

ASPECTS

HOUSE JOURNAL OF THE ASP SHIPS GROUP

ISSUE: May 2021




WE MANAGE SHIPS SAFELY

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in New Zealand

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Arrival of
Sea Cruiser 2

• AUSTRALIA • NEW ZEALAND • SINGAPORE • UNITED KINGDOM •
• INDIA • PHILIPPINES • UKRAINE • MYANMAR • BANGLADESH •



From the desk of

David Borcoski

Group Managing Director
& CEO

As we continue the fight against the pandemic it is still heartening to note that we continue to be resilient through all the various challenges and I remain sincerely proud and grateful to all our staff and gain comfort from the fact that together we will pull through.

This resilience has allowed us to maintain our business strength and you will see from the stories in this edition we have managed to build our relationships with both existing and new Clients.

In line with maintaining our client focus we have given our websites a new look which is easier to navigate and more user friendly.

As always please give us your feed back and share your stories and photographs for future editions.

ASPECTS

House Journal of the ASP Ships Group

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Cover Image:

RV Investigator docked in Brisbane, Queensland, Australia

Image courtesy:
Thomas Moore, CSIRO

Page 3 | Bunker Barge in New Zealand

Under our subsidiary company, Mount Bunkering, we are pleased to see the conclusion of a contract with Mobil Oil New Zealand to supply bunkers in Tauranga with the Korimako (ex Anatomia) transferred from Brisbane and look forward to working with MONZ in expanding their business over the coming years.

Page 4 | RTM Twarra Rescue

Yet again it is truly heartening to realise that SOLAS isn't just a book on a shelf as the Master and crew of *RTM Twarra* undertook a rescue at sea of a distressed family of 8, including 4 children, near the port of Gladstone. It's a credit to all on-board for a job executed safely and successfully.

Page 5 | New Client for ASP Singapore

Its congratulations to Team Singapore for managing to secure new Client business with full technical management of *Pancarana Glory* recently adding to the dry bulk sector of the DOC portfolio in Singapore.

Page 6 | Happy Birthday Investigator

We acknowledged six years of service in December last year and it is a testimony to all on-board and the management team in Melbourne who ensure that the *Investigator* continues to operate successfully.

Page 7 | Busy Dry Dock Period

It has certainly been a busy time for dockings this year so far with four completed successfully to date. Apart from the usual hard work these programs demand, the challenges of pandemic restrictions compounds the planning and execution so it is well done to all involved.

Page 8 | Arrival of Sea Cruiser 2

We are delighted to welcome *Sea Cruiser 2* to the ToyoFuji operations between North Europe and the UK and look forward to many more years of safe sailing to come.

Page 9 | HMAS Sirius

We are so proud of the recent milestones achieved by HMAS *Sirius* in reaching 700 replenishment at sea operations as well as achieving 14 years of service and a clean and safe record throughout.

Page 12 | Crew Management

Congratulations to ASP Ukraine on the 15th anniversary and we can also note that one of Crew Management's clients, Oldendorff, celebrates 100 years with a beginning back in 1921. It is fitting then that we are proud to launch the cadet program with Oldendorf engaging 6 cadets from the Odessa Maritime Academy.

Page 14 | Travel

It seems to be the era of milestones as we mark 10 years of service from both Aaron and Jessica in Mariner Travel operations and despite the challenges, have managed to add two more clients to the portfolio recently.

Page 17 | Staff News

We are proud to see that one of our sea staff on the Rio Tinto fleet, Vicki Morta, has won the Queensland Council of Unions Dr Robert Anderson Award for 2020 as a proud achiever from the Indigenous Australian community. We wish Vicky every success in her future career with ASP.

NEW BUNKER TANKER for Tauranga, New Zealand



Mount Bunkering (a wholly owned subsidiary of the ASP Ships Group) are pleased to announce the arrival of the bunker tanker *MT KORIMAKO* in Tauranga. The *Korimako* (formerly named *Anatoma*) had previously been in operation in the Ports of Brisbane and Botany in Australia.

Mount Bunkering is supplying the *Korimako* under contract to support the bunker refuelling operations of Mobil Oil New Zealand Limited in Tauranga and possibly other ports if and when required.

On arrival in New Zealand, the name change has occurred, in addition to re-flagging the vessel to the New Zealand registry. New Zealand crew have since joined the vessel and carried out their vessel familiarisation training. *Korimako* is a modern bunkering tanker, built in 2012, she has capacity for 1,400 tonnes of cargo, ability to carry two grades, is double hulled and has a Bow thruster to assist with manoeuvrability within the Port.

Korimako is due to enter service for Mobil Oil New Zealand in Tauranga from May 4.

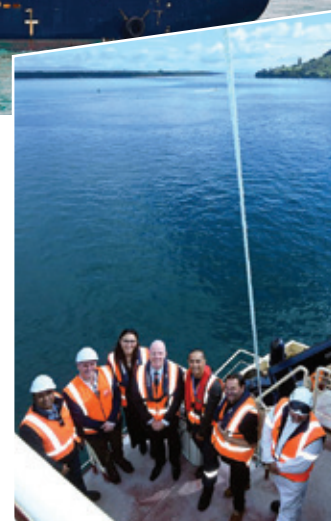
Mobil lead country manager Andrew McNaught likened the *MT Korimako* to a **“floating petrol station for ships, but with all the superior safety features that would be expected of such a state-of-the-art vessel.”**



RIGHT: Crew and Mobil staff enjoying a tour of the vessel. Photo; George Novak.

BELOW: ASP Ships Group CEO David Borcoski on the MT Korimako.

David Borcoski, ASP Ships Group CEO thanked Mobil Oil New Zealand for its confidence in Mount Bunkering and ASP through the provision of this vessel. Given ASP's expertise in the bunker and tanker markets, ASP looks forward to working with Mobil Oil New Zealand to support and grow its bunker business in New Zealand. David welcomed the vessel to the ASP fleet in New Zealand and expressed his gratitude to the crew and shore based team for their efforts in bringing the vessel on-line.



Family rescued by RTM TWARRA



On the 18th of September, 2020, the crew of ASP managed vessel *RTM Twarra* were tasked to rescue 8 people including 4 children, who's catamaran had come to grief 30NM NNW of Gladstone.

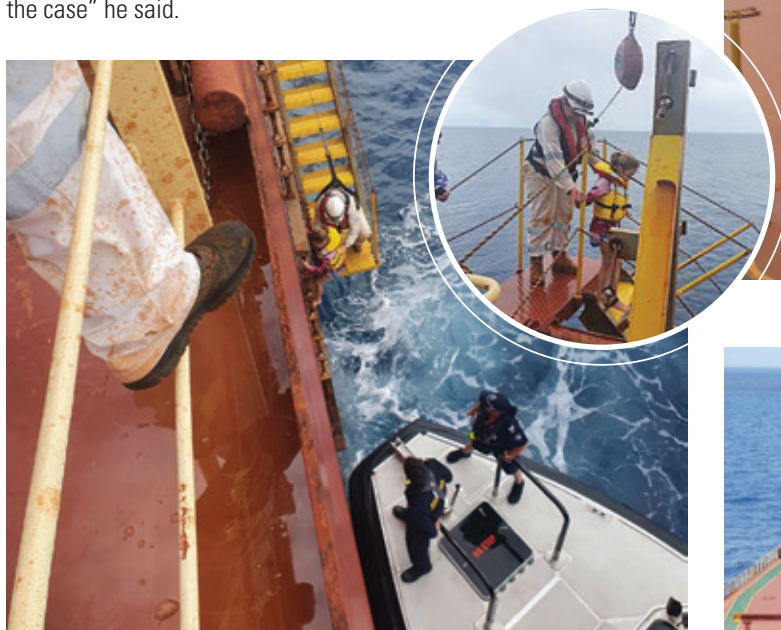
Acquired by RCC Canberra, Master and crew were later assisted by a rescue helicopter and eventually a Police boat.

The following day Capt Cary Humphrey said **"To say I am proud of the conduct of my crew in their efforts, attitude and willingness to help their fellow man is a large understatement. We are commercial seafarers not emergency services personnel and do not have large scale training and experience in this field. Yesterday we were the first onsite and made a recovery of 8 stricken persons in and clinging to a 2m inflatable dingy. Once on-board they were assessed, fed and warmed by the ship's crew. This included two girls (12 & 6), a 10 year old boy and an eight month old baby."**

During what was a difficult year for all, Capt Humphrey felt it was a great reminder of what is important, bringing home many emotions to the crew who have been long away from family and have been feeling isolated while on-board. "Safety of life is always a priority to us and this shows the extent we are all willing to go to ensure that remains the case" he said.

The attention to detail of the crew should not go unnoticed, from the Rescue boat crew doing a thorough pre-check, running of the boat prior to launching to ensuring we had a full fire party standing by when the helicopter landed with only 3 minutes notice. The crew immediately wrapped every person who came on-board in a blanket, the cook made extra pizza when he was told there were children being rescued (with even made some to take away). One cadet escorted people up and down the pilot combo ladder wearing a life-jacket and harness. These things can easily be forgotten in the heat of the moment but as if reading the text book on how these operations should be conducted, it flowed seamlessly.

After reporting on the events, Capt Humphrey hoped that everyone involved, from ASP and Rio Tinto Shipping, reflected on what it means to be a seafarer. To remind us of the efforts they make to ensure not only the success of the business, but to ensure the continued safety of life and the environment of the fragile area in which we operate.



The Police boat alongside taking the rescued ashore.



The rescued safely on the deck of RTM Twarra.

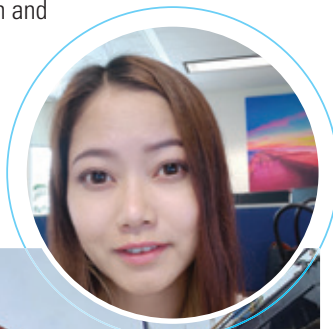


The Rescue Helicopter standing by on No. 3 hatch.

NEW CLIENT for ASP Ship Management Singapore

April saw the conclusion of negotiations with a new client, Pancaran Maritim Transportindo of Jakarta Indonesia with the dry bulk vessel *Pancaran Glory* taken into full technical management under the Singapore DOC.

Ship manager Amin Rahman said "It was a smooth take over under good command of Capt Denzil." At the heart of the negotiations and take over communications correspondence was the Marine Standards manager, Nilam Sari (pictured), who was able to bridge the language barrier between English and Bahasa Indonesia when called upon during the negotiations and review of contract documents. Originating from Jakarta and as a Bachelor of Law degree holder, Nilam was able to put her skills to good use.



Ship Manager Amin added "The ship has just been purchased by the client and we have a lot of work to do in cooperation with the new Owners including docking the vessel in Batam Indonesia, but we are up for the challenge and know we can serve the client well in their new project."

"I think it gave the Client some measure of assurance knowing that someone in our Singapore office was from Indonesia and could build a good relationship during the negotiations. I was so pleased to be involved and with the assistance of the rest of the team get the new business across the line." General Manager Denzil D'Souza said; **"We all worked very hard on this one and it was thanks to everyone involved tackling all sorts of challenges including ship visits and crew changes during COVID restrictions."**

Pancaran Glory docked in Paxocean PT Nanindah Mutiara Shipyard, Batam Indonesia in May under the command of Capt Manoj Mathew and Ship Manager Amin Rahman for upgrading works including hull coating, steel renewals, general repairs and Class Survey work.

Ship Details

NAME: Pancaran Glory	DWT: 50,203
TYPE: Bulk Carrier	FLAG: Panama
BUILT: 2008	CLASS: DNVGL
GT: 30,273	



INVESTIGATOR

Happy sixth birthday *RV Investigator*

By **Kashmi Ranasinghe** • CSIRO *Investigator* Blog • 11 December 2020 • Original blog: <https://blog.csiro.au/rv-investigator-stem-engagement>

RV Investigator celebrated its sixth anniversary in 2020 and recognized for how the research vessel plays a huge role in STEM (Science, Technology, Engineering & Mathematics) engagement.

The scientists, crew and team on-board agree that science is amazing, so it makes sense to share it with as many people as possible. It's a win-win situation for everyone. The more people engaged, the more that people become interested in a similar career and then our capability to deliver important science grows. Helping us to solve the challenges of the world.

Bringing people on-board – in person and virtually – to share in the science is all part of STEM engagement.

In celebration of the ship's sixth anniversary of commissioning, the team were 'showing off' how the vessel and team helped promote STEM engagement for 2020's National Science Week.

RV Investigator is Australia's only dedicated ocean research vessel. It's used to cover all of Australia's marine territory (and

then some), which is the third largest on Earth.

Normally, the ship travels around Australian waters to take scientists far and wide. It can go anywhere from the edge of the sea ice in Antarctic waters, up to the tropical regions of the Pacific and Indian Oceans in a single voyage.

The ship's science capabilities can help inspire students to follow a career in marine sciences. The team also seek to actively encourage this through on-board (and virtual) programs.

Dr Ben Arthur (*pictured*) is Engagement Co-ordinator at the Marine National Facility (MNF). He helps to coordinate these outreach and training opportunities. He also loves communicating marine science, informing everyone of the amazing scientific discoveries that the ship delivers.

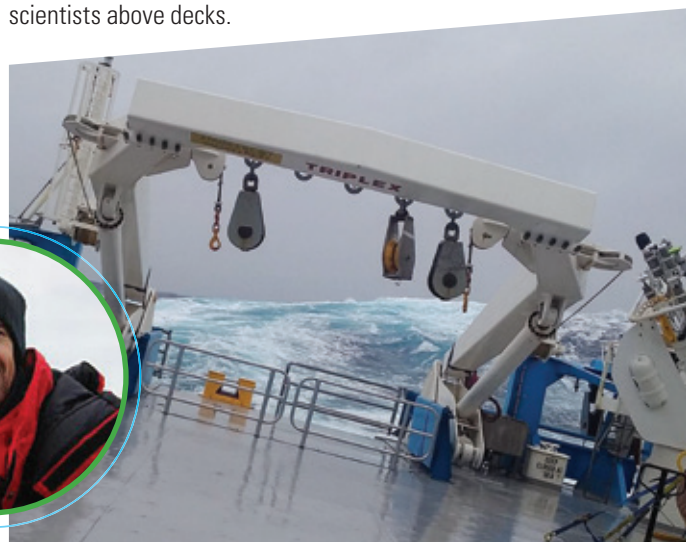
In August 2020, we joined Ben and some of the team at the

MNF for a virtual tour as they wound their way through the ship's rooms, highlighting the many capabilities on-board. The vessel enables a wide variety of marine and atmospheric science.

The most popular 'live tour' shows off the capabilities above the waterline. This means what the ship has to offer for scientists above decks.

These virtual tours present a great opportunity to go behind the bulkheads of this unique research vessel.

Even though the seas may be rough at times, there are plans to go bigger and better with each program, including increasing the STEM engagement delivered throughout 2021.



The (Marine) Rocky Horror Show

A picture that sums up 2020. The ship was in the Southern Ocean dropping off and picking up deep water automated moorings. These moorings collect long-term data about our oceans and atmosphere, which help us understand ocean dynamics and monitor climate change. *(Picture Tim Lane)*

BUSY DRY DOCK PERIOD

It's been a busy start to the year for dry dockings with four completed (including Pancaran Glory - Page 5) so far to date.

Sandro

Sandro (main image) underwent its 3rd Intermediate Survey at ST Engineering Marine Ltd, Tuas Yard, Singapore in May under the command of Capt Mujahidul Islam and Ship Manager Ankush Khanna. Class Survey work and general repairs were undertaken as well as 4 cargo tanks completely blasted and re-coated.

Matuku

Matuku underwent its 1st Special Survey at COSCO Zhoushan yard, China in March, under the command of Capt Steven Hutchison and ASP attending superintendent Mr Fengchun Du. As well as the Special Survey a ballast water treatment system was installed successfully.



Southern Tiare

Southern Tiare underwent Intermediate Survey and general repairs including a full hull coating under the command of Captains Aseri Douglas and Kevin Whippy and Ship Manager Chandimal Jayatilaka at Titan Marine Engineering in Auckland New Zealand earlier this year.



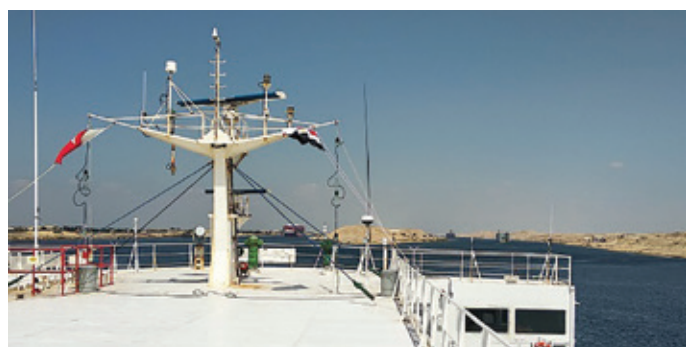


SEA CRUISER 2 begins service

Sea Cruiser 2, arrived safely in Zeebrugge 1st October 2020 and after a settling in period began service and departed on her first voyage to Grimsby on 7th October.



ABOVE: *Sea Cruiser 2* arrives in Grimsby
BELOW: *Sea Cruiser 2* transits the Suez Canal



Sea Cruiser 2 was operating on the Japanese coastal trade and was identified as capable of operating in the European ports. In particular, the vessel had to be of a suitable size to operate in the tidal port of Grimsby in the UK, which has a size restriction as the berth is accessed via a lock. The vessel had to undergo modifications in Japan to enable it to trade internationally. These modifications were carried out at a Shipyard in Hiroshima, Japan. The registry was also changed from Japan to Panama.

Some modifications to the ship's cargo ramps to adapt them for operations in the European ports were also carried out in the shipyard. The 2 ramps were extended slightly to operate within their design parameters of maximum and minimum angles in the ports of Grimsby, Zeebrugge and Sheerness.

On completion of the work in the shipyard, the vessel proceeded to Nagoya to load a full cargo of cars for discharge in Zeebrugge, Belgium. The vessel departed Nagoya 29th August 2020, bound for Zeebrugge via the Suez Canal. An armed security team was put on-board for the transit through the high risk areas (HRAs). Bunkers were topped up at Singapore, Colombo, Djibouti and Gibraltar. Provisions and other necessary stores were also supplied at these ports.

Continuing to manage THE NEW NORMAL

We continue to face challenges presented by the Pandemic in all parts of the world. Each corner of the globe presents its own version of challenges and being an International Operator, we need to deal with them in various ways. The common denominator throughout is our continued efforts to reach out and be 'seen' by our seafarers both at sea and ashore.

In Singapore, for example, there are strict protocols to meet before being allowed to board a ship in the port. As such, the team have all been vaccinated early in the year through the MPA program and now undergo regular PCR testing on a weekly basis. This has allowed us to engage in physical visits by shore Management when our ships are in Singapore.

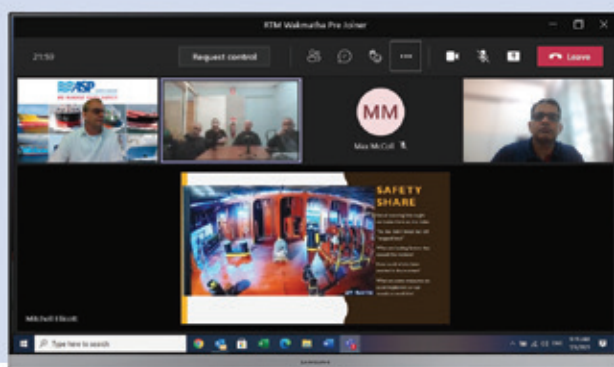
During the visits, the team hold briefing sessions with the crew separated into small groups whilst

always maintaining strict safety measures including full PPE and social distancing.

"Exchanging news, views and receiving feedback is essential for us in Management as it helps to keep the level of engagement high and provides the opportunity for us to listen and gain better understanding of any on-board issues that we can then address in a timely manner" said Capt Kuldeep Singh.

Australia provides different challenges, not least being able to travel in and out of the country for ship visits. None-the-less the Singapore & Melbourne teams have collaborated and organised pre-joining meeting sessions with small groups from the Rio Tinto fleet at the office in Gladstone. It's a hybrid session with the Gladstone management team attending in person and Melbourne & Singapore offices attending virtually.

"It works very well and gives us a chance to spend some quality time with our people off the ship, away from distractions, to exchanging views on various topics before they join for their next voyage." said Capt Rob Walker.



Major milestone for Navy's tanker *HMAS SIRIUS*

As reported in Defence Connect

MARITIME & UNDERSEA WARFARE | 17 SEPTEMBER 2020

The Royal Australian Navy's *HMAS Sirius* has achieved a major milestone in its service with the fleet, conducting its 700th replenishment at sea, less than a week from celebrating 14 years in service.

The Royal Australian Navy's afloat support capability is provided by the underway replenishment ship *HMAS Sirius*. The Afloat Support Force provides operational support for the rest of the fleet by providing fuel, stores and ammunition, thus significantly extending the RAN's operational reach and endurance at sea. It can also provide limited support to deployed Army and Air Force units.

The replenishment ship conducted its 700th replenishment at sea since commissioning on 16 September 2006, refuelling *HMAS Hobart*.

Commanding Officer *Sirius*, Commander Sam Woolrych said the milestone was a highlight for the crew during the Regional Presence Deployment.

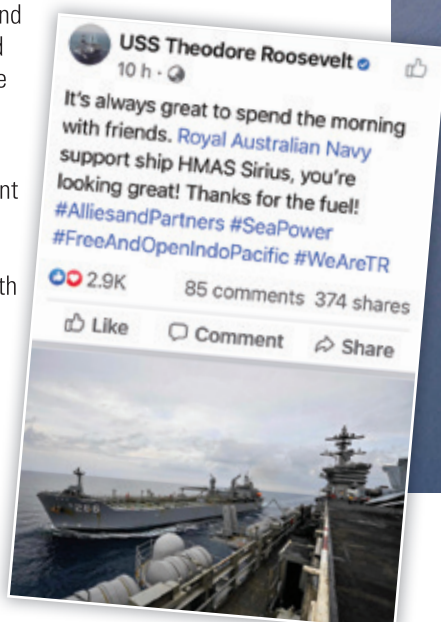
"We supported our ships and the ships of our regional partners during Regional Presence Deployment. We replenished ships from Korea, Canada, Singapore, the United States and Japan as well as HMAS Ships *Canberra*, *Hobart*, *Arunta* and *Stuart*,"
CMDR Woolrych said.

HMAS Sirius was built as a double-hulled commercial product tanker, *MV Delos*, and purchased by the Commonwealth government on 3 June 2004. Named *Sirius*, the ship underwent modification for underway replenishment – in addition, a flight deck was fitted for helicopter operations.

The ship can carry over 34,806 cubic metres of fuel including 5,486 cubic metres of aviation fuel for use by RAN helicopters. *Sirius* can replenish ships at sea by day and night, and is capable of replenishing two ships at a time. She has transfer points for fuel, water and stores.

Sirius is the first RAN ship to carry this name, however *HMS Sirius* was commissioned into the Royal Navy in 1780 as the flagship of the 'First Fleet'. The name was selected because of its historical connections with the First Fleet and the important role the ship played in providing logistic support to the struggling economy. Her motto is "to serve and provide".

The Regional Presence Deployment demonstrates Australia's commitment to sustaining strong and positive defence relations with regional nations as well as the security and stability of the Indo-Pacific region.



FATAL FALL into hold

Excerpt from MARS Report No 342, April 2021 as edited from the Dutch Safety Board report published in 2020

A small multi-functional cargo vessel was at anchor and crew were preparing the holds for the next cargo. Earlier in the day, tween-deck pontoons had been removed from hold 1 and the hatches closed. The deck crew discovered there were insufficient stacking cones. One of the men told his colleagues he would look for additional stacking cones because he knew where several were located.

The deckhand searching for the stacking cones descended into the entrance of hold 1. The area lighting, controlled from the bridge, was not switched on, so he was using a torch to see by. Suddenly, two other crew members nearby heard loud screaming coming from hold 1. One of the crew contacted the bridge to have the lighting turned on while the other went to investigate.

The victim was found at the bottom of hold 1 and appeared to be in great pain. It was established that the victim should be transferred as quickly as possible to a shore hospital. Some time later the victim was lifted on board the port authority boat by crane. Throughout this period the victim was conscious and responsive. Once on shore, the victim was transported to the local hospital but subsequently succumbed to fatal internal injuries.

The investigation found, among others, that the victim had entered through one of the door openings in place for use with the tweendecks – even though he knew that hold 1 was now without a tween-deck. Because there was no tween-deck, he fell about 12 metres into the hold. At the moment of the accident, the lighting in the hold was not switched on and, because the hatches were closed, hold 1 was in complete darkness. The lighting in the stairwell was also not switched on and the victim was using a small torch light.

Points to learn:

- On ships with multiple hold configurations, great care and fail-safe precautions must be taken with doors leading to the hold. If these are not fully closed and locked prior to the removal of the pontoon decks, then grave accidents can occur, even to crew who are aware of the danger.
- We often become preoccupied with the task at hand. In this case the victim walked through (or fell through) a door that he knew was unsafe but had probably not stopped to think, too engrossed in his present task of search for stacking cones.
- Working in dark areas presents extra risks; always have local lighting illuminated for your work area if possible.



CLOSE CALL with a submarine

An excerpt from the MARS Report No. 340, February 2021, as edited from MAIB (UK) Report 13/2020

A fast ferry was underway at near 21 knots when the lookout saw a submarine periscope at close range on the port bow. He immediately alerted the OOW, who observed from the periscope's wake that the submarine was crossing the ferry's bow from port to starboard.

The pilot immediately protested to the chief officer and Master and corrections were made. The issue was reported to the local maritime safety authority as a safety and crew competence issue.

Given this information, and assessing that there was an imminent risk of collision, the OOW told the lookout to take hand-steering and to apply 10° of port rudder. Further port rudder was put on shortly afterward to increase the closest point of approach (CPA) from the periscope. The OOW alerted the Master, who came to the bridge immediately. About 45 seconds later, with the submarine's periscope passing close to starboard at about 6 knots, the ferry was brought to a steady heading.

As it turned out, the submarine's command team had made several errors that each contributed to the close quarters situation. The approach speed of the ferry was under-estimated (taken as 15 knots instead of 21) and the ferry's range was overestimated. Both of these errors contributed to another critical error on the part the submarine's command team to remain at periscope depth instead of deep diving out of harm's way.

Points to learn:

- This close call illustrates the importance of keeping a sharp lookout. Had the ferry's lookout not spotted the periscope, a high speed collision with the submarine was a distinct possibility.
- Turning to port to avoid a collision with another vessel on your port side is usually not the best choice of manoeuvres but given the speed of closure between the two vessels in this instance (27 kts), their respective positions and the good visibility, it proved to be the right one.





Tug order MIX-UP

An excerpt from the MARS Report No. 340, February 2021, as edited from TSB (Canada) report M19P0020

A container vessel was inbound to berth under pilotage in the early morning, in darkness and light winds. Two tugs were secured fore and aft on the port side well before arrival. As a memory aid, the pilot had the tugs positioned alphabetically along the vessel's port side, securing 'F' tug forward and 'H' tug aft. The pilot was conning the vessel from the starboard side of the bridge and was gradually reducing speed.

The approach to the berth was as expected for a very large and wide vessel; nearly parallel to the dock at about 10 metres off with a speed of approximately 1.3 knots. There were no significant effects from the ebb tide. With approximately 200 metres to advance, the pilot ordered the engines dead slow astern in order to reduce speed to less than one knot.

In anticipation of the stern moving towards the berth due to the astern engine order, the pilot in error requested 'F' tug (forward) to back up on the line and take up the strain.

As tension came on the line, the vessel's stern started moving towards the berth. The pilot ordered 'F' tug to increase power to maximum and 'H' tug (aft) to push maximum. This error in tug orders resulted in the vessel's stern pivoting rapidly toward the berth, the exact opposite of the intended action.

The Master attempted to alert the pilot to what was going on. At the same time, the pilot ordered the bow thrusters full to starboard, the engines dead slow ahead, and the helm hard to starboard. However, with the tugs still operating at maximum power in the wrong direction there could be no stopping the pivot. With the vessel now at an angle of about 10° with the berth, the flared stern struck the quay and made contact with one of the shore cranes which collapsed inwards toward the terminal, the boom falling onto the vessel.

Although ultimately the collision was caused by human error, the investigation also found that there has been an increase in the size of container vessels berthing at the port over the last decade, and no corresponding upgrades to the terminal such as more appropriate fenders.

Points to learn:

- If effective bridge resource management (BRM) is not maintained by bridge teams, including pilots and tug Masters, there is a risk that errors will go uncorrected and cause unwanted consequences.
- Some port infrastructure has not kept up with increases in vessel size and mariners should be aware of these inconsistencies.

MARS Editor's note:

- In this incident, the pilot actually made an effort to avoid tug order mix-up by assigning them alphabetically forward to aft, yet he nonetheless committed the very error he was trying to avoid. The bigger question would appear to be why hasn't the industry adopted the simple method of addressing 'forward tug' and 'aft tug' during manoeuvres? Not only would this nearly eliminate tug order error, it would also have the advantage of allowing the bridge team to better visualise and understand the movements and help correct if necessary (i.e. effective BRM), provided the tug orders are given in English.





Crew Management now signatory of the NEPTUNE DECLARATION

ASP has become a signatory of the Neptune Declaration on Seafarer Wellbeing and Crew Change. This is a worldwide call to action to end the unprecedented crew change crisis caused by COVID-19.

More than 650 companies and organizations recognize that they have a shared responsibility based on their roles across the entire maritime value chain, and beyond, to ensure that the crew change crisis is resolved as soon as possible. The Neptune Declaration on Seafarer Wellbeing and Crew Change defines four main actions to facilitate crew changes and keep global supply chains functioning:



- Recognize seafarers as key workers and give them priority access to COVID-19 vaccines,
- Establish and implement gold standard health protocols based on existing best practice,
- Increase collaboration between ship operators and charterers to facilitate crew changes,
- Ensure air connectivity between key maritime hubs for seafarers.

Biography: DEVIBALA RATHINAKUMAR

Born into an army family, joining defence was Devibala's family's first choice. She chose merchant Navy, trying to choose something different & challenging, didn't regret it back in 2017 when she first stepped onto the gangway as trainee marine engineer and hasn't turned back since.



Everybody thinks that the principal challenges facing women seafarers is gender discrimination, but there is more to it with constant judgement for their choices, discouragement irrespective of capabilities, not to mention the conventional mentality. Devibala has had to work twice as hard as men to prove her worth, to earn their respect.

“Though there is a long way for me to go, the transition from college life to being a seafarer on-board is always tough. I owe it to my dream of four stripe epaulettes on my shoulders and the senior crew members who pushed me each time when I wanted to give up. They helped to keep me calm and guided me through the process.”

ASP Ukraine 15 YEARS ANNIVERSARY

2020 was special for ASP Crew Management Services Ukraine: they celebrated 15 years of practice in Ukraine. In 2005, ASP Crew Management Services established its first branch in Eastern Europe.

The team has worked consistently this whole time to achieve the ASP fundamental goal – becoming the Standard of quality and excellent reputation in the market, and to correspond to the mission statement: “Quality Crews Worldwide!”

During the 15 years ASPCM Ukraine has employed more than 4,100 seafarers to various types of vessels and meet and exceed client expectations by providing a dynamic Crew Management service that is reliable and cost effective. The main advantages are client-oriented line of conduct and close-knit personnel: **One Team - One Win!**

Open-minded young staff, led and inspired by Capt Peter Pashegor, held a celebration in a warm and friendly atmosphere. ASP Ships Group congratulates Capt Pashegor and his team on this 15th anniversary.



From left: Crewing Manager Anastasiia Zlobenko, Managing Director Capt Peter Pashegor, Crewing Manager Assistant Marina Supotian, Senior Crewing Manager Aleksandr Tayunov, Crewing Manager Maya Golubeva and Recruitment Team Andrii Kliuiev.

OLDENDORFF CARRIERS TURNS 100 YEARS



In 1921, Egon Oldendorff (EO) started a unique legacy in a small Hamburg shipping business. Only four years later, the company moved to Luebeck and began a lucrative liner trade in the Baltic Sea.

Fast forward and by the time the company celebrated its 50th anniversary, they were operating 33 ships as Germany's largest bulk shipowner. In 1980, 23 year old Henning Oldendorff became the CEO and the company began to expand and diversify.

A few years later, Concept Bulk Carriers was acquired and Peter Twiss, the current CEO, joined the company. Both organisations merged in 2001 to become Oldendorff Carriers. This brought together two different methods of shipping, operating and ship-owning which proved to be a winning combination.

The late 90's and early 2000's was a time of significant global expansion and fleet growth. Bottom-up management was introduced, a system that still predominates in their business today.

This year, 2021 sees Oldendorff Carriers celebrate its centenary as one of the largest shipowners and operators in the world. With some 750 chartered and owned vessels at any one time, 4,500 employees from over 60 countries, 20 offices worldwide, 330 million tonnes of cargo annually and USD 5 billion in annual turnover.



Oldendorff believe their people, over 4,500 employees, are their greatest asset and that the reason successful companies like this last so long is because they keep their customers front and centre. As a maritime transportation business, Oldendorff Carriers is all about customer service.

ASP Ukraine OLDENDORFF CADETS

Oldendorff Carriers' Cadet programme via ASP Ukraine is in full swing. Six cadets from the National University 'Odessa Maritime Academy' have been selected. The Cadet Training Folders received by the candidates shall accompany them on their way to become duty officers in Oldendorff Carriers' Fleet. Good luck to all of them, and safe sailing!

YOUR CAREER STARTS HERE



10 YEAR milestones reached at Mariner

MARINER TRAVEL



Both Mariner General Manager, Aaron Watts and Operations Manager Jessica Trinh have reached their 10 years of service mark at Mariner Travel.

Aaron commented **"Both Jessica and I have worked through the highs and lows of the travel environment over the past 10 years starting with the aftermath Global Financial Crisis to various natural disasters such as the Ash Cloud events in Europe and Indonesia and of course the worst of them all the current COVID-19 Pandemic."**

We have also seen many changes in the way we book travel with technology playing a major part in the changing landscape.

Consolidation in the industry has seen airlines and other competitors come and go as well. Throughout all of this though Aaron praises Jessica for adapting to the changes and ensuring clients are serviced with the professionalism and standards they expect.

"After 10 years working together Jessica and I can finish each other's sentences and read each other's minds" Aaron said.

Congratulations to both Aaron and Jessica on achieving their 10 Year milestone.

Mariner signs 2 new corporate clients during Pandemic



Mariner Travel Australia has welcomed two new corporate clients during the pandemic proving that Mariner is open for business and companies are ready to travel once restrictions are eased.

Flow Power joined Mariner in November 2020 with the company empowering Australian businesses to unlock value from the wholesale energy market. From retailing electricity, to providing the latest technology and expert advice, they partner with businesses to reshape how they manage energy.

Flow Power is investing heavily in various renewable energy projects across Australia and recently welcomed a new Canadian Pension Fund as a major investor to fund even more projects in the future.



SeaRoad joined Mariner in February 2021 and operates daily freight ferries between Melbourne and Devonport. Their sea freight services include the transportation of containers, trailers, refrigerated units, cars and other mobile equipment on their RoRo vessels; *Mersey II* and *Liekut*.

Mariner has been engaged to book all crew travel as well as all head office corporate travel.

Mariner GM Aaron Watts told *ASPECTS* **"Having Flow Power and SeaRoad come aboard shows great confidence in Mariner's corporate travel offering but also our ability to remain operational throughout the pandemic."**

Aaron added "Many businesses have reviewed their travel provider over the past year and are looking for a reliable cost-efficient alternative that has proven they can navigate their way through the various rules and restrictions the global pandemic as brought to the traveller."





COVID-19 has changed Crew Travel forever

Moving crew has always been a challenge but the past 12 months in a COVID world has seen the rules re-written and it is only the beginning.

Information finding/sharing has been the biggest obstacle to moving crew throughout the pandemic with the world being reactionary and hence rules and regulations changing on a daily basis.

At the start of the pandemic 12 months ago, most ship owners kept their crews on-board in the hope that the unknown virus would simply pass. As the weeks turned into months and the full extent of the global pandemic was coming into realisation a Plan B had to be put into place to start getting crew changes done.

For our part at Mariner Travel, the normal process of getting the crew change request and sending back multiple options was now not so easy or even possible. Government's around the world were closing borders and restricting movement and cancelling visas, airlines and even airports had put in their own restrictions on who could travel or transit and when.

Was there a central point you could find out all this information – NO, so we were having to rely on various Government or airline websites for the up-to-date information, many which were not being updated quick enough with the ever changing rules. But we made it work and ensured all crew changes were successfully done, it was not without some hiccups along the way.

Airports not allowing transit passengers has probably been the hardest thing to navigate as it cut out 80% of the options that would have been available pre-pandemic.

The Middle Eastern carriers Qatar and Emirates have been the workhorses throughout the pandemic and the shipping industry has relied heavily on both to get crew changes down. Navigating the routings with these limited airline options has seen us book itineraries that would have been unthinkable in past: Flying from Singapore to Doha to get back to Manila has been common, as well as flying Indian crew via Europe to get to SE Asia ports.

We had one incident over the Christmas period where a Fijian crew member flying from Oman back to Fiji was left stranded at London Heathrow for 2 weeks due to a cyclone in Fiji cancelling the one flight a week. After arranging the various emergency visas for him we had to sit and wait for the next opportunity to get him home.

2021 has come and mass vaccinations have started being rolled out giving us all a renewed sense of optimism however this has been short lived as instead we have been met with various mutant strains of the virus around the world and even stricter restrictions put in place on travel.

The hope of unrestricted international travel this year is looking unlikely and while many airlines are not flying they are all working behind the scenes on how to do business in a post-COVID world.

IATA, the peak aviation industry body is working on so called digital COVID Vaccination passports with various airline and government stakeholders that will give a traveller a green light to board a plane. It seems simple enough in theory but is a minefield of linking in the correct restriction information at the time of travel.

There is also already debate over whether countries will only allow travellers with an approved vaccination permission to enter. If this is indeed the case, it will have huge implications for the shipping industry as the bulk of the crew coming out of the developing countries are not going to be given a Pfizer vaccine. They will most likely be given the cheaper, unproven vaccines coming out of China or Russia. Try navigating a crew change if they are not allowed to travel or transit through most of the developed world.

Both the travel and shipping industries are very resilient, we will eventually all adapt to the new ways post-COVID and in a landscape that is still too early to predict, but let's hope there will be lessons learned from the past year.

by Aaron Watts



Artistic way to say THANKYOU

The Industry partners have been working closely with The Maritime Port Authority of Singapore (MPA) to overcome COVID-19 challenges. As a show of appreciation to seafarers and maritime frontline workers for their contributions in keeping supply chains going during COVID-19, MPA has been working with PSA and Jurong Port to commission a local artist to work on two 4m x 2m wall murals at the terminals. The wall murals and videos aim to highlight the vital role seafarers and maritime frontline workers play in keeping the port open.

The project started in late January 2021. To encourage middle managers to say thank you to frontline workers, community painting days were set aside from 12-15 March at PSA Singapore and from 23-25 March at Jurong Port. During these days, middle managers took turns to paint part of the mural to express their appreciation to frontline workers.

On behalf of the Mission to Seafarers Singapore, Vitalii Chaika ASP Group Crewing Director, Hon Secretary MtSS joined the Senior Minister of State for Transport and Foreign Affairs, Mr Chee Hong Tat, together with senior representatives from Maritime and Port Authority of Singapore (MPA), Singapore Maritime Officers' Union and PSA to paint wall mural art at PSA Pasir Panjang Terminal.



From left: First row; Mr Gwee Guo Duan – Asst Gen Sec SMOU, Ms Quah Ley Hoon – CE, MPA, SMS Mr Chee Hong, Mr Jaxton Su – Mural Artist. Second row; Mr Adrian Sim – AVP (PPT5), Mr Vitalii Chaika – ASP Group Crewing Director, MtSS Hon Secretary and Mr Jeffrey Sim – Head Corp.

ASP PHOTOGRAPHIC COMPETITION



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

WINNER ►

Congratulations and \$500 USD goes to **Corey Russell (IR)** on-board *RTM Wakmatha* for his photo which was shown in our July 2020 edition.



▲ Recent entry by Surya Kumar K.E., 3rd Officer, *Sichem Hong Kong*.



▲ Recent entry by Capt Kuldeep Singh Yadav, Singapore office



Dr Robert (Uncle Bob) Anderson Award 2020

VICKI MORTA

With much gratitude and kind appreciation, I would like to thank Capt. Robert Walker, and ASP Ships Group for making it possible for me to receive and recognise my humble award.

“This to me at first, was not to make a big statement or projection about my achievement, but later on thought; perhaps this would be an encouragement to the young Indigenous Australian community, especially to the young girls. If I can achieve this, SO CAN YOU.”

Dedication and focus, no matter what personal issues one may face, it is, one’s own journey that steps one towards a Destination, i.e., fulfilment and pride in one’s self.

My journey continues from a young age; since 2008. My career goals commenced at AMC College, Beauty Point, Tasmania, followed by on-board Training (T.I.R.) on *SS River Embley* and *SS Boyne*, (steamers) to *RTM Wakmatha* (motor ship), henceforth, on completion of much dedicated Tag books and training in 2011, ASP Ship Management Group made me their Permanent Employee. Yippee!

Sailing around the Australian coast and overseas gave me local and global experience where the horizon had no limits for me and to date, still strive to improve with every challenge that comes my way.

I pushed the experience and knowledge I had gained and in less than 10 years became the Maritime Union of Australia’s (MUA) First Female Indigenous CIR/Bosun, to the appreciation of all on-board *RTM Weipa*, under the commands of Capt Michael Jefferies and Capt David Dias.



Later, I volunteered for the new role and experience of being Operational Caterer. This gave me another opportunity to bring smiles to all the crew, who, after hard work visited the most important Station; the Bain Marie!

In 2020, everyone has been challenged by the COVID-19 pandemic. In a year of much uncertainty, being positive, I took the opportunity given to me to speak at the MUA National Conference and in December I was given a prestigious Award from the Queensland Council of Unions. This award is dedicated to an Aboriginal or Torres Strait Islander who has made an outstanding contribution to the Union over the past 12 months.

To all other young people who aspire to similar goals, this fast career advancement is achievable with the right attitude and constant positivity in oneself. I am not saying it is a “sea breeze” but it’s certainly achievable.

Thank you, Vicki Marie Morta; 2008 TIR-CIR-Operational Caterer 2021 **Life is good... WEAR A SMILE EVERYDAY!**



JARIN CHOWDHURY – Cadet Award

Congratulations to Ms. Jarin Chowdhury, Engineering Cadet at ASP Ships Group who has won this year’s The Mission to Seafarers Cadet Award which recognises the Cadet or Trainee who has made a significant contribution to seafarers’ welfare at sea or ashore.

Engineering Cadet Jarin Chowdhury is a pioneer cadet from Bangladesh on foreign flagged ships. As the first female cadet from Bangladesh, she is an exceptional example of inspiration and achievement for the marine community especially for the female mariners.

Beyond her duties and study, Jarin frequently visits Bangladesh Marine Academy to motivate and counsel junior upcoming female seafarers. She was formally appointed as a mentor for junior cadets of Bangladesh Marine Academy in 2018.

She has produced a research paper during her academics on “Renewable energy: An alternative option for merchant ships” which was accepted by the American Scientific Research Journal for Engineering, Technology and Sciences (ASRJETS). From January 2018, Jarin has been associated with the green ship recycling industry with her personal initiatives and takes part in various ship recycling and ship scrapping activities.

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Anastasiia Makukha marries

The 2020 year was a hard year for everyone but this is not a story about the crisis, it is a story about love and devotion.

ASP Ukraine colleague Anastasiia Makukha and her husband 3rd Engineer on a Container ship – Roman Zlobenko celebrated their marriage on the 8th of August this year.

Anastasiia joined ASP Crew Management Ukraine as a Crew Manager on the 1st of August 2018 and continues her development within the Company. She has worked for a number of years in Maritime Agency Service as a Crew Manager Assistant/Crew Manager.

In 2015, she met her husband in the office during the hiring process for one of the company's vessels who was applying as an Oiler.



“I remember our eye contact and his embarrassment when he saw me and I asked him to pass the English test, of course he failed it the first time” – smiles Anastasiia – “but in a few days he came again and passed the test successfully, I was really amazed at his results for such a short period.”

The ASP Ships Group board and staff congratulate the couple and wish them many years of health and happiness.

Vitalii Chaika – Outrigger

ASP Ships Group encourage and support a healthy lifestyle of its employees. We are proud of Andro Besich, Marine Logistics Manager of Silver Fern Shipping Limited, Vitalii Chaika, ASP Ship Group Crewing Director and Adrian Whatley, ASP Ships Group Commercial & Finance Director who actively participate in marathons and ultra-marathons worldwide. Unfortunately, recent restrictions on travel during the pandemic have put on hold some plans on international events, but our athletes never give up.

Vitalii, who is also a member of the Outrigger Kayak team of American Dragons Singapore, has bumped into *Sichem Beijing* of Team Tankers International under the management of ASP. The vessel was at anchorage and appeared as a nice surprise for Vitalii while he was doing some morning training.



Relyn Lino

Ms Relyn Lino joined the team at ASP Crew Management Singapore as Head of Operations on 7th December 2020.

Relyn started her crewing career in 2006 when she moved to Singapore. She has worked with Teekay Shipping, BP Shipping and Thome Ship Management before joining ASP.

Prior to coming to Singapore, she has worked with PTC and TK Philippines in various Departments like Training, HR group, IT, Claims and Accounts.

Relyn is a BA Economics Degree graduate and obtained her Post-Grad Diploma in Maritime Executive Management with the World Maritime University in 2019.



William Borcoski

Will joined ASP in July 2020 as a Business Analyst based in the Melbourne Office after graduating University. He studied Economics at Monash University and received a Bachelor of Commerce in June 2020.

Prior to joining ASP, Will worked at Bunnings Warehouse in the Landscaping department and enjoys playing local Australian Rules Football and camping when he finds any spare time.



Mitchel Ellicot

Mitchell was seconded to the Gladstone Office in April of this year as Marine Standards officer where amongst other things he has been engaged in auditing, implementing safety initiatives, CRM implementation and COVID Safety Protocols.

Coming off the *RTM Twarra* as Second Officer, Mitchell has moved from Melbourne to join the team in the Gladstone Office. Born in Sydney and raised in rural Victoria where he completed high school before joining ASP as a cadet in 2011 on the BP Tanker *British Fidelity*. As a cadet, Mitchell served on various vessels including the *British Loyalty*, *S.S River Boyne*, *M.V Portland* as well as the RTM Fleet.





CEO visit to *Kokako* in Wellington

David Borcoski took the opportunity to conduct a Leadership visit on-board *Kokako* whilst berthed in Wellington recently. David was visiting New Zealand for various business meetings for the first time since lock-down due to COVID protocols, including a visit to the bunker vessel *Korimako* in Tauranga (see main story).

Whilst on-board *Kokako* he was available to speak to the crew and express his sincere appreciation for all the resilience shown during the difficult COVID times and continuing to operate without interruption or down time.

“With the travel restrictions currently lifted between Australia and New Zealand I did not hesitate to plan a visit to our operations in New Zealand” said David.



With David L to R:
Chief officer Marc-Antony Maroc, Master Pavan Mehta, Ship Manager Chandimal Jayathilaka and Chief Engineer Laksiri Ranasinghe.



With David L to R:
SFSL General Manager Keith Brown, Master Pavan Mehta, Ship Manager Chandimal Jayathilaka, Chief Engineer Laksiri Ranasinghe.



Tim Asome – Racer

As a lifelong motorsport fan, driving a car on a race track was never going to be a big step for Tim Asome, General Manager of ASP Ship Management in Melbourne. When he acquired his Porsche Cayman 718 the only way to discover the car’s true potential was to venture out to the track and as such Tim joined the Porsche Club of Victoria.

Since then he has very much enjoyed learning the various pathways into motorsport and now drives his car in the competition sprint events held by the Club at various closed circuit tracks throughout the year.

Primarily though, just like our line of work, safety is given the highest priority. His car is fitted with a certified race seat, harness and all the electronic safety aids are enabled. The car is prepared, and safety checked prior to each event and his helmet, Hans device and fire rated race suit are all maintained to the highest level.

Tim said; **“Whilst driving on a race track is not everyone’s idea of unwinding, for me I find it a good way to keep focused, enthused and goal set.”**



Hayley Duncan

Hayley has recently joined the Management team in Melbourne as HSSEQA Officer. Prior to joining ASP, Hayley was working as an Occupational Health Advisor with pharmaceutical manufacturing company CSL Behring.

Hayley has previous experience in the shipping industry, working with Toll Shipping as the Regional Injury Management Advisor. Hayley is an Exercise Physiologist by background with a Grad. Diploma in Exercise Rehabilitation, working in the clinical setting for 8 years and then transitioning to the occupational rehabilitation setting thereafter.

In her spare time, she enjoys sporting activities including rowing, tennis and spending time with her family and friends.

Amy Hallett

Amy joined the Fleet Personnel Team in Melbourne in May. Prior to joining ASP, Amy had worked in the travel industry for seven years across numerous roles from Tour Guide in Europe, sales in Western Australia and most recently as a Territory Manager in Melbourne looking after a team of sales executives.

Originally from Perth, Western Australia, Amy loves the beach and cuddles with her puppy Sunny.





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-  **Crew Management Offices**
-  **Mariner Travel Offices**

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