Our summer issue is hot off the press and ablaze with news and stories from across the group, with special focus on The Seafarer. In fact, we dedicated this issue to Day (make that Year) of The Seafarer and the #NoShippingNoShopping hashtag we have been using on social media, with a stark contrast between the front and back covers to drive home the point (more on that later).

Following Bjorn’s uplifting CEO Message (p. 3) are a slew of upbeat stories dedicated to Day of The Seafarer (pp. 4-5), our impressive vaccination drives in Mumbai and overall crew inoculation rates (pp. 6-7), initiatives rolled out by our Manila office (p. 8), and excitedly, our first female chief officer: C/O Santhikrishna Radhakrishnan (pp. 10-11). Not so rosy is a look at gender issues on board (pp. 12-13), which gives context to C/O Santhikishna’s promotion and what it is like being a woman seafarer in a male-dominated profession.

Here in Hong Kong, we partnered with a community project to create awareness by profiling the life of a seafarer, with 3/O Parthiban Mannangatti as our ‘model’ (pp. 14-15). Some great photos of 3/O Parthiban were snapped for the Hong Kong Shifts project and are featured on the front cover, opposite Bjorn’s CEO Message, and of course, within the article itself. We also made waves in Hong Kong’s dragon boating scene – and quite a splash, both in the local media and literally (pp. 16-17).

Moving over to good deeds, we celebrate Anavi’s 12th anniversary with a review of some of their recent initiatives (pp. 18-20). Anavi, for those of you who don’t know, is Anglo-Eastern’s volunteer network, formed by staff and family members. Along the same lines, we were touched by a fundraiser organised for one of our seafarers who lost his home to fire in the Philippines (p. 21).

In the Technical section, we celebrate the world’s first digital port call, which involved one of our managed vessels and crew (p. 27); ‘Legacy’, our first project managed, crewed and operated dual-fuel vessel (pp. 28-29); Fednav’s mighty icebreaking bulker ‘Arvik I’, which we manage and also supervised as a newbuilding (pp. 32-33); and two forward-looking stories relating to ammonia (pp. 30-31). It’s a gas! (Though in this case it’s actually a liquid.)

As for our PICTURE THIS winners, our top prize goes to Cdt Amal Murali, who took the amazingly stark and surreal photo featured on the back cover. The empty container ship, devoid of visible life and cargo, while sailing through a bleak field of greys, looks more like a ghost ship and perfectly reflects the second half of #NoShippingNoShopping. Cdt Amal sent us another great photo, which we featured on social media, so his win is well deserved!

Our next two winners are tied for their contrasting photos depicting The Seafarer. One is by AB Diyoshkin Tandel (MV Newchang), which shows one of our seafarers in an orange boiler suit walking along the deck, the rich blue ocean to his left, the camera at his back. It’s a simple but nice photo that is perfect for celebrating Day of The Seafarer, hence its headline position for our feature article on page 4.

The other photo was submitted to us by 4/E Ashish Thakur and was not actually taken by him, but features him (see opposite). Bold, showy and fabulous come to mind, lol, as 4/E Ashish strikes a rock star pose in front of his dry-docked vessel MT Sinndar, his blue boiler suit a perfect match for the newly painted tanker. We posted this on social media and it garnered a record number of likes and comments, and for that alone, it’s a winner in our books. Happy reading!

Melissa Otto
Editor, LeaderShip
Group Communications Manager
The darkest hour is just before the dawn, writes CEO Bjorn Hojgaard, who dreams of a new world for seafarers and shipping once the storm of Covid has receded and the clouds of the crew change crisis have dissipated.

On a more positive note, when I lift my gaze and look beyond the current Covid crisis, I imagine a world that is much better for seafarers. I see a future where ships are as connected in terms of internet bandwidth as any office or home ashore, and with cheap fees to boot. This will revolutionise the way seafarers work and live, and whilst going to sea will always be a special job, it will hopefully be less lonely on the fringes.

With that sort of connectivity – to family, friends and company – there’s a good chance that crew members will feel more engaged, with a true sense of belonging and purpose that is so important to a feeling of utility and contribution, which is something we all need.

I also see a world where clean fuels, green technologies, automation and machine learning will help us all make better decisions. Where we are challenged – not by resource constraints, but by knowledge, skills and attitude - in unlocking new value, these innovations combined with our dedication to training and teamwork will make the ships we manage more gainful investments for the clients we serve, and will change our industry for the better.

It’s a world where seafarers enjoy immense respect for the contributions they make to world trade, and where nutritious food, access to exercise and real rest are default elements in an exciting, vibrant and purposeful life for those special men and women who choose a career at sea.

On ‘dreaming up’ the kind of shipping we want to see after the challenges of Covid have been overcome. When enough of us put our hearts and minds towards imaging the future we desire to live, we can make it happen, and what we focus on together grows.

Safe dreams!

Capt. Bjorn Hojgaard
Chief Executive Officer
Every June 25th is celebrated across the global maritime community as Day of The Seafarer, a special day to thank and honour the dedicated men and women at sea who work hard and long to keep the global economy and supply chains going. But given all the hardships seafarers have had to deal with since the onset of the global pandemic, it really ought to be Year of The Seafarer, in our opinion!

CELEBRATION

Every June 25th is celebrated across the global maritime community as Day of The Seafarer, a special day to thank and honour the dedicated men and women at sea who work hard and long to keep the global economy and supply chains going. But given all the hardships seafarers have had to deal with since the onset of the global pandemic, it really ought to be Year of The Seafarer, in our opinion!

Either way, June 25th also serves as an occasion to highlight and raise awareness about key issues relating to seafarers and their well-being. This year, the theme was #FairFuture4Seafarers, an expansion on last year’s popular #SeafarersAreKeyWorkers.

While progress has been made regarding the plight of seafarers and the situation looked to be somewhat improving, the emergence of Covid-19 variants, leading to new waves of infection and a return to travel movement restrictions, has been a setback that we are still trying to work our way out of. The push to get as many seafarers vaccinated as soon as possible to allow restriction-free travel with no or minimal quarantine for fully vaccinated crew has been a priority for many in the shipping industry (see pp. 6-7).

Critical issues in need of addressing continue to revolve around assigning seafarers key worker status in practice (not only on paper, which was largely achieved last year), giving seafarers priority access to Covid-19 vaccines, and allowing free travel movements for vaccinated crew to facilitate crew changes and repatriations. Ongoing issues include access to fair treatment, fair working conditions, fair training, and fair safety.

At Anglo-Eastern, we have long been advocating for key worker status, priority access to vaccines, an end to the crew change crisis, safety at sea, and more, so our primary focus this Day of The Seafarer (DoTS) was one of celebration, appreciation and gratitude. Some much-needed good cheer amongst all the doom and gloom!

“I want to take the opportunity of Day of The Seafarer to convey a sincere thank you to each and every seafarer on board ships in our management,” said Anglo-Eastern CEO Bjorn Hojgaard in his address to all crew. “I know I speak on behalf of the entire senior management in expressing our heartfelt gratitude for all the hard and smart work you put in, every day. You are all very much on our minds, as we continue to advocate for your rights and privileges, so that hopefully you can soon return to a semblance of normality.”

As a token of thanks, all ships were granted extra funds to organise a celebratory gathering on board in honour of Day of The Seafarer, additional internet allowance, plus a half-day extra holiday for the occasion. Besides the above, a crew webinar was held in the afternoon featuring messages from management, motivational talks, well-being advice, entertainment, and several special ‘surprise’ clips, both in-house as well as from celebrities.
Regarding the latter, it seems some of our employees are rather ‘connected’, so we were able to secure exclusive seafarer thank you clips from several high-profile names: veteran actor Shatrughan Sinha (also a politician and former Unit Cabinet Minister of Shipping), his A-list daughter Sonakshi Sinha, the highly regarded R. Madhavan (of 3 Idiots fame), and Philippines VP Leni Robredo. These were later rounded out on social media with special thank-you clips from veteran cricketer Dilip Vengsarkar and actress Raima Sen.

To the celebrities and politicians who gave thanks to seafarers, we thank you in return! The clips were very well received during the webinar and on social media, and it means a lot to our seafarers to know they are acknowledged and appreciated by those whom they may never have imagined. If only we could invite more high-profile names to do the same, then we could put together a truly awesome montage of thank-yous. Our next project, perhaps?

External talent aside, we discovered our own in-house stars amongst our crew. A video cover of the Filipino song “Sagwan” (“Paddle”) showcasing the impressive musical and vocal abilities of chief cook Joseph Vanencia, O/S Luigi Pomada, O/S Joseph Beid and oiler Edward Nantes of MT Colorado, and the amazing rapping skills of messman Justin Perlas of MV Lowlands Light stole the show of all the in-house clips submitted by our manning offices. Kudos to our Manila team for the idea and video editing!

Speaking of the Philippines, our offices there went all out for Day of The Seafarer, putting up celebratory banners at various public spaces like parks and university campuses, as well as outside training centres, pre-employment medical examination clinics, and the offices of maritime authorities. Quarantined seafarers waiting to join their next vessels were also treated to special lunch boxes of various meats, pasta, cakes, pastries and chocolates.

In Ukraine, which recently allowed gatherings again after a two-year ban, our Odesa office celebrated Day of The Seafarer with a long overdue team bonding event for its shore staff. The team paid tribute to seafarers by visiting the city’s historic Vorontsov Lighthouse, where they encountered a pod of dolphins offshore, followed by some good food together and an excursion on board the Black Pearl (a yacht, not the pirate ship!).

At sea, Anglo-Eastern took part in the International Chamber of Shipping’s (ICS) annual #ShoutOutForSeafarers campaign, whereby vessels are encouraged to sound their horns (where permitted) on Day of The Seafarer at 12 noon local time – both to let their presence be heard and known, and as a sign of pride and solidarity.

Several vessels filmed their participation and submitted their clips to us for inclusion in a special video put together for the occasion, which was posted to social media. In that regard, thanks to MV Rya Rad, MT Mermaid Hope, MV Federal Cedar, MT New Spring, MV FMG David, MT Ardmore Dauntless, MV Saga Adventure and MT Desert Orchid. Thanks also to MV RTM Columbus, MT High Mercury and MV MSC Bremen for their DoTS commemorative clips.

#FairFuture4Seafarers
#SeafarersAreKeyWorkers
#ShoutOutForSeafarers
In the last issue, we wrote about our first steps towards vaccinating our seafarers. May 6th was a momentous day in that regard, being the first time we were able to arrange Covid-19 vaccinations for our crew, both on board (MV Federal Bering in Duluth) and ashore (MV MP The Belichick in Long Beach).

Since then, as more ports in the United States, Europe and beyond have followed suit in offering vaccines to foreign seafarers, we are proud to report that more than 200 of our ship crews are now 70% vaccinated or above, with one-third of all actively sailing Anglo-Eastern seafarers now fully or partially vaccinated. As of mid-August, around 5,500 crew members on board had taken all or half of the necessary number of shots for their respective vaccine brand (J&J/Janssen, which is largely administered at US ports, requires only one shot).

Though we still have a long way to go before we can claim 100% across our fleet, 5,500 - or 39.8% - is very commendable, considering the industry average is estimated to be only 15.3%, as per The Neptune Declaration’s August Crew Change Indicator. The monthly report is based on data drawn from ten ship managers (including Anglo-Eastern), with responsibility for more than 90,000 seafarers across all major segments.

Such measures have dramatically minimised the risk of infection, but we would be amiss to overlook vaccinating seafarers on leave, as getting to 100% ultimately requires a two-pronged approach. As such, our Mumbai office began scouring for ways to secure vaccines. When it was finally permitted and the opportunity suddenly presented itself, we seized it, reserving several hundred doses of Covishield (AstraZeneca) on short notice for administration in a mass vaccination drive at our Mumbai office the very next day on May 27th.

Never has something been organised, set up and managed so quickly and smoothly! But somehow our Mumbai office managed

<table>
<thead>
<tr>
<th>NATIONALITY</th>
<th>FULLY/PARTIALLY VACCINATED CREW ON BOARD</th>
<th>VACCINATED SEAFARERS ON LEAVE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>489 66%</td>
<td>215 100%</td>
<td>704 83%</td>
</tr>
<tr>
<td>Russia</td>
<td>54 54%</td>
<td>50 96%</td>
<td>104 75%</td>
</tr>
<tr>
<td>India</td>
<td>4,527 46%</td>
<td>7,300 63%</td>
<td>11,827 55%</td>
</tr>
<tr>
<td>Latvia</td>
<td>54 25%</td>
<td>85 42%</td>
<td>139 34%</td>
</tr>
<tr>
<td>Sri Lanka</td>
<td>25 13%</td>
<td>55 27%</td>
<td>80 20%</td>
</tr>
<tr>
<td>Manila</td>
<td>301 16%</td>
<td>170 15%</td>
<td>471 16%</td>
</tr>
<tr>
<td>Ukraine</td>
<td>44 6%</td>
<td>135 15%</td>
<td>179 11%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,494 40%</td>
<td>8,010 56%</td>
<td>13,504 48%</td>
</tr>
</tbody>
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Figures as at 11 August 2021

3/O G.B. Patil, the last of 857 people to take the shot at our Mumbai office’s first vaccination drive on May 27th
to pull off a second miracle. Not only was Anglo-Eastern the first ship manager in India to host such a mass vaccination drive, in only one day, the team was able to prepare office space, set up an outdoor marquee with temporary seating as a makeshift registration/waiting area, create banners for the occasion, and make over 1,000 phone calls to notify individuals. We are truly impressed!

Surana Group of Hospitals, from which the vaccines were supplied, sent a team to administer the vaccines on site. Altogether, a total of 857 vaccines were administered to shore staff, seafarers, and their family members. Over the next few weeks, two more mass vaccination drives were conducted at our Mumbai office on June 2nd and 8th, with more arranged via the offices of MASSA and FOSMA, covering an additional 1,000+ individuals.

At the same time, our other offices across India and in other countries were making their own vaccination arrangements for seafarers as and when possible, while a partnership was struck with two hospitals in Mumbai to continue offering vaccinations there. As a result of these collective efforts, around 8,000 - or more than half - of our seafarers on leave have now been vaccinated worldwide, bringing our total number of fully/partially vaccinated seafarers, regardless of sailing/leave status, to more than 13,500.

By nationality, our Chinese and Russian pools have the highest vaccination rates, followed by our Indian seafarers, who make up the vast majority of our crew. Countries with uptake issues, whether due to availability/accessibility or hesitancy, are Ukraine, Philippines and Sri Lanka.

In terms of whether vaccines work, the figures speak for themselves: Of the ~2,500 vaccinated joiners in the month ending August 11th, there were only 10 confirmed cases, which is a breakthrough rate of less than 0.5%. These cases were all detected before sign-on, so no ship was ever compromised. Indeed, since April 24th, around 1,900 crew changes have been performed for 740 vessels, involving 7,679 joiners from various ‘high-risk’ countries, but not a single ship has been quarantined due to Covid-19 infection amongst joiners.

The bottom line? #VaccinesWork #VaccinesSaveLives
AECMP campaigns for crew vaccinations

Anglo-Eastern Crew Management Philippines (AECMP) launched a month-long crew vaccination education campaign on May 24th in the lead up to vaccination programme organised by the Associated Marine Officer’s and Seamen’s Union of the Philippines (AMOSUP) and Maritime Industry Authority (MARINA) commencing on Day of The Seafarer.

Webinars were conducted on a daily basis by a rotating team of medical professionals, namely Dr. Christian Angelo Lubaton, Dr. Margarita Huerte and Dr. Monique Mendoza of Nordic Medical Clinic, and Dr. Jonathan Reyes of Halcyon Marine Healthcare Systems. Pre-session polls were conducted to gauge levels of vaccination apprehension and understanding, so that each talk could be tailored to the audience.

At each webinar session, AECMP manager Capt. Neeraj Dhingra presented an overview of Anglo-Eastern’s strategy and plans to combat the challenges posed by Covid-19 to crew movements, of which vaccination is an integral part of the solution. Joining him were AECMP president Jessie Rex Martin and the general management team.

By the time it was Day of The Seafarer, our Filipino seafarers were well ‘armed’ with information and ready to take the shot! AECMP actively participated in the vaccination roll-out in Manila, Cebu and Iloilo, with over 100 seafarers vaccinated on the first day. Since then, more than 1,000 of our Filipino crew have been fully vaccinated, while close to 500 more have taken their first shot.

Covid-19 vaccines are still in short supply in the Philippines, which is hindering the vaccination rate even for priority groups like seafarers. In an attempt to meet demand, the government is now offering all major vaccine brands, including Pfizer-BioNTech, Moderna, AstraZeneca, Johnson & Johnson, Sputnik V and Sinovac.

Event

ASSET Manila launches Tea-Talk

In the Philippines, ‘teatime’ is not just a tea break, but a time for friends or colleagues to gather and have small chats about work, issues and momentous events.

In light of the challenges presented by Covid-19, Manila’s Anglo-Eastern Staff Satisfaction & Engagement Team (ASSET) thus devised an informal chat series primarily aimed at seafarer families.

Dubbed “Tea-Talk”, the series aims to discuss various national events and important industry issues on a monthly basis via webinars, open forums, entertainment activities and the like, as permitted by social distancing measures. The objective is to impart knowledge while also building a stronger sense of community amongst seafarer families, who serve as the pillar of strength for our crew.

Launched on May 31st, the first Tea-Talk attracted a solid turnout of 160 participants. Entitled “Covid-19 Vaccines’ Promise to Rescue, Myth or Fact?” and conducted by Dr Katrina Gemora, physician coordinator of Shiphealth Inc., the webinar directly addressed the main hesitations of the audience, which had been pre-established by poll and found to be related to vaccine brand, the need to hear others’ experiences, and approval from their doctor.

Dr Gemora also tackled head-on the many damaging myths and fake news stories so prevalent on social media in what proved to be a highly engaging and interactive session. The overall feedback was very positive, with many participants finding the talk useful and informative, and only three individuals (<2%) still hesitant about vaccination.

The next Tea-Talk was held on June 11th, this time on “Financial Management in Times of Crisis”. Conducted by Christopher Cervantes, president of Cardinal Buoy Financials and the author of several finance-related books, the webinar attracted around 70 participants, who joined to learn about financial planning and how to avoid the common money-related pitfalls made by Filipino seafarers, as revealed by a study.

With two successful talks already under its belt, ASSET Manila plans to host more in the coming months, including a celebration of National Heroes Day in August, promoting seafarers as entrepreneurs in September, and discussing mental health in October, plus more. So, no more idle time – let’s make it Anglo-Eastern Tea-Talk time!
Say no to piracy

“Every person deserves to be safe while carrying out their work, and to be able to return to their homes without being victims of violent crime. Seafarers deserve no less.”

On May 17th, BIMCO launched the Gulf of Guinea Declaration on Suppression of Piracy with 99 founding signatories, of which Anglo-Eastern was proud to be one. Safety at sea is not just about safe work practices and ship operations, but also safe working conditions from attacks and violence.

Last year, 135 seafarers were kidnapped from their ships worldwide, with the Gulf of Guinea accounting for over 95% of that total, reports BIMCO. These kidnappings, often at gunpoint for ransom, have happened in an area of international waters occupying less than 20% of the size dominated by Somali pirates a few years ago – and they need to stop.

Seafarers already have enough to contend with at sea, even more so since Covid-19. Fear of violence and kidnapping should not be amongst their concerns, just as it is not for most professions. Gulf of Guinea pirates are largely based in the Niger Delta, from where they organise attacks that have grown in their scope, sophistication and violence.

Unfortunately, corruption and lack of meaningful policing in the area has made piracy in the Gulf of Guinea frustratingly difficult to stamp out, but if the industry unites and takes a stand, there is hope that this can change to put an end to piracy in the area.
Celebrating our first female C/O

Santhikrishna Radhakrishnan has been sailing with Anglo-Eastern since 2008 – first as a deck cadet, and now as our first female Chief Officer. Recently promoted, she is our highest ranking female deck officer to date, and only one stripe away from attaining her dream goal of becoming Master. Well done and a well-earned congratulations, indeed!

Originally from Vaikom, Kerala, in India’s south, C/O Santhikrishna Radhakrishnan grew up by the sea and longed to do something different from the usual career in medicine, engineering or IT. “I wanted to make my own identity and be independent”, she explained. A career at sea in the merchant marine thus appealed and was certainly something different! Though her family initially thought it a strange choice for a young woman, they accepted her decision and offered their unconditional support.

“My family has always been a great support right from day one. When I chose seafaring as a career, my parents felt it weird, but they stood strongly by me, taking pains to take me to interviews and exams. It’s only because of my parents – and later my better half’s consent and support to sail, even after marriage - that made it possible for me to accomplish this milestone today.”

After graduating from the maritime academy T.S. Rahaman, Santhikrishna joined Anglo-Eastern as a deck cadet, sailing on her first vessel with us in 2008. That was on board the Fednav bulk carrier MV Federal Maas. Since then, she has sailed almost exclusively on container ships, primarily in the Maersk fleet, her most recent being MV Maersk Nimes.

“I like to sail on container ships. We mostly get short voyages and they normally have fast operations in port, which makes for very short port stays, but I am used to this busy lifestyle now,” she said.

As for the most rewarding part of the job, Santhikrishna cites navigation. “Every day is adventurous out at sea. We have to keep
our eyes and ears open always, keeping a lot of things in mind,” she said. “But navigation is the most interesting. I really enjoy my bridge watches and feel proud to be responsible for the safety of my colleagues on board, the ship, and the environment.”

Being a woman in a predominantly male profession and industry can be daunting for some, but Santhikrishna does not let that faze her. “As a woman, I would say the biggest challenge is surviving in the male-dominated environment of shipping, but I am okay with that now,” she said. “When I am out at sea away from my mother, there are two mothers to take care of me: the ship and mother sea, so I feel comfortable.”

But the journey to this point has not always been smooth sailing, so a positive attitude, perseverance, and support – both professional and family – are essential. “Throughout my career, it has always been a challenge to serve on board as the only female most of the time, and to maintain good self-esteem,” she recalled.

After sailing with Anglo-Eastern for 13 years, Santhikrishna was promoted to Chief Officer earlier this year on April 10th, while sailing on board Maersk Nimes. Ship master Capt. Melvin Zacharias did the honours of replacing her epaulettes in a proud moment for her and Anglo-Eastern – and indeed for everyone who has ever supported her career.

“Right from the very first day when I started getting my sea legs, I felt good and very proud to serve in the merchant navy as a female seafarer. With the great support and motivation I received from some of the best masters and seniors whom I was lucky to sail with, I am today able to wear three stripes on my shoulders,” she said with pride. “I am extremely glad to be the first woman C/O in Anglo-Eastern.”

“I wish to express my sincere thanks to God Almighty, my spouse, parents, Anglo-Eastern, and last but not the least, Capt. Zacharias for the wonderful support and motivation.”

“She believed she could, so she did,” remarked Capt. Zacharias about C/O Santhikrishna’s promotion. “She has sailed under my command on previous occasions and I was much impressed with her, especially her proactive attitude and dedication to work. She always wished to do a complete job, without giving me a chance to find fault.”

“She has so much passion and commitment, and has always displayed an unsatisfied yen and craving to accomplish her goals. All that she needed to get here, like any seafarer, was good support, strong backing, and a pat on the back along the way. I am very happy to see Santhikrishna in this rank today, and to know I was a part of it.”

Now that Santhikrishna is C/O, she appreciates the big leap in rank from 2/O and the increased responsibility and maturity required of the role, which she takes very seriously. Though a little daunting, at the same time she is excited to be one step - or one stripe - closer to attaining her dream goal of becoming Master in the not too distant future.

“Professionally, I was born and raised in the Anglo-Eastern family, having started my sea career with the company in 2008 as a deck cadet. I thoroughly enjoy my job and look forward to achieving my goal of becoming Master,” she said. “One day, with God’s grace, I will achieve four stripes on my shoulder, and that will be the most valuable gift I can give to my parents and husband.”

As for any words of advice or wisdom to other women seafarers, Santhikrishna says that being female was never an obstacle to pursuing her dreams. “I strongly believe that we women seafarers can make a big difference in this male-dominated profession through our commitment and tolerance,” she said.

“Gender is not a deciding factor with respect to leadership and work on board a ship; just determination and keeping your spirits high is all that matters. Believe in your strength. Gender should never hold you back from fulfilling your dreams and desires. Your future is solely based on your courage to grab the opportunities you get.”
DIVERSITY

Through the eyes of women seafarers

There has been a flurry of diversity and inclusion activities and conversations in recent months, and so it is timely that we look at gender diversity in relation to our own industry. In-house senior marine psychologist Delna Shroff looks at some real-life examples anonymously gathered by a recent survey, and how we can adapt to do better as an industry.

Being overwhelmingly male dominated, the maritime industry presents some unique and unusual challenges, especially for women seafarers. When a female cadet or officer steps on board, the team dynamics inevitably change. Change is not necessarily ‘bad’. The issue is her ability to interact successfully with the crew, which can become an incredibly difficult balancing act requiring a lot of personal and situational awareness as well as caution.

GENDER BIAS: HOW DOES ‘SHE’ FIT IN?

On the one hand, she needs to be professional and distant, yet at the same time approachable to keep the lines of communication open with her male colleagues. If not, she is considered a loner and a poor team player. On the other hand, communicating and socialising can be viewed by some as being overly friendly and flirtatious.

Moreover, many admirable traits in men are often viewed negatively in women. So, while a man may be perceived as confident and assertive for voicing his opinion and suggestions, it is not uncommon for a woman exhibiting the same traits to be viewed as overbearing and bossy – that is, assuming she is heard at all. Sometimes, women are overlooked for saying the same thing as a man.

One American 2/O on board an oil tanker experienced precisely some of the above, listing such issues as “Walking into a room, then all the guys stop talking” and “Expressing an idea or answer to something and having that disregarded, then a man will say the exact same thing and be praised for his contribution.”

Struggling to attain this perfect balance and battle gender biases, on top of the ongoing pressures of day-to-day work, can have a detrimental impact on a female seafarer’s mental health. Stress can increase, while self-confidence and self-esteem may drop, and if brought out into the open, could lead to loss of face, fear of facing colleagues or family, and possibly trigger feelings of worthlessness.

LACK OF RESPECT AS INDIVIDUALS

Other issues include condescending attitudes towards women seafarers, lack of confidence in their abilities, and the failure to respect women as individuals.

“On most of the vessels I have sailed, crew often give me ‘cute’ pet names instead of using my real name, or call me ‘dear’ or ‘honey’,” said a Brazilian 2/O on board an offshore vessel. “But for male officers, they are always referred to by their own names”.

Reported an Indian deck cadet on board a chemical tanker: “Once I was asked to remain in my cabin after 9 p.m. because I am a girl, told to wear certain types of clothing, and avoided because I might be ‘trouble’ for them.”

“I wanted to get promoted to C/O in my next contract, so I told the captain. He absolutely encouraged me to go for it and forced me to become better, but by doing this: making me cook his favourite sweet for a month. No questions about the job, no tasks to help me improve myself. Just go to the galley and learn how to make sweets. And, of course, other ‘encouraging’ phrases like ‘a Chief Officer rank needs balls’. Well…” recounted a Greek C/O on board an oil tanker.

LACK OF RESPECT AS INDIVIDUALS

An Irish ETO on board a chemical tanker concurred that being objectified and viewed
as a sex object by older seafarers was an issue, but that discrimination can also be unintentional.

"I literally do not know where to begin: Men holding doors open for me to the point where I’m not allowed to open a door myself … having a boiler suit made for men, brewing apparatus that doesn’t fit, a firefighting suit that doesn’t fit, no female sanitary products on board - yet heaps of condoms – poor medical care by an embarrassed male C/O, etc."

And sometimes it is every bit intentional and outright hostile.

"Once I was forced to submit my sign-off letter, just because they did not want to have a female fourth engineer on board", said an Indian 4/E on board a chemical tanker.

**SHIFTING MINDSETS**

Navigating the various challenges mentioned above can be stressful, demoralising and depressing. So what can be done about it?

Each one of us has a mindset about virtually everything. We have mindsets about people, relationships, jobs, men, women – life in general. And it is this mindset, this overall attitude, that tends to magnify incoming information. A change in mindset can thus bring about a dramatic change in behaviour, but for that we need to recognise our own blind spots and broaden our understanding. That includes correcting a common misconception about diversity.

**Diversity is not about tolerance; it is about valuing differences.** It comes from believing that your team will be more successful if you actively build it with diversity in mind. Make a conscious effort to show more compassion, kindness and respect to your crew and colleagues, irrespective of their gender, race or age, etc. Each one of us has a part to play in reducing the impact of the gender divide and ensuring that human rights are upheld at sea.

**BUILDING AN INCLUSIVE CULTURE**

Diversity creates the potential for different opinions and ideas, but it is inclusion that allows for that potential to be realised. In an inclusive culture, people feel safe to voice their opinions freely. For women seafarers to feel comfortable doing this, it is vital that senior leaders set the tone. There needs to be zero tolerance for inappropriate conduct towards female crew.

If there happens to be a female officer on board, it is vital to treat her as an individual first. It is not about offering special treatment to the woman seafarer, but behaving with respect and refraining from biases, judgement and loose talk. Gender inclusive terms should be used as part of the language on board the ship. Mentoring is a key way for senior leaders to support female seafarers. Allow them a safe space and be their point of contact to reach out for guidance and support if it is needed.

The demand for qualified seafarers is increasing and may rise further over the next decade, while at the same time, a shortage of new talent is endangering the industry. The need to embrace gender diversity has never been greater. The maritime industry is global in its outlook, and seafarers make up what may be the most culturally diverse workforce on the planet. Why not push for gender diversity and equality across the industry as well, and champion an inclusive culture?

Diversity is different from one another, in one way or the other. It means having different thinking and ideas, different faiths and beliefs, different cultures and traditions. Diversity means having a different native language, different eating habits, different experiences, and different working styles, with different strengths and different communication skills.

It means different approaches to the same subject, and having different levels of understanding across different personnel.

RTM Columbus is a diverse vessel, as we understand these things and respect the same. We always assist and motivate crew to come forward with their ideas or concerns. We understand that each crew member has a different understanding on how they view things, as per their experiences on previous vessels and learnings in life.

We encourage our crew to be open in toolbox meetings, and to speak up if they do not agree with something, or feel there is a better way. We are always open to celebrating birthdays and independence days, regardless of nationality or country.

**What diversity means**

RTM Columbus is a bulk carrier with a mixed crew comprising Indians, Sri Lankans and Filipinos. For Day of The Seafarer, they put together a fun video clip introducing the crew and what they do, which we shared on social media. Now we would like to share this short but nice write-up penned by the ship’s master, Capt. Abhishek Tiwari, on what diversity means on board his vessel.

We understand crew members have different emotional quotients, and different ways of coping with Covid-19, when shore leave is not possible and crew relief is difficult. We encourage our crew to speak out and share their concerns, and to participate in mental health seminars.

On RTM Columbus, we have learned to love and understand all, and to encourage the same amongst all crew on board.

Diversity is a culture that takes time to build, and we hope it is one the crew will carry with them as they move on to different vessels.
This June, we were delighted to collaborate with Hong Kong Shifts, a community project aimed at raising awareness about the local shift workers amongst us through storytelling and photography.

Inspired by our social media posts and news stories about the crew change crisis, the two founders, Maxime Vanhollebeke and Cynthia Cheng, decided to expand the focus of their project to also include those shift workers who visit our shores: seafarers.

Upon reaching out to us to explain their project and find out what was possible (e.g., would we be interested in letting them meet some of our seafarers in order to tell their stories, would they be allowed to board a ship in light of the current pandemic restrictions?), we were instantly intrigued and more than happy to collaborate.

A ship visit was subsequently arranged in accordance with safety precautions (proof of vaccination, negative test results, face masks), owner permission, and vessel notification. Completely awed by the experience, they are keen to profile more seafarers, which we would be more than happy to support, since education and awareness are key to shifting mindsets.

With that in mind, here is the story of ‘shift worker’ 3/O Parthiban Mannangatti, who had just sailed from the US, where we had fortunately been able to arrange vaccinations for him and his crewmates before they departed for Hong Kong. He works three shifts a day for a total of 11 hours, from 08:00-12:00, 13:00-16:00 and 20:00-00:00, as reported at the time.

Thanks to Hong Kong Shifts for the opportunity, the amazing photography (featured here and on the front cover, also p. 2), and for understanding the plight of seafarers and the need to tell their stories to a wider audience.

“I am one of the 23 crew members on this massive cargo ship and have been working on ships for over three years. My role as Third Officer revolves around navigation and making sure that we are cruising safely at sea.

“Navigation is not easy; you need to spot the big ships, the small ships, and the little boats. You have to be alert and meticulous, but I love the challenge. I also inspect and maintain the safety equipment on board every day.

“I’m originally from Chennai, but the current crew hails from all corners of India. We speak different dialects, so it’s funny that we need to communicate with our own countrymen in English!

“These cargo ships you see at sea all the time in Hong Kong, did you know that they can carry up to 20,000 containers? All the containers that you can see from afar sitting on top of the ship, imagine the same number of containers below deck.
hidden from sight. Pretty much everything that you buy, consume or use at home is there because it’s been transported by one of these ships.

“Because of Covid, we’ve been on this ship for six months and will be on it for another three. I see the same people day in, day out, and we’ve become like family. Us seafarers work very hard for most of the year, but then we have three months of full vacation off. It’s not easy being away from friends, family and home for so long, but when you’re on board, you don’t have time to get bored – there’s always something to do. The ship doesn’t stop for anyone!

“Every position on board is key, and each crew member is tasked with very specific responsibilities. We have to do plenty of exams in order to work on board and rise up the ranks. It’s a bit like being in the army! The Second Officer is in charge of planning the most economical route of passage and navigation. The Chief Officer guides and has oversight for the whole crew whilst managing everything on deck. We have crew members working in the boiler room, engineers, and, of course, the Chief Cook who has the integral job of feeding everyone! He experiments with different types of cuisine every day and we get fed really well.

“Back home, a lot of my friends wanted to become engineers, but I always knew that I wanted to work at sea. I wanted to see the world, and working on board was one of the best ways to do so. Before Covid, every country that we docked at, we would have at least a few hours to explore - visit the sights, restaurants, and bars. I’ve been to the US, UK, France, Netherlands, Japan, South America...all over. My favourite place so far is Turkey - such a beautiful place, great people, and delicious food. I love those baklava sweets!

“It has been more challenging during the pandemic, as we have not been able to get off the ship at all due to various country restrictions. We are also really careful to not get injured or unwell, because it is very challenging to get medical assistance out at sea. Safety is always our top priority. The ship gets inspected regularly, so everyone has a part to play in ensuring that it is in tip-top shape.

“During our down time, we all hang out in the recreation room. It’s got a gym, table tennis, PlayStation, darts and other games. In the nighttime, we go back to our individual cabins to sleep. Those who are off shift on the weekends will sometimes have barbecues or small get-togethers on deck.

“I do miss my family and my girlfriend, though, but with Wi-Fi everywhere, we are still able to communicate pretty regularly and easily. I’m looking forward to those few months off when I can put my feet up and just relax. It’s hard work during the year, so it’s really important to take that time off properly. Then I will come back recharged and ready for my next adventure!”

Learn more about the project at www.hongkongshifts.com, or follow Hong Kong Shifts on LinkedIn, Facebook or Instagram (@hongkongshifts).
In Hong Kong, the fifth day of the fifth lunar month is known locally as Tuen Ng, but to many people it is better known as Dragon Boat Festival due to the traditional dragon boat races held across the territory. This year the public holiday fell on June 14th, and despite the general restrictions imposed by Covid-19, the races were allowed to proceed due to their outdoor nature and the minimal number of local cases, though many events were scaled down as a precaution.

As latecomers to the dragon boat scene, having made our debut in the Stanley International Dragon Boat Championships only in 2019, it was a disappointment when the 2020 races had to be cancelled. But with the 2021 event back on, the Anglo-Eastern team was keen to pick up from where we had left off, as a chance to prove ourselves and taste the victory that had eluded us two years ago. Scaled down or not, we were thus ready for our comeback in the Mixed Corporate Division, and come back we most certainly did!

New members were recruited to fill vacated spots, and steps were taken to ensure we had herd immunity within the team for health and safety reasons (and we are proud to say that, by race day, all but one member had been fully vaccinated). Some team members and roles may have changed, but the revived AE Paddle Busters was still One Team with One Goal – to train hard, race harder, have fun, and (ideally) win!

An intensive two-hour training session with a dedicated coach was scheduled every weekend for two months in order to whip the team into shape. In dragon boating, correct paddle form and technique (think aggressive vertical ‘digging’ rather than ‘romantic’ horizontal rowing), team synchronisation, strategy and endurance are all critical to success, especially since the race itself is a short but powerful dash that is usually over in less than two minutes!
Both new and former team members alike quickly got up to speed in terms of paddling technique and dragon boat lingo, from “Focus!”, “Paddles in!”, “Are you ready?”, “Go!” to ‘catching’ the water, “Ready and reach!”, and the always entertaining ‘DHL’ (“Deeper, harder, longer!”). Optimal pairings and an overall seating plan began to emerge, so that come race day, the team was raring to go, complete with team shirts and an enthusiastic (albeit cheesy) team cheer.

The Mixed Corporate Division, which requires 8-12 of a team’s 18 paddlers to be women, was held in the morning and comprised two heats to decide which race final teams would advance to. The AE Paddle Busters picked up speed with each successive heat in order to qualify for the Plate Final, which we excitedly won in 1:03:60 by a good 4 seconds (an entire boat length or more) over our rivals. With a time like that, we could have easily beaten out teams in some of the more elite finals and divisions. Next year!

We may not have been the biggest winners of the competition, but win we proudly did, and we certainly were the biggest winners of the day in terms of enthusiasm, spirit - and curiously - media coverage. Several local TV news outlets broadcasted scenes of us from our winning race, victory, and cheesy team cheer on the beach, plus we even managed to score a couple of individual interviews - our 15 minutes (or less) of fame satisfied!

Buoyed by the glory of our success, the team trained for a second less formal race at Stanley, dubbed ‘Sausage Run’ after the course’s mandatory U-turn (like a sausage?) around a floating marker. Turning races are less common in dragon boating, but we were not deterred. Entered in the Standard Boat Open Division of the July 4th event, with a slightly different team line-up, the AE Paddle Busters again made a splash – but this time not the kind we were expecting, so the less said, the better!


Also, special mention to our additional paddlers for the Sausage Run: Satvir “Paddle God” Chahar, Rajat Gupta, Ashish Chopra, Vineet “The Handsome One” Kumar, and Vineet “The Powerful One” Saxena. Last but not least, many thanks to our awesome coach Kenneth “Kin Sir” Ngan, plus the folk at the Stanley Dragon Boat Association. We’ll be back!
Anavi celebrates 12 years of caring

Over the years, Anglo-Eastern’s volunteer network Anavi, formed by staff and family members, has forged strong ties with various community initiatives in Kolkata, Mumbai and beyond, extending help to the young, the elderly, and the disadvantaged. This June, Anavi proudly celebrated its 12th anniversary of caring for the community. Below is a review of some recent initiatives.

In Kolkata, the occasion of Anavi’s 12th anniversary was marked by visiting two long-time community partners, with donations of fruits, rations and goodie bags: Voice of World (institute for the blind) and Apon Ghar (home for the elderly).

The pandemic has made the need for charity groups like Anavi and the work that they do ever more important, while at the same time hindering certain efforts due to visiting restrictions. But with phased reopenings, some carefully planned visits are now possible - a welcome development for all parties involved.

As remarked by one care administrator during the visit: “We have not seen you in some time, but we knew you were always there. We missed you while you were gone.”

We can assure them that for our team of dedicated Anavi volunteers, the feeling is mutual: “It is good to be back and doing what we do best! It is still a long way to go before things are ‘normal’ again, but Anavi members are positive about doing their best in spite of the challenges.”

REBUILDING A HOME FOR THE BLIND

The rainy season always brings additional challenges, especially for those living in older buildings, like the residents of Voice of World’s Pratyusha Home in Kolkata. The site is home to more than 150 residents, most of whom are blind and destitute – but no less deserving of safe, clean living conditions.

To shore up leaks, repair damages, and improve the existing premises, Anavi recently helped fund and arrange renovation works for the home. Earlier this year, the same was done for Voice of World’s primary school in the suburb of Behala, which had been damaged by Cyclone Amphan in May 2020, yet was still awaiting repairs and the resumption of classes.
Such renovation projects, coupled with regular visits and ration donations, are part of Anavi’s ongoing support of Voice of World and its individual homes and schools. Speaking of which, Anavi is looking to help Voice of World run its Behala school based on the partnership model it has successfully adopted in Mumbai, and possibly also its Saltighat boarding school outside of Kolkata.

CYCLONE YAAS RELIEF IN THE SUNDARBANS

Looking at other recent work Anavi has done, one project stands out in particular for its sheer ambitiousness.

In late May 2021, Cyclone Yaas struck India’s east coast, causing widespread damage and destruction to parts of West Bengal, most notably to the villages in the Sundarbans region. Communities on the outskirts of the nature reserve, which is famed for its islands and wild mangrove forests, already lead a hard life, with many families having lost male members to tiger attacks. After Cyclone Yaas, many had also lost their homes to flooding.

Anavi responded by gathering rations for some 200 families, with each household to receive a supply of mustard oil, potatoes, pulses, onions, spices, biscuits and other foods, not to mention soap - and as specially requested by the stricken inhabitants - a flashlight. A team of hardy Anavi volunteers was also rounded up to make the arduous delivery trip to the region, which was approved and scheduled by the authorities for July 7th.

The remote island inhabitants of Gosaba community development block, situated on the northern tip of the reserve, were to meet the volunteers at two more ‘convenient’ distribution sites, but even getting to these was quite the trek and no easy feat. Going there and back was an all-day-and-night adventure, comprising several hours by road to/from Kolkata followed by even more hours by rickety ferry boat (main photo opposite), interspersed by several delays due to heavy rains. Now that’s dedication for you!

UNHINDERED ACCESS TO ONLINE LEARNING

Given the impact of lockdowns and other measures on regular classroom learning, online education has come to the fore, with unhindered access to digital learning a necessity for children of all ages. Earlier this year, through the Anavi-Janvi school partnership, a small computer centre was thus established at Chandivali, Mumbai, using donated equipment and IT manpower from our Anglo-Eastern office to set it up.

Software licenses were also sponsored, so that many of the school’s students could be enrolled in an online learning programme, free of charge, according to grade level.

On hearing of this, the non-profit Navneet Foundation volunteered to pitch in by sponsoring additional licenses to support the entire Grade 8-9 curriculum for a year.

Around 100 students are now presently enrolled in a licensed version of the programme, with the students clocking in above-average hours, as per usage reports, which is excellent. Together with the computer centre, Anavi is staying true to its commitment to digitally connect its students, and has plans to set up a second computer centre in the adjacent suburb of Asalpha.

TREE PLANTING FOR A GREENER TOMORROW

With courses concluded for summer on July 1st, the Indian Maritime University - Mumbai Port Campus (IMU-MPC) wanted to gather its final-year B. Tech students together to do something meaningful before their departure. A tree planting exercise was deemed a good choice, being green, sustainable, and the best time to do it in relation to the monsoon season.

IMU-MPC approached our Mumbai office for support, which was gladly given in the form of funding and logistical support, as a tree planting exercise had long been on the cards but yet to be organised for one reason or the other. Put under the Anavi banner, the initial plan was to plant a modest 200 trees with the assistance of the Indian Forest Service (IFS), who would be able to offer their expertise, land, and suitable saplings for an economical fee.

The local IFS suggested a protected area in Badlapur, since it is under their oversight and already earmarked for tree planting. Located to the east of Mumbai, Badlapur is a 1.5-hour drive away, so a coach was hired to take the 30 students and 10 faculty/ family members to the site on July 3rd. On arrival, it was discovered that 150 pits had
Capt. Sunil Chauhan was humbled to receive a Letter of Commendation from the IMO earlier this year for his vessel’s participation in the high-profile search and rescue operations for the crew of the anchor-handling tug MV Bourbon Rhode, which capsized in the Mid-Atlantic during Hurricane Lorenzo two years ago.

In late 2019, while en route from the Canary Islands to Guyana to take up a new offshore contract, the crew on board Bourbon Rhode encountered strong winds and rough seas from Hurricane Lorenzo. The tug was on course to power its way through the hurricane, but water unexpectedly flooded the engine room causing the vessel to lose steering and propulsion.

It would later be revealed that the French-owned Bourbon Rhode was in sub-standard condition, with watertightness being one of its main vulnerabilities in need of attention, according to an inspection conducted earlier the same year.

With no engines and the tug continuing to take on water, the 14-strong Croatian/Ukrainian crew were forced to abandon the sinking vessel, even though it was unsafe to do so given the large swells. Three crew members in a life raft managed to miraculously survive the evacuation, but four tragically did not, their bodies recovered from the water in the days following. Seven were never found.

MT Citron, a Diamond Anglo managed tanker under the then command of Capt. Chauhan, happened to be in the vicinity of the ongoing SAR operation, so was called upon by Martinique’s MRCC Fort-de-France to divert its course and comb part of the expansive search area for any sign of the missing crew, life rafts, or debris from the wreck. Citron diligently trawled the designated area for the better part of a day, but to no avail.

“In vessel carried out search operation within search box coordinates given by MRCC and followed all instructions regarding search leg length, leg axis, search axis, track space, etc., as per MRCC’s advice. Vessel referred to IAMSAR Manual Vol. III (Section 3) for more clarification on search patterns,” detailed Capt. Chauhan in his report.

“Diligent lookout was carried out by vessel using all available means: by sight using binoculars, hearing, radars, etc., and also with Master on bridge with two duty officers, helmsman, and additional lookouts on bridge wings at all times.” Regrettably, nothing was found.

The French government, extremely grateful for the large-scale, multi-party operation, which lasted three weeks, collectively nominated all SAR participants for the 2020 IMO Award for Exceptional Bravery at Sea, and it in this regard that a formal letter was issued to Capt. Chauhan and indirectly his crew. Always proud to serve and do one’s duty when called upon!
COMMUNITY

One team, one family

Leaving behind your young family to go to sea for several months at a time is already difficult to deal with. Worrying how they will cope while you are away for so long, especially amidst a global pandemic, is another stressor to manage. Usually, though, things work out and there is a joyful reunion until the next farewell.

But for O/S Lauriano Tomado, who had been on board the heavy-lift vessel MV Forte for three months, with two more months still to go, one of the worst possible things could happen.

He received news that on March 9th, a huge fire had swept through his hometown of Davao City, Mindanao, in southern Philippines. The fire started in the mid-afternoon and raged for two hours before being put out, during which time over 1,000 homes in the coastal community of Agdao had been destroyed. One of them was his family’s own.

Thankfully, his wife and two young daughters were not home at the time, while his grandmother was able to escape and safely evacuate the scene, but their family home was devastated, completely gutted by fire, all their lifelong possessions destroyed beyond recognition. They had lost practically everything, except each other.

“With no place to call home and no possessions, Lauriano turned to us, his work family, for assistance,” said deputy fleet manager Sathish Kumar Gopinath. “A video illustrating the harsh reality of this situation was soon put together by Capt. Maciej Cyman and made viral via internal email. In turn, various crew members, Anglo-Eastern offices around the globe, as well as other sources chipped in to help Lauriano and his family.”

The collected funds, totalling USD 2,000 (around PHP 100,000), helped pay for a temporary rental home for his family as well as a portion of the renovations needed to repair their home, which Lauriano handled once signed off and back in Davao City. During this trying period, Lauriano was assured of all possible assistance from Anglo-Eastern.

“Ever since the concept of ‘One Team’ was implemented on board our vessels, major improvements have been seen. Lauriano’s case is an excellent example of teamwork, empathy, and Anglo-Eastern’s willingness to help others in need,” said Mr Gopinath. “Our crew are our assets; let us protect them!”

Today, Lauriano and his family are back in their former home, which looks like a new house, having been fully renovated inside and out. Happy to be home, they are extremely grateful for the overwhelming kindness shown to them by Anglo-Eastern’s sea and shore staff.

“I am very thankful for the support from Anglo-Eastern and the crew on board,” said Lauriano. “I greatly appreciate the donations. Many thanks for this action, and once again, thank you from me and my family.” Check out the amazing before and after photos above!
Our most important ASSET is you!

At Anglo-Eastern, we have a team especially dedicated to engaging our seafarers through onboard activities and initiatives. The Anglo-Eastern Staff Satisfaction & Engagement Team (ASSET) focuses on a broad range of activities to uplift crew spirits, induce a positive atmosphere on board and build trust, thereby promoting camaraderie and well-being.

The second quarter of the year was marked by a number of special days to celebrate, from International Family Day (May 15), World Environment Day (Jun 5) and World Oceans Day (Jun 8) to Philippines Independence Day (Jun 12), Father’s Day (Jun 20), International Day of Yoga (Jun 21), and of course, Day of The Seafarer (Jun 25).

Besides the above and the usual Social Sundays, ASSET organised several onboard contests and photo competitions, such as #SuperChef, #MyDadGreatest, and in honour of Day of the Seafarer, #MarinerInAction and #ShoutOutForSeafarers (see pp. 4-5).

Many fantastic responses to these and other initiatives were received from the fleet. From heartwarming write-ups on diversity and other topics to beautiful father-child photos and those showing our hardworking mariners in their element at sea, it was a pleasure to read and a sight to behold, so a big thank you to all who participated.

Ashore, Q2 saw a huge turnout from our on-leave crew at our continuing vaccination drives via the Mumbai office. Congratulations to all seafarers who have taken the shot, wherever arranged – be it our office, on board, or ashore at a foreign port. What’s better than a strong, healthy body and a sound mind?

For this reason, ASSET covered health tips in a number of posts and reminded crew the importance of maintaining one’s health, as well as that of Mother Nature. After all, a healthy and sustainable environment is linked to healthy individuals with stronger immunity, which is what we need to beat the pandemic and climate change.
#SuperChef

The Hidden Truth
by Nischith Shetty, MV Cautin

Our most important asset is you!
The man behind the machines

The main focus of many stories and articles are our seafarers. After all, we have over 30,000 sea staff, so proportionately that makes sense. But behind our many seafarers and the vessels they sail on are under 2,000 colleagues ashore, and this write-up is about one of them - an IT expert and manager - and his story has much more to do with the sea than first meets the eye.

Anton Svishchov is an “IT guy” at Anglo-Eastern Ukraine. But a substantial part of his work experience has been focused on the design and maintenance of the simulators installed at the adjacent Anglo-Eastern Maritime Training Centre (AEMTC).

He commenced his career in 2000 at Transas (now part of Wärtsilä, since 2018), which Anglo-Eastern has partnered with for the delivery of cutting-edge technologies to our managed fleet, from DGPS systems to vessel performance optimisation solutions (e.g., BVS, FOS).

Over the course of a decade, he worked his way up from visualisation designer to head of the simulator department, before leaving to join Anglo-Eastern Ukraine.

Given his background, Anton found himself in familiar territory at the Odesa-based AEMTC, where he has contributed a great deal to the design of the training centre, and is in charge of the simulator complex’s technical and software maintenance.

What distinguishes Anton from many other IT colleagues is that he knows all too well what it is like to sail, and not just because of the simulators he has been working with for so many years. Anton is also a keen yachtsman – and not just an occasional one, but a competitive one.

Starting out on a cruiser yacht named “Duke” in 1995, he continuously worked towards upgrading his qualifications, from steersman to yacht master, and is a participant and prize-winner of many national and international races. In 2016, Anton changed to an Olympic-class centreboard yacht in order to spend more time with his family.

Speaking of family, Anton is the father of two sons, who have followed his passion for sailing. His eldest son is already a medal winner, having won silver in the Ukrainian championship, and hopes to take part in the European and World Cups. His younger son is amongst the best in his group and dreams to form a team with his father and older brother to win – well, pretty much everything!

But the boys’ biggest dream is to join Anglo-Eastern like their father, but on the other ‘side’ as career seafarers. Since they started their navigating experience young, long before joining a maritime academy or cadet programme, they are certainly off to an excellent head-start!
Where are you from?
I was born in the small Latvian city of Ventspils, located on the coast of the Baltic Sea. After completing my secondary education, I continued my studies at the Latvian Maritime Academy in Riga, which has been my hometown ever since.

How long have you been with the group?
I joined Anglo-Eastern in 2008, so it’s already been 13 years that I’ve been with the group.

What made you decide to join the maritime/ship management industry?
My grandfather was a pumpman on tankers. When his vessel used to call on Ventspils to load and unload, I would have the chance to visit him on board. He would show me the vessel and what ship life was like from the inside. It was something unbelievable and incredible for me, and it was these experiences that inspired me to become a sailor and continue my family tradition.

What did you do before Anglo-Eastern?
Anglo-Eastern is my first employer since graduating from the Latvian Maritime Academy.

What is your current role?
I am presently a ship master within Anglo-Eastern’s heavy-lift fleet. After working several contracts as a deck rating, I became Third Officer in 2011, then Chief Officer in 2015, before qualifying as Master in 2020 and sailing as one from 6 July 2021, when I rejoined my first vessel, Mighty Servant 1.

I still remember my first experience as a deck cadet on board Mighty Servant 1 in 2008. “MS1” is a heavy-lift vessel. At the time, I had never heard about this type of vessel before, so I was absolutely stunned and amazed when I saw the vessel and the cargo it was carrying (see an example of MS1 cargo on p. 26).

I had no clue how the cargo had been loaded, nor how it would be discharged, but at that moment I knew I wanted to be involved in the process! My desire to continue in the heavy-lift fleet remains to this day, because it is truly unique compared to all others.

What is the most challenging or rewarding part of your current role?
Ensuring the safety of the crew, cargo and vessel is always the main challenge. The vessel is essentially a small factory that operates 24/7, and every day you may encounter risks, hazards, bad weather, etc. You need to be ready to resolve problems at any time, whether they be related to crew, cargo or vessel.

It’s very important to have a good atmosphere with the people on board. As a captain, you always have to put the crew first, and be a good manager, leader, friend, and sometimes even like a father in terms of offering advice and support. At the same time, I also have my own personal challenge of being far away from my family.

Describe a typical day or week.
Each day is different. Every day you will have new instructions, challenges and experiences. But there are also a lot of things that are typical each day, for example, navigational watches, communication with the office, daily rounds, ship maintenance, drills, inspections, etc. I always try to plan my week, both in terms of work and rest, during our long ocean passages.

Use three words to describe your current role.
Organised, responsible, team player.

What do you do in your spare time?
I love to spend time with my wife and twin daughters. I am also a member of the International Maritime Sport Community (IMSC) in Latvia and participate in various sports activities, like football and running, etc.
TECHNICAL

SPECIAL PROJECTS

Mission possible

One enormous FPSO, two tiny tugs, and more than 13,000 nmi of sea sounds like a recipe for the impossible, but the mighty Boka Alpine and Boka Glacier demonstrated their mettle by proving they are indeed the ‘little tugs that could’.

Boka Alpine and Boka Glacier are two unassuming 3,500-dwt ocean-going tugs under Anglo-Eastern management. Small they might be, but looks can be deceiving, as evidenced by their latest feat: towing the mammoth FPSO Carioca MV30 all the way from China to Brazil, where the floating production storage and offloading facility will be deployed at the Sepia field, operated by Petrobras.

From Dalian to Angra dos Reis, the two tugs safely pulled their hefty charge an epic 13,000+ nautical miles for a period of two and a half months, covering three ocean crossings (North Pacific, Indian and South Atlantic) and two port calls for bunkering (Singapore and Capetown).

To put things further in perspective, the FPSO is more than four times as long (332 m vs 75 m) and three times as wide (58 m vs 18 m) as each tug, weighing more than 15 times their combined metric tonnage.

Capable of around 200 tons of bollard pull each, Boka Alpine and Boka Glacier are two of five powerful ocean-going tugs under Anglo-Eastern management from Boskalis since 2018.

SpaceX drone ship hitches ride on Mighty Servant 1

SpaceX, the space technology enterprise of Tesla’s Elon Musk, recently transported one of its autonomous spaceport drone ships from the Bahamas to California via the back of Mighty Servant 1 (MS1), in another unique cargo delivery for the Boskalis semi-submersible heavy-lift vessel.

Amusingly named “Of Course I Still Love You” (OCISLY), the 2,756-mt drone ship had recently participated in the successful landing of the rocket Falcon 9 off Port Canaveral on June 3rd, and was now in Freeport, Bahamas, for its own deckside ‘landing’ on MS1, which had been hired to transport it to Long Beach via the Panama Canal.

A pre-loading meeting was held on the evening of June 11th to discuss the exercise, which commenced overnight with ballasting operations to submerge the deck, followed by the arrival of tugs in the early morning to help float and position the cargo over the cribbing. Once in place, the vessel was deballasted, so that the raised cargo could be carefully inspected and secured for the 5,000-nmi journey.

The entire cargo loading process took three days to complete, from ballasting and positioning to fastening and approval, after which MS1 was good to depart. After several days of sailing, broken up by a few days in Panama’s anchorage before transiting the canal, the vessel finally arrived in Long Beach, where ballasting operations were again performed to help safely discharge the cargo for its next mission.
Anglo-Eastern takes part in world’s first digital port call

This Day of the Seafarer (June 25th) saw the Anglo-Eastern managed MV Kobe Express take part in the world’s first digitally controlled port arrival. Using Wärtsilä Voyage’s Navi-Port system, in collaboration with Tanger Med Port Authority, Capt. Kishor Dinde and his crew sailed the Hapag-Lloyd container ship from Cartagena, Columbia, into the Moroccan port, taking full advantage of the digital Just-in-Time (JiT) arrival solution.

Many busy ports like Tanger Med typically entail berthing delays caused by the high volume of incoming and outgoing traffic and the cumulative effect that any arrival and departure delays can have. Such delays may be caused by adverse weather conditions, course diversions, marine traffic, berth availability, and a host of other factors. Sailing at regular speed to arrive as scheduled only to be faced with a berthing delay means unnecessary waiting, fuel consumption and emissions. Navi-Port can mitigate that.

Wärtsilä Voyage’s Navi-Port system is a digital platform that facilitates the exchange of real-time data between ships and their destination ports to allow accurate arrival times. The system exchanges the required time of arrival digitally with the onboard navigation system and allows a ship’s speed schedule to be adjusted for a JiT arrival by the clicking of one button, thereby saving fuel and costly waiting time at anchor.

In this instance, anticipating a berthing delay four days ahead of time, Tanger Med’s operations team directly messaged Kobe Express via Navi-Port requesting a one-day delay. Capt. Dinde, on accepting the request, was then able to adjust the vessel’s speed, slowing from 17 knots to 14 knots, and subsequently 11 knots, in order to sync the vessel’s arrival with the terminal’s readiness for berthing and cargo operations. As a result, Kobe Express eliminated waiting time and saved an estimated USD 10,000 in fuel, while cutting emissions significantly.

“We anticipate that Navi-Port will speed the execution and planning of voyages, and allow us to optimise fuel consumption and engine performance for enhanced efficiencies and a reduced carbon footprint,” said CEO Bjorn Hojgaard on Anglo-Eastern’s partnership with Wärtsilä Voyage to digitalise our fleet. “Congratulations to Capt. Kishor Dinde and his crew, and to all other parties involved in the successful digital docking of the Kobe Express in this world-first exercise.”

“This is a momentous accomplishment. We have moved beyond pilot and testing projects to real-life applications, and we see this as kick-starting a trend that will make both shipping and port operations more efficient and less carbon intensive”, said Dmitry Rostopshin, general manager for ship traffic control at Wärtsilä Voyage, which has confirmed other similar collaborations in the pipeline, as the shipping industry realises the economic and environmental benefits of JiT operations.
We are excited to announce the delivery of the first mid-size dual-fuel LPG carrier from South Korea, aptly named ‘Legacy’. From conception, design evaluation, construction supervision and commissioning to continued technical management following the vessel’s induction into our fleet on July 2nd, Anglo-Eastern has been involved every step of the way.

Legacy is a first in several respects, chiefly:
- First mid-size dual-fuel LPG carrier to be constructed at a South Korean yard.
- First vessel of Hyundai Mipo Dockyard’s new ‘LPG SAFE’ double-hull design.
- First vessel for the Mexican LPG conglomerate Empresas Nieto.
- First dual-fuel vessel project managed, crewed and operated by Anglo-Eastern.

TRUSTED PARTNER
Having successfully executed more than 50 LPG carrier newbuilding supervisions and deliveries from various shipyards in Japan, Korea and China, Anglo-Eastern Technical Services (AETS) was a natural choice for the owners, who wanted a trusted partner to help develop their first vessel.

The owners relied on our knowledge and expertise to assist them at each stage of design and project development, including yard qualification, initial research on how to future-proof the design against the latest requirements and forthcoming legislation, contract negotiation, model test assessment, plan approval, site supervision – and ultimately, the technical management of the vessel.

Testament to our One Team philosophy, our LPG ship management team in Singapore worked in close collaboration with the newbuilding team at our head office in Hong Kong throughout the entire process, participating actively in HAZID/HAZOP exercises, and providing invaluable input and suggestions for improvement based on their LPG fleet experience.
OVERCOMING THE CHALLENGES

The specific functional and trade requirements of the owner required us to undertake a comprehensive review of the capabilities and expertise of various shipyards as well as vessel designs.

Hyundai Mipo Dockyard (HMD) had just unveiled a new ‘LPG SAFE’ design for a 38,000-cbm double-hull LPG carrier, with a dual-fuel propulsion option and in-principle approval from DNV. However, they had yet to deliver any LPG dual-fuel vessels. Moreover, the MAN LGIP engine was still under trial and development at the time.

Being a prototype project, the challenges were immense. Assumptions had to be carefully considered and regularly queried, with design vulnerabilities and risks thoroughly assessed and mitigated through an iterative methodology.

Furthermore, the prevailing Covid-19 restrictions posed obvious difficulties to the project’s management. We tackled this by holding regular virtual meetings with the site teams, shipyard and equipment makers, along with remote inspections to monitor and direct the construction progress seamlessly.

Months of collaboration between our design, operations and technical divisions, the classification society, engine manufacturer, LPG fuel supply system maker, and shipyard culminated in a safe and successful design that complies with NOx Tier III and EEDI Phase 3 requirements, even when burning conventional fuel. When using LPG as the primary fuel, the further reduction in emissions is remarkable.

“Overall, this project has been a humbling experience that gave us deep insights into the spectrum of new design qualification requirements,” said Arunava Sengupta, managing director of Anglo-Eastern Technical Services. “We had an exceptional team of engineers who burnt the midnight oil to develop the design and an equally capable site team whose contribution has been noteworthy. Personally, I am incredibly proud of my team.”

SHAPING A BETTER MARITIME FUTURE

“This project presented itself as a much-anticipated opportunity and opening to participate in the transformation that the marine industry is going through,” said Mr Sengupta. “In the coming years, apart from the many LNG/ LPG dual-fuel vessel newbuilding projects we are now involved in, we are eager to take forward our in-house ammonia dual-fuel vessel design, which will truly establish Anglo-Eastern’s participation in global efforts towards making zero-emission vessels a reality.”

In the Anglo-Eastern project/vessel management pipeline are several dual-fuel projects, including LNG, LPG and hydrogen (see the table below).

In terms of other alternative-fuel projects in development, we presently have:

- Approval in principle from DNV for a 2,000-kw ABC hydrogen-fuelled generator engine retrofit design for a 1,900-teu vessel.
- Approval in principle from Lloyd’s Register for a novel 210,000-dwt bulk carrier concept design, with ammonia as fuel, zero cargo volume loss, and an IMO Type A deck-mounted tank for fuel storage.
- Ongoing design development for a 82,000-dwt bulk carrier, with LNG as fuel, zero cargo volume loss, and IMO Type C tanks for fuel storage.
- Ongoing retrofit design development for a 210,000-dwt bulk carrier conversion to ammonia as fuel, with zero cargo volume loss and IMO Type C tanks for fuel storage.
- Plan approval in progress for a hydrogen-fuelled tug for service in the Port of Antwerp, with construction to commence in 2022.
- Plan approval in progress for 6,000-teu vessels featuring an advanced ammonia-ready design (pre-2024 deliveries), and ammonia as fuel utilising an IMO Type A tank for fuel storage (post-2024 deliveries).
- Plan approval due to commence for two 26,000-dwt IMO Type 2 SUS chemical carriers with an advanced ammonia-ready design.

<table>
<thead>
<tr>
<th>YARD</th>
<th>VESSEL</th>
<th>CAPACITY</th>
<th>ENGINE MAKE/TYPE</th>
<th>DUAL-FUEL</th>
<th>DELIVERY</th>
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<tr>
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<td>VLGC</td>
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<td>LPG</td>
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<td>SUS chem</td>
<td>26,300 dwt</td>
<td>WinGD X-DF</td>
<td>LNG</td>
<td>H2-2023</td>
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<tr>
<td>Fukuoka Shipbuilding</td>
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<td>Jiangnan Shipyard</td>
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<td>Tug</td>
<td>n.a</td>
<td>ABC 4-Stroke</td>
<td>Hydrogen</td>
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</table>
Anglo-Eastern joins study group to advance ammonia as alternative fuel

Anglo-Eastern is pleased to join Itochu Corporation’s joint study framework aimed at advancing ammonia (NH₃) as an alternative marine fuel to help drive decarbonisation efforts.

The study group was first launched in June with 23 founding member companies, and has since grown to 34 participants. Members include such prominent names in shipping as CMA CGM, FMG, Genco, Maersk, Rio Tinto and Vale, as well as class societies DNV, ClassNK and Lloyd’s Register, plus MAN Energy Solutions, amongst others. Anglo-Eastern is the first ship manager to join the joint study framework.

Spearheaded by leading Japanese trading conglomerate Itochu Corporation, with input from major ammonia producers like CF Industries, Nutrien and Yara, the study group will explore key issues in the use of ammonia at sea, from fuel specifications to safety issues and emissions. Going forward, the plan is to engage other ammonia producers, related international organisations, port authorities, and regulators in potential bunkering countries to share their views and experiences.

Like hydrogen, ammonia does not produce carbon dioxide on burning and can be synthesised using renewable energy, so is considered a green alternative to conventional fuels, though it does produce nitrogen oxides that need to be taken into consideration. However, unlike hydrogen - and to its advantage - ammonia has a higher energy density, is easier to store and transport, and can even act as a storage medium for hydrogen.

But ammonia, despite being widely synthesised and used as an agricultural fertiliser for over a century, is still in its relative infancy as a fuel, hence the need for continued research. Ultimately, the goal of the joint study framework is to thus verify and organise common issues regarding the use of ammonia as a marine fuel. It also represents a step towards Itochu and its partner companies developing ammonia-fuelled vessels and establishing a global ammonia supply chain.

“Anglo-Eastern joins this landmark initiative towards the decarbonisation of shipping with confidence, having successfully developed a novel zero-emission vessel (ZEV) design with ammonia as fuel that received approval in principle earlier this year, following an in-depth review of all design and safety parameters, inclusive of structural strength and stability, and a thorough hazard identification study,” said Arunava Sengupta, managing director of Anglo-Eastern Technical Services (AETS).

“We are proud to join Itochu’s joint study framework and are in pole position to meaningfully contribute to the safety assessment of ammonia-fuelled ship designs, which is one of the objectives of the study group.”

As a carbon-neutral certified company and a founding member of the Getting to Zero Coalition, Anglo-Eastern is firmly committed to the decarbonisation of the global shipping industry through advances in alternative fuels and green technologies. Besides the ammonia-fuelled ZEV design referenced above, AETS and our Singapore office recently collaborated on the first dual-fuel vessel to be wholly project managed, crewed and operated by Anglo-Eastern.
DECARBONISATION

AETS receives approval in principle for novel ammonia-fuelled ship design

Anglo-Eastern Technical Services (AETS) and a key business partner have received approval in principle from a leading class society for a novel ammonia-fuelled Newcastlemax (210,000 dwt) bulk carrier design, representing another significant milestone in AETS’ sustainability project portfolio and shipping’s transition to zero-carbon fuels.

“The technology evaluation comprised an overall examination of the fundamental aspects of the novel design in accordance with the class society’s rules and regulations. It also featured an in-depth risk assessment of all design and safety parameters, inclusive of structural strength and stability. This included a hazard identification study, which led to the approval in principle. “We are immensely proud to have awarded approval in principle for this ammonia-fuelled Newcastlemax bulker design,” said a representative of the class society. “This approval in principle also shows how ammonia-fuelled propulsion systems can be adapted to bulk carriers without reducing cargo capacity.”

“As a proponent of climate action and a founding member of the Getting to Zero Coalition, Anglo-Eastern is wholly committed to decarbonising shipping and reducing emissions at sea through meaningful action and innovation,” said CEO Bjorn Hojgaard. “We are thus delighted to have been involved in this opportunity to innovate and develop a novel ship design that significantly reduces emissions, whilst upholding safety, cargo volume and conventional fuel capacity.”

Said AETS managing director and project lead Arunava Sengupta: “To arrive at this point, many brainstorming sessions were held that were often long, intense and humbling. Each risk and operational feature was analysed and mitigated. The result of our efforts is an advanced design that can be taken to the shipyards with confidence, and in the full knowledge that attention has been given to the finest of details, inclusive of stability and all necessary calculations.”
SHIP SPOTLIGHT

Breaking the ice with a warm welcome to Arvik I

We recently supervised and welcomed into our fleet one of the most powerful and advanced IMO Tier III-compliant Polar Class 4 icebreaking bulk carriers, which is a unique type of vessel we are proud to sail and manage as a diverse ship manager committed to decarbonisation.
Fednav is known for its handsome red and cream bulk carriers that trade in the Great Lakes, a good number of which are under our full technical management, but of the more than 60 vessels in Fednav’s fleet, three stand out for their special class and more northerly routes: Umiak I (built 2006), Nunavik (built 2014), and the brand-new Arvik I (built 2021).

What makes these three handysize bulk carriers unique is not so much that they follow a different naming convention than the rest of the Fednav fleet, but the fact they are all Polar Class 4 (PC4) icebreaking vessels – and we are proud to crew and manage two of them. The two newest, Nunavik and Arvik I, are both under Anglo-Eastern management, as was Arvik I’s predecessor, the similar sounding Arctic (1978-2021).

Our passion for ships and seafaring has seen Anglo-Eastern welcome all types of vessels into our managed fleet over the years, with Fednav’s Arctic being our first-ever ice-going vessel in 1997, followed by Nunavik in 2014. After crewing and managing Arctic for more than 20 years, a strong bond was forged with the vessel, so it was an emotional farewell when it came time for her green decommissioning in Turkey earlier this year, after an impressive 43 years in service.

But just as one era ends, another begins, and so it was that we were elated to work on and welcome Arctic’s successor into our fleet at the end of this March at Japan Marine United’s shipyard in Yokohama. Anglo-Eastern Technical Services carried out the plan approval and yard supervision for Arvik I, which at 31,000 dwt, is the largest of Fednav’s icebreaking bulkers - and it goes without saying, the most modern and state-of-the-art.

Built for strength, reliability, and both operational and environmental performance, Arvik I is equipped with the latest technologies, from Fednav’s proprietary IceNav navigation system to IMO Tier III main and auxiliary engines for a reduced carbon profile, making it the world’s first Tier III-compliant Polar Class vessel. It is also compliant with the latest IMO nitrogen oxides (NOx) emissions requirements, and was assigned both DNV’s Clean and BWM-T notations.

Like its predecessor, Arvik I’s main role is to support Glencore’s remote Raglan Mine by transporting fuel, equipment and supplies to nearby Deception Bay in the upper reaches of Quebec province, and returning to Quebec City with a bulk cargo of nickel-copper concentrate. Special permission is required to simultaneously carry all cargo types in the ship’s holds, which are protected by a double-hull configuration, with three geared cranes on deck to assist with cargo operations.

The ship’s Anglo-Eastern crew are all Canadian, under the experienced command of Capt. Randy Rose and C/E Bhagwan Ghotra, while the name “Arvik” was actually proposed by our very own 3/O Shane Ruther in a naming contest that saw over 165 submissions. As an aside, “Arvik” is the Inuit word for the native bowhead whale, which uses its reinforced skull and powerful body to break through ice, so a very fitting name on more than one level that also happens to pay phonetic tribute to Arctic. We like it!

“After spending numerous seasons navigating and engineering a 43-year-old vessel in harsh conditions, while all the time continuing to meet customer expectations, the long wait is finally over for our hardworking and dedicated Arctic team,” said Anglo-Eastern Canada deputy fleet manager Harpreet Kalra. “I am excited for our Canadian crew to be rewarded with this opportunity to sail one of the most powerful and advanced icebreaking bulk carriers. Arvik I is a well-deserved change, though we will always cherish our fond memories of Arctic.”

Like all icebreaking vessels, these are hardy ships equipped with reinforced bows and hulls, pitch-adjustable propellers, and onboard systems capable of operating in freezing temperatures and icy waters. A PC4 notation, though mid-range, is relatively unique for cargo-bearing vessels, denoting the ability to operate year-round in thick first-year ice, which is not typically required for general trade. But then again, supporting a mine in Canada’s remote northeast is not exactly typical!

Anglo-Eastern’s Arctic, now Arvik I, a PC4 icebreaking bulk carrier.
Two ‘job seekers’ paddling to Spain in an undersized inflatable kayak without any identification, legroom or supplies. That’s what the crew of MT Nashwan came across while passing near Gibraltar. But a rescue is still a rescue despite appearances, and all lives matter at sea, where duty and professionalism rule the waves - even when presented with curious scenes and scenarios!

It was in the early morning of June 4th, while passing near Gibraltar, that 3/O Suraj Bamal of MT Nashwan sighted a small boat containing two people shouting for help. Capt. Vladimir Denderin was informed and Gibraltar Vessel Traffic Services duly contacted. The tanker was requested to pick up the pair for transfer to the rescue boat Salvamar Denebola, which was on its way via another SAR operation in the area, so the crew leapt into action.

On approaching the ‘boat’, it could be seen that it was in fact a tiny inflatable kayak. Make that very tiny. Cramped inside, with next to no legroom or supplies, were two young men armed with only paddles and an inflator. The LPG gas carrier was carefully manoeuvred into place alongside the cheering duo and the gangway lowered and rigged, so that they could safely board. Face masks were provided and their body temperatures checked, while social distancing was maintained by the crew at all times.

The two young men, who could speak only Arabic and Spanish, were found to be in generally good health and were offered blankets and refreshments for their escapade. Fortunately, with several Filipino crew on board, it was possible to find a Spanish speaker amongst them. Oiler Rommel Locson was appointed interviewer and translator, and through him it was established that the kayaking duo were from Morocco and in their 20s.

They alleged they had been adrift at sea for two days, during which time five other vessels had passed them by without stopping or offering assistance. Their responses were vague for the most part, but friendly perseverance yielded a little more information, like how they were looking for ‘work’ in Spain, where they claimed to have relatives. At the same time, they carried no identification – only two mobile phones and a bit of cash.

Shortly after 09:00 local time, MV Salvamar Denebola arrived at the scene and the two men were transferred to the rescue boat, along with their tiny inflatable kayak and paddling gear, thus allowing the tanker to resume its course for Jorf Lasfar, Morocco. Congratulations to Capt. Denderin, C/E Rodney Gracias and their crew on the smooth rescue operations, and for ensuring proper precautions against Covid-19. Well done!
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 2021. Fair winds and smooth/following seas!

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<thead>
<tr>
<th>DATE</th>
<th>VESSEL NAME</th>
<th>VESSEL TYPE</th>
<th>CAPACITY</th>
<th>OFFICE</th>
<th>MASTER</th>
<th>CHIEF ENGINEER</th>
<th>OWNER</th>
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<tr>
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<td>Mineral Brugge</td>
<td>Bulk carrier, Capesize</td>
<td>175,155 dwt</td>
<td>Antwerp</td>
<td>Oleksiy Novgorodskyy</td>
<td>Oleksiy Mashchenko</td>
<td>Bocimar</td>
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<td>ONEX Precious</td>
<td>Tanker, LR2</td>
<td>114,623 dwt</td>
<td>Hong Kong</td>
<td>Akshay Kumar</td>
<td>Neeraj Agarwal</td>
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<td>26 May 2021</td>
<td>CSAV Tyndall</td>
<td>Container ship</td>
<td>8,600 teu</td>
<td>Hong Kong</td>
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<td>Pablo H. Cerda Paredes</td>
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<td>Dharmendra P. Kuril</td>
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<td>LPG gas tanker</td>
<td>38,000 cbm</td>
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<td>Atul A. Joglekar</td>
<td>Ridgebury Tankers</td>
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MT ONEX Precious (newbuilding)
MV Federal Franklin (AETS-supervised newbuilding)
MT Stirling (newbuilding)
MV CSAV Tyndall
MV GCL Icon (newbuilding)
MV Mineral Brugge
MT Stirling (newbuilding)
MV Federal Fraser (AETS-supervised newbuilding)
MV.CSAV.Tyndall
MV Federal Freedom (AETS-supervised newbuilding)

MT Celsius Philadelphia (AETS-supervised newbuilding)

MT Legacy (AETS-supervised newbuilding)

MV KN Blossom (newbuilding)

MT Ridgebury Mercury

MT Ridgebury Saturn