-Eastern's goals and ambitions, Mr Hojgaard noted several key areas: the company's core role as a ship manager in contributing to the success of vessel operations, the availability and training of competent ship (and shore) staff, leveraging technology and automation to streamline processes and enhance efficiency, advancements in procurement procedures and cost reduction through economies of scale, expanding our centre of excellence for marine services, and exploring growth opportunities through greenfield investments or acquisitions.

Managing director of group QHSE, Vikrant Malhotra, next delivered a session on "QHSE 2.0" in which he emphasised the importance of giving and receiving constructive feedback, maintaining integrity and honesty, and building a strong brand reputation by delivering services to higher standards. He explained how the concept of "Learning from Normal Work" (LFNW) can proactively contribute to everyday safety and efficiency. Puneet Malhotra, group head of quality assurance and compliance, highlighted the crucial role of auditors in promoting excellence and safety on board.

The rest of the first day focused on identifying 'problem statements'.



The workshop was conducted in a way where the participants followed a unique approach that involved defining “work as intended”, or WAI (ideal outcome) – or what Mr Hojgaard often refers to as “what good looks like” – and comparing that with “work as done”, or WAD (actual outcome, reality). Each department and the team of auditors took turns to present their feedback, including the challenges they face and how they can be further assisted.

The second day of the workshop commenced with a presentation on JiBe by Vishal Varshney of the digital solutions team that served to highlight Anglo-Eastern’s digital aspirations. The auditors were also introduced to the new features and functionalities of JiBe’s audit module, which is aimed at enhancing efficiency and reducing the amount of time needed to prepare audit reports.

Group discussions to brainstorm solutions to the previous day’s problem statements ensued, with

participants following a method that involved systematically identifying symptoms, causes, and solutions for each problem statement. Five teams were formed, comprising representatives from various departments, with details recorded on separate charts. Each team leader presented their team’s findings, and all team members collaborated to generate viable solutions.

To ensure accountability and progress, a timeline was established, with responsible individuals assigned to achieve the desired outcomes. These outcomes included improvements in audit planning, better coordination between teams for information-sharing, timely submission of audit reports, and the updating of guidelines and audit checklists.

In wrapping up the day, the department representatives expressed their appreciation to the auditors for their contributions towards enhancing the safe operation of vessels. They acknowledged the important role of

auditors in mentoring seafarers, aided by their expertise, experiences across numerous ships, frequent ship visits, and extensive stays on board. With the demand for ship visits continuing to rise as a result of internal audits, investigations, pre-vetting, SMS setups, training, and other related activities, it may be surprising to learn that the auditing team successfully handles an average of 2.5 ship boardings per day!

Overall, the workshop was a great success, providing an interactive platform for auditors to collaborate with different parts of the business. Through open discussions and problem-solving sessions, the event fostered a sense of shared purpose and unity, with a renewed commitment to excellence and safety at sea. Many thanks to the two dozen auditors who took part, as well as the various department representatives, plus workshop moderators Vikrant Malhotra, Puneet Malhotra, Amit Nauhwar, and Marlene Riise. Until the next time!





HKMW 2023 opening ceremony

EVENT

Hong Kong Maritime Week

November 20th marked the official opening of Hong Kong Maritime Week 2023, a week-long series of events and activities dedicated to all things maritime, from industry panels on current issues and trending themes to public events aimed at raising awareness about shipping and careers in the industry.

As in previous years, Anglo-Eastern played an active role in the event, with chief executive officer Bjorn Hojgaard invited to take part in the official opening ceremony along with several other prominent industry leaders and government dignitaries.

The next day (Nov 21), Mr Hojgaard participated in an insightful panel discussion on future crewing challenges, which looked at the supply of quality talent, diversity and inclusion, and the training

requirements for future ships in the lead up to decarbonisation.

This was followed by the 4th Mare Forum (Nov 22), which saw Mr Hojgaard join a select panel of industry leaders to openly discuss, debate, and exchange their views and ideas on a range of hot topics in a direct and manner, with transparency being key to the discussions.

Martin Rowe, Anglo-Eastern vice-president of business development,



4th Mare Forum



Decarbonisation and newbuildings

was invited to act as a moderator in Xinde Marine News' session on decarbonisation and newbuildings (Nov 22), which saw a great discussion on EU ETS regulations, as well as FuelEU and developments in EEXI/CII.

Anglo-Eastern was also a sponsor of the popular Captain's Table (Nov 23), a much anticipated event that has grown to become one of the industry's leading maritime startup contests, where aspiring innovators seeking to bring their novel concepts to market can pitch their ideas directly to industry professionals.

The above highlights are just some of the many events and activities organised for Hong Kong Maritime Week 2023 – a fantastic week full of excellent exchanges and discussions that Anglo-Eastern was delighted to be a part of. A big thank you to the Hong Kong Maritime and Port Board, Hong Kong Shipowners Association, and Hong Kong Maritime Museum for once again hosting such a stellar event for the industry and Hong Kong.



Future crewing challenges

RECOGNITION

Seafarer of the Year

Congratulations to 3/O Isha Shandilya on being named Seafarer of the Year at November's CrewConnect Global Awards 2023 in Manila!

One of the growing number of young women to graduate from Anglo-Eastern Maritime Academy (AEMA), Ms Shandilya has been sailing on board Ardmore Shipping vessels under Anglo Ardmore management since her cadet days (Anglo Ardmore is the ship management joint venture between Anglo-Eastern and Ardmore Shipping).

Presently serving as third officer on board MT Ardmore Exporter, she is a keen practitioner and advocate of safety best practices, which also earned her the title of Ardmore Safety Champion, making her the first female recipient of this distinction.

Besides promoting tanker safety and regulatory awareness, she often creates freehand diagrams for her colleagues prior to each mooring operation and delivers training on a variety of topics, from cold weather precautions to first aid and how to administer injections. She is also committed to promoting inclusion and general wellbeing on board, providing daily motivational quotes and practical advice to her colleagues.

Taken together, Ms Shandilya's efforts are inspiring, making her a deserving recipient of one of the two Seafarer of the Year awards announced at the gala dinner on November 23rd. To collect the trophy on her behalf at the Manila event was Karan Madan, Anglo-Eastern group director of crew management.

Well done and congratulations once again to 3/O Isha Shandilya for making a difference and helping to shape a better maritime future. Keep up the excellent work and may you continue to shine and inspire!



AEMA celebrates triple graduation

The new year saw an impressive and energetic start for Anglo-Eastern Maritime Academy (AEMA), with a grand passing-out function for three batches, spanning all core disciplines: DNS 27, GME 39, and ETO 14.



The 160 students and their families proudly gathered together for the academy's first-ever triple graduation ceremony, which was attended by India's director general of shipping, Shyam Jagannathan.

Mr Jagannathan, along with fellow guest of honour Orson Lobo, a senior managing director from our Singapore office, were greeted by an impressive guard of honour performed by the cadets. This was followed by the unfurling of the Anglo-Eastern flag, after which the guests took part in an interactive session with faculty and the customary tour of the academic block, before being escorted to the auditorium for the ceremony.

Capt. Suneel Sule, principal of AEMA, opened the event with a warm welcome to all attendees. Speaking to the graduates, he emphasised the importance of focusing on each voyage as distinct from others, and ensuring all checks and safety parameters are properly addressed. An overview was then presented by each department/course head: Capt. Santosh Pandey (DNS), vice principal Tejinder Bhamra (GME), and Yogesh Chonkar (ETO).

As always, the cadets were given the opportunity to showcase their non-academic talents in an entertainment segment, comprising poetry recitals, band and dance performances, and a mind-blowing magic act that garnered the loudest applause.

After the entertaining diversion, Capt. K.N. Deboo, director and principal of the Anglo-Eastern Maritime Training Centre (AEMTC), took to the stage to thank Mr Jagannathan for taking time out of his demanding schedule as director general of shipping to attend the ceremony. Addressing the graduates, he encouraged them to see value in every task and stressed the importance of continuous improvement, motivation and hard work, regardless of rank or role.

Mr Lobo spoke next, explaining the vision behind AEMA – to produce world-class seafarers at the foundational level. Academics aside, he noted the challenges of working and living at sea, with the ship serving as both a workplace and home. Resilience, problem-solving, and not being afraid to ask for help or guidance are key to remaining grounded, while teamwork, enthusiasm, and a desire to learn and grow are necessary to thrive.



The final talk was delivered by Mr Jagannathan, who expressed the honour of being invited as chief guest. He congratulated the parents for nurturing such bright young talents, as well as AEMA's exceptional standards and experienced faculty. Safety on board must be a priority, including safety of seafarers. He cited the spate of Red Sea attacks, noting the risks of the profession, but also the help extended to seafarers – in this instance, by the maritime administration and the Indian Navy.

After Mr Jagannathan congratulated the graduates, the programme switched to the award presentations in which Adithyan K.R. (DNS 27) and Durga Inakoti (ETO 14) were awarded for best overall performance, while Ketan Sawant (DNS 27) and Mohamed Washid (ETO 14) were awarded for best academic performance. For GME 39, there was just one recipient, Aman Katiyar, who was awarded for best overall and academic performance combined.

The four team finalists of the Indian Maritime University's annual IMO mock session competition were also recognised during the awards segment, with the presentation of two coveted rolling shields, a runner-up award, and finalist consolation prize (read the full story on p. 15).

Well done and congratulations to all of the many award winners and 160 graduating students of DNS 27, GME 39, and ETO 14! A triple graduation is already a rare and inspiring sight to behold, with the numerous award recipients taking the celebrations to the next level. Keep up the excellent work as you progress through your cadetships and seafaring careers with Anglo-Eastern. We are proud to have you on board!



RECOGNITION

AEMA wins big in IMO mock session competition

The students of Anglo-Eastern Maritime Academy (AEMA) did their faculty proud by winning a record four prizes in the Indian Maritime University's (IMU) third IMO mock session competition on November 9th, including two winners of the rolling shield and a runner-up award.

The annual competition, now in its third year, is an initiative run by the IMU in association with India's Institute of Marine Engineers and DMET-MERI Alumni, and is aimed at developing the cognitive and communication skills of students enrolled in IMU and its affiliated colleges. Eligible students across all of India took part in the prestigious team-based event, which was divided into four divisions: Nautical Science, Marine Engineering, Marine Management, and Naval Architecture.

With the guidance of an appointed subject matter expert, each student team had to work within the parameters of an assigned nation profile (e.g., a developed nation with large spending capacity on infrastructure, limited interest in shipbuilding, and a huge fossil fuel reserve). The nomination process started in June, with teams required to submit their final papers in September.

After a month-long review process, the industry-drawn judging panel announced the shortlisted semi-finalists. Of the 67 team submissions, seven were by AEMA teams, and six of the seven progressed to the semi-finals! Moreover, AEMA was the only institute to have more than one team shortlisted under any division.

The two-day semi-finals were conducted virtually, with each team giving an eight-minute slide presentation of their proposal to a mock IMO sub-committee comprising three judges. Non-presenting teams were invited to cross-question and comment on the presenting team as part of the process, which saw four of AEMA's six teams progress to the finals – a very impressive effort!

The final round of the competition was also held virtually on November

9th. The team finalists were invited to highlight their proposals in 2-3 minute pitches, without the benefit of any support tools, and to answer questions asked of them by the three subject matter expert panellists. All AEMA team finalists did a stellar job, fielding the questions with confidence.

The competition results speak for themselves. Of the four AEMA team finalists and prize recipients, two won in their respective divisions and one placed second for a grand total of three award wins. Finishing with four finalists and three award wins in the same competition is the most any one institute has ever achieved since the launch of the IMO mock sessions.

Big congratulations to the four AEMA team finalists, as well as to all other participating AEMA students and faculty team leads Capt. Sundeep Shivanagi (DNS) and C/E Anil Sharma (GME). What AEMA achieved in the competition is outstanding and we could not be more proud. A truly tremendous effort across the board, with a special shout-out to GME 39. Well done!

AWARDS AND PRIZES

Nautical Science - Winner

Topic: Develop a goal-based instrument for maritime autonomous surface ships (MASS)
Team: DNS 27 - Anup Singh, Atul Tiwari, Avi Narula, Kashish Sharma

Naval Architecture - Winner

Topic: Reduce fuel consumption and emissions by streamlining cargo ship superstructure and adopting an inverted bow design
Team: GME 39 - Maaz Baig, Rohit Singh, Saurabh Sharma, Shyam Dalai

Marine Engineering - Second

Topic: Reduce fuel emissions by utilising waste heat energy from auxiliary engines and incinerators
Team: GME 39 - Bhavani Sutar, Srinivas Thirupathi, Vishnunath Viswanathan, Ubin Udayakumar

Marine Engineering - Finalist

Topic: Use of hydrogen as an alternative fuel in shipping
Team: GME 39 - Ashutosh Kubal, Azain Sayekar, Leroy Pereira, Nehil Veshi



EVENT

Oceania 2023 at AEMA

Last summer, a visionary concept emerged in the minds of AEMA's budding cadets – organising a multidisciplinary event aimed at showcasing and challenging their physical prowess, intellect, and lesser known talents, while helping to develop such qualities as leadership and planning.

Their idea was put to paper in the form of a proposal submitted to principal Capt. Suneel Sule, who was impressed by the students' "Oceania 2023" concept and gave the initiative an enthusiastic green light.

A core committee was swiftly formed, led by AEMA psychologist Parnita Rasal, which immediately

leapt into action on how to plan, organise, and meticulously execute the two-day event scheduled for the first week of November. To give more structure to the occasion, and to make it easier to organise, it was decided that it should comprise three distinct parts, named and outlined as follows:

- **Triad** - Mainly physical competitions involving a variety of sports (not only three, despite the name!), such as badminton, basketball and volleyball, and even popular board games.
- **Intellectus** - Intellectual challenges, including a quiz, debates, and a segment for students to present 'research papers' on novel ideas.
- **Spectra** - Essentially a talent show, but for a wide range of skills, from dancing, singing, and acting to running food stalls and more.

Oceania 2023 concluded with an address by Capt. Sule and Ms Rasal praising the students on their initiative, organisation skills, participation, and talents. This was followed by a vote of thanks by the core event team that served to close the two-day gala.



Philippines launches Adopt-A-Ship

Adopt-A-Ship is a unique and fantastic learning and awareness initiative aimed at educating children about seafaring, ships, and world geography that our Manila office is excited to now be a part of, being the first to 'adopt' the programme in Anglo-Eastern.

Adopt-A-Ship was launched in 2006 by the Cyprus Shipping Chamber (CSC) and Cyprus Marine Environmental Protection Association (CYMEPA) to connect elementary school students with seafarers on board CSC-member ships as a way to educate, inspire, and give back to the community. Over a decade later, the initiative has expanded to include students and seafarers from Greece, Poland, India, and the Philippines, with over 35,000 children from different parts of the world involved in 'adopting' a ship.

The programme has been lauded by the United Nations Working Group, IMO, and many other leading maritime organisations and government bodies. CEO Bjorn Hojgaard had heard much about Adopt-A-Ship and thought it a great initiative, so proposed the idea to several business heads. Neeraj Dhingra, head of our Philippines unit, immediately liked the concept and took

the lead, assigning QA and welfare manager Milea Kim Cabuhat to learn more about the programme and who to partner with.

A few months later, our Manila office inaugurated the Adopt-A-Ship programme, having secured the participation of Laguna Resettlement Community School (LRCS), with its 1,180 Grade 4-6 students, and three bulk carriers and an ocean-going tug along with their masters: MV Cape Azalea (Capt. Adrian Consebido), MV CL Century (Capt. Philip Fernandez), MV True Caspian (Capt. Eugene Luna), and MV BOKA Alpine (Capt. Japheth Rivera), respectively.

From January, each of the four vessels will be 'adopted' by different groups of assigned LRCS students, who will initially be required to identify landmasses and bodies of water on a world map provided by Adopt-A-Ship, in addition to responding to various

statements to assess their maritime awareness.

Throughout the adoption period, the ship master or another senior officer will email the students via their teachers on a weekly basis, sharing information about their voyage and answering any questions the students may have. Where possible, video calls can be arranged to allow direct interaction between the ship and classroom, and even in-person visits with the senior officers when ashore.

At the end of the adoption period, the students will once again be assessed in the same manner as at the start. The purpose is to see how much they have learnt through their interactions, which are aimed at not only imparting geographical and maritime knowledge, but also creating awareness and an appreciation of ships and seafaring that may inspire students to join the profession.

"Our goal is to establish a long-lasting presence in the Adopt-A-Ship programme," said Ms Cabuhat, who noted that other Anglo-Eastern offices may join the programme following Manila's lead. "By joining forces, we can make a positive impact in the lives of these students, and together we can create lasting memories and meaningful experiences."





Halloween
MV Cape Azalea

CREW ACTIVITIES

Our most important ASSET is you!

The Anglo-Eastern Staff Satisfaction & Engagement Team (ASSET) is dedicated to engaging our seafarers through a host of onboard activities and initiatives, from awards and competitions to celebrating festivals and special days, as highlighted here for Q4 2023.

The last quarter of 2023 saw many big special occasions, from Dussehra (Oct 24) and Diwali (Nov 12) to Christmas (Dec 25) and New Year's Eve (Dec 31), with some Halloween (Oct 31) and other fun in between. As always, ASSET celebrated these and other occasions alongside our seafarers, with a focus on engagement, positivity, wellbeing, diversity, and inclusion.

DIWALI

The Indian festival of Diwali, also known as the Festival of Lights, was celebrated with lots of good cheer, passion, and inclusiveness. Seafarers were encouraged to decorate their work areas on board with festive lights and decorations and to organise Diwali-themed gatherings featuring traditional Indian dishes and performances, which many did with great enthusiasm.

HALLOWEEN

To inject some fun into the workplace, Halloween was marked by a series of engaging activities. Seafarers were also invited to dress up, with prizes awarded for the most creative and innovative costumes. Congratulations to A/B Vincent Lenor of MV Cape Azalea for his awesome Nezuko Kamado (Demon Slayer) outfit, and to bosun Sujith Moore for spookily reprising "The Nun" on board MV CMA CGM Masai Mara.

CHRISTMAS

Christmas was celebrated by a range of initiatives designed to spread joy and goodwill amongst seafarers. The messrooms and offices of ships were adorned with festive decorations, including Christmas trees, lights, and nativity scenes. Some ships organised a Christmas lunch gathering, featuring



Halloween
A/B Vincent Lenor



Halloween
Bosun Sujith Moore



Diwali
MV CMA CGM Masai Mara



Diwali
MT Fairchem Protea

traditional dishes, entertainment, and gifts. MV Ubuntu Empathy even enjoyed a surprise visit by a pilot dressed as Santa Claus, who arrived by helicopter with gifts for the crew!

RECOGNITION

The Wellbeing and Engagement Awards, or WE Awards, saw three vessels honoured for their commitment, enthusiasm, and dedication to creating a safe and positive work environment on board: MV Ubuntu Empathy, MV Ubuntu Humanity, and MT Crystal Angel. All three winners fostered a positive culture on board with excellent crew engagement. Each vessel was further rewarded as part of our reward and recognition programme.

In another initiative, the vessels with the highest seafarer feedback ratings for a given month were commended for prioritising crew wellbeing and providing a positive sailing experience. Each of the following 11 vessels, listed in alphabetical order, scored an approval rating of 100% based on the feedback of 20+ crew members: MV Federal Champlain, MV Hubertus Oldendorff, MV Maersk Gateshead, MT Morston, MV Ningbo Express, MV NYK Orion, MV Saga Frigg, MT Shaamit, MT Shergar, MT TRF Kashima, and MV Yantian Express.

Congratulations and well done to all of the above winners and special mentions. Keep up the excellent work!



Dussehra
MV Berge Zugspitze



Christmas
MV Ubuntu Empathy



Christmas
MV Palena



Christmas
MV Federal Yukina



Christmas
MV Kiel Express



Christmas
MV Amberjack



pineapple shrimp kebabs for a healthy 'fruit of the sea' and land combo; and rich tiered pudding, comprising three layers of ascending nutritional value: cream, jelly, and assorted fruits (candied papaya, mango pulp, and peach slices).

Well done and congratulations to chief cooks Ranson Dias and Thakur Ramkumar for their outstanding efforts! Not only did their culinary expertise shine through in the execution and presentation of their dishes, but the appropriate combination of healthy ingredients and enticing flavours served to impress the judges, with Mr Dias' entry taking the lead for aligning best with the theme requirements.

Anglo-Eastern's International Chef's Day competition has grown in popularity since its launch a few years ago, with numerous entries sent to us from across our managed fleet each time. And every time we are no less amazed by the sheer talent of our 'galley masters', so a big shout-out to all participating chief cooks, and to all galley staff generally for the incredible work they do day in, day out, for their colleagues at sea. You are very much appreciated!

COMPETITION

Recipes for success

An atmosphere of anticipation and excitement surrounded the announcement of the winners of last October's International Chef's Day competition in which our talented chief cooks had the opportunity to flex their culinary excellence and creativity.

Numerous entries were received from various vessels across the Anglo-Eastern managed fleet making it difficult to decide, but after careful deliberation, two winners were agreed: chief cooks Ranson Dias of MT Hyperion in first place (pictured above), and Thakur Ramkumar of MT Crystal Trinity in second (pictured right).

The theme for the 2023 competition was "Growing a Healthy Future", which required participants to prepare three healthy dishes (any combination of starter, main and/or dessert), with a focus on lean proteins, fruits and vegetables, and whole grains. In line with this, both chief cooks prepared a delicious array of healthy, creative dishes designed to satisfy both

the taste buds as well as the nutritional requirements of the body.

For his winning entry, Ranson Dias prepared Mediterranean chicken hummus, comprising two healthy sources of protein (chicken and chickpeas) for a hearty, aromatic dish; healthy oatmeal fajitas filled with chicken, capsicum, and corn (combining all three food groups); and a surprise chocolate avocado mousse for a smooth, decadent, yet guilt-free dessert – a testament to Mr Dias' creativity and innovative thinking.

The competition runner-up, Thakur Ramkumar, was singled out for his exquisite chicken francese (lightly battered chicken in a delicate lemon and white wine sauce); tropical





Team player

Senior technical officer Jasbir “Jimmy” Chhina is a fourth-generation Hong Konger with a passion for sports, in particular field hockey, which he has been playing at the national level for 25 years. In November, he represented Hong Kong at the World Masters Hockey (WMH) Asian Continental Cup, placing second.

Since school days, Mr Chhina has shown an affinity for field hockey. His flair for the game did not go unnoticed. At age 16, he was selected for the Hong Kong national team, which he has been playing for ever since, representing Hong Kong on numerous occasions, including three Asian Games, three Asia Cups, two East Asian Games, and many more. Besides playing elite level hockey, he also coaches young players and other local teams in his free time.

In November, he proudly represented the territory yet again as a defender in the men’s over 40 team, winning five out of six matches. The final against Malaysia was a very close and tense affair, which saw Hong Kong narrowly miss out by just one goal in a well-fought match that earned the team a silver podium finish. Well done and congratulations to the team and to our very own self-proclaimed “Human Wall” on the valiant effort!



Following one's passion

Capt. Sheetal Mandrekar may be a senior training superintendent at our Mumbai maritime training centre by day, but during his off hours he is an artist – a painter, to be precise, with his latest series of abstract Ganpati works exhibited at the Nehru Centre Art Gallery in December.



Capt. Mandrekar has long had an interest in art and painting, which he began to pursue as a hobby once he commenced sailing. That was in 1995, when he joined Denholm (acquired by Anglo-Eastern in 2001) as a deck cadet. During his spare time he would paint and make safety posters, which earned him the attention of management. Even repainting the main deck was good practice for working with canvas, he jokes.

Since then, he has refined his skills, style and focus, preferring the bold strokes of modern abstract painting and the versatility of acrylics on canvas, usually with Ganesh or Buddha as the main theme of his works. Warm, vibrant colours, especially yellows and oranges, feature prominently.

To date, Capt. Mandrekar has completed an estimated 120 paintings, which he has sold to customers in India and around the world. Some adorn the walls of colleagues’ homes, and one was even selected for the cultural exhibit at the Indian embassy in The Hague, after the ambassador visited the home of a mutual contact and saw it on display.

The December exhibition at the Nehru Centre Art Gallery is the second such showing for Capt. Mandrekar, who has exhibited other works at the gallery in 2022, both times receiving an award for his talent. His paintings have been so well received by visitors that he has been invited to exhibit at the gallery for a third time this year.

Looking beyond, despite the popularity of Ganesh, whose image is deemed auspicious and valued in many Indian households, Capt. Mandrekar is keen to explore other themes, mediums, and abstract styles. Upcoming projects include charcoal renderings of the human form, cartoons, and works inspired by famed Indian modern artist M.F. Husain.



Celebrating 50 Years of Excellence



EVENT

Celebration time!

The Hong Kong office enjoyed its first annual dinner in four years on November 4th. Held at a new venue with a live band for the first time, it was a grand occasion, featuring a large turnout of employees and spouses, entertainment, and dancing. It was also an opportunity to pre-launch Anglo-Eastern's 50th anniversary, which we officially celebrate this year.

In honour of our golden anniversary, the theme for the evening was "a touch of gold", with participants decked out in formal or traditional attire marked by gold embellishments to entire golden ensembles. With everyone dressed for the occasion and excited to be back after the long hiatus, the mood was upbeat and full of energy as people mingled, posed for group selfies and photos, and made use of the photo booth, backdrops, and props.

The main event kicked-off with a futuristic dance performance, before the screening of a short clip featuring photos from Anglo-Eastern's eventful past and a preview of our special 50th anniversary logo. This was followed by a review of the last 50 years by chairman Peter Cremers and a look forward to the years ahead by CEO Bjorn Hojgaard. The entire executive management team was then invited to the stage to lead the house in a toast.

The rest of the evening featured a sit-down dinner interspersed by live music, fun games, a record 76 long service awards to get through (spanning 15 to an incredible 35 years with the company!), a general trivia quiz about Anglo-Eastern, prize presentations for the top three best-dressed individuals, plus various rounds of the lucky draw, culminating in plenty of enthusiastic dancing till the end of the night.

Needless to say, everyone had an exceptional time, and just like our Mumbai conference last February, it feels good to be back!



MILESTONE

A mammoth undertaking

At 402,348 dwt, MV Ore Brasil is amongst the largest ships ever managed by Anglo-Eastern. This December, the VLOC earned the extra distinction of being the largest vessel to ever call on the northern Chinese port of Lianyungang, which involved unprecedented collaboration with multiple parties to accommodate the ship's immense draft and ensure a smooth port entry and berthing.

Leading the mammoth undertaking for Anglo-Eastern was operations director Capt. Rohit Kulkarni, who was tasked with not only coordinating with the ship's owner (Ming Wah) and crew (led by Capt. Rupak Oak), but also the China Maritime Safety Administration, local port authority, and pilot association.

What made this particular port call so complex was the fact that 20 nautical miles of the channel leading into the port needed to be dredged to a depth of at least 24 metres in order to accommodate the 23-metre draft of the fully loaded ship, which was carrying 390,000 tonnes of iron ore from Brazil.

Extensive discussions, logistical arrangements, and dredging works took place over a six-week period, after which a bathymetric survey

was performed to comprehensively map the depths and details of the underwater terrain in the modified channel. The results of the survey were thoroughly studied, amongst other checks and due diligence. With everything confirmed to be in good order, Capt. Kulkarni gave the green light for the ship to proceed.

To ensure a smooth port entry and berthing operation, it had been decided that six pilots and six tugs would be required to safely guide Ore Brasil. On December 18th, three senior pilots boarded the VLOC by helicopter while at anchorage, joining the experienced hands of Capt. Oak and his crew to guide the ship through the modified channel early the next morning. Another three pilots joined before berthing.

The entire procedure ran smoothly without incident, giving cause for celebration by all parties involved. Following Ore Brasil's successful port call, Lianyungang has gone on to receive other VLOCs, including the Anglo-Eastern managed MV Shandong Da Ren (402,380 dwt) on January 8th.

Well done and congratulations to Capt. Kulkarni, Capt. Oak, and the crew of Ore Brasil, plus the team of pilots and tug crews who assisted in the milestone operation, ensuring its success. Special thanks must also go to all the parties involved for making the port call possible in the first place, with Ore Brasil having helped pave (or dredge, as the case may be) the way for other VLOCs to call on Lianyungang!

Two decades of heavy lifting

In this article, we take a trip down memory lane while reflecting on our 20th anniversary of managing Dockwise/Boskalis vessels in our 50th anniversary year of ship management.



MV BOKA Vanguard loaded with cruise ship Carnival Vista

It all began in Singapore, almost 20 years ago to the day. It was March 7th, 2004, when the first of the Dockwise semi-submersible heavy-lift vessels entered the full technical management of Anglo-Eastern via the Glasgow office, with vessel manager (now fleet director) Bill Matheson and fleet head Joris van de Water on site to supervise.

That vessel, Dock Express 10, was soon followed in quick succession by several other Dockwise takeovers: Mighty Servant 1 on February 7th in Invergordon, Scotland; Mighty Servant 3 on March 6th at Malabo, Equatorial Guinea (on the same day as an attempted coup, no less); and Dock Express 11 and 12 in Fort Lauderdale, Florida.

Over the following months, the remainder of the Dockwise vessels

came into management: the Marlins, the 'bird' class, Transshelf, Enterprise, Explorer, and let us not forget the Super Servants. Those were very busy and exciting times for the Glasgow team, which was tasked with taking over and operating these specialist offshore vessels under the leadership of Joris van de Water and the late Alasdair MacDiarmid.

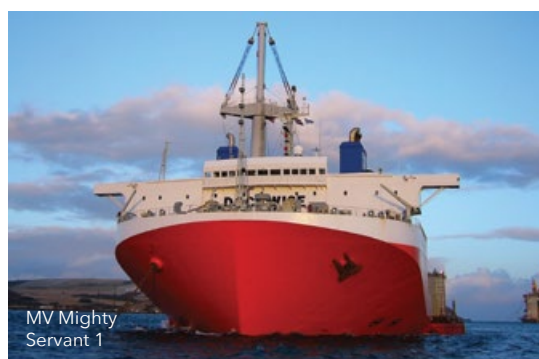
Taking over Dockwise's vessels was a big deal back then. Not only was this a new venture for the business at the time, having never managed semi-submersible heavy-lifts before, it was also an opportunity to prove our worth. Previously, the vessels had been handed over to various other third-party managers, while the Dock Express and Mighty Servant fleets were managed in-house by the Dockwise team in Breda.

Part of the agreement was that Anglo-Eastern would take on Dockwise's vessel managers to assist, so for a while a number of them worked alongside our team in Glasgow. Over the course of two decades, all have since long gone, though the chief engineer of Dock Express 10, who came ashore as a vessel manager at the time of the takeover, still remains with us to this day: Peter Van Haaften.

As for the vessels, some of the older ones had their fair share of deck wear and tear after years of modifications (e.g., welding, gouging/cutting) to secure various cargoes. Scheduled dry-dockings to ensure the condition of the vessels was necessary, from fixing tank coatings on the underside to extensive steel renewals. A 'docking cell' was set up to take care



MV Dock Express 10



MV Mighty Servant 1



of the scheduled yard work – this is where Timo Dekoning started out his career with Anglo-Eastern ‘proper’. Today, he heads up the docking and repairs division for the group.

When it comes to the special cargoes transported by the Dockwise fleet, we have seen it all: from submarines and even other ships to onshore structures, all kinds of offshore structures, and more, ranging in weight and size. The lightest was a Zeppelin-style airship (it's not often you need to worry about cargo flying away!), while the heaviest at the time was the BP semi-submersible oil rig Thunder Horse (since surpassed by Petrobras' FPSO P-67, as mentioned later). The largest was an enormous fish farm, measuring 385 x 60 metres – the equivalent of more than three football pitches!

We have even dabbled in the more glamorous side of the business via Dockwise Yacht Transport, a four-vessel fleet dedicated exclusively to the transportation of luxury yachts. Set up in 2007 and managed by present-day technical MD Anand Sharma from out of our Hong Kong office, and supported by US company representative Viren Vatsa in Fort Lauderdale, the vessels (first Yacht Express, then Explorer and Super Servants 3 and 4) would transport yachts out to the Mediterranean in the summer and back to the Caribbean for winter.

While there is no doubt that the vessels carried some interesting cargoes, there is also no doubt they were challenging to operate at times. How often do you need to find a VLCC-size dock for a 32-metre beam vessel? Or helicopters instead of service boats?

Indeed, on one memorable occasion, one of the ‘bird’ class ships was loaded with barges across its deck, with the overhang pushing the ship's beam out to over 50 metres. An

issue with the propeller necessitated an emergency docking, but the local authorities would not allow the cargo to be offloaded, so a large dock had to be urgently found.

On another occasion, critical structural issues relating to the main deck of Mighty Servant 1 were found while it was transporting a tall jack-up rig. Immediate repair work was required, but the port would not allow the vessel to enter due to its significant air draft, nor would the port allow the use of service boats. As a result, all personnel, equipment, and materials needed to be transported by helicopter. The helicopter charter cost must have been a very interesting item during the insurance claim discussions!

Other standout memories and highlights include:

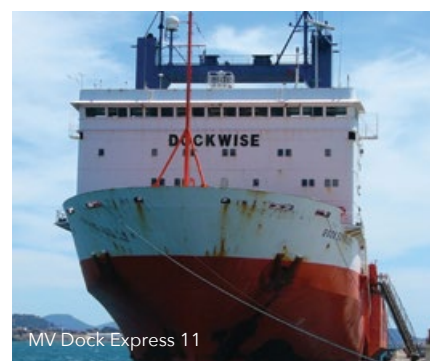
- the re-engining of Mighty Servant 3 – a very challenging project involving two engines that served to introduce Anglo-Eastern Technical Services' Arunava Sengupta to the fleet for the first time;
- modifying BOKA Vanguard, already the world's largest semi-submersible heavy-lift vessel, with the addition of outriggers to carry an FPU (Moho Nord) followed by the 90,000-tonne FPSO P-67 (Petrobras) from China to Brazil – the heaviest cargo to be transported in this manner;
- deploying BOKA Vanguard as a floating dry-dock for the mega cruise ship Carnival Vista in a novel operation never performed before on this scale;
- installing outriggers on Mighty Servant 1 to transport various supersized offshore structures, notably Big Foot (Chevron), Vito (Shell), and DolWin5 (TenneT); and
- adding dynamic positioning capabilities (DP2) to Forte for enhanced float-over operations, making it the first vessel in the fleet to be equipped with this.

Projects aside, we would be remiss not to mention two significant events during the past couple of decades in our close relationship with this special fleet of unique vessels: the transfer of management from the Glasgow office to Hong Kong under Anand Sharma, which saw the bulk of the heavy-lift vessels move across in 2011 – and, of course, the 2013 acquisition of Dockwise by Boskalis.

The ownership, name, and management office may have changed, but our relationship remains intact and stronger than ever, having now partnered with Dockwise and Boskalis for around one decade each. And what a journey and partnership it has been!

As Anglo-Eastern celebrates its 50th anniversary this year, we are proud to also be celebrating our 20th anniversary of managing the Dockwise/Boskalis fleet and look forward to many more years of ‘heavy lifting’. It has been both challenging and rewarding, and above all else, an honour and a privilege – one that we have continued to build upon with the addition of managing Boskalis' ocean-going tugs since 2017, as well as its diving support vessels for which we now provide crew management. Proud to be a partner. Thank you!

Contributed by fleet director Bill Matheson, with inputs from technical managing director Anand Sharma, and docking and repairs director Timo Dekoning, who collectively have 45 years of working with the Dockwise/Boskalis heavy-lift fleet.



Aurora-Borealis event in Sweden



But not of the sky show variety! MT Oceanus Aurora is an LPG tanker on a long-term charter to Borealis Group. Recently, the vessel called on the group's terminal at Stenungsund, Sweden, for the first time of many planned down the line. To mark the occasion, the tanker played host to a 'first call' celebration for terminal staff, which was organised in coordination with the shipowner, lino Lines.

The tanker was scheduled for a two-day port stay, during which time it would be performing cargo operations. As a safety precaution, a two-hour suspension in cargo activities was agreed for the event, which the ship's staff enthusiastically prepared for, from making a welcome banner for the bridge to organising snacks and refreshments for the more than 50 guests that would be visiting.

Given the size of the gathering, the ship visit was divided into two sessions, and further divided following the master's safety briefing at the gangway for the purpose of having two smaller tour groups. While one group was shown around the deck, cargo control room, galley, and engine room, the other group did the same but in reverse, before regrouping on the bridge for an assortment of snacks and refreshments arranged by the chief cook and terminal.

The deck and accommodation rounds were conducted by the master, chief officer, and third officer, while the engine room rounds were coordinated by the chief engineer and second

engineer, with the time spent in each area carefully coordinated to ensure no overlaps. On hand to meet the guests and answer any questions back on the bridge were the third officer, second officer, third engineer, and electro-technical officer.

The event was attended by owner representative Toshiaki Utahashi, who had travelled from London just for the occasion, as well as terminal manager Tomas Andersson, who gave an overview of the facility's operations and the products that will be manufactured with the butane cargo transported by the tanker. Gifts and souvenirs of the ship visit were exchanged on the bridge, including gifts from the

owner to the terminal and tanker, a gift from the terminal to the tanker, and postcards of Oceanus Aurora for each guest as a keepsake.

Despite the large number of guests, careful planning and organisation ensured the event was a great success. Not only was it a fun and welcome diversion from the routine, it also served to establish a good bond between the terminal and tanker, which is important, since Oceanus Aurora will be calling on Stenungsund regularly in future.

The opportunity to tour a vessel and interact with the crew was also a good learning experience for the terminal staff, who said they found the visit helpful in giving a better understanding of work and life on board. In reciprocation, the crew of Oceanus Aurora were invited to visit the Borealis terminal on the tanker's return, which they are eagerly awaiting.

Thank you to Capt. Kerman Bharucha for providing the above account, and for organising such a memorable event with his team!





EVENT

A first-time Seaventure

Fridays in the Hong Kong office are usually an opportunity to dress down, but on December 15th, a group of employees found themselves dressing up – in boiler suits. Instead of heading to the office, they were on course for an adventure – a Seaventure, to be exact.

MT Ardmore Seaventure would be dropping anchor in Hong Kong to discharge cargo. When it became known that the medium-range IMO 2/3 tanker would be calling on the city, interest amongst several recent joiners and non-seafaring colleagues peaked. Hong Kong is one of the busiest container ports in the world, so container ships are routine. However, tankers are less common, with most calling on Singapore instead. It was an opportunity not to be missed.

Anglo Ardmore operations fleet manager Abhishek Rai was already on board for work, having stayed overnight, with technical fleet manager Vasanth Subramanien and QHSE senior

manager Samrat Biswas joining him that Friday morning. Accompanying them was vessel IT's Subhash Rao to trial a new digital breathalyser on board. Some of the Anglo Ardmore team who had never visited a ship or tanker before would also be joining: technical officers Tommy Tse and Mia Miao, and senior secretary Jodie Ip.

When the risk management team learnt of the tanker's visit, director Dilip Swarup arranged for two of the team's newest associates to join him for a ship visit: Rishika Bhasin and Hong Kong-newcomer Alexander Meesen. Word quickly spread, resulting in additional sign-ups, including PEX manager Karima Nourine-Elaid (recent joiner)

and group communications' Melissa Otto (first time to visit a tanker), bringing the total number of office staff to 12, of which eight were strictly visitors.

The day of the ship visit was blessed by fine weather, making for an enjoyable launch journey to the tanker in Tsing Yi, where it was already in the process of discharging cargo. After the usual formalities and PPE check once on board, the guests were taken on a non-stop tour of the tanker, from top to bottom.

First, the group was shown the bridge, then the 'monkey island', before working their way down to the main deck, where they were escorted across the extensive manifold from where the cargo operations could be observed. Next, the group traded the heat and sun of the exposed deck for the heat and noise below deck, moving from the refuge of the ECR to the various heavy machinery and equipment comprising the engine room. Rounding out the tour was a trip to the cargo control room, food storage area, galley, and officers' mess room for lunch.

It was a long morning, but a well-spent one. Everyone enjoyed the ship visit immensely, which was both educational and fascinating.

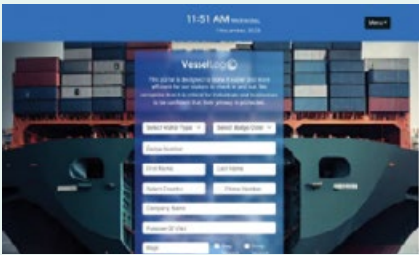
"This is my first time living abroad, my first time in Hong Kong, and my first job after graduating – a lot of firsts," said Mr Meesen, who hails from Belgium. "Now I can add my first ship visit, which ranks amongst the top three things I have experienced since working for Anglo-Eastern in Hong Kong. To see a ship in person is amazing, and to realise only 20+ crew members are managing it – including the added complexities of a tanker – is eye-opening. I have a lot of respect for the crew."

Thank you to Capt. Sunil Kumar and the crew of Ardmore Seaventure for the warm welcome, and to the Anglo Ardmore team for accommodating such a large visit from the office!



Innovating for a better maritime future

In this column, Swapnodeep Mondal, group director of operations, looks at some of the latest innovations in use across our managed fleet to foster innovative thinking and continuous improvement.



DIGITAL GANGWAY LOG

This app-based approach streamlines and secures the recording of visitor and crew access. With just a few taps on a device, ship comings and goings are captured in real-time, providing an efficient, seamless, and paperless method for recording access. In addition, the digital gangway log can be configured to present a safety briefing directly to visitors, ensuring everyone who steps aboard has the necessary knowledge to keep themselves and others safe.

Because the system is cloud-based, the data isn't confined to the ship. Shore-based personnel can access the live log or audit historical visitor data for any vessel in the fleet at any time. This level of accessibility is invaluable for audits, compliance checks, and maintaining the highest safety and security standards. The transition to a digital system thus facilitates efficiency and security, while integrating seamlessly into existing safety operations and protocols.

SOUND ANALYSIS TOOL

This innovative listening rod is as an electric diagnostic tool designed to detect audio anomalies in ship equipment. The advanced tool records the operational sounds of a vessel's engine plant and other critical machinery, providing a sonic snapshot of their health. By visualising and analysing these sounds, early signs

of anomalies that may not otherwise be evident through traditional inspections and monitoring can be detected, thus promoting the proactive maintenance of possible issues before they become costly repairs.

What sets the listening rod apart is its ability to pinpoint the operational sounds of machinery, like turbines and motors, while filtering out ambient noise, thus ensuring the data collected is unadulterated and accurate. The ability to isolate the pure acoustic signatures of equipment is crucial on board ships, where the environment is often noisy, while the diagnostic precision ensures that even the slightest deviations from the norm can be identified and investigated.



REMOTE EXTENSION DEVICES

These devices offer a groundbreaking solution for remote access to shipboard equipment. This plug-and-play device lets support staff connect to and remotely diagnose onboard systems (e.g., ECDIS, radar, cranes) using standard interfaces like RS-232, Micro USB, or USB-A. By simply connecting a remote extension device to the equipment and linking a corresponding device to a laptop

anywhere in the world, secure, real-time operational oversight is possible.

The benefits of deploying the device are many. It dramatically cuts the need for onsite technician visits, thus reducing travel costs and downtime. When an in-person inspection or repair is unavoidable, it ensures that the engineer arrives well-informed and equipped with the necessary parts, thereby streamlining the maintenance process. It significantly diminishes the time needed to resolve technical issues and helps enhance overall operational efficiency.



TRANSPARENT ANTI-CORROSIVE COATING

This clear coating is easy to apply and acts as a protective barrier against harsh marine elements, effectively preventing rust and thus preserving the metal's original shine and integrity. Beyond its protective qualities, the transparent coating significantly reduces the need for maintenance and frequent polishing, curtailing labour costs and time-consuming upkeep. The longevity provided by this advanced coating technology means fewer reapplications, offering substantial long-term savings.



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 Q4 2023. Fair winds and smooth/following seas!

DATE	VESSEL NAME	VESSEL TYPE	CAPACITY	OFFICE	MASTER	CHIEF ENGINEER
10 Oct 2023	MARGARITAVILLE AT SEA ISLANDER	Passenger, Cruise	2,680 pax 8,600 dwt	Miami	Theodoros Mitropoulos	Zhivko Tenev
20 Oct 2023	BOCHEM ROTTERDAM	Tanker, Chem IMO 2	25,999 dwt	Singapore	Srinath Kumaran	Narendra Singh
20 Oct 2023	YM THERESA	Bulk, Kamsarmax	82,778 dwt	Hong Kong	Reymond Ical	Wenefredo Saga
27 Oct 2023	FEDERAL THUNDER BAY	Bulk, Laker	34,763 dwt	Hong Kong	Ghanshyam Singh	A.K. Sathiyamurthy
01 Nov 2023	GH NIGHTINGALE	Bulk, Capesize	180,010 dwt	Hong Kong	Reji Mathew	Kishor Tarkar
16 Nov 2023	AMNS POLAR	Bulk, Laker	19,560 dwt	Mumbai	Ravi Korukonda	Chandrasekhara Malla
19 Nov 2023	ANGLO ALEXANDRIA	Bulk, Mini Capesize	114,248 dwt	Hamburg	Samir Kumar	Gayari Kumar
28 Nov 2023	MAOMING PAN	Gas, VLGS (LPG DF)	93,000 cbm 57,750 dwt	Singapore	Ateeq Khan	Arun Sudhakar
10 Dec 2023	ANGLO JESSICA	Bulk, Mini Capesize	114,664 dwt	Hamburg	Sergiy Gulpa	Sergii Nechyporuk
12 Dec 2023	SOMERSET	Ro-ro Vessel	2,525 lm 12,502 dwt	Goes	Petr Kotov	Igor Tatarchuk
17 Dec 2023	ANGLO MARIE LOUISE	Bulk, Mini Capesize	114,727 dwt	Hamburg	Dhammika Jayakody	Sethuraj
20 Dec 2023	ANGLO SAXON	Bulk, Mini Capesize	114,135 dwt	Hamburg	Valeriy Lozhechnikov	Anilkumar Chekkuttumadom

MV Margaritaville at Sea Islander

MT Bochem Rotterdam
(AETS-supervised newbuild)

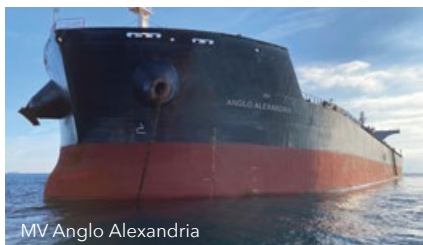
MV GH Nightingale

MV YM Theresa
(newbuild)MV Federal Thunder Bay
(AETS-supervised newbuild)MT Maoming Pan
(AETS-supervised newbuild)

MV AMNS Polar



MV Anglo Alexandria



MV Anglo Jessica



MV Somerset



MV Anglo Marie Louise



MV Anglo Saxon



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 Q4 2023.

From 01 Oct 2023 to 31 Dec 2023



5,065

Total Number
of Port Calls



9,662,839

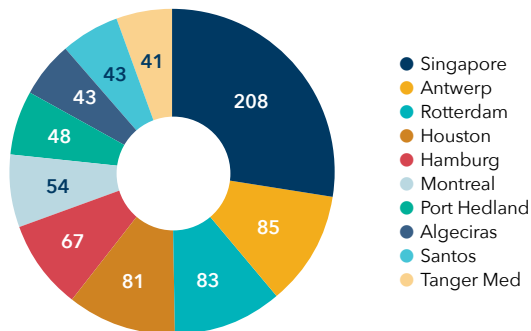
Total Distance
Travelled (NM)



1,190,875

Total Fuel
Consumed (MT)

Top 10 Ports Called

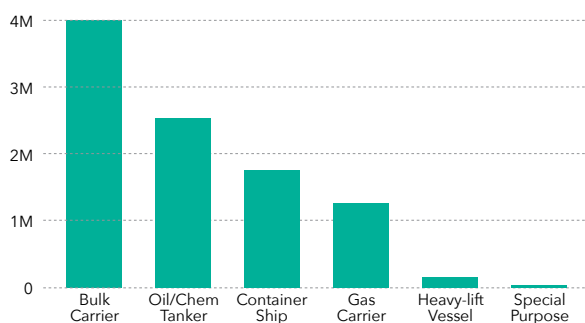


Port Calls by Vessel Type

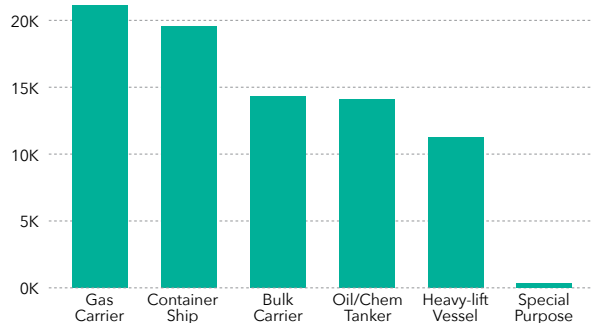
● Bulk ● Tanker ● Heavy-lift
● Container ● Gas ● Special Purpose



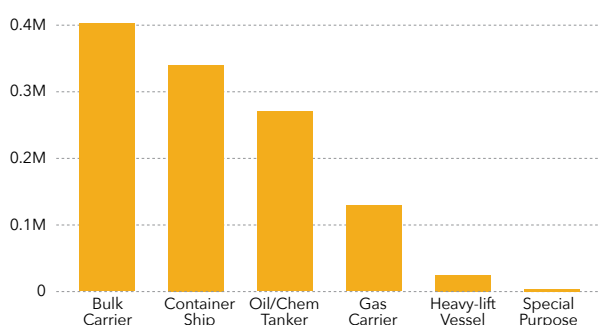
Total Distance Travelled by Vessel Type (NM)



Average Distance Travelled by Vessel Type (NM)



Total Fuel Consumed by Vessel Type (MT)



Average Fuel Consumed by Vessel Type (MT)

