

# ASPECTS

HOUSE JOURNAL OF THE ASP SHIPS GROUP

ISSUE: **January 2023**



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# DISTRESSED ASSET MANAGEMENT

## Ocean Tankers Pte Ltd



From the  
desk of

**David Borcoski**

Group Managing  
Director & CEO

As we start a new year we can reflect on where we are now as compared to where we have been in recent pandemic years. I am relieved to say that I didn't speak too soon in our last edition as I believe we are back to near normal conditions once again. Yes, there are still challenges out there in certain parts of the world but in general I believe our strong teamwork has pulled us through and I thank you all.

We are still very concerned about our team in Odesa and the continuing conflict with Russia, which has consumed most of this year, and we continue to support them in any way we can.

This edition tells so many stories both at sea and ashore and covers the global reach from the UK down to New Zealand. I hope you find them interesting.

Do keep providing your suggestions, stories and photographs to the editor and enjoy the read!

## ASPECTS

House Journal of the ASP Ships Group

**Editors:** Robert Walker, Vitalii Chaika & Adrian Whatley

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ASP Ships Group recently completed an 18 month contract to support the Singapore Court in the insolvency proceedings for Ocean Tankers Pte Ltd and the Xihe Group. This involved processing around 100 vessels as they were sold or traded under Court jurisdiction on behalf of the various stakeholders.

As part of the insolvency proceedings the Singapore Court appointed a Judicial Manager (JM) to oversee the sale of assets. In turn, the JM appointed a number of companies to manage this complex divestment process and ASP Ships Group were selected to oversee the marine aspects of this in Singapore.

Our expertise in Distressed Asset Management & Ship Management was put to work in the processing of these tankers as they moved from Ocean Tankers to new owners or for onward trading under Court control.

This involved inspections, condition assessments and managing the takeover as vessels left Ocean Tankers. Once control of these vessels was achieved then many were sold immediately and this process was also closely managed by ASP.

However a significant part of the fleet was retained, repaired & traded until such time as values improved or buyers could be found.

Ship managers were appointed for these trading vessels and ASP was tasked with "managing the managers" on behalf of the Court. ASP became the de facto Principal and thus controlled all disbursements whilst closely managing costs and the activities of the various ship managers.

Our expertise, independence and sound advice were valued by the many stakeholders including banks, financial institutions, ship owners and our other Court appointed partners.

Whilst this was an unusually large insolvency, ASP is geared to supporting banks and legal firms with individual cases involving single ships. We can assist with managing distressed assets through:

- Inspection & evaluation of asset condition
- Assessment of situation with recommended action plan
- Repatriation of existing crew, takeover of vessel with ASP resources
- Negotiation with creditors, resolution of outstanding accounts
- Repairs and reinstatement to acceptable operating condition
- Preparing vessel ready for disposal or commercial operation until sale when market improves

For more information on these services email:

[njmoore@aspships.com](mailto:njmoore@aspships.com)



**Cover Image:**

RTM *Twarra* Anchorage

By Glenn Smart IR



# COASTAL BULK SHIPPING

## acquires second vessel



MV *Rangitata* in Singapore August 2022

On 20<sup>th</sup> June 2022, ASP Ships Group welcomed the renamed MV *Rangitata* to the Coastal Bulk Shipping (CBS) fleet. The change of ownership took place in Mersin, Turkey. Capt Irakli Muradishvili and CE Zaza Kurtshlidze lead the team for the delivery voyage to New Zealand under Ship Manager Aminur Rahman.

MV *Rangitata*, is a 2,400 DWT general cargo vessel, capable of carrying dry bulk, breakbulk and container cargoes.

The vessel underwent a change of Class to DNV prior to her voyage to New Zealand via the Suez Canal and Singapore. The vessel will be operated by CBS on its New Zealand coastal trade alongside the current vessel, MV *Anatoki*.

MV *Rangitata* arrived Auckland, New Zealand in early October 2022 where some of the New Zealand crew joined for familiarization. The vessel officially changed over to the New Zealand flag on 25<sup>th</sup> October 2022 whilst at Nelson and full handover to New Zealand crew took place immediately after. The technical managers of MV *Rangitata* are another ASP company, Silver Fern Shipping Ltd, also based in New Zealand.

Doug Smith, CBS General Manager, commented that: **“Since ASP acquired a majority shareholding in CBS, we have been able to expedite the development and growth of our business to the stage where this second vessel is required to meet demand.”**

“The co-investment by the New Zealand Government under the NLTP to support a resilient, competitive, and sustainable coastal shipping sector is most welcome, and has enabled CBS to bring this vessel on earlier than anticipated.” We will work closely with current and future customers to undertake their specific shipping tasks whilst at the same time improve their environmental footprint. Coastal shipping is an environmentally friendly transport mode on a tonne/kilometre basis, providing wider benefits to the New Zealand economy via competitive freight rates and lower congestion on the existing road and rail networks.”

ASP Ships Group CEO David Borcoski said that: **“We are pleased to have acquired this vessel for CBS, through our New Zealand subsidiary company Rangitata Shipping Ltd. MV *Rangitata* will enable Coastal Bulk to continue growing their coastal shipping business by enhancing an already reliable and efficient service to customers and simultaneously benefit the wider New Zealand economy.”**

“We conducted a worldwide search for a suitable vessel for CBS, one that could provide cargo flexibility, whilst also meeting the regulatory requirements for operation on the New Zealand coast. We also required a vessel that could aid New Zealand’s overall resilience from any unwelcome natural disasters in the future. On all levels, MV *Rangitata* will prove a worthy addition to the New Zealand coastal fleet.”



### Ship Details

<b>NAME:</b> MV Rangitata	<b>BUILT:</b> 2007	<b>DWT:</b> 2,400	<b>CLASS:</b> DNV
<b>TYPE:</b> General Cargo	<b>GT:</b> 1653	<b>FLAG:</b> New Zealand	

**CoastalBulk  
Shipping Ltd**



# WORLD MARITIME DAY celebration



29<sup>th</sup> September 2022 marked the World Maritime Day celebration. As part of the celebrations ASP Ships Group sent hampers to some of our vessels who were calling into port on this day.

Vessels which received hampers were *RTM Wakmatha*, *RTM Piiramu*, *Sandro* and *Kokako*.

Capt Denzil D'souza sent an email to the fleet congratulating and thanking all our crews for their continued hard work and dedication to the company and throughout the pandemic.



# MARITIME DAY Finland



Ricky Victoria – ASP CMS Manila Head of Operations, Vitalii Chaika – ASP Ships Group Crewing Director and Adrian Whatley – ASP Ships Commercial & Finance Director attended “The Maritime Day” at the Åland Islands (Finland) on Wednesday, 11<sup>th</sup> May and Thursday 12<sup>th</sup> May 2022.

This event has been arranged since 2001 and initially was started as a meeting place for local shipowners and students in maritime education and has since grown year by year. Today it is now a meeting place for shipping companies, companies in the shipping industry and shipping enthusiasts with up to 100 exhibitors and 1,000 visitors.

For the third year running, “the Mercy Ships Race” was organized which is a charity race where participants walk or run the 5 or 10 km around Mariehamn in support of Mercy Ships and the brilliant work they do with their hospital ship carrying out surgery and healthcare to those in need.

ASP Ships Group has attended the event since 2015 and we look forward to attend next Maritime Day which is already in planning and will take place on Thursday, 1<sup>st</sup> June in 2023.





# Singapore DRYDOCKING

ASP was awarded the contract to supervise the drydocking of the accommodation barge *Bibby Renaissance* in Singapore at the Sembcorp Marine Tuas Boulevard yard.

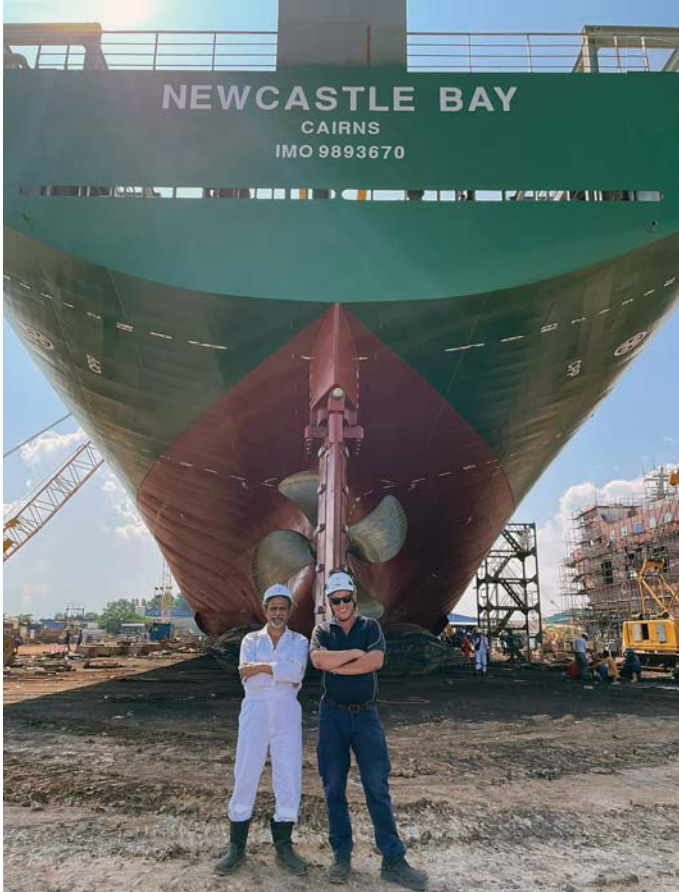
The 12 day project included hull blasting & painting, upgrade work on the accommodation and the overhaul of equipment and fresh water tanks. ASP completed the work on time and assisted with negotiating favourable final costs for the project.

The vessel, *Bibby Renaissance* (flotel/accommodation barge) was drydocked from 28<sup>th</sup> December 2021 to 9<sup>th</sup> January 2022.



Prior to the changeover, the new owners carried out an underwater hull inspection and no issues were reported. The vessel departed Douglas at 0700 hrs on the 7<sup>th</sup> of November to start a sub-charter, operating between Aberdeen in Scotland to the Shetland and Orkney Islands.

Prior to the vessel's departure from Douglas we placed on-board ASP Capt Robert Akopyan to assist the officers and crew with the new ASP Safety Management System. Capt Akopyan sailed with the vessel to Aberdeen.



## NEWCASTLE BAY launching

ASP Marine and Technical Services are proud to be involved in the construction of a 2,800DWT Multi-Purpose Passenger Cargo Vessel the *Newcastle Bay* on behalf of QIC/Sea Swift.

On the 15<sup>th</sup> June 2022 the vessel was launched and is now undergoing further work to complete the project. This project is part of our Marine and Technical Services offering.

ABOVE: Wojciech Jacob Zielinski (*Sea Swift* Project Manager) and Kambhampati Jay (Ship Manager, ASP).

## ARROW under new management

On the 3<sup>rd</sup> November, the 7,606 Gross Ton ro-ro freight ferry MV *Arrow* was taken into ASP UK management at the Isle of Man Sea Terminal at Douglas, Isle of Man. Purchased by the Isle of Man Steam Packet Company, the vessel was under the command of Capt Lauri-Sulev Suuts with Chief Engineer Maciej Bialecki.

The sale and change of management were successfully completed without any disruption to the daily service between Douglas, IOM and Heysham, UK. With excellent co-operation from the new owners and the Isle of Man Ship Registry the ownership and management change was completed without problems.

# AUSTRALIA'S STORM CHASING SCIENTISTS

**RV *Investigator* is a 94-metre ocean research vessel capable of delivering up to 300 research days each year. The vessel has impressive scientific capabilities and a wide range of laboratories and facilities.**

Storm approaching RV *Investigator* in Darwin

## We join Australia's storm chasing scientists on RV *Investigator* and find out what research blows their hair back.

Edited from CSIROscope Blog • By **Matt Marrison** • 25 October 2022 • Original full blog: <https://blog.csiro.au/storm-chasing-scientists/> • Image: David Witzke

Research Vessel (RV) *Investigator* bristles with sensors and instruments for studying the stormy skies above our oceans. Included in its atmospheric arsenal is one very unique piece of equipment located in the iconic 'soccer ball' atop the ship. Spinning within is an advanced weather radar. This collects weather data within a 150 km radius from the ship and 20 km up into the atmosphere.

The weather radar reveals the location, size and shape of clouds and storms. It also lets scientists see if a cloud is made from water, snow or ice.

The ship also has dedicated systems to measure aerosols and gases in the atmosphere, everywhere it goes. Across the globe, an extensive network of specialised monitoring stations delivers similar data to the Global Atmospheric Watch (GAW) program of the World Meteorological Organisation (WMO). This program watches the world's atmosphere, its composition and, importantly, how it is changing.

This includes the Kennaook/Cape Grim Baseline Air Pollution Station on Tasmania's west coast. This is one of three premier stations in the GAW network.

Before *Investigator* sailed onto the scene, all GAW stations around the world were land based. With its unique atmospheric capabilities and the technical expertise of its staff, *Investigator* was recognised

as the world's first mobile GAW station.

With the ship's versatile capabilities, scientists have been studying up a storm to help us better understand and predict weather in the region.

### Storm chasing in northern waters

At the end of 2019, a collaborative research team set sail for Australia's far northern waters to gather data to help improve weather and climate models. This *Investigator* voyage was part of an international effort to study an important region known as the 'Maritime Continent'. This region comprises the northern part of Australia as well as the islands and seas of Indonesia, Malaysia, New Guinea, and surrounds.

The storm chasing scientists wanted to get up close and study how storms form, and the mixing of heat in the atmosphere and ocean.



Lightning strikes the Arafura Sea, seen from on-board RV *Investigator*. Image: Rob Ryan.

Led by the Bureau of Meteorology and CSIRO, scientists collected unprecedented oceanic and atmospheric observations on this voyage. Importantly, the research has helped improve our ability to detect tropical storm formation hundreds of kilometres offshore.

### Studying clouds above Southern Ocean skies

During a 2018 voyage to Antarctica, a multidisciplinary research team studied the deep ocean and atmosphere of the Southern Ocean. The Southern Ocean plays a critical role in the Earth's climate system. The region takes up more of the extra heat and carbon dioxide added by human activities than any other area of ocean.

The atmosphere in this region is well known to be some of the cleanest air in the world and a key reason why the GAW station was set up at Kennaook/Cape Grim. Scientists on the 2018 voyage found that the further south they travelled from Australia, the less aerosol particles were in the air. Most of these aerosols came from ocean micro-organisms including phytoplankton. Aerosols, which are particles suspended in the air, are important as they form the seed from which clouds can grow.

The type of aerosol particle is also important. It impacts the properties of the clouds. Above the Southern Ocean, there are almost no aerosol particles which can turn cloud droplets into ice crystals. This means that most of clouds in

the region are still liquid, even at temperatures well below zero. We all know that clouds are great for reflecting sunlight. Less clouds, and clouds with fewer droplets, means less sunlight is reflected. As a result, more of the sun's heat reaches the Earth's surface.

However, scientists predict that the number of aerosols above the Southern Ocean may increase with global warming. This is due to the associated increase in biological activity that warming will likely bring. This could result in Southern Ocean clouds reflecting more light, offsetting some of the warming expected from diminishing sea ice in a future climate.

### Investigating if coral makes it rain

Following the aerosol trail, scientists from the Queensland University of Technology have used *Investigator* to study one of the biggest ecosystems in Australia, the Great Barrier Reef. Their aim was to determine if marine aerosol production along the Queensland coast came from corals.

In short, they were asking can corals create rain? This voyage was the first modelling study to quantify this relationship and led to a very important finding.

Corals, or more specifically the algae in them, produce a small but climatically important molecule called dimethyl sulphide (DMS). Corals produce DMS all the time. More so when they are stressed, such as when the water around them gets warmer.



# India office celebrates 21 YEARS

In May 2021, ASP India turned 21. As the anniversary was missed during the pandemic, ASP India took an opportunity to organize a celebration on 5<sup>th</sup> August 2022 at the Grand Ballroom of the Westin Mumbai.

The event thus called *ASPIndia@21*, was well planned and attended too. Among the attendees, some government officials were very kind enough to grace the event while on the ASP Group side; Mr. Adrian Whatley, Mr. Vitalii Chaika and Capt Walker filled the occasion with their esteemed presence. Independent associations like MASSA and INSA had their representatives too. Among the clients, Oldendorff Carriers were represented by a delegation of six important personnel keeping the upcoming Andaman project in view. Long Service achievers of ASP India were felicitated by Mr. Whatley. ASP India is associated with Oldendorff Carriers for the upcoming Andaman Transshipment project likely to be commissioned in early 2023.



ASP & Oldendorff delegates.

The event opened with Mr. Sanjay Kelkar (*inset*), Managing Director of ASP India welcoming the guests and officials, followed by a lamp lighting ceremony. To offer a local touch, traditional Indian Classical dance was performed by eminent dancers from Kalawardhini Dance Institute. The dancers, were aesthetically beautiful in conveying their message on "resilience", making it even more relevant as the world tries to rebound



from the pandemic. These dancers travelled all the way from Pune, some 200kms away to perform. Those employees of ASP who earned the long service trophies couldn't hide their excitement and happiness for the recognition that they got.

Guests from Oldendorff found the whole experience mesmerizing and memorable. Not only did they carry fond memories with them, they also received a vital opportunity to interact with officials from the Marine Department. Overall, a very well-organized event by ASP India, led by Capt Vaibhav Rupade and the committee, culminating in a fine cocktail dinner allowing a good time for everyone and to hold informal interaction with each other.



The ASP India team.

## ASP ADRIATIC Rijeka

We are excited to announce, due to our continued and remarkable growth, we have opened another crewing office; ASP Adriatic based in Rijeka, Croatia. This new establishment is a joint-venture with our long standing partners Alpha Adriatic, owners and operators of bulk carriers and tankers.

Being part of the ASP Crew Management Group, the newly established crewing office is focused on providing Eastern European Seafarers for diverse types of ships and companies.

The Company is led by Mr. Eduard Hibser, Managing Director of ASP Adriatic. Eduard and his team have been doing a fantastic job achieving the satisfaction of clients since the beginning of its operations in early 2022.

We welcome them to the Group and wish them all the success possible going forward.



Mr Eduard Hibser – MD, ASP Adriatic doo, Mr Igor Budisavljević – Director, Alpha Adriatic d.d., Captain Shashank Jahagirdar – MD, Synergy Nordic Shipmanagement Pvt Ltd , Mr Vlado Francic – Vice Dean (professional training & development) at Faculty of Maritime Studies Rijeka, Ms Marija Hlaca Simic – Head of Maritime Training Centre and Life-long Learning / Spokesperson of the Faculty of Maritime Studies Rijeka, Mr Vitalii Chaika – ASP Ships Group Crewing Director, Mr Damir Petričević – Human Resources Manager Alpha Adriatic d.d.

# IMEC VISIT to South Africa

Vitalii Chaika, ASP Ships Group Crewing Director joined The International Maritime Employers Council (IMEC) delegation to conduct its first official visit to South Africa in September 2022, to assess the country's potential as a source of seafarers for the international shipping industry.

The IMEC delegation visited several institutions across Simon's Town, Cape Town and Port Elizabeth. Their findings were reported to the IMEC Recruitment and Training Committee followed by a detailed report about South Africa's seafarer potential to the IMEC members in October 2022.

Following an extensive consultation process and inspection, the IMEC and the South African International Maritime Institute – SAIMI announced the commencement of an IMEC South African Cadet Training Program in 2023. The announcement was made after the Crew Connect Global Conference in Manila, on 25 November 2022.

During the visit, IMEC delegates were able to visit the Lawhill Maritime Centre. Lawhill's maritime studies programme is one of very few examples of a specific industry playing a role, at secondary school level, in providing industry-focused education which improves the school leaver's chances of finding employment. By providing students aged approximately 15 to 17 with specialised knowledge and skills in their last three years of secondary schooling (Grades 10 to 12), the Lawhill Maritime Centre at Simon's Town School has, since 1995, made it possible for hundreds of young South Africans to embark on successful careers in the maritime and other industries.



Pictured: Vitalii Chaika – IMEC Recruitment and Training Committee (far left), Adam Lewis, MBA – IMEC's Head of Training and Operations (3rd from left) and Yvette de Klerk, AFNI – IMEC EXCOM (middle), with representatives from the South African International Maritime Institute (SAIMI), the South African Maritime Safety Authority (SAMSA) and the Nelson Mandela University.



Pictured: Vitalii Chaika – IMEC Recruitment and Training Committee (far left), Adam Lewis, MBA – IMEC's Head of Training and Operations (2nd from left) with the students of the Lawhill Maritime Centre.

## My Journey with WISTA

By **Nilam Sarie** – Marine Standards Manager

**The Women's International Shipping & Trading Association (WISTA) is an international organisation for women involved in the maritime transportation business and related trades worldwide. It is a major player in attracting more women to the industry and in supporting women in management positions. With networking, education and mentoring in focus, WISTA seeks to enhance members' competence and empower career success. WISTA is growing and has over 3,000 members in more than 40 countries worldwide.**

[wistainternational.com](http://wistainternational.com)

I am honoured to be part of the active member of the WISTA Singapore – a national chapter of WISTA, the first to be founded in Asia and made up of women professionals working from diverse companies such as ship owners, trading houses, bunkering houses, shipbrokers, chartering, ship management, insurance, finance and the law.

Adrian Whatley and Nilam Sarie attended the joint event IWIRC and WISTA Singapore on 7<sup>th</sup> September 2022.

My journey with WISTA for the past three years has been inspiring and fulfilling, it gives me a platform to use my voice to spread the word on diversity, that includes better recruitment, gender equality and work conditions of women in the maritime industry. It has also given me the opportunity to meet and share experience with women professionals in shipping.

I am excited to share that ASP has been echoing my passion in supporting women in the maritime industry by joining in as the corporate member of WISTA Singapore this year. It is part of ASP's continuous commitment to create more opportunities for women working ashore and on-board our vessels. ASP strives to make corporate policies that are gender blind, ensuring that decisions about employment opportunity are based on merit and recognised skills, without any consideration of gender, race, religion or other perceived differences.





# DIVERSITY; EQUITY & INCLUSION

as part of ASP's and Svitzer's drive in employing female seafarers

By **Myrene Gerochi-Galecia**  
Sr. Crewing Executive / CMS Manila

The Shipping Industry is widely known as male-dominated Industry for ages. However, since the demand of Seafarers is increasing while supply is decreasing, the role of women seafarers are now being recognized in the Maritime Sector. There are a few shipping companies that are making progress by increasing Diversity; Equity and Inclusion (DE&I) among their workforces. Some organizations are making changes to improve diversity and inclusion initiatives in the workplace. SVITZER, a leading global towage provider, partnered with ASP Crew Management Services, Inc., launched an initiative to set a baseline for Diversity and Inclusion by hiring Women Seafarers.

On July 15, 2021, FGEN LNG Corporation, a wholly-owned subsidiary of First Gen Corporation has chosen, SVITZER, as trusted partner and provider of towage services for the FGEN LNG Terminal in Batangas Bay, Philippines. Operations were planned to begin as early as the Fourth Quarter of 2022. Svitzer has set operations in the Philippines, which includes the hiring of 72 Filipino Seafarers.

In light of this drive for progress, The Svitzer Management, in cooperation with ASP Crew Management Services Inc, headed by its Operations Department, conducted a recruitment event on May 19, 2022, held in its previous Office located in Malate Manila. Capt Phil Bray of Svitzer interviewed the applicants. As part of ASP's and Svitzer's DE&I drive in employing female seafarers, have chosen seven Filipino women seafarers to be part of the take over teams to man the four Tug Boats, namely: SVITZER APLAYA; SVITZER STA. CLARA, SVITZER KARSADA and SVITZER BOLBOK.

During the preparation of the joining formalities, I had a little tête-à-tête with two female Senior Officers, 2E Rosa and CO Brendalie.

Rosa Latoja, a 30-year old, Second Engineer Officer, is delighted to join the first tug boat *SVITZER Aplaya*. She is a native of the 'historic island of Daram' in the province of Samar, as she fondly described her native land. An active ROTC Officer during her college days, completed her Bachelor Degree in Marine Engineering at Samar State University with the help and support of a scholarship program of the local government unit.

According to her, **“Do not be afraid of storms, for you can learn to sail your own ship’, a saying that influenced me in pursuing my dreams and ambitions and, a quote that sailed me to where I am now anchored. My diligence and perseverance took me to achieve what I have now as a Marine Engineer and what else I am also dreaming to be, as a World Class Engineer.”**

With her positive attitude and her determination to succeed, she has indeed an exciting journey in front of her.

Another lady Senior Officer I've had a chat with was Chief Officer Brendalie Velasco. She is 30 years old, and she introduced herself as 'an Ilongga blooded from the Sweet City at the Heart of Panay Island, Passi City'. She graduated her Bachelor Degree in Marine Transportation in one of the most prestigious maritime schools in the Philippines, John B. Lacson Colleges Foundation in Iloilo City.

She said **“Never in my wildest dreams did I think that I would be joining the maritime field, since in my younger years, I dreamed of joining the armed forces of the Philippines. Life as a female student in a male dominated field wasn't easy but it was challenging that I even joined the Naval ROTC Corps of Officers. It was an amazing experience as it honed me into a better, responsible and rational individual”**. Chief Officer Velasco passed her Master Licensure exam in 2020 and she will be joining 2E Rosa in taking over tug boat – Svitzer Aplaya.

Before we ended our conversation, she said **“I'll be giving my utmost service to these companies, ASP CMS and Svitzer, that pave the way for female seafarers to carve their own path and reach their potential to become a strength in the maritime industry, to be an essential part of a growing company that contributes to the country's economy, and be an inspiration to those who are striving and persevering to achieve their goals in life.”**

With her hard-work and self-confidence, there is no doubt that she has the potential to become the first Lady captain of our Company.

Being a Seafarer is not for everyone, but those who have chosen that career certainly love their job. It's my conviction that we can easily transform ourselves into a progressive, innovative, people-centered business that is fit for the future. Gender is only part of diversity and inclusion though, but a mixed workforce is so important for both employer and employees. It's a matter of understanding what skills are needed for the future.





# ASP Australia working with SEA SWIFT on Fleet Asset Management Plans

Sea Swift is Northern Australia's largest shipping company and has provided essential services and project freight in the region since 1987. Sea Swift operates throughout Northern Australia's remote coastal and island communities, with an extensive distribution network across Far North Queensland and the Northern Territory. Sea Swift own and operate a fleet of General Cargo vessels, Landing Craft and Tug & Barge combinations to service their markets.

In September 2020, ASP commenced working with Sea Swift in Australia (and their shareholder Queensland Investment Corporation (QIC)) to help them develop Fleet Asset Management Plans across their fleet. These plans were to enable Sea Swift and their shareholders to better understand the condition of their current fleet, as well as develop a forward-looking fleet replacement strategy. ASP has supported Sea Swift through a broad range of projects to underpin their fleet replacement strategy, some of which involved an independent assessment as to the current baseline condition of some of the fleet.

Summary of works undertaken for Sea Swift & QIC to date include:

- Inspection of newbuild vessel Newcastle Bay II in Batam, along with an assessment of the shipyards performance;
- A range of "Fleet Lifecycle Analysis/Valuations" across their various ship types, including general cargo ships, landing craft and tug & barges sets;
- A comparison on newbuild costs, v's current vessels and available second-hand tonnage;
- Ship Inspection / Condition reports on 9 vessels from across their total fleet portfolio of some 25 vessels, in locations including Cairns, Darwin and Horn Island;
- A review of drydocking specifications for various vessels and the associated budgets;
- Provision of a Newbuild Superintendent in Batam to assist Sea Swifts Project Manager;

- Identifying / Sourcing of suitable second-hand vessels currently available in the market;
- Conducting Pre Purchase Inspection of the above vessels to ascertain their suitability for Sea Swifts operations;
- Development of a drydock specification for a general cargo vessel;
- Conduct of a procurement process for the dry docking of a general cargo vessel; and
- Review of various maintenance documents, including service reports, Class documents, Surveyors reports, etc.



The scope of work has been wide ranging and we are pleased to report that the clients feedback with regard to ASP's services and meeting some very tight deadlines has been very positive from both Sea Swift management and their shareholder.

ASP, Sea Swift and QIC has developed a very good working relationship over this period with Sea Swift staff (both shore based and seagoing) as well as with the QIC stakeholders, all of whom have been very accommodating. We look forward to continuing to work with Sea Swift as their business grows and they continue with their fleet replacement strategies.



## GODBY SHIPS contract

We are glad to announce about new crew management contracts for ASP Ships Group. We have signed manning agreements for two storo sideport vessels *Lysvik Seaways* and *Lysbris Seaways* with our long-standing partner Godby Shipping Ab. The vessels are designed for transport of forest products, containers and general cargo and chartered to DFDS for a period of minimum three years.

*Lysvik* and *Lysbris* will continue in their present trade mostly serving Norske Skog forest product shipments out of Norway to UK and continental Europe. The vessels are equipped with two automatic Mongstad sidelading systems and six electrical forklift trucks for loading and discharging of forest products. For containers and general cargo the vessels have main deck and tween deck hatch covers.

The vessels will continue under NIS flag with their present crew.







# SEAFARERS AWARDS

## Singapore 2022

Annual awards that recognise those who have made significant contributions to improving seafarer welfare

After a two-year hiatus, MtS' prestigious Seafarers Awards ceremony and gala dinner returned in-person to Singapore on the 6 October 2022. The maritime industry thrives on social contact and throughout the evening, guests mingled excitedly, sharing smiles, handshakes and embraces as they reunited with their peers. Attendance was high and it was clear our guests' priority was to show their support for seafarers' welfare.

Honouring the commitment and contributions to seafarer wellbeing made by crew, shore staff and shipping companies around the globe, the award winners for outstanding contributions to seafarers' welfare are:

### Seafarers Award

The seafarer who made the most significant contribution to seafarers' welfare.

**Winner:** Capt Rohit Minocha, Hafnia

**Highly Commended:** Capt Seul Gu, BSM

### Shoreside Award

The shoreside person who made a significant contribution to seafarers' welfare.

**Winner:** Capt Oleksandr Litvinov, BSM

### Cadet Award

The cadet or trainee who made a significant contribution to seafarers' welfare either at sea or ashore.

**Winner:** Van Alfred Villanueva, AMOSUP/ Columbia

### Innovation Award

An individual or a company who embraced a new programme, project or training which enhanced the welfare of seafarers.

**Winner:** INMARSAT

**Highly Commended:** Wartsila Voyage

### Rescue Award

The captain and crew who have coordinated a successful rescue operation to save lives at sea.

**Winner:** Capt Sergiy Tatarenko and crew of the CHITTAGONG, BSM

**Highly Commended:** Capt Erwin Bondoc of the PELICANA, Zeaborn

### Secretary General Award

The person or company who has shown sustained efforts to improve seafarers' welfare at sea or ashore.

**Winner:** Eastern Pacific Shipping

**Highly Commended:** Ms Tracy Gao Wen, Pacific International Lines Marine Personnel Department.

### In addition:

Ms. Akshaya Mondkar, Campbell Shipping, received particular recognition from the judges for being nominated in multiple categories for her contribution to seafarers' wellbeing as a nutritionist.

The Rev. Canon Andrew Wright, Secretary General, The Mission to Seafarers, said: **"I heartily congratulate all the winners from another very strong field this year. The last two years have given rise to many incredible seafarer welfare projects, providing vitally important services. In addition, many individuals have achieved extraordinary things in going the extra mile for seafarer wellbeing. It was great to see this reflected in the awards in such diverse ways. These remain disruptive and challenging times for us all, with seafarers and their families often acutely impacted. The lack of shore leave for example has continued to severely impact many seafarers as well as The Mission to Seafarers' traditional services."**

Capt Robert Walker, Chairman, The Mission to Seafarers Singapore, said: **"We would like to thank our generous gold sponsors, Shell & BHP, who have supported the Seafarers' Awards Singapore event for five consecutive years. Likewise, thank you to our Silver Sponsors, North, Bureau Veritas, SOS, SMOU, Swire Shipping, PIL, Glass Awards sponsor BSM and Drinks Reception sponsor HFW."**



On the ASP table, sitting L-R, Nilam Sari, Adrian Whatley, guest Mr Takashi Abo, Abo Singapore and Nigel Moore, standing L-R guests Harry Papadimitriov – Crewing Director Oldendorff, Mr Hanson Ying – Arrow Ship Brokers, Denzil D'Souza, Vitalii Chaika and Relyn Lino.



MtSS Chairman and ASP COO Capt Rob Walker greeting on stage past Cadet Award winner Ms Jarin Chowdury from ASP.

## HOT FUEL OIL incapacitates two crew

Excerpt from MARS Report No 202248, 1 October 2022

Crew on a bulk carrier in port were planning a transfer of heavy fuel oil from a storage tank to fuel oil settling tank no.1 (FOST-1). The fourth engineer and an oiler were tasked with this job.

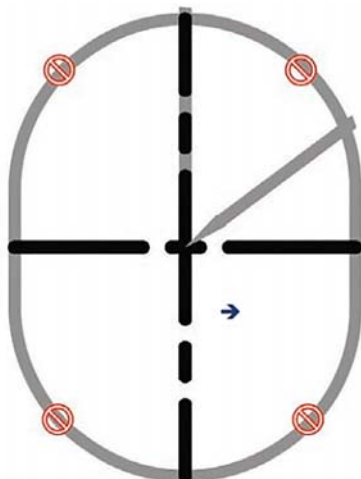
For the last six months, the crew had been using fuel oil from fuel oil settling tank (FOST) no. 2 and service tank no. 2, while FOST-1 and its corresponding service tank were kept empty. FOST-1 was therefore deemed to be empty by engine crew.



The fourth engineer was directed to open the lower manhole of FOST-1 before starting the transfer, to verify that there was no sludge that could contaminate the bunkers. Before doing this, he checked the fuel oil gauge, and opened the FOST-1 drain valve. Both actions indicated that FOST-1 was empty, much as he and other engine crew

had previously assumed. He noticed that the temperature in FOST-1 was elevated (about 78° C), which was unusual for an empty tank, but assumed that heat conducted from adjacent tanks accounted for this.

With the assistance of an oiler, the engineer proceeded to open the manhole cover using a pneumatic wrench. The first nuts were removed without incident, leaving four opposite each other still tightened, as shown in the diagram (*below*). The engineer proceeded to loosen these last ones, starting from the bottom nuts. At this stage, he noticed a small amount of fuel oil seeping out of the manhole. Assuming that this was the expected seepage of fuel oil which normally remains stuck to the tank sides, he continued undoing the nuts. As he loosened the last two bolts, fuel oil started to seep out in larger quantities. Now concerned about the increasing seepage, he attempted to reinstall and re-tighten the nuts. However, the flow and high temperature of the fuel oil spilling on his hands and torso were too much for him, and he had to abandon the area, as did the oiler helping him.



Two other engine crew, both in the vicinity, were alerted to the situation and raised the alarm. Both the fourth engineer and the oiler had skin burns over the lower chest and abdomen. The victims were immediately transferred to the vessel's hospital for first aid and an ambulance was arranged to evacuate them to a local hospital. One victim was discharged from hospital after two months of treatment, the other only after three months of treatment.

After the accident, it was found that the oil level gauge and its drain valve were partially clogged with sludge. Once cleaned, the oil level gauge worked correctly. The fuel level in FOST-1 was found to be at the lower edge of the manhole; a volume estimated to be nine cubic metres. It is estimated that eight cubic metres were lost into the engine room.

### Points to learn:

- Always try to be aware of confirmation bias in your daily work and life; question your assumptions and double check the facts.
- Fuel gauges and drain valves can become blocked with sludge and not indicate the correct level of fuel or drain as designed. Sounding pipes, which in this case were not fitted to the FOST-1, are an efficient and reliable double check on liquid levels within tanks.

### Note:

Confirmation bias is a condition whereby a person gives more weight to facts and indications that confirm their assumptions while assuming counter indications are unimportant. In this case, the elevated temperature in a supposedly empty tank was discounted, as was the first small seepage when loosening the last bolts. The crew were 'sure' the tank was empty so they minimised signs that indicated otherwise. Yet, it contained about 17 cubic metres of fuel oil before the manhole was opened.

## A FATAL FALL

Excerpt from MARS Report No 202249, 1 October 2022

A bulk carrier was underway and the crew were cleaning cargo holds in preparation for the next loading port. The bosun and four deck crew began by moving a 'mucking winch' to the sludge hatch of one of the cargo holds. The winch was used to lower equipment into the empty hold. First, two portable ladders were lowered to the tank top. Then two crew from the work party went down into the hold to disconnect the ladders.

**Sludge hatch**  
82cm x 82cm  
Coaming 65cm



The bosun hoisted the wire back up and prepared a large bucket of tools weighing about 10kg to lower into the hold. The deck around the sludge hatch was dry and free of cargo residues or other debris – but the Bosun was

single-handedly attempting to attach a heavy load to a hook that





was suspended over an open hatch. As the bosun was holding the bucket of tools over the open sludge hatch and trying to connect it to the hook he lost his balance. He fell through the hatch, falling about 18.5 metres to the tank top below.

The two crew who were already in the hold heard the Bosun yell, followed by a loud noise. They turned to find the Bosun lying motionless on the tank top, with his head on one of the portable ladders. The alarm was raised and assistance given. The Bosun was conscious and responsive but he had multiple injuries to his torso and extremities. He was taken to the ship's hospital and arrangements were made to evacuate him to the nearest shore hospital. Unfortunately, within three hours he had succumbed to his injuries.

### Points to learn:

- Certain jobs can lose the appearance of risk when they are commonplace to workers and/or have become repetitive tasks.
- Any workplace where a potential fall from height is possible should be treated with great caution and proper measures taken to mitigate falling.
- Trying to lift a weight that is on the limit? Ask for help.

## DEADLY MOB rigging pilot ladder

*Excerpt from MARS Report No 202250, 22 November 2022*

In the early morning hours, a loaded tanker with seven metres of freeboard was approaching port at about 6.5 knots. There was a light wind and seas of approximately 1 metre. Visibility was good, but it was still dark; sunrise was in about one hour and 45 minutes. The air temperature was 15°C and the sea water temperature was 16°C.

The combination accommodation/pilot ladder was being rigged to allow pilot access. The Bosun and one other seaman were on deck for this task while the OOW monitored from the bridge. After lowering the accommodation ladder the Bosun and the seaman took off their lifejackets and safety harnesses/lines. They then rigged the pilot ladder, but they found that the lower platform of the accommodation ladder needed adjusting to be parallel with the water. The seaman went down the accommodation ladder without putting his lifejacket and safety harness back on. Neither the Bosun nor the OOW in the wheelhouse objected to this unsafe act.

The lower platform is held in position by a securing pin that passes through one of four sets of holes in the angle bracket. The angle of the platform is determined by which set of holes on the angle bracket the securing pin is passed through. Changing the angle of the platform after the accommodation ladder is lowered requires the operator to crouch down to reach and remove the securing pin with one hand while using the other hand to hold onto the rope attached to the

platform to reposition it at the intended angle. They can then put the securing pin in the proper set of holes.

While performing this balancing act, the seaman lost his balance and fell overboard. The Bosun immediately reported an MOB on the port side to the bridge with his handheld VHF radio and then ran aft to throw a life buoy. He lost sight of the victim when he was about 100 metres astern of the vessel. Meanwhile, the Master ordered the rudder hard to starboard. In the flurry of events, the lighted MOB buoy mounted on the bridge wing was not released.

Within 12 minutes the vessel had completed a single turn manoeuvre and reached the position where the victim had fallen overboard. The rescue boat was ready to be launched, but was not used, since local search and rescue (SAR) units and the outbound pilot boat were already tasked to search for the victim. The pilot assigned to the vessel embarked to assist the Master and coordinate with local authorities. When the victim could not be found after three hours searching, the SAR mission was suspended.

### Points to learn:

- Actual Man Overboard (MOB) events are rather rare but when they happen, they are often serious or fatal for the victim. Numerous quick and decisive actions must be taken by the vessel's crew. For this reason, realistic MOB exercises are regularly performed to imprint the actions into rote memory. In this case, many of those actions were performed well but two critical ones were not:
  - The vessel was turned to starboard for a port side MOB. Normally the vessel should always be turned to the same side as the victim to throw the stern clear of the victim.
  - The bridge wing lighted MOB buoy was not released. This should be an automatic gesture by the OOW in any real MOB situation.
- PPE, PPE, PPE. Every time someone works overboard they should be wearing a lifejacket and a well secured safety harness.
- Look after yourself but also look after your mates! The victim decided to go down the accommodation ladder without his lifejacket and safety harness/line. Yet, both the OOW on the bridge watching the work and the Bosun acquiesced to this unsafe act.
- If acrobatic acts are necessary to complete a task, that means the task should probably not be completed under those conditions.



Plate welded to the lower platform

Angle bracket bolted to the accommodation ladder

Securing pin

## OLDENDORFF CARRIERS / ASP online seminar 8<sup>th</sup> July 2022

Reported by: Capt Amit Shrikrishna Deshpande

An online Zoom Seminar was conducted on 8<sup>th</sup> July 2022 for sailing staff of Oldendorff Carriers who were currently on their vacation.

The Seminar was organized by ASP Mumbai Office and attended by 65 Seafarers of varying ranks from Deck and Engine Departments along with the office staff from Singapore, India and Ukraine. The sailing staff attendees were of Indian and Ukrainian Nationalities.

Oldendorff Carriers was represented by Mr. Cemre Sevindik; who is Manager, Crew Projects at Oldendorff Carriers.

The Seminar began with an excellent presentation about ASP Ships Group by Mr. Vitalii Chaika, Group Crewing Director based in Singapore followed up by an equally well drafted presentation by Mr. Sevindik detailing the Crewing process being followed at Oldendorff Carriers.

Ms. Amruta Pandit, Manager at ASP Mumbai Office for Oldendorff Carriers shared the COVID situation prevailing in India whereas Mr. Aleksandr Tayunov, General Manager at ASP Ukraine Office shared the current situation in Ukraine including issues related to the banking and funding process for Ukrainian Seafarers.

Critical issues in today's work environment such as behavioural based safety, crew well-being and increasing health issues were discussed in detail by Capt Vaibhav Rupade, General Manager of ASP Mumbai Office, whereas Capt Amit Deshpande, Group Training Manager; discussed HSSE, the Permit to Work System and the use of Gas Meters on-board. He also detailed the latest regulations that have come into force in the recent past or are coming into force in the near future.

Everyone actively participated in the interactive discussions held during the Seminar.



## CREW CONNECT

The Crew Connect Global Conference and Exhibition was held between the 22<sup>nd</sup> and 24<sup>th</sup> November 2022 at the Sofitel Philippine Plaza Manila, Philippines. Attending from ASP Crew Management Services (ASP CMS) was Sheryl Mabini, President of ASP CMS Philippines, Relyn Lino, Head of Operations of ASP CMS Singapore and Dennis Dalida, Head of Operations of ASP CMS Philippines.

Relyn Lino shares with us her thoughts and feelings on her attendance of the event: **"It was a great pleasure for Sheryl, Dennis and I to meet friends, partners, ex-colleagues and new acquaintances in the industry at the Crew Connect 2022 held at Sofitel Manila this November 2022. Attending the biggest crew connection in the shipping industry is a privilege and a great time to network, learn new things, get to know about ongoing projects and initiatives by the Maritime industry partners and build future partnerships with some principals looking for change".**

"One of the highlights of my attendance at Crew Connect was to see my former boss from Teekay Shipping Glasgow, Mr John Adams who chaired the Crew Connect event for about 11 years out of 20 gatherings. I have not seen him for two decades and was fortunate enough to catch him before he finally retired. It was a very good Crew Connect indeed!"



The ASP CM party met with the staff of the oldest Maritime Newspaper company in the Philippines, *Buhay Marino*, The International Maritime Employers' Council (IMEC), ITF Trust and the Philippine Chapter of Missions to Seafarers.

"We attended a short breakfast meeting hosted by the IMEC to keep everyone abreast of their initiatives in the coming years including training, taking cadets from South Africa and the other parts of the globe."

"We were honoured to be invited by Nautilus Pacific Maritime Training Center Inc. (NPMTCI) at the inauguration of their newly built Training Centre with the state-of-the art Training Facility. We also celebrated the event with some of the big players in the industry. The overall attendance to these Maritime events made me very overwhelmed and to see some of the previous seafarers I worked with in the past are now Head of their respective departments and some have become a Trainer."





# MANILA office relocation

Reported by: Sheryl Mabini – President ASP Crew Management Manila.

On the 1<sup>st</sup> June 2022, ASP Crew Management Manila completed their relocation to a new office. The reasons behind this relocation were to create a more conducive environment and be closer to customers and our competitors. Being closer to our customers allows for improved performance both locally in the Philippines but also as part of the ASP Ships Group. The new office is now located at Pasay's Central Business Park which is just 10 minutes away from the airport and is accessible to all different businesses such as Shipping/Crewing industries, Malls, food stalls & banks. This increased accessibility will help open our doors to a larger pool of potential customers as well as talented employees & seafarers.



Employees with more than 10 years in the company. Left to right: Rayza (13 yrs), Sheena (20 yrs), Fame (10 yrs), Sheryl (15 yrs), Fhyme (15 yrs) and Vivian (20 yrs).

The new office went through design planning and approval with inputs from Adrian Whatley (Group Commercial and Finance Director) & Sheryl Mabini (President of ASP Crew Management Manila). Sheryl Mabini stated that **“Moving from a residential building into a professional office environment has made a big difference to all who work in this new space as it leads to happier and much more productive employees and increased seafarer recruitment and retention”**.

She went on to explain that **“Prior to the move, the waiting area for seafarers was not ideally situated and often lead to people having to wait outside the building for their appointment which was difficult with the local weather ranging from hot and humid to heavy rainfall. The new office now has a designated, airconditioned waiting area with easy access to the Crewing Executive office, CBT and Training room. There is also no need to climb stairs or for employees to hop from one building to another to visit other departments as all are on the same level”**.



Vitalii Chaika (Group Crewing Director), Ricky Victoria (Head of Operations), Sheryl Mabini (President ASP Crew Management Manila) and Adrian Whatley (ASP Director).

Overall, the process of moving office took 3 months from March until the end of May 2022. This process of relocation included searching for a suitable premises, renovation of the space and the logistics of the actual move.



A huge amount of hard work has been involved in setting up the new office in the new location. There were many challenges along the way such as COVID-19 protocols, internet problems, unpacking and organizing documents, POEA approvals, and many more tasks. The team has a real feeling of success, accomplishment and happiness seeing everything completed the way they wanted it to be and are looking forward to meeting many seafarers and customers at this new location.

## CADETS' LIFE journeys...

*In 2007, ASP started to build up our pool of competent Mariners by keeping partnerships with Maritime Colleges like Mariner's Polytechnic Colleges Foundation. We offered to the proficient and able cadets a chance to spend their cadetship with us and be on-board our manned vessels.*

*The Cadetship Program is under the supervision of our former President and Owner's Representative and the Superintendents from our Marine and Technical Departments. The selection includes a series of interviews and examinations. After the selection of the most qualified cadets, they have to work at the office until they are deemed ready for a life at sea.*

*The Program is developed in such a way that the cadets will learn the basics of becoming competent and trustworthy Mariners. During their tenure, they are assigned to work with different departments with the aim of not only to develop their skills but also to enhance their character, sense of duty and professionalism.*

*Has the Program successfully hit its objectives?*

*The following Officer's attestations are the living proof how the program made an impact to their 'Cadet's Life Journey'.*

**See over page for their stories...**

# CREW STORIES

## A Seafarer's Journey and a Comeback

by 3/Off. Aries Emergene N. Damian



I started my seafaring career when I passed the cadetship qualifying examination of ASP when I was in my senior year in college. I was blessed and grateful that I do not need to worry about applying for my cadetship after I completed my classroom instruction at my Institution. In 2012, I boarded MT *Oceanic Cerise* as a Cadet. That ship was memorable to me as it was my first ship, which had been my home for more than a year – a home that built the foundation of my roots toward a seafaring career.

There, I started to realize all that has been taught in my Institution is being practiced in reality with precision and safety. I was so lucky that I experienced most jobs not just in navigation, and cargo handling, but also other essential tasks needed to be proficient by a junior officer on-board.

Big thanks to all Officers and crews whom I sailed with, who unselfishly taught and trained us cadets on these ships.

After my cadetship, I took and passed the licensure examination for Officer-in-charge of a Navigational Watch and secured my Certificate of Competency at the same time. During the process, ASP was behind me and supporting me financially for taking the review until getting those required STCW Courses and Certificates to secure my CoC. Moreover, ASP put their trust in me to go directly as Junior 3<sup>rd</sup> Officer / 4<sup>th</sup> Officer on my next on-board assignment after my cadetship. It was such an opportunity that most cadets dream of, taking into consideration the competition and pooling of qualified seafarers for that position.

Being in that position on-board after cadetship is not that easy, as there is a big difference in responsibility between a cadet and a junior officer. However, with the proper foundation, mindset, and competence, and of course with the guidance of my senior officers and crew, I was able to adapt thoroughly and be competent enough to become a full-pledged deck officer someday. After a contract, they promoted me to a fully-pledged 3<sup>rd</sup> Officer which is now my present rank on-board.

In 2019, I took and passed the licensure examination for Chief Mate but I was not able to complete my Certificate of Competency. While waiting for the right opportunity to finish my Chief Mate CoC, I decided to teach first in my Alma Mater then the COVID-19 Virus outbreak comes and it shuts down the world. Establishments have been locked down for many months or years; the borders of each country have been restrained. That is why I decided to continue teaching until border restrictions eased up. During those times, my Alma Mater appointed me as the focal person of the Deck Department in which I played an essential role in transitioning the Institution from traditional face-to-face classroom instruction to blended/online learning.

As we are now in the post-pandemic stage, I decided to come back to ASP after I updated all required STCW Courses and Certificates for on-board assignment. It took a lot of courage to come back, having in my mind, as if I was a prodigal son who comes back to his father after years. Nevertheless, ASP never closes its door, and accepted me once again to come back to their manned ships with the same rank as before. ASP still accepted me and gave me another opportunity to grow my roots as a competent and quality seafarer. There is a saying; *"It is in the roots, not the branches that a tree's greatest strength lies. If you know where you are from, it is harder for people to stop you from where you are going."* And here I am, onto the next dance of my seafarer's journey with ASP, full speed ahead to contribute to its mission – to bring value to the ships they crew and the projects that they will undertake.

## Resilience & Dreams

by 3/Off Jammil Ivandan Cea



The winds raging, the firmaments are tenebrous and the swells keep bulging, the ship was fighting against the odds with gentle speed, rolling and pitching heavily.

Traversing the depths of uncertainty; that's how I remember how my first journey began as a Deck Cadet on-board MT *ASL Tribute* as she endured the wrath of the South China Sea.

The decks were trembling, the bulkheads were creaking, fragments of the waves of the heavy seas shattering and smashing the forward part of the ship that dissipates into the strong winds. The ups and downs, sleepless nights, quite a rough first time experiencing the six motions of the ship in one voyage. The first time is always the hardest, as a cadet I had to learn a lot of things on-board. I wanted to grasp each and every aspect of the 3<sup>rd</sup> Officer's job. I have always heard the saying *"a smooth sea never made a skilled sailor,"* which I have proven right. A saying that impacted me. So I took each and every opportunity to learn, experience and build the foundation for the next rank. The tides change, the winds dissipate and the dreary "down in the doldrums" feeling on-board suddenly shifts as the ship

finds shelter and the weather improves. The call of the sea urged me to pursue what I have studied and so took the licensure examination for OIC NW on 2014, passed and got licensed by the Professional Regulations Commission in the last batch of PRC passers as the administration was about to be handed over to MARINA. I also took the course for maritime instructors IMO model 6.09 and have months of experience in teaching in the maritime school where I graduated.

Fair winds and following seas 2015, and I was called upon to join on-board *Oceanic Crimson* as an additional 3<sup>rd</sup> Officer, Quite a leap for a 22 year old to be a representative of the Master, shouldering the responsibility of maintaining a safe navigational and cargo watch of a multimillion dollar ship and cargo.

2018; in the pursuit for a higher and deeper understanding of maritime education I took and passed the licensure examination for Chief Mate.

From 2015 to present I have completed several contracts as 3<sup>rd</sup> Officer aboard ASP managed tanker vessels.

2020; when the globe was threatened by COVID, I was caught in-between the 'devil and the deep blue sea', unable to join on-board at the height of the pandemic forced me ashore for more than a year. The sea has taught me to be resilient enough to not stop dreaming amidst the global health crisis.





## Second Chances

by C/Off Jubhill D. Mabini

“What will you do if the ship is sinking and you see children, how will you help them?” Asked Capt Milind Phadnis when ASP visited our school. 15 years have gone by and those words are still vivid in my mind, words that forever changed my life.

Hundreds of graduating students were very eager and hoping to take the exam for the cadetship program of ASP and I was lucky enough to be included in the final fifty who were selected to take the exam and the interview. After graduation I returned to my home town, waiting and unsure what fate lay before me. Until one morning, I received an unexpected call from my Alma Mater, asking if I was interested to join ASP as I was one of the ten students chosen out of fifty who took the exam and interview. I was shaking and could not believe what I was hearing on the phone and from there it all began.

April 2007; when I started my cadetship in ASP, I was blessed enough and thankful with ASP for providing us everything what we needed, trainings, in-house classes and food & accommodation. After almost a year, I signed my first contract as a Deck Cadet, MV *Humen Bridge*, a 98,000 gross tonne container ship, 8,212 TEU with a length of 336 metres and 45.8 metres width. A beauty and a beast as I recall, she was my very first vessel assignment and was a home for more than a year. I took the opportunity to learn as much as I could and my sincerest gratitude to all the officers and crew whom I sailed with for their guidance and support since the first day until the day I signed off.

After completing my cadetship, I decided to take the next step by taking the licensure examination for Officer-in-Charge of Navigational Watch on November 2009. With all the exposure to theories and

practices in seamanship, navigation and cargo operation on-board. Having the acquired necessary skills and knowledge, I managed to pass the examination and secured my CoC through the help and support of the ASP Cadetship program. Then, I was given the opportunity to join MT *Oceanic Cyan* as 4<sup>th</sup> Officer. It was a dream come true for me like most of the cadets had been praying for.

When I completed the sea time required for the licensure examination for management level, I was hesitant to book my appointment, there was a lot of things running through my mind, especially since we just had a newborn baby and taking into consideration the time and money I needed for the review and the duration of training to complete all those required STCW Courses and Certificates. But my wife did not give up on me, she kept pushing and gave me the courage and support to proceed. With God’s blessings, on October 2017 I passed the examination for Master Mariner. I guess it’s true that behind every successful man there stands a woman!

It was really a hard decision to leave ASP since I started my career with them. But due to limited ships being available plus the competition in senior officers in ASP managed vessels is very high with limited slots, I had to look for another company to pursue my career where I could utilize my Chief Officers license. I finished two contracts in TSM under Sirius Principal as second officer. Unfortunately it was a European flag vessel and I had no chance of promotion for Chief Officer, and that’s when I received a message from ASP opening their doors again and offering me a promotion if I was willing to come back and join again on their managed ships.

Again, ASP putting their trust had given me the opportunity to join one of their managed vessels, MT *Fly Seal* as my first Chief Officer contract. Thus far I am serving as Chief Officer on their managed ships and I am profoundly indebted to ASP for the second chance and for their undying support.

# OLHA LUNINA

Work at sea is full of different situations and difficulties that require well qualified and experienced personnel on-board. We gain a lot of knowledge with each new contract.

My name is Olha Lunina and I’m a seafarer. I’m proud to have the opportunity to say this. Not so long ago, it was impossible to meet women at sea. Nowadays, it is also not so easy to find a company, so it takes more time to find an employer.

I started my career with Oldendorff Carriers through ASP Crew Management Services in Ukraine and I have already had two contracts as a deck cadet. During this time, I met a lot of different people. Some of them gave me a huge amount of knowledge about my future job.

I spent a lot of time with the 3<sup>rd</sup> Mate in my last contract as this will be my next position. There was the possibility to explore the vessel fully from the sight of deck officers. Moreover, I was lucky to have good engineers who were always ready to answer my questions from their side. Additionally, each cadet in Oldendorff Carriers must complete the Cadet Training Program. That set of questions

acted as a guide for me, and after completion, I found the QSE Test. It has helped me understand the company’s rules and their expectations of employees.

Certainly, seafarers also have free time, and of course it’s completely different from time that you can spend ashore. Due to COVID-19 restrictions, it has not been possible to explore different countries fully. But you can receive a lot of interesting information from local people. Indonesia was a country that amazed me the most during anchorage because there were at least some locals allowed to come on-board.

A lot of people ask me why I chose this profession. As for me, seafaring is not just a profession, it’s a style of life. After your first contract is signed, you cannot imagine any job that

will satisfy your expectations. It goes without saying, there are advantages and disadvantages, but it depends only on a certain person as to what he or she will consider pros and cons, and which one will prevail. That is how I made my decision.

Cadet time is just the beginning of my life at sea. On the one hand, it was an exciting time with a lot of amazing events. On the other hand, I faced some difficulties, which gave me more than just knowledge. It made me more patient, sensible and able to make decisions based on facts instead of feelings and desires. For sure, life on-board will not be easy, but I’m ready to fight through this to become a professional in our field. I’ll finish university and get my license soon, so I’m looking forward to joining the next vessel to get more and more experience.



# Singapore t-shirt design used in UKRAINE ADDRESS



Pictured: Adrian Whatley (left) with Ava Soh (right).

On the 6<sup>th</sup> of September 2022, members of the Diplomatic Corps, Entrepreneurs, and Friends of Ukraine joined Ukrainian Embassy in Singapore on the occasion of Ukraine's Independence Day to recognize and honour the Ukrainian spirit.

Adrian Whatley, Group Commercial & Finance Director was among the guests invited by H.E. Kateryna Zelenko, Ukraine Ambassador to Singapore and participated in an auction to help humanitarian relief efforts in Ukraine, organized in cooperation with the Singapore Red Cross. Adrian purchased the print made by Ms Ava Soh, a 16 year old Singaporean designer. His generous contribution will be directed to support the Ukrainian NGO Medical Analytics, carrying out medical and mental health services in the hard-to-reach communities affected by the war.

Adrian has also purchased a set of T-shirts with a design made by Ava for ASP Ukraine office staff. Ukrainian President Zelensky was wearing the same design T-shirt by Ava during his powerful virtual Special Address to the Singapore Summit in June 2022.

In a quote from Straits Times: When Ukrainian President Volodymyr Zelensky addressed delegates virtually at the Shangri-La Dialogue on Saturday (June 11), his choice of attire – and the Singaporean girl behind it – became an unexpected talking point of his speech.

The black T-shirt bearing an illustration of a girl spray-painting the blue and yellow colours of the Ukraine flag had been passed to him along with a handwritten letter from its Singaporean creator, 16 year old Ava Soh.



Ava Soh started working on the illustration in late April after an "extremely inspiring" meeting with Ukraine's ambassador to Singapore.

Photo: Chong Jun Liang

Speaking to 575 delegates from 40 countries at Asia's top security summit, Mr Zeleksky said: **"She wrote me a letter asking to support her initiative called Spray Paint Ukraine – an initiative aiming to help Ukraine."**

## ASP Crew Management's own

# IRONMAN

Our congratulations to Vitalii Chaika, ASP Ships Group Crewing Director for becoming an 'Ironman'. Completing the 2022 Cairns Airport IRONMAN Asia-Pacific Championship race.

An Ironman Triathlon is one of a series of long-distance triathlon races organized by the World Triathlon Corporation (WTC), consisting of a 2.4-mile (3.86 km) swim, a 112-mile (180.25 km) bicycle ride and a marathon 26.22-mile (42.20 km) run, raced in that order. It is widely considered one of the most difficult one-day sporting events in the world.







## Aleksandr Tayunov

We congratulate Mr. Aleksandr Tayunov on his new promotion to General Manager position ASP CM Ukraine. Aleksandr has worked with our company for 11 years, and over that time, has helped us as a dedicated Senior Crewing Manager. Now, he'll apply his skills even further as General Manager.

Aleksandr has worked hard to achieve many things over the course of his career with ASP CM, including the recruitment and deployment of qualified Seafarers, all matters relating to the quality management system and Operations department supervision.

In his new role, Aleksandr will continue to apply his expertise by the marketing and expansion of the company's current crew management base within the Ukraine region.

**"It's been a pleasure to learn and grow under Group Crewing Director of ASP CM and Managing Director of ASP CM Ukraine leadership. Thanks for recognizing my contribution with this promotion and I look forward to continuing to work together with the whole team".**

We encourage everyone to wish Aleksandr Tayunov a warm welcome and the best of luck as he embarks on his next chapter with the Group.

**Oleksandr Tayunov** – General Manager

**Qualifications:** Specialist of Navigation, Navigator, Internal Auditor. Aleksandr Tayunov graduated from Odessa National Maritime Academy as Navigator, with 2 years experience on Oil / Chemical Tankers. He joined ASP CM as Third Officer and came ashore as Crew Manager in 2010. ISO 9001:201 Internal Auditor.

**Experience in crewing:** 12 Years **Time with ASP:** 14 Years (inc. 2 Years sailing as a Junior Officer).

## Group Training Manager

We congratulate Capt Ivor Francis Gregory D'Mello, who joined ASP as Group Training Manager on the 9<sup>th</sup> of January 2023. Capt Ivor has over 40 years in the industry, in a broad spectrum of roles, thus bringing industry specific expertise in management and training. He has sailed on various Bulk and Container vessels of which about 4 years in command followed by 24 years in ashore assignments conducting maritime audits, investigations, management & training ashore and on-board. Capt Ivor spent 10 years with Clipper Fleet Management, based in Mumbai, where his last position was as General Manager, Head of Training.



## General Manager, ASP Ships India

We congratulate Capt Amit Shrikrishna Deshpande as a new General Manager of ASP Ships India in charge for crewing effective the 16<sup>th</sup> of January 2023. Capt Amit has more than 25 Years' experience in the industry sailing from Cadet to Master on various types of Vessels – Oil Tankers, Oil/Chemical Tankers, Chemical Tankers, Bulk Carriers, OBO's, CABU's.

After sailing until 2014, he has been Class Surveyor with Indian Register of Shipping, ADPA/ACSO with FML, IRCA Approved Internal Auditor, Visiting Faculty for Competency and Modular Courses, an approved External Examiner for Director General of Shipping, India for past few Years. Captain Amit joined ASP in Jan 2022 as Manager, Group Training and Quality. He is currently pursuing LLB (Last Semester Sem VI). He is a Certified Yoga Trainer and Art of Living VTP Graduate.



## Face to face engagement

With the easing of COVID-19 restrictions for ship visits, ASP Crew Management remains committed to face-to-face engagement with seafarers on-board vessels calling port of Singapore. The objective of the visits is to encourage better communication between crew managers and seafarers during employment on-board, to collect feedback from the vessels to help satisfy crew needs and improve the working environment.



LEFT PHOTO: Capt Vikram Singh Sambyal (left) and Crewing & Agency Manager Zulkifli Bin Umar (right) during mt *Sandro* calling Singapore in January 2023.  
RIGHT PHOTO: *Sandro* Chief Engineer Kurtskhalidze Zaza receiving an ASP Long Term Service Award from Zulkifli Bin Umar.



# Mariner exhibits at INDOPACIFIC SHIPPING EXPO 2022

MARINER TRAVEL



After a two year hiatus due to the pandemic, Mariner once again exhibited at the IndoPacific held in Sydney in May 2022.

The dedicated maritime industry Conference and Expo was well attended by marine related business from around the world including clients and suppliers of ASP.

ASP was represented by David Borcoski and Mark Patman at the 3 day event. Manning the Mariner stand was GM Aaron Watts and Senior Consultant Kayla Owens.

Aaron advised *ASPects* **“This event is important for Mariner to build relationships with existing clients and promote Mariner’s service offering to potential new clients.”**

He added by the end of the event Mariner had held discussions with multiple potential new clients and deemed it to be another successful Expo for Mariner Travel.

## Travel bounces back from the pandemic with NEW CLIENTS

Corporate and Leisure travel has returned with strong demand post-pandemic Mariner GM Aaron Watts reports.

**“Since mid-year when most the international borders came down and a lot of the COVID restrictions eased corporate and leisure travel has boomed especially out of the Australian, European and North American markets.”**

We have seen our booking volumes exceed pre-pandemic levels and in the past few months break records for Mariner Travel.

The demand from Australians wishing to travel for business and leisure is so high it is outstripping the number of airline seats available.

We have seen airfares nearly double in price over the last 6 months due to the demand and we are taking forward bookings into late 2023 already, Aaron said.

Mariner has added four new corporate clients in the last quarter alone and referrals for holiday bookings have doubled as well.

Of the new clients most are using an agent for the first time, and this is a trend happening industry wide with people not wanting to deal direct with the supplier after their experiences during the pandemic.

Due to the increased demand, Mariner has added more staff to the Melbourne office.



## NEW TEAM MEMBERS at Mariner

Mariner Australia has welcomed 2 new team members to manage the new clients and increased demand.

### Caitlin Cron

Caitlin joined Mariner in May 2022 as a consultant and is new to the travel industry but has held previous roles in hotel reservations. Caitlin has been a great new addition to the team and has picked up the Mariner systems very quickly which has been invaluable, Mariner GM Aaron Watts said. Caitlin is currently looking after CMS Australia’s bookings.

### Jillian Quinn

Jillian joined Mariner in December 2022 into a new role as Operations Manager – Marine, looking after Mariner’s growing shipping clients. Jillian has worked in travel for many years and brings a wealth of knowledge and experience to the team.

Existing Operations Manager Jessica Trinh remains and will look after Mariner’s Corporate clients.

**“With the growth and new clients we have signed on over the past 6 months we have had split the Operations Manager’s role which is an exciting step forward for Mariner”** Aaron advised.







## Maung Maung Yee Nan Pike

In January 2022, Maung Maung Yee Nan Pike joined us as Head of Operations at ASP Crew Management Services Myanmar. He has a long history in Marine Engineering starting out in 1996 at the Myanmar Mercantile Marine College and commencing a career at sea from 1999, gaining experience across multiple vessel types including tankers, bulkers, containers and ro-ro vessels. He is the holder of a BSc in Physics as well as his Certificate of Competency as Chief Engineer. His previous seagoing employment includes Maersk, Mariner, Maritime, Red Sea and Norstar Ship Management where he sailed in the rank of Chief Engineer. In the past Maung has also lectured at the Marine College in Myanmar and is very passionate about new marine technologies, CO<sub>2</sub> emission reduction, environmental solutions and the future of automation.

Prior to joining ASP he was the General Manager for JSM Ship Management and is excited to now be part of the team with ASP Ships Group and in his own words, wanting to contribute through hard work, enthusiasm and dedication.

## Marconni (Marc) Melecio De La Pena

In September 2022 Marc joined the Crew Management Team in Singapore as Agency Executive. Marc holds a Certificate of Competency as Master (2019) and has sailed on various types of vessels including reefers, panamax, supramax and capesize bulk carriers during his sea going career. His latest assignment before joining ASP was Skipper on yacht sailing between Singapore, Malaysia and Thailand. Marc also graduated with a BSc in Marine Transportation in 2002.



## Capt Sumit Bhatia

In November 2022, Sumit joined us as Manager Marine Operations and Safety at ASP Ship Management Singapore.

He has over 24 years of industry experience including shore-based experience in tanker operations and HSSEQ. He has sailed on various tankers ranging from MR class to commanding VLCCs and has a sailing experience of over 17 years. In 2015 he moved to a shore-based role as an Internal Auditor and in 2017 he moved to Singapore as a Marine Superintendent with Thome Ship Management. Until recently he was with them as a Security Manager.

He has vast experience in handling of tankers including dual fuel (Methanol Propelled) vessels. He has conducted multiple shipboard audits and inspections while ashore and participated in various industry seminars as a speaker/presenter.

## Singapore Office BBQ

ASP Ships Group Singapore Office had their first BBQ get-together of 2022 at Pasir Ris Park on Saturday 8<sup>th</sup> October. It was a great time for everyone to meet up with families attending also.

Big thanks go out to Nurain Swani and Zulkifli Umar for their tireless efforts in preparation, set up, cooking, dismantling and return of equipment. The care and attention at this event was evident. To make it all happen, Nurain & Zul spent weeks in preparation and also decommissioning the site until late.

It was a big family gathering and it was great to see everyone together mingling and chatting. A reminder of what normal is like after a couple of years of distancing.



## Mariners' Premier League

It was cricket season again in Singapore and teams from the Shipping Companies came together to compete in one of the biggest shipping events in Singapore. Team ASP were up against teams from OSM, AVG and Wallem, and reached the quarter finals. We are already looking forward to next year's event and hope to convert our practice into a title trophy.

# International YOGA DAY activities in Mumbai

By Capt Amit Deshpande

Yoga is a Lifestyle. By adopting to such style, one's personality may be completely transformed.

I started practicing Yoga because of my Sister-in-Law. She was the initial driving force.

And as stated above, I could really feel the difference, the transformation. Hence I have also become "Yog-Shikshak" that is "Yoga-Trainer" in order to impart/share such practices with others.

Mahamuni Maharshi Patanjali is regarded as the father of modern Yoga. Maharshi Patanjali's Yoga Sutras are a compilation of Sanskrit sutras on the philosophy and practice of ancient yoga.

## International Yoga Day

International Yoga Day is celebrated on June 21 every year to spread awareness about the invaluable benefits of Yoga.

The concept of the 'International Day of Yoga' was first proposed by Indian Prime Minister Mr. Narendra Modi during his speech at the UN General Assembly (UNGA), on September 27, 2014. The United Nations General Assembly on December 11, 2014, announced that June 21 will be seen as International Yoga Day or World Yoga Day.

The theme for International Yoga Day in 2022 was '*Yoga for Humanity*', which was intended at bringing to light the physical, mental and emotional state of people. The theme was selected with the aim to inspire the Yoga community for global development.

Our behaviour depicts Outer Personality whereas thoughts depict Inner Personality. Yoga ensures development of the Inner as well as the Outer Personality.

When we talk about the Personality, we talk about physical, mental, emotional, religious and cultural characteristics of an individual.

Our thoughts drive our behaviour. Hence, we must change our thoughts to affect change and develop our personality. Yog-Sadhana transforms our thoughts as well as our conduct.

## Views from Capt Vaibhav Rupade, GM, ASP Mumbai:

The International Yoga Day is celebrated on 21<sup>st</sup> June worldwide. The meaning of Yoga is 'to attach', to be taken considering our upper state of mind. Yoga attaches mind with body which balances out the blood circulation in our body. Whether on ship or at shore, employees need to work in varying postures and ergonomics of the workplace. This often and unknowingly causes these employees to suffer muscular or bodily pain or discomfort. What we don't readily understand is the impact it causes on the state of mind and hence on the performance. Yoga is an apt channel to reach the perfect balance between body and mind. Higher levels achieved by Yoga would attach the body to the soul. But for our purpose, we could stay at the levels of Mind. ASP Ships (India) is fortunate to have a certified and an in-house Yoga guru in way of Capt Amit Deshpande who conducted a morning session involving one and all at the office.



The true essence of 'Yoga' revolves around elevating the life-force or 'Kundalini' at the base of the spine. This is achieved through a series of physical and mental exercises. Physically through various 'Asanas' that aim to keep the body & mentally healthy through techniques that include breathing exercises or 'Pranayama' and meditation or 'Dhyana' to discipline the mind.

The goal of Yog-Sadhana is to transcend the self and attain enlightenment. Yoga is a way of living that aims towards 'a healthy mind in a healthy body'.

Yoga helps promote a balanced development of all physical, mental and spiritual being of an individual whereas other forms of physical exercises like Gym etc. promote only physical well-being.

Yoga Asanas and Dhyana recharge the body with immense energy that assists in achieving harmony, removing negativity, increasing self-awareness, reducing stress and most importantly controls our body as well as the mind.

Practicing Yoga helps in controlling an individual's mind, body and soul. It brings together physical and mental disciplines to achieve a peaceful body and mind; it helps manage stress and anxiety and keeps you relaxed. It also helps in increasing flexibility, muscle strength and body tone. It improves respiration, energy, and vitality. Practicing yoga achieves more for your body in terms of the way you feel, look and move than merely performing an exercise.

Yogasanas build strength, flexibility and confidence. Regular practice of Yoga assists in losing weight, relieving stress, improving immunity and maintaining a healthier lifestyle.

Yoga is an invaluable gift of India's ancient tradition.

## Views from Mr. Vijay Godse, Senior Operations Manager, ASP Mumbai:

It was the first time that ASP Mumbai office celebrated International Yoga day in the office premises, all office staff were very excited for this day. All ladies and gentlemen participated and performed Yoga-Asans full of excitement, creating a joyful environment. It was a great and enthusiastic experience of performing yoga in our office. Our Yoga teacher / Mentor Capt Amit Deshpande took the initiative and made this a successful event, he explained the benefits of yoga to all the staff, sharing his knowledge of Yoga and also the Prayers which are performed during the Yoga.

In shipping there is never a dull moment, with every day throwing up new challenges, keeping us on our toes. Many who are related to the shipping industry, whether onshore or offshore will share that there are often times of immense stress. If we are looking to reduce our stress then I find that Yoga provides the solutions of physical and mental illnesses.



Continued from page 6...

As DMS molecules rise from the sea into the atmosphere, they attract water. Under the right conditions, this can eventually form clouds and rain.

This research was the first time an attempt was made to demonstrate that an ecological system – the Great Barrier Reef – can have significant influence on the climate and rainfall over a large area. Importantly, the research also helps tell us if there'll be any impact on climate if we lose our coral reefs.

Their research led to a surprising and important finding. The scientists found that corals, and the DMS they release, effectively play no significant role in regulating climate or weather. There's no storm in this coral teacup. This is an important result as it's in contrast with previous observational literature on the subject. Importantly, this finding emphasises why we collect data and how science works. You don't always get the answer you were expecting!

### Researching up a storm

Wherever it goes, from the tropics to the ice edge, *Investigator* is keeping an eye to the sky, collecting data to help us improve understanding, climate models and weather predictions.

A tethered sonde towed behind *RV Investigator* collects atmospheric data above the Great Barrier Reef. Image: Queensland University of Technology.



## ASP PHOTOGRAPHIC COMPETITION

# WINNER!

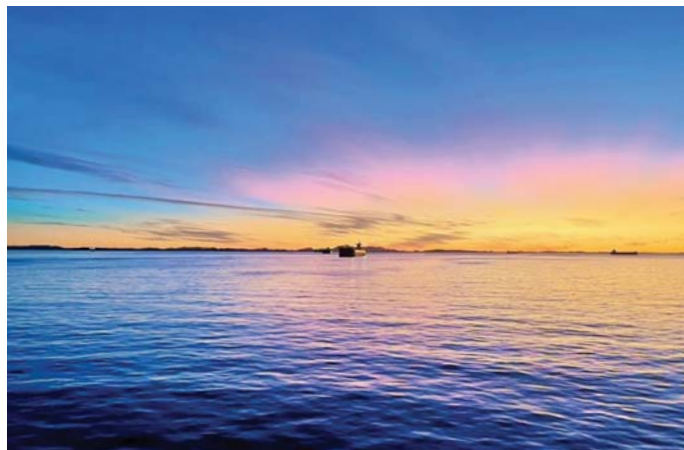
Congratulations and \$500USD goes to the winner of the last calendar year entries; **Capt Vikram** for his image 'Sunset' ▶



The ASPECTS photographic competition for an annual prize of \$US500 is for the best photograph received in a calendar year. The competition is open to all crews of the ASP fleet and any family members on-board. Subjects may cover life on-board a working vessel, fellow crew members at work (with their permission), seascapes, docks and ports etc. Photographs of high resolution (approx 2–5 megabytes [mb] or more in file size or 'Superfine' setting on some cameras) are preferred and please send photos from phones in their largest file size, watching out for social media or MMS minimisation. The judges' decision will be final and submissions may be used for future ASPECTS or ASP use. Submit photos via email to: **The Editor, ASPECTS, ASP Ships Group, email: [rwalker@aspships.com](mailto:rwalker@aspships.com)**



▲ "Traffic" a recent entry by Steve McQueen – Cook, *RTM Wakmatha*



▲ A recent entry by Glenn Smart – IR, *RTM Twarra*



▲ A recent entry by Glenn Smart – IR, *RTM Twarra*

◀ "Memorial" Submitted by Jessica Trinh – Operations Manager, Mariner Travel



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