ASPECTS

HOUSE JOURNAL OF THE ASP SHIPS GROUP

ISSUE: **May 2022**

ASP SHIPS GROUP
WE MANAGE SHIPS SAFELY

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From the desk of

David Borcoski
Group Managing Director & CEO

I mentioned in the last edition that together we will pull through and as this year unfolds, I believe that we are achieving this with a tremendous team effort afloat and ashore as we continue in our work serving our Clients and keeping the ships and cargoes moving safely.

Thinking positively, I believe we are on the other side of the pandemic challenge and see that travel movement restrictions are easing and the increase in vaccinations for seafarers has allowed more freedom to operate at near normal conditions – I hope I am not speaking too soon.

We have some interesting stories to share in this edition covering existing and new clients and I hope you will find them interesting.

We also have to share some sad news with the passing of our dear friend and colleague Capt Peter Pashagor, MD of ASP CMS Ukraine, we will all miss him dearly.

And talking of Ukraine we continue to support our team in Odessa and our seafarers affected by the current conflict with Russia.

Thank you all for your hard work and please keep sending us your stories to share.

Enjoy the read!

ASPECTS

House Journal of the ASP Ships Group

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PDF versions also available at **www.aspships.com**
FLIPBOOK versions at **www.flipsnack.com/aspships**

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Cover Image:

Sandro during one of the many visits to Singapore

Image:
Capt Kuldeep Yadav

ASP SHIPS excels in environmental reporting

ASP Ships Group excel in environmental reporting with DNV GL and Storm Geo services, powered by Veracity

Increasingly stringent requirements for reporting on emissions from vessels set new demands on shipowners, managers and operators. Global marine services provider, ASP Ships Group, wanted to streamline the reporting and be confident in its correctness. Using a combination of DNV GL's MRV/DCS reporting service and Storm Geo's Eco Insight – both powered by Veracity – ASP Ships Group has succeeded in their goal.

Since 2018, vessels entering US or EU waters must report on CO_2 and GHG emissions, respectively. The reporting mechanisms are the US-DCS and EU-MRV reporting. To assist companies in complying with the regulations in an efficient manner, DNV GL has established an online monitoring plan template and electronic reporting forms. Both can be picked up at the Veracity Marketplace for free.

EU MRV and IMO DCS reporting made easy

When the plans are ready, they need to be verified by an independent third-party and DNV GL has the authority to verify both IMO-DCS and the EU-MRV reporting.

> Capt Denzil D'Souza, General Manager, said:
>
> **"It has been very smooth sailing for us to have our fleet EU MRV and IMO DCS verification made by DNV GL. In the interactive portal, we can immediately check any missing or incorrect data in order to expedite the verification. It has also given us a very easy way to provide ship SEEMP II and MRV monitoring plan by just inputting the necessary ship details."**

By using DNG GL's MRV monitoring plan guide, ship owners and managers do not need to design and prepare their own template. All they must do is upload the IMO numbers of their vessels. The system then automatically pulls the relevant information from publicly available databases.

To further streamline the process, data from already prepared monitoring plans can be copied from one ship to another to significantly reduce manual input. This allows a fast and easy preparation of monitoring plans.

Eco Insight and Navigator Insight

ASP is also using Eco Insight and Navigator Insight, two Storm Geo products that move ship-to-shore reporting into a modern and user-friendly digital environment. By using a combination of DNV GL's MRV/DCS reporting and Storm Geo's Eco Insight, ASP Ship Management can have their data fed directly from Eco Insight to the MRV/DCS reporting.

> **'Both ECO Insight and Navigator Insight have played a large role in optimizing the performance of our ships and streamlining our MRV and DCS data processing. The system has instilled confidence that our vessel data will be submitted regularly and correctly,"** says Capt D'Souza.

Both the MRV/DCS reporting and the Eco Insight are found on the Veracity marketplace, allowing for seamless integration of verified data.

RTM TWARRA
crew awarded

We were very pleased to receive the news from the Marine and Ports Authority (MPA), that the rescue efforts of the *RTM Twarra* team, (reported in *ASPects* May 2021) were selected for the MPA award **"Outstanding Contribution to Search and Rescue Efforts in 2020"** announced during the International Safety@Sea Awards 2021 ceremony on 30th August.

Each member of the team received a letter from MPA in recognition of their efforts and Rio Tinto also presented individual plaques to each individual to mark appreciation for their efforts.

Rio Tinto's Ritesh Chawla presents a plaque to Master Cary Humphrey.

TOYOFUJI SHIPPING
support for Odessa office

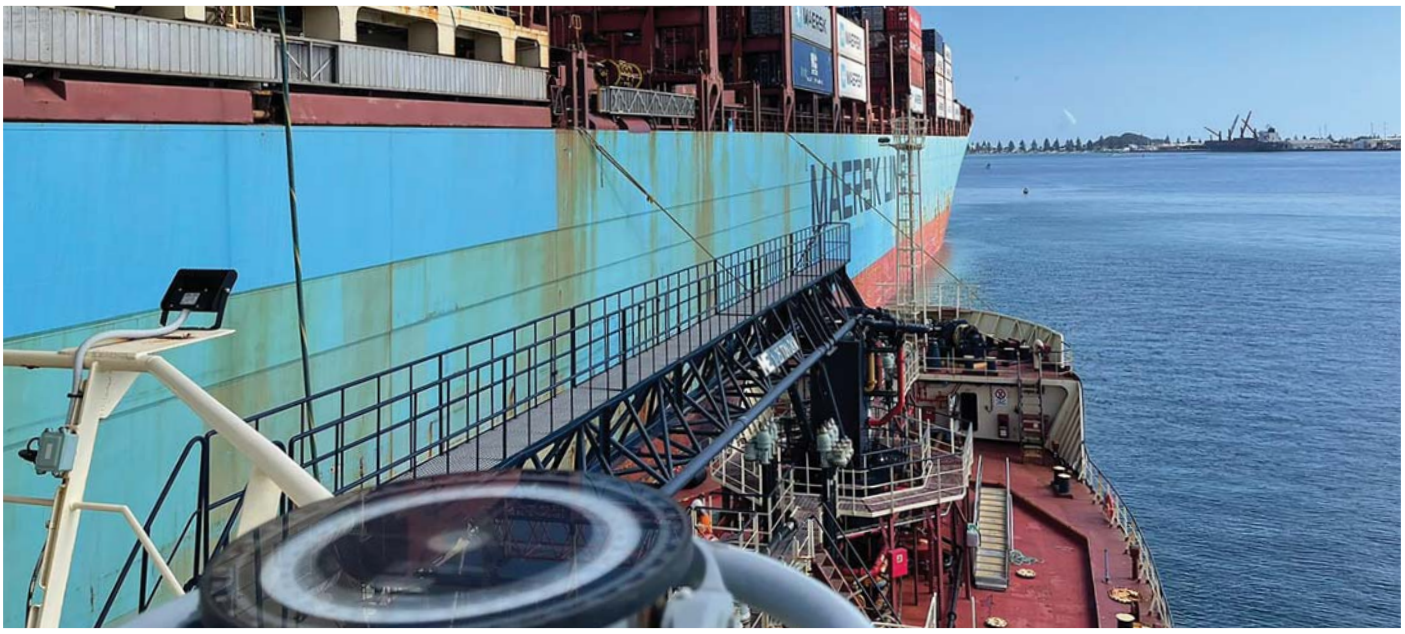
The Russian invasion of Ukraine has affected many seafarers both at sea and ashore and we continue to provide support where we can in the hope that peace returns to their countries and their lives will return to normal.

The ASP Crew Management office in Odessa continues, as far as possible, with 'business as usual' and are sincerely appreciative of all support being received. One example of support for the Odessa office staff and seafarers on-board *Sea Cruiser II* was received from Owners Toyofuji Shipping Company.

ASP CM Odessa General Manager Aleksandr Tayunov said **"We would like to express our sincere gratitude to Toyofuji Shipping Co., Ltd for your help, donation and every support to the crew, their families, and our office staff in such a difficult time to Ukraine. Your support means a lot to us and to all involved. Hope this war ends soon and we'll back to normal life. We stand for peace."**

KORIMAKO bunkering *SKAGEN MAERSK*

The *Korimako* continues to remain busy supplying bunkers to vessels calling at Tauranga Port in New Zealand. In November 2021, the largest container vessel to visit any port in New Zealand arrived in Tauranga and the *Korimako* delivered 200 MT diesel bunkers. The Danish Flag vessel is 347m LOA and deadweight 110,387 MT with a carry capacity of 8,000 TEUs.



X-PRESS KAVERI under vessel management

We took over the management of the newest lady in our fleet, at Manila on the 19th October 2021.

The *X-Press Kaveri* arrived at Singapore after completing her scheduled port calls at Shanghai, Ningbo and Shekou. *(See inset photo)* this was a perfect opportunity for the DPA Capt Kuldeep Singh *(on the left)* and SM Aminur Rahman *(on the right)* to be on-board and to introduce themselves to the crew.

Ship Details

NAME:	X-Press Kaveri	**BUILT:**	2008	**DWT:**	21,438	**CLASS:**	ABS
TYPE:	Container	**GT:**	17,280	**FLAG:**	Singapore		

ABSOLUTE 1 busy in Fremantle

Absolute 1 continues to be busy delivering fuel to various vessels in the port of Fremantle, WA. In August 2021 she was engaged to supply fuel to the naval support vessel managed by ASP, HMAS *Sirius*, whilst stationed in the port.

ABSOLUTE 1 Bio Fuel trial delivery

In January we were pleased to be involved in the first bio fuel delivery that BP had arranged for one of its customer vessels calling at Fremantle in Western Australia.

As this was the very first delivery of Biofuel in the port it was seen as a trial to ensure all components of the project were successful.

The 270MT bio fuel blend being ordered consisted of 20% UCOME (Used Cooking Oil Methyl Ester) and 80% VLSFO.

The UCOME was loaded into one tank ex truck at the wharf and then the VLSFO was blended into the UCOME from another tank on-board.

The blending passed all quality analysis and the delivery finally went ahead without any problems.

Both BP and the receiving client were pleased with the results, and we look forward to providing further biofuel requirements in the future.

LEFT: Preparing to connect the delivery hose.

BELOW: UCOME tanker truck arriving.

BELOW: UCOME pumping station.

DR JULIE JANSSENS:
hydrochemist of the high seas

CSIRO Marine National Facility

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.

Edited from CSIROscope Blog • By **Matt Marrison** • 14 September 2021 • Original FULL blog: **https://blog.csiro.au/researching-hydrochemistry-sea**
Image: Robert French/Museums Victoria

Dr Julie Janssens is sailing far and wide to support research that helps us better understand our oceans.

For Dr Julie Janssens, being a sea-faring scientist wasn't always top of her list of dream jobs. However, Julie has now spent a total of over a year at sea on various research vessels doing just that.

Julie's journey to high seas scientist

Julie originally graduated with a Masters in bio-engineering from Brussels, Belgium. She then completed a PhD in Antarctic sea ice at the Institute for Marine and Antarctic Studies (IMAS).

"During my PhD I got super lucky, and I went to Antarctica by boat a few times," Julie said.

"The first time was part of my PhD. I was sampling the sea ice, brine and seawater for biogeochemical and trace metal analysis.

"These were big sea ice voyages. I will never forget the magic of seeing my first penguins, first ice bergs, first whale, aurora and pancake ice, and bigger ice floe. From there, I was hooked," she said.

Julie is now a senior hydrochemist with CSIRO's specialist Engineering and Technology team that support the CSIRO Marine National Facility (MNF), operator of research vessel (RV) *Investigator*. Hydrochemistry – study of the chemical composition of natural waters – is just one group in this team. The team offers world-leading expertise to deliver technical and operational solutions for the marine community, including our researchers.

Julie is living the marine scientist dream, sharing her time on shore and at sea. She works in the Hydrochemistry Lab on-board *Investigator*, studying the ocean as part of wider research programs.

Hydrochemistry 101

Hydrochemistry is study of the chemical composition of natural waters. Three water parameters are vital in gaining a basic understanding of an ocean's movement, health and ecology. Julie and CSIRO's hydrochemistry team specialises in measuring all of these. Accurately and precisely.

First is salt. Or, more accurately, salinity – the amount of salt in seawater. Measuring salinity allows us to 'finger-print' and track water masses. Salinity also provides an insight into whether the oceans are becoming fresher or saltier as the climate changes.

Second is oxygen. Dissolved oxygen is a key measurement for understanding how well marine life can survive in the ocean. It plays a large role in fish health.

Third is nutrients. Often called the building blocks of life, nutrients are made up of dissolved inorganic macro nutrients. These nutrients are nitrate, nitrite, phosphate, silicate and ammonium. They are the primary food source for the ocean's smallest organisms, phytoplankton.

Accurate measurement of these nutrients in seawater provides biologists with important data of the food available in the ocean. It also indicates where the food is coming from. Julie and CSIRO's hydrochemistry team can accurately measure these parameters down to very, very low levels.

Sea to CTD

To collect sea water for analysis, hydrochemists use an instrument called a CTD. This is a fundamental tool for ocean science and has sensors that measure ocean conductivity (C), temperature (T) and depth (D).

The frame of the CTD also carries a rosette of bottles. The team uses these bottles (called Niskin bottles after their designer, Shale Niskin) to collect water samples from different depths in the ocean. The caps on the bottles are left open when the CTD is deployed. The caps are programmed to snap closed at specific depths to collect water samples for analysis.

CTDs can be deployed from *Investigator* to depths of 7,000m.

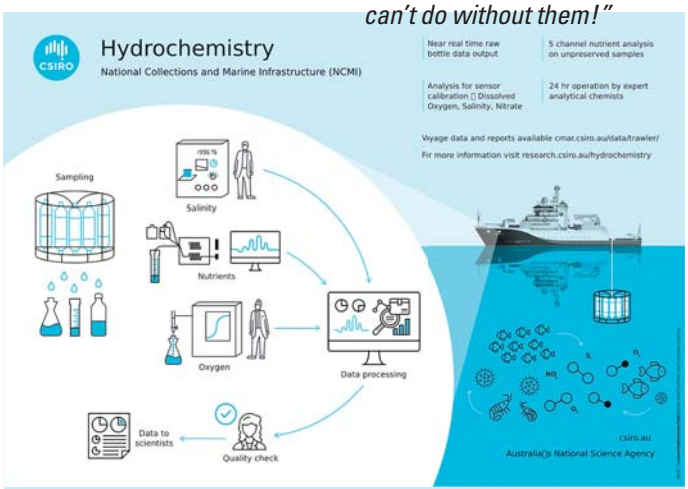
"As you might imagine, it's incredibly busy when the CTD comes back on-board. Any free hands are always welcome to don some gumboots and gloves and help us collect the samples," Julie said.

A sense of community

Julie says working on a research vessel at sea can be a very busy job. However, almost every day is rewarding and brings new experiences. Even after eight voyages on *Investigator*!

"I love meeting new people and learning new things from the voyage participants. On biodiversity surveys, I really enjoy the samples the scientists bring on-board. Some creatures are quite funny looking," Julie said. *"I also love experiencing the amazing community we form on long, remote voyages."*

Julie's tip for an indispensable luxury item on those long voyages? *"Belgian chocolate and my pillow. That's two things, but I swear I equally can't do without them!"*



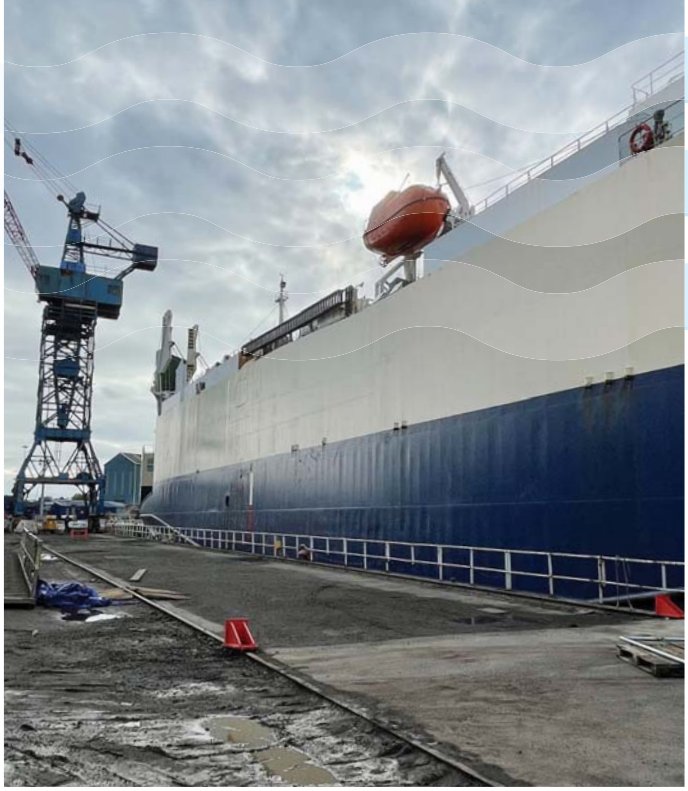
SEA CRUISER 2
drydock

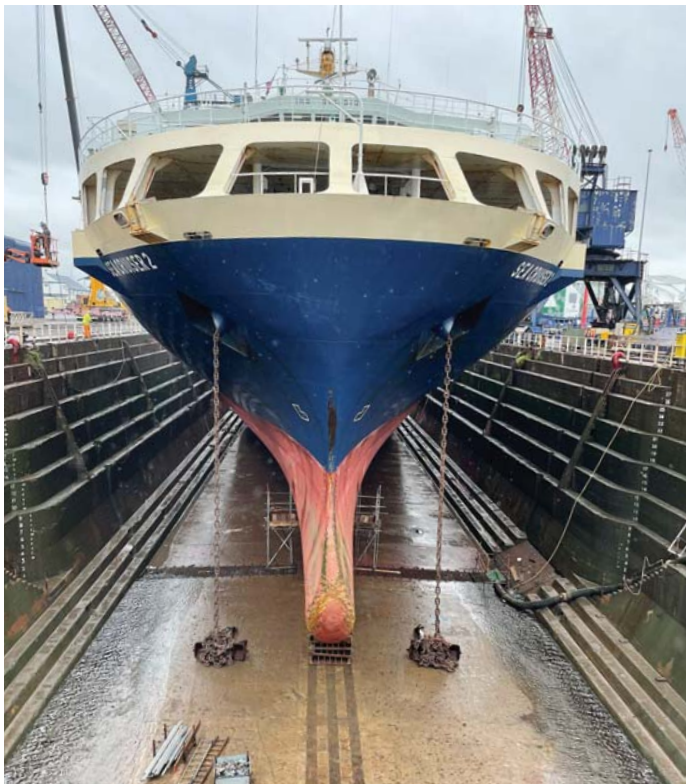
On completing the discharge of cars in Grimsby, UK, the *Sea Cruiser 2* proceeded to the A & P Tees Shipyard for drydocking to complete Intermediate Class Surveys and general repairs.

Prior to the docking a Teams meeting was held with the A & P docking team, pilots, the vessel and ship manager. To facilitate the lowering of the car ramps for checking and repairs, it was decided to dock the vessel stern first. The vessel entered the drydock midday 16th October on high water.

In addition to the Intermediate survey requirements, other repairs included:

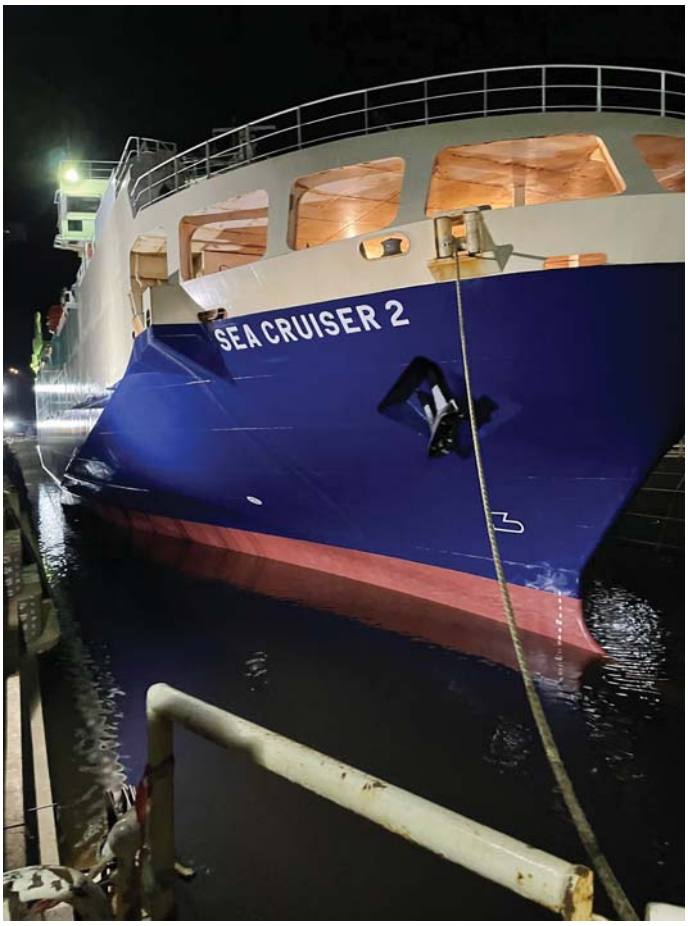
- Renewal of sections of steel in way of the vent fan casings and funnel plating, main and auxiliary engine routine maintenance,
- Renewal of external light fittings and repair of the ramp winch brake drums.
- A new Furuno ECDIS and speed log were also fitted at the docking.
- A new antifouling coating as applied and the blue topside was recoated.





- One new pilot door was fitted on the shipside port to improve embarkation and disembarkation of pilots.
- Glass floor panels were fitted on the bridge wing decks in order that the masters could more closely monitor the distance from shipside to dock side while transiting the lock at Grimsby.

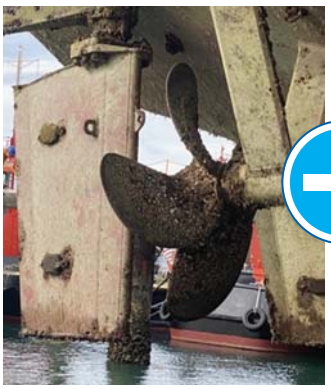
ASP UK General Manager Bob Urwin said **"The repairs and surveys went well. With good co-operation between the yard and crew, they were completed on schedule and the vessel proceeded to load as planned in Grimsby."**



KORIMAKO drydock

The *Korimako* went through dry docking and first Special Survey in January at the Titan Yard in Auckland. Titan Yard is not far away from Tauranga, so this helped to minimise the vessel's time out of operations.

Ship Manager, Chandimal Jayathilaka, and the ship team lead by the Master, Chris Alexandru, and Chief Engineer Aneri Kaitara, managed the specification list and General Manager, Keith Brown, was in attendance to oversee all operations. The ship was also visited by Taz Tawhara, Mobil Oil New Zealand Marine Fuels Sales Manager, whilst in dock to see progress and meet with the team.



STAFF NEWS

Vale Capt Peter Pashegor

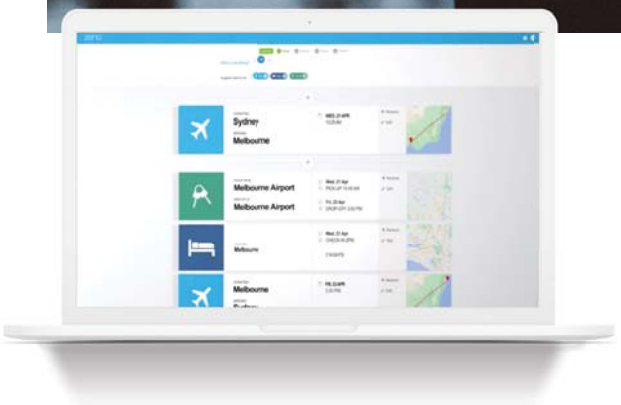
It is with deep sadness that we announce the death of the ASP CMS Ukraine Managing Director – Capt Peter Pashegor, who passed away on 10th April 2022.

Peter had suffered with a prolonged illness in recent months. We will miss him more than words can express and the Odessa team has suffered a terrible loss.

Capt Peter Pashegor served for 22 years on the passenger vessel *Maxim Gorkiy*, rising to Master. He then spent 5 years as Director of Acomarit Odessa until they were taken over by V.Ships. He joined ASP CM Ukraine as Managing Director in 2005 and remained with us the 17 years since.

> General Manager Aleksandr Tayunov said **"He was not just our Managing Director but our good mentor as well. He gave a lot of his time and attention to his work and he treated his employees with great respect. Capt Peter has a lot of friends who mourn with us."**

Mariner launches NEW CORPORATE ONLINE BOOKING TOOL



Mariner has launched its new Corporate Online Booking Tool (OBT) called Zeno powered by Serko.

After months of implementation Searoads was Mariner's first corporate client to go live in July 2021.

Unfortunately, shortly after Victoria and NSW were both plunged into COVID lockdowns and state borders were closed restricting the ability to travel.

Whilst disappointing Mariner GM Aaron Watts told *ASPECTS* **"In some respects it has been good as it has allowed us and our clients time to get used to using the new OBT and adjust any glitches with the system."**

Zeno is Serko's newest version of their OBT and was only launched into the market at the start of 2021 and includes a bookable phone app. Serko is the industry leader with online Corporate Booking solutions having two thirds of the Australasian corporate market.

The new OBT allows clients a single platform to book their flights, accommodation and car hire comparing all airlines (including low cost) against a corporate client's travel policy. The system allows seamless approval processes and uses cutting edge artificial intelligence (AI) features to remember traveller's preferences to speed up the booking process.

"Having the newest OBT in the market is a great addition not only for our existing clients but will be a key marketing tool for us to attract new corporate clients moving forward" Aaron said.

More of Mariner's corporate clients have and will move onto the platform over the course of 2022.

To see a demo of the new portal, go to the **newly updated Mariner Travel website** or go to: **https://serko.app.box.com/s/bivm2ck67pzq2a9v2atu4byoew278far**

CHECK OUT OUR NEW STREAMLINED WEBSITE @ marinertvl.com

Mariner joins AMEX Pay with Points Program with Travelpay

Mariner Travel Australia is excited to announce they can now accept AMEX Reward points as payment for invoices through their new payment portal partner Travelpay.

Mariner GM Aaron Watts advised **"We have a lot of clients that utilize AMEX cards to pay for their business and leisure travel so they can earn points and there has been a common gripe that they have been unable to utilize their points towards future travel bookings through Mariner."**

Our new partnership with Travelpay will now allow this to happen in a seamless way using our dedicated online payment portal.

For AMEX Pay with points you simply select AMEX as the payment method and then it will give you the option to use points to pay, it will also allow part points and card payments.

The new credit card payment portal will also allow clients to pay invoices directly online cutting out the need to either email or call to provide credit card details.

"Security of client's personal information is paramount and a requirement for us to be PCI compliant so the new platform ensures we will achieve this" Aaron said.

The new portal is now live for all Mariner Australia invoices.

ALLISION
with bridge support

Excerpt from MARS Report No 349, as edited from NTSB (USA) report

In the early morning hours, a pilot had embarked on a berthed container vessel and was tuning one of the radars prior to departure.

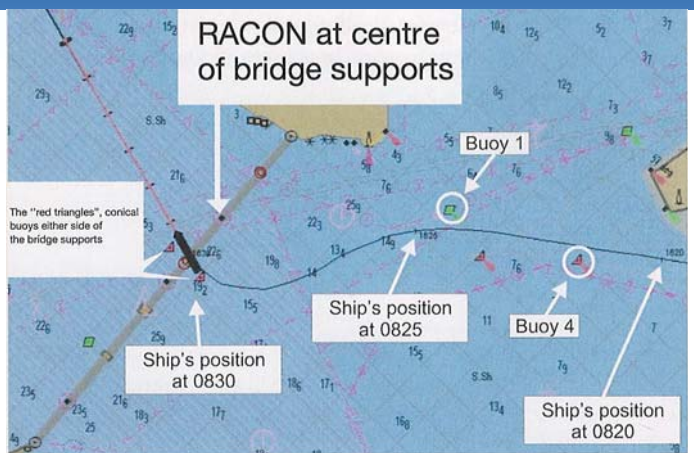
He was not satisfied with the results and told the Master that, due to the degraded visibility and the poor radar performance, the departure would probably be delayed. He continued to tune the radar with the assistance of the vessel's Master and OOW. He inquired via VHF radio to both harbour traffic control and other vessels as to the visibility further out in the harbour. From all reports it was very low at about 0.25 nm.

The pilot's plan to exit the harbour was to use parallel indexing to pass under the bridge and between two of the bridge supports. This was the main shipping channel and the supports were about 670 metres apart, a large gap that was not technically difficult to navigate and marked at mid-section with a radar beacon (RACON). However, the pilot did not inform the bridge team of his parallel index specifications. Neither did he request that his outbound courses, and specifically the course through the bridge supports, be put on the vessel's electronic chart. The crew had indicated an outbound course on the paper chart, but the pilot did not appear to have validated this. Neither the Master nor the OOW inquired about the pilot's navigation plan.

At the point of departure, with visibility still very poor, the Master commented "The fog is so heavy". The pilot seemed satisfied with the radar, and his response to the Master's comment was: "Single up if you want..." The Master agreed and departure was started. A tug was used to assist the stern away from the berth and then assigned to follow with slack line from the stern fairlead. By 08:06 the vessel was underway. At one point, the vessel's speed was increased from slow to half ahead at the pilot's request, giving a speed near 10 knots against a flood tidal current of about one knot.

A turn to port was initiated using 10° of port rudder. The vessel soon reached the Variable Range Marker (VRM) ring set at the distance for the parallel index course through the bridge supports. But the pilot seemed to think the radar image of the bridge was distorted, so he turned to the electronic chart. Looking at the screen, he asked the Master what the red triangles on the electronic chart represented. The Master responded "This is on the bridge". In fact, the red triangles were simply a representation of the two red conical buoys either side of the bridge support, a fact with which the pilot should have been familiar. Meanwhile, the helm was still 10° to port and the helmsman reminded the pilot of this fact. The pilot acknowledged the reminder and, some 40 seconds later, asked for midships.

Shortly afterwards, the pilot ordered 10° starboard rudder, then 20, and asked for full ahead. According to the Voyage Data Recorder (VDR) capture of the ship's radar display at this moment, the ship's heading was 241° (almost parallel with the bridge) and its course over ground was 255°. About this time, when the vessel was 0.3 nm from the bridge, a port VTS operator was concerned that the vessel was out of position to make an approach under the bridge. He called the



pilot, addressing him by his pilot designator name, 'Romeo' instead of the vessel's name, as was the practice in this port. When the VTS call came the pilot asked the helmsman to ease to 10° starboard. Once the conversation with VTS was finished, sorne 25 seconds later, the pilot requested starboard 20° helm once again. Pointing to a place on the electronic chart, the pilot asked the bridge crew 'This is the centre of the bridge, right?'The Master responded yes, and soon afterward the pilot requested hard starboard.

Over the next two minutes, the pilot gave rudder orders of hard starboard, mid-ships, starboard 20°, and hard starboard. At 08:29, the crew posted at the bow reported the bridge column close to port. About 10 seconds later, the pilot ordered the rudder midships and then hard port rudder. An allision was now inevitable and the pilot wanted to reduce the swing of the stern towards the bridge support.

The forward port side of the vessel struck the corner of the fendering system at the base of the bridge support at 08:30. The bridge support was unaffected due to the fendering and cement pier skirt but the vessel suffered a large gash. Fuel tanks were punctured, causing pollution. The vessel was subsequently brought to anchorage to allow time to assess the situation.

Points to learn:

- A shared plan where everyone on the bridge is working from the same basis means there is a chance of catching and correcting an error, if it happens.
- In this case, the Master had some reservations about the departure, as his comment to the pilot testifies ('the fog is so heavy'). But he did not question the pilot's impetus to leave. If you are in charge, take charge.

Note:

The official investigation found, among others, that the pilot suffered degraded cognitive performance due to the number of medications he was taking. This would have probably affected his ability to interpret data, thus degrading his ability to safely pilot the ship under the prevailing conditions. While this may be possible, it is also possible that complacency and thick fog combined into a formidable trap. A loss of spatial orientation, such as that experienced by aviators who neglect their instruments, is certainly a possibility even without degraded cognitive performance.

Harbour tricky in LOW VISIBILITY

Excerpt from MARS Report No 349, as edited from official MAIB (UK) report

A ferry was en route for its destination port. The passage plan had recently been used on three previous voyages and took the ferry from berth to berth. After departure the Master discussed the following morning's entry into the arrival port with the officer possessing the destination port pilotage exemption certificate (PEC). They agreed that the PEC holder would handle the vessel's approach and berthing, with the Master in a supporting role. Both officers then had a ten-hour rest period.

Wind and sea conditions were calm. Visibility was two to four nm with sorne patches of fog visible towards the coast. The PEC holder arrived on the bridge and began preparing to take the con for harbour entry. He set up the ferry's radars, inserting a parallel index (PI) line on both displays for the entry course. The ferry's planned route had been previously entered into the Electronic Chart System (ECS), although the chart displayed the vessel as a simplified symbol instead of a 'to scale' ship shape.

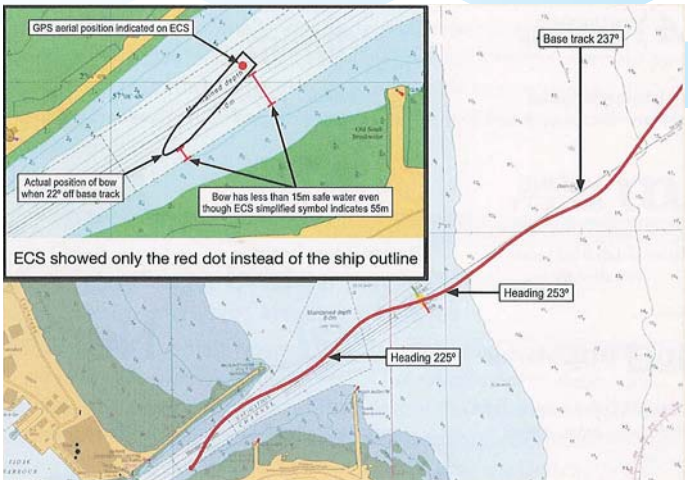
When the Master arrived on the bridge the PEC holder used images on his mobile phone from webcams situated in the harbour to show that the turning basin had clear visibility. Content that conditions were suitable for entry, the Master did not change the plan. With the vessel now making 13 knots, the PEC holder called VTS on VHF radio to request permission to enter the harbour. Permission was granted. About this time the PEC holder engaged hand steering and used the tiller arm to steer. He also reduced the vessel's speed to 10 knots.

initially, the PEC holder kept a relatively steady course, with the ferry slightly to the south of the navigation channel centreline. Realising that visibility was decreasing, the vessel's third officer (3/0) completed the navigation in restricted visibility checklist. Although all the items on the checklist were marked as being complete, no helmsman was brought to the bridge and sound signals were not sounded as required. The vessel's 3/O continued to plot fixes on the paper chart, and the bosun, stationed on the forecastle, acted as a forward lookout.

Soon, coastal fog began to further reduce visibility to about 150 metres. The Master and PEC holder reduced the range scales on their radars to 0.75 nm, and later to 0.5 nm and then 0.25 nm as the vessel passed the breakwaters. The Master asked the PEC holder if he was sure he wanted to continue, and the PEC holder said that he was.

As the vessel approached the harbour entrance, the PEC holder steered a heading of 250° (COG of 253º), tracking to the north of the planned course of 237° a long the centre of the harbour's navigation channel. Prompted by the Master, who was using the 5-Band radar and looking at the Electronic Chart System (ECS) display, the PEC holder altered heading to 225°. Soon, the vessel carne within 10 metres of the planned track as it passed the fog-obscured south breakwater, and the PEC holder altered the ferry's heading to 234°. During this time, the 3/O plotted positions on the paper chart.

The vessel was now fully in the navigation channel, and the PEC holder reduced speed to dead slow, which gave 6.5kts over the



ground. The PEC holder altered the vessel's heading to 245º, and the ferry again moved north of the centreline and to the very edge of navigable water to the north. The Master and PEC holder then saw the north breakwater and realised they were heading into danger. The PEC holder applied about 1 0º of port rudder to bring the ship back towards the planned track. In response to prompting from the Master, the PEC holder applied more port helm until there was 30º. The vessel rapidly crossed the narrow channel, and after 15 seconds, the PEC holder realised the new danger and applied maximum starboard rudder, but this alteration was too late. The ferry grounded at 6.Skts, raking along its port bow and port side before coming to a stop on the southern edge of the 70 metre wide channel.

Hull, propeller and rudder damage on the port side required repairs that kept the ferry out of service for four weeks. The official investigation found, among other things, that the grounding was due to the bridge team losing situational awareness in thick fog.

Another finding was that the use of one parallel index (PI), as in this case, was insufficient for safe navigation in near zero visibility. Multiple PIs to display safety limits, effectively drawing a corridor down which the ship can be safely driven, would be more appropriate for such conditions. Additionally, by having only a symbol representing the ship on the ECS instead of a scale outline of the vessel, important safety information such as the swept breadth within the channel was not available to the bridge team.

Points to learn:

- Commercial pressure or even personal overconfidence can contribute to our making wrong decisions. When it comes to conning a ship in restricted waters and visibility, taking a conservative approach is probably the best option.

ASP Ships India sponsors COVID vaccines for Seafarers & Shore staff

On 12th June 2021, one of the biggest COVID vaccination drives for Seafarers was arranged by Seabird Medical Centre, at SBS Multi Speciality Hospital in Mumbai, India.

The vaccine administered was COVISHIELD (Oxford AstraZeneca equivalent) and the initiative was by a combined effort of local organisations.

The opportunity was taken to vaccinate a total of 25 persons, sponsored by ASP Ships India. This included the seafarers, their family members, office staff and their family members too. The initiative taken by ASP Ships India was hugely welcomed by the staff members and seafarers. The recipients came from all over the state of Maharashtra.

The city of Mumbai was witnessing a typical downpour of the monsoon rains and yet the enthusiasm showed by the participants was noteworthy. ASP Ships Mumbai General Manager Capt Vaibhav Rupade drove 430k in the pouring rain to help make the event happen.

Moving forward, the local organisations are closely working with the administration to reduce the gap between the First and the Booster dose to around 28 days (4 weeks) in a view that the seafarers would be able to travel out to join ships within a gap of 4 weeks with both doses of the vaccine. The current gap is 84 days (12 weeks) and that is causing a huge hurdle in timely joining of the seafarers.

Vaccine passport (although it sounds unethical) is fast becoming a reality and a big headache especially for the seafarers. This is the main reason why the associations and organisations are pressuring authorities to consider reducing the gap.

ASP Ships India would also avail more such opportunities to vaccinate their seafarers and shore staff.

ASP Ships & Oldendorff Carriers meet at ODESSA ACADEMY

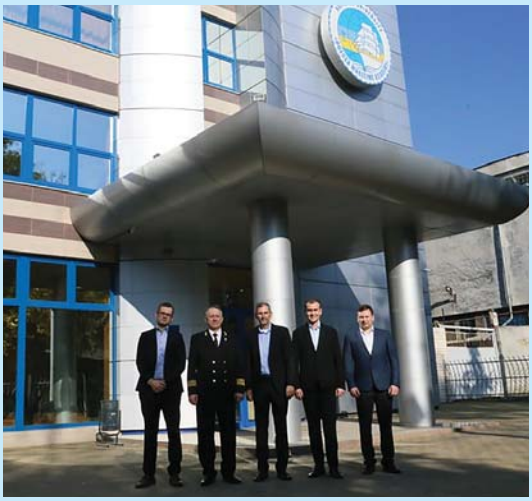
A meeting of Oldendorff Carriers, ASP Ships Group representatives and National University; Odessa Maritime Academy (NU OMA) was held on the premises of the Academy in Odessa, Ukraine on the 3rd November 2021.

The purpose of the event was to meet the rector of NU OMA, familiarize the partners with the infrastructure of the University and discuss further cooperation. Previously, a memorandum of cooperation of the recruitment of cadets of NU OMA was signed between the partners and the Academy.

National University 'Odessa Maritime Academy' was formed in 1944 and since then NU OMA has been a leading educational, scientific and methodical centre, which defines the strategy and ways of maritime education & training development in Ukraine.

During the years of independence of Ukraine, NU OMA has created a network of branches including: Azov Maritime Institute (Mariupol), Danube Institute (Izmail), Maritime College of Technical Fleet, the Maritime College named after O. I. Marinesko and Naval Institute & Military Department of Maritime College of Technical Fleet.

The total amount of cadets and students of the Academy and its branches is about 10,000 people. Moreover, annually thousands of seafarers undergo refresher and updating courses at the Academy.



From left:
Armin Zilske, Head of Crew Development Oldendorff Carriers,
Professor Mykhaylo Miyusov, Rector of National University Odessa Maritime Academy,
Harry Papadimitriou, Director Crewing Oldendorff Carriers,
Vitalii Chaika, ASP Ships Group Crewing Director,
Aleksandr Tayunov, Senior Crewing Manager ASP Ukraine.

SVITZER CAREER FAIR @ PMMA Campus

Reported by: Ricky P. Victoria, Head of Operations ASP Crew Management Services

One cannot call itself ***"a people company"*** without being diverse in social, ethnic, and sexual orientation. I have just witnessed how Svitzer exemplified these corporate principles and values. Visiting Philippine Merchant Marine Academy campus to meet and greet the female cadets was such a heart-warming sight to behold.

Commodore Joel Abutal, MD Alan Bradley, Ricky Victoria, Dean Bher Funelas joined by all-female cadets of PMMA.

A presentation of what is in store for them at Svitzer was carried out from Svitzer Dubai via video-conference with MD Nicolai Friis (Svitzer-AMEA), Regional Manager Crewing and Training Sangeetha Iyer and Svitzer executives were joined by MD Adrian Whatley & GM Vitalii Chaika (ASP Singapore) online on one hand while another MD Alan Bradley (Svitzer- Asia & Sub-Saharan Africa) joined by Commodore Joel Abutal (PMMA Superintendent) and Ricky Victoria (ASP Manila) was present in-person at PMMA Zambales on the other hand.

Svitzer has recently been awarded a 10-year contract to provide tug services to FGEN FSRU (Floating Storage Regasification Unit) in Batangas Bay, Philippines. They will be deploying at least 4 brand new modern tugboats specifically designed to safely tend to FSRU and LNG ships.

Soon we will see the first ever all-Filipina Tugboat Crew on-board Svitzer modern ASD Tug/s. A commitment and history in the making! To Svitzer, the Philippines proudly welcomes you! And congratulations from ASP Crew Management, your partner in maritime human resources development.

RIGHT: MD Nicolai Friis (Svitzer AMEA), Sangeetha Iyer, Adrian Whatley, Vitalii Chaika joined online from Dubai & Singapore respectively.

Alan Bradley, answering questions from PMMA cadets with Ricky Victoria & Commodore Joel Abutal.

SHOW OF SUPPORT

Mr Vitalii Chaika, ASP Ships Group Crewing Director joined representatives of the international maritime and shipping industry ITF Seafarers' Trust, International Maritime Employers' Council (IMEC), International Chamber of Shipping (ICS) conveying sincere words of support during a meeting with the Ambassador of Ukraine to Singapore and Brunei Darussalam Ms Kateryna Zelenko.

ASP Ships Group supports The Mission to Seafarers

DAY OF THE SEAFARERS

On 25th June 2021 the Mission to Seafarers Singapore joined corporate partners Maritime and Ports Authority, MPA, and Singapore Maritime Officers Union, SMOU, celebrating the Day of Seafarers. The event took place at the Seacare Hotel where off-signers were awaiting for their next flight home. MPA prepared surgical masks and SMOU with some gift packs to be given out to the seafarers leaving Singapore. On this special occasion, ASP Group Crewing Director and Honorary Secretary of the Mission, Mr Vitalii Chaika, received the MPA annual grant to the Seafarers' missions from Mr Cheah Aun Aun, Director of Shipping Division of MPA.

On the same day Capt Kuldeep Singh, Manager Marine Operations and Safety, visited the Sichem Beijing in Singapore to celebrate the day with the crew.

YEAR END FESTIVE DISTRIBUTION

with Mission to Seafarers

As another year came to a close, SMOU took to the port during the season of giving by preparing 300 festive care packs for seafarers who called at the port of Singapore. On 22 December, SMOU together with the Mission to Seafarers Singapore (MTSS), distributed the festive care packs to vessels that were called alongside at Jurong Port. Joined at the distribution was SMOU President, Mr Rahim Jaffar, along with MTSS Officials, Honorary Secretary, Mr Vitalii Chaika, and Port Chaplain, Mr Toh Soon Kok.

Adhering to the safe management measures at the port, the festive packs were handed over to a ship representative at the ship gangway to ensure the safety of the crew. The packs included a variety of items from Antigen Rapid Test (ART) kits and reusable face masks, to snacks like chocolates and festive candy – a thoughtful gift to support seafarers as they carry on their voyage to keep the global supply chains moving.

SMOU will continue to look out for opportunities to support our seafarers and crew that call at the port of Singapore.

> Mr Toh Soon Kok commended SMOU on the initiative and its importance. **"Dropping off care packs for visiting seafarers is certainly one of the ways we can express our appreciation for the sacrifices they have made. Seafarers may still encounter stress and tensions at work but they will know that they are not forgotten particularly during the last couple of years,"** he said.

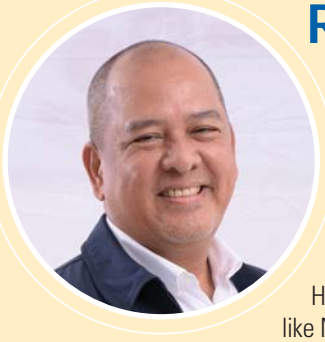
ASP PHOTOGRAPHIC COMPETITION

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**

▲ "CO Parth Sharma."
A recent entry by **Capt Kuldeep Singh Yadav**, Singapore office.

▲ "Sunset"
Submitted by **Capt Vikram** on ***Sichem Beijing***

STAFF NEWS



Ricky Victoria

Mr. Ricky Victoria joined ASP Manila as the Head of Operations from 1st of October 2021.

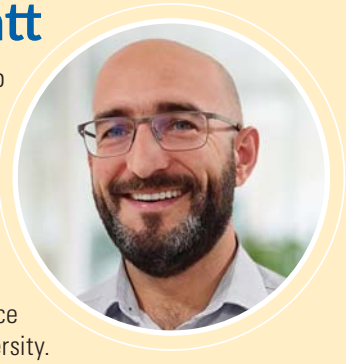
Ricky has 40 years of experience in the Maritime industry both at Sea and ashore. He sailed up to the rank of Chief Officer. In his 10 years of seafaring life, he has been on various types of vessels from Reefers, Bulk, ULCC OBO, a Chemical Tanker and an LPG Carrier. In between his shipboard stints, he teaches in some Maritime Schools including PMMA where he became Assistant Dean of Midshipmen until finally deciding to work shore-based for various shipping companies.

He has been with companies like Teekay Shipping, as a Country General Manager and for other reputable principals like Northern Marine Management, Chevron, Stena, Gulf-Stolt, Aboitiz-Jebsens. He also worked for ship management companies in Japan, Dubai and Glasgow as Director for Maritime Human Resource.

Over a period of 27 years, he spent his career mostly in maritime human resources, crew training and establishment of a few Ship Management and Crewing Agencies. Ricky was working with Chelsea Shipping from 2016 as the Vice President of Chelsea Ship Management & Marine Services Corporation and helped them in establishing CD Ship Management prior joining ASP Group.

He acquired his Baccalaureate Degree in Marine Transportation, major in Navigation and Seamanship in 1982 at the Philippine Merchant Marine Academy and his Master's degree in Business Administration from the University of Western Australia, Perth in 2004.

Mike Watt



Mike Watt joined ASP in February 2022 as the Business & Projects Development Manager for ASP Ships Group based in Singapore. He has been employed in the Marine Industry for 24 years with technical roles in Stolt Nielsen, BP Shipping and most recently Norstar Ship Management. Mike is currently serving as Chairman of the Joint Branch of the Royal Institution of Naval Architects & the Institute of Marine Engineering, Science & Technology (Singapore).

Mike is passionate about engineering and in particular the future of marine technology in the world of decarbonization, digitalisation and automation. He has just completed his Masters thesis on the subject of Autonomous Shipping in deep sea vessels, investigating equipment selection, reliability and maintenance requirements, as part of the MSc Engineering for Marine Professionals at Plymouth University.

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