

# ASPECTS

HOUSE JOURNAL OF THE ASP SHIPS GROUP

ISSUE: **September 2023**



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From the desk of  
**David Borcoski**  
Group Managing  
Director & CEO

It has been a busy year again in the Group and I can measure this by how fast time is passing as we enter the final quarter.

This year will be mostly remembered for the number of dockings we have managed across our fleet, and we still have some work to do, and have included a few stories in this edition to illustrate.

ASP have been actively involved in various industry landmarks throughout the year including, of course, the International Day of the Seafarer and International Women's Day and we are proud to be actively pushing our recruitment drive within the First Nations Community in Australia to achieve our goals in diversity and inclusion.

You will also see we have many stories to share from our Crew Management and Training activities as well as sharing the latest travel news from Mariner Travel

Above all, the teamwork that we all show is encouraging and is essential to keep us on track as we continue to provide valuable services to our Customers worldwide and I want to thank you all for your contributions.

Enjoy the read and please keep sharing your stories and experiences.

## ASPECTS

House Journal of the ASP Ships Group

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Cover Image:

**Rangitata at Picton anchorage, New Zealand**

taken by  
Capt Kuldeep Singh.

# Joint MIAL & NZSF MEETING

David Borcoski, ASP Group Managing Director and CEO, as President of the New Zealand Shipping Federation and Board member of Maritime Industry of Australia hosted joint Board meetings at ASP headquarters in Majella, Melbourne, followed by a networking session to unwind after a busy day in the Board Room and an opportunity for several other representatives from the Maritime community to join.

In his address David was quick to show his appreciation to the NZSF members who had travelled across the Tasman Sea to participate in the joint session in Melbourne and said: **"It makes sense that we gather together as both organisations face very similar challenges and it is beneficial that we share our proposed ideas and solutions moving forward."**

The New Zealand Shipping Federation was established in 1906 and is the key representative body for New Zealand's coastal ship operators and is the advocate for domestic shipping in New Zealand playing its full part in addressing the country's transport and environmental concerns. John Harbord, NZSF Executive Director, said: **"We had a very warm welcome from members of the MIAL board and the team at MIAL. There was quite a bit of discussion about having a joint meeting every year, if possible - with the Australians very keen on a venue in Queenstown."**

MIAL, who have their office in Majella, have for over 120 years, supported Australia's Maritime industry. From the beginning in 1899 as Australasian Steamship Owners Federation (ASOF) to the current format as Maritime Industry Australia Ltd (MIAL) formed in 2015. An advocate and lobby on behalf of members and the industry and promoting and providing a source of information on the maritime sector in Australia.



ABOVE: Attendees enjoy a relaxing reception at Majella after a day in the Board Room.

BELOW: David Borcoski addressing the attendees at the reception, with John Harbord NZSF Executive Director, and Allen Dobie MIAL Chairman.





# NEW BUNKER TANKER for Brisbane



MT Champion 63

BP Marine (BP) and ASP Ships Group (ASP) are pleased to announce the arrival of the bunker tanker *MT Champion 63* in Brisbane.

ASP has time chartered the vessel to BP, to supply bunkers to its customers' vessels in Brisbane. The vessel will supply High Sulphur Fuel Oil primarily to cruise ships as well as Low Sulphur Marine Gas Oil. *Champion 63* is a 1,789 DWT Bunker Tanker. She was launched in August 2022 and delivered into Brisbane in February 2023. Following a change of flag and initial audits and inspection, the vessel subsequently went into service for BP.

The *Champion 63* successfully carried out her first bunker delivery to the cruise vessel *Pacific Encounter* at Brisbane on 11<sup>th</sup> March 2023.

Anthony Tolani, BP Marine General Manager ANZ, said the arrival of *Champion 63* comes after many months of planning and provides the flexibility needed to deliver an additional grade of fuel, in the main to cruise customers. At present the vessel will continue to supply BP Very Low Sulphur Fuel Oil (VLSFO) and Marine Gas Oil (MGO). Anthony thanked ASP and the vessel crew for their efforts in bringing the vessel on-line in a timely and professional manner.

David Borcoski, ASP Ships Group CEO thanked BP Marine for its confidence in ASP through the charter of this vessel. Given ASP's expertise in the bunker and tanker markets, ASP looks forward to continuing working with BP Marine to further support and grow its bunker businesses in Australia. David welcomed the vessel to the ASP fleet and expressed his gratitude to the crew and shore based team for their efforts in bringing the vessel on-line.

ASP now time charters three bunker tankers to BP Marine in Australia.



MT Champion 63 alongside Pacific Encounter

## Ship Details

**NAME:** MT Champion 63

**BUILT:** 2022

**DWT:** 1,789

**CLASS:** DNV

**TYPE:** Bunker Tanker

**GT:** 1308

**FLAG:** Australia



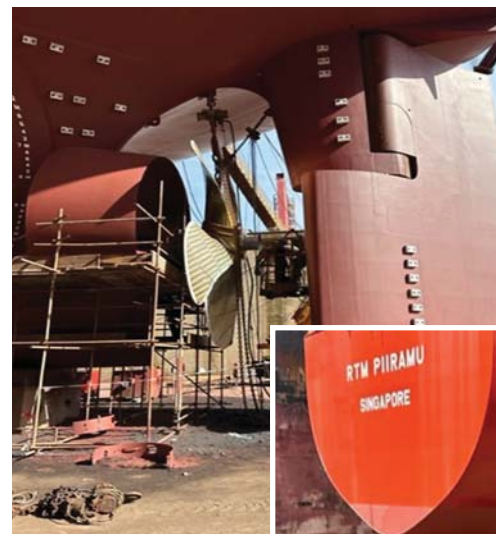
# 3<sup>rd</sup> Special Survey for RTM PIIRAMU

The *RTM Piiramu* an ASP Singapore-managed Rio Tinto vessel that is engaged in Bauxite trade between the ports of Weipa/Amrun and Gladstone in Australia undertook her third Special Survey concurrently with other scheduled repairs and two main retrofitting projects of the installation of a new ballast water treatment system and energy saving devices (new Nakashima GPX propeller with PBCF and Mewis duct) at Qingdao Beihai Shipyard in China. The total Survey and repair period was 37 days from the 19<sup>th</sup> of April to the 26<sup>th</sup> of May 2023.

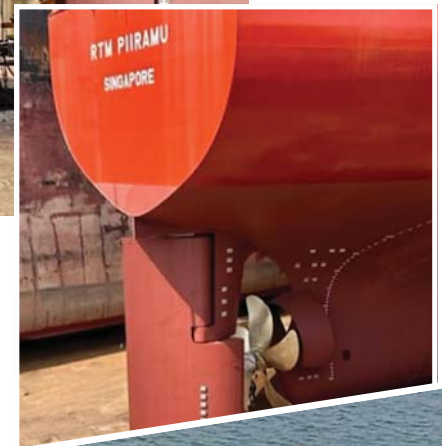
Max McColl, the ASP Gladstone Ship Manager along with Senior Ship Manager Ankush Khanna headed the project and were assisted by Leeping Kang and Mr. Du as Owner's Representatives in China.

Apart from the completion of the Special Survey, other work involved hydro blasting of the entire hull and painting, tail shaft removal, cargo gear overhauling, various steel repairs, installing of a new gyro, M.E & A/E overhauling, boiler survey, new carpeting in all the accommodation cabins, etc.

The cooperation of the yard workers and management and the class surveyor was very good, and repairs were completed within the scheduled time with no LTI & Incidents. The ship team was led by Capt Cary Humphrey and CE Mike Culpeper.



A new Nakashima GPX propeller was installed along with the Mewis duct as a part of the Energy Saving Device (ESD) package.



A new ballast water treatment system was installed and commissioned by Techcross and was a major work undertaken during the repair period.



From left, CE – Mike Culpeper, C/Mate – Rob Spenser, Master – Capt Cary Humphrey, 2<sup>nd</sup> from right – Max McColl, Ship Manager, ASP.



# Conversion & 1<sup>st</sup> Special Survey Docking of *KOKAKO*

The MT *Kokako* – named after a beautiful bird of New Zealand, was delivered on November 2017 at the Hyundai Shipyard in Korea.

However, due to circumstantial issues, the *Kokako* – a bitumen/chemical/oil carrier had to leave the New Zealand shores after 4 years of successful coastal service.

The vessel's flag change and crew change were carried out before proceeding towards international voyages in June of 2022.

*Kokako* was scheduled to undergo its 1<sup>st</sup> Special and Docking Survey in November of 2022, however, it was decided that the vessel will go in for a conversion project concurrently which involved removing the bitumen tanks from the 3P and 3S and converting them into normal cargo tanks.

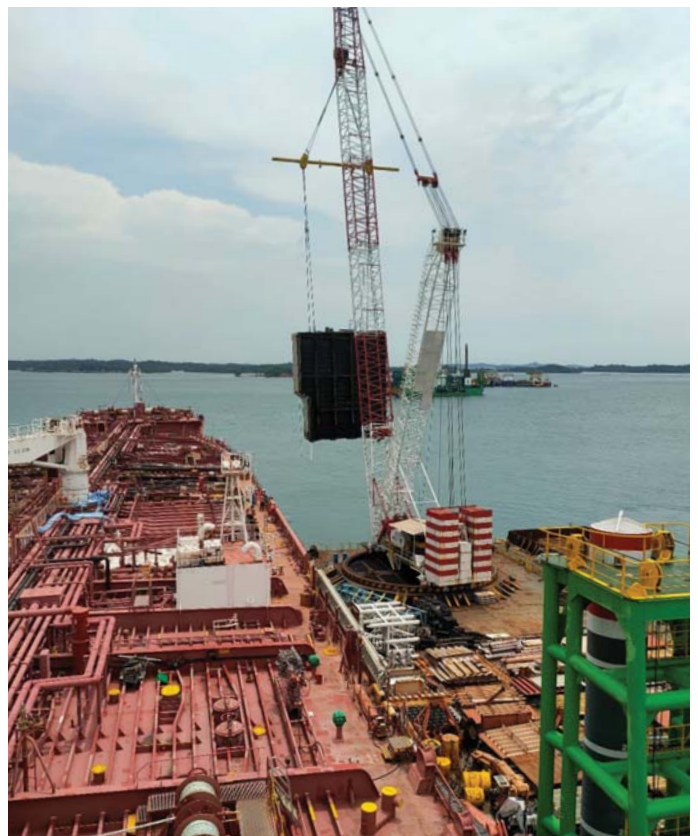
After getting various quotes from China, Singapore, and Indonesian yards, it was decided to carry out the conversion works for *Kokako*, at ASL Shipyard, Batam, Indonesia, the vessel arrived in the shipyard on 8<sup>th</sup> March 2023.

Despite the project being a daunting task, the shipyard team and the ASP team worked hand in hand to carry out this conversion as per DNV class standards and satisfaction.

The conversion work of the 3P and 3S tanks also involved the renewing of the centreline corrugated bulkhead and the removal of both the port and starboard main deck and all related ancillaries.

Along with conversion works of the new cargo tanks, the 1<sup>st</sup> Docking and Special Survey, a vessel name change to *Meissa*, was carried out during this period. Also the bow thruster 5 yearly services, with the aft and forward stern tube seals renewed.

The co-operation of the yard workers, top management and the class surveyor was very good. Shipyard personnel listened to all suggestions and were implemented. There was no LTI or other incident in the whole period of conversion work of 113 days in the shipyard.



ABOVE:

Existing bitumen tanks being removed from the vessel onto a floating barge.

The ship crew worked relentlessly to complete other maintenance during this downtime including all the machinery CMS surveys.

The ship sailed out from the yard towards Singapore for delivery to new owners and bunkers on 29<sup>th</sup> June 2023 in the AM hours.

LEFT: Construction of the new centreline bulkhead.





**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.**

## SOUNDING OUT VICTORIA'S LOST SHIPWRECKS IS A 'SIDE HUSTLE'

(Article originally published on the ABC News website 11<sup>th</sup> June 2023).

The crew of the *MV Blythe Star* had no reason to suspect the 44-metre freighter would join the hundreds of other ships that had disappeared into the depths off Australia's treacherous South-East coast.

It was a fine day, just under 50 years ago, and the water was calm. Then the *Blythe Star* suddenly listed to starboard and keeled over just off Tasmania's South-West cape.

The 10 crew members made it onto an inflatable raft.

But after nine days on the raft and a subsequent three-day, cross-country trek, only seven survived.

The resting place of the *Blythe Star* itself remained a mystery until this year—when the cargo ship was found 10 kilometres off Tasmania's South-West coast.

Maritime archaeologists had a hunch about its location; then the CSIRO's Research Vessel (RV) *Investigator*, en route to study an underwater landslide, confirmed its location.

There are 660 documented shipwrecks along the Victorian coastline, but fewer than half have been found and identified.

The successful rediscovery of the *MV Blythe Star* has given Victorian archaeologists and historians renewed hope for the more than 300 vessels that remain lost.

### Searching the depths

Heritage Victoria senior maritime archaeologist Danielle Wilkinson said historic records proved the ships existed, albeit hidden in the depths. But the *Investigator's* suite of scientific wizardry allows historians to find those in the deepest waters.

"Beforehand most of our discoveries were undertaken by divers, and that's limited by depth," Ms Wilkinson said.

"Recreational diving lets you dive to about 30 metres, technical diving 70 to 80m. Any deeper and you are getting to the limit of what's safe.

**"The *Investigator* can search—using technology—much, much deeper environments... where divers cannot safely access.**

"That's why they were able to find one of our shipwrecks, the *SS Iron Crown*, in 700m of water in Bass Strait."



The Royal Navy brig *HMS Sappho* is one of about 330 shipwrecks yet to be found off Victoria. (Supplied).

The *Iron Crown* was a freighter sunk by a Japanese submarine during World War II.

The *Investigator* confirmed its location in 2017.

"Sometimes we have a rough idea where these ships go down based on historic record," Ms Wilkinson said.

"What you can then do is provide the CSIRO with rough coordinates and they go to those areas and run their surveying equipment.

"If they see an anomaly—something on the seabed that doesn't look natural—they can then send a camera or ROV (remote operated vehicle) down for a visual, which is what we call ground truthing, to see if it is indeed a shipwreck."

### Mapping the ocean floor

The main purpose of RV *Investigator's* sonar sensors is to map the floor of the ocean, which in turn allows the CSIRO to find bathymetric features



The *SS Iron Crown* was sunk by a Japanese submarine during WWII and rediscovered in 2019. (Supplied: Heritage Victoria).

such as underwater mountains (sea mounts) and continental shelf slopes. These features are habitats for a rich array of marine life which can be studied by scientists on-board.

Ben Arthur is a marine ecologist with the CSIRO but discovering shipwrecks has become an exciting “side hustle”.

**“My role on *Investigator* is largely to deliver marine science. Part of that is to understand the sea floor,”** Dr Arthur explained.

“There’s sophisticated technology on-board and as well as revealing natural features it can also uncover man-made objects including shipwrecks.”

Dr Arthur said the equipment used to map the ocean floor had some similarities to what anglers would call a “fish finder”, centring on acoustic systems.

“It sends down beams of sound from the vessel, which travel through the water and hit the sea floor, and what is on the floor bounces back,” he said.

“In essence, it’s a more powerful version of the systems anglers might have on their ‘tinny’.

“It sounds simple but you can imagine what that’s like in waters that are many thousands of metres deep. It’s quite complicated.”

### The past preserved under water

If they find something of interest with the sonar, the scientists can deploy a camera system for video identification.

“That’s critical in the case of shipwrecks because we can see what it looks like and do things like read the name of the vessel on the side of the hull if it’s still there, which is really the best way of confirming what we have found,” Dr Arthur said.

Ms Wilkinson said, once wrecks were discovered, a lot could be learned without disturbing them, including details of their

construction and even well-preserved artefacts on board.

“Material on-board shipwrecks actually preserves quite well under water, particularly underneath the sediment compared with on land,” she said.

“[That includes] a lot of fragile materials such as fabrics, lace or leather—so we get a much richer artefact assemblage on shipwreck sites than we do on land sites.

“It’s also our role at Heritage Victoria to protect these shipwrecks for the future.”

### Ghosts of the deep

The 330 missing ships, compiled as part of Heritage Victoria’s shipwreck recovery program, covers the breadth of the state’s nautical history.

It ranges from tall sailing ships constructed from timber to relatively modern steamships.

One of the smallest is the long boat that was used by survivors of a larger ship, the *Sydney Cove*, which sank off Tasmania in 1797.

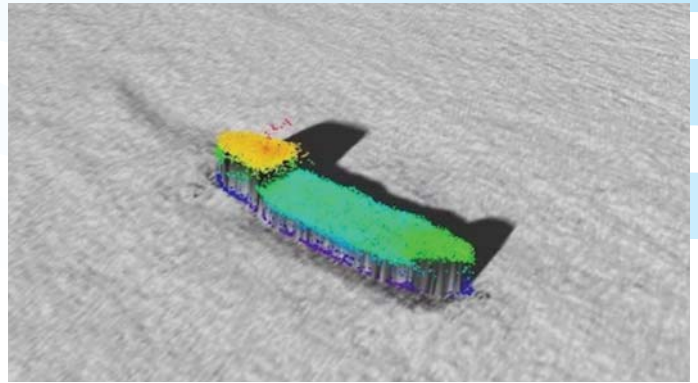
They sailed to Victoria and then walked 800 miles (1,287km) all the way to Sydney.

At the other end of the spectrum is the *HMS Sappho*, a much larger vessel, which was tasked with relocating Commander Moresby and his entire family (and possessions) to Australia.

Ms Wilkinson said, while many of Victoria’s lost shipwrecks would be too deep to find for all but the most powerful scanning equipment, much could still be discovered closer to the shore.

“We only have two maritime archaeologists so Heritage Victoria relies heavily on marine industries such as fishing and the public for discoveries,” she said.

RIGHT:  
A drawing of the *SS Champion*, which went missing off Victoria in 1857. (Supplied: Heritage Victoria).



An *RV Investigator* image showing the wreck of *MV Blythe Star*, about 150m below the ocean’s surface. (Supplied CSIRO).



Ghost of the deep: an image of the *MV Blythe Star* captured by one of the *RV Investigator*’s cameras. (Supplied: CSIRO).



The *SS Commissioner*, is believed to have been lost off Victoria’s Cape Everard in 1914. (Supplied: Heritage Victoria).





# INTERNATIONAL WOMEN'S DAY 2023

## The IWD 2023 theme is to Embrace Equity.

The Shipping industry has come a long way in breaking down gender inequality. Today, as we celebrate our achievements, the world is faced with unprecedented earth-shaking events such as the COVID pandemic, Russia and Ukraine conflict and global climate change.

These challenging times call for solidarity and collaboration, hence ASP Ships Group being honoured as one of the sponsors for the first joint event led by the three volunteer organizations. WISTA, WIMAR and WOMAG celebrated progress, raised awareness and are taking action to drive gender parity.

## Staying in touch with the industry #ASPconnect

**"I am delighted to take part in this event to celebrate the achievement of strong independent women out there. An insightful topic shared by the panellists from Agrifood, Mining, Resources, Shipping and Trading to promote Diversity, Equity & Inclusion (DEI) in corporate culture and ensure that employment decisions are based on merit and recognized skills. Together, we level up awareness of the significant impact that bias has on women's equality; both conscious and unconscious bias."** Nilam shared her thoughts on the event.

Nurain also shared her feelings **"I am feeling grateful given the opportunity to join the International Women's Day event. It was a good opportunity to meet people from diverse backgrounds, sharing work and life experiences. I was inspired and felt empowered by women leaders who overcame challenges in a gender biased workplace. It is definitely a celebration, worth honouring all women around the world for their contributions."**

**Today, women represent only 1.2% of the global seafarer workforce.**

Source: [www.imo.org](http://www.imo.org)



Nilam Sarie – Marine Standards Manager (left) and Nurain Swani – Marine Standards Assistant (right) attended the IWD event on Thursday, 30<sup>th</sup> March 2023 at the National Gallery, Singapore.

## Collective activism is what drives change!

Equity is not just a nice-to-have, it is a must-have. A focus on gender equity needs to be part of every society's DNA.

We can all challenge gender stereotypes, call out discrimination, draw attention to bias, and seek out inclusion. Collective activism is what drives change. "From grassroots action to wide-scale momentum, we can all embrace equity." (IWD: About International Women's Day).

Forging gender equity is not solely limited to women fighting the good fight. Allies are incredibly important for the social, economic, cultural, and political advancement of women.

While Governments have continued to make progress to grow our talent pool, it is also important in the private sector to grow a strong core of local talent who may well become the next leaders in the shipping sector. ASP acknowledges and collaborates with our clients to create more opportunities for the female seafarers to join our managed fleet vessels.



## MARITIME DAY Finland

It has become a good tradition for ASP to attend the annual event Maritime Day in Mariehamn, Finland. 2023 was not an exception and Dennis Dalida—ASP CMS Philippines Head of Operations, Vitalii Chaika—ASP Ships Group Crewing Director (both pictured left) and David Borcoski—ASP Ships Group CEO, joined the event, among 650 other attendees and exhibitors on 1<sup>st</sup> of June, 2023.

It was a great opportunity to catch up with our long-standing partners from Finland Eckerö Shipping, Langh Ship and Godby Shipping. Prior to the event, there was a charity race for Mercy Ships, where the ASP team performed very well. We are looking forward to attending the next Maritime Day on the 23<sup>rd</sup> of May in 2024.



# ASP Ships Group appoints a CEO FOR AUSTRALIA



## Mark Patman

The ASP Ships Group has announced the appointment of Mark Patman to the new role of Chief Executive Officer – Australia, effective from Monday 3<sup>rd</sup> April 2023.

The role will be responsible for all of ASP's operating entities in Australia which covers Ship Management, Crew Management, Marine & Technical services, Vessel Charter operations, bunker trading and ASP's travel business Mariner Travel.

David Borcoski, ASP's Global Group Managing Director, commented that the role of CEO Australia is a newly created position and will report to the ASP Ships Pty Ltd Board of Directors. This new role is tasked with positioning the ASP Ships Group for future sustained growth in the Australian market, which continues to be an important market for ASP.

Mark has been in shipping for most of his career and for the past 5 years was ASP's Group Commercial Development Director for Australasia. Prior to this, he spent 15 years as CEO of then owned ASP subsidiary, International Bunker Supplies Pty Ltd.

Mark added: **"ASP has a long and proud history, particularly in the Australian market, where we have been operating in one form or another since the 1800's. Global shipping and therefore Australian shipping is going through unprecedented change given supply chain disruptions, decarbonisation and digital revolutions. I look forward to working with our clients to help them navigate through these times. ASP has some important new product offerings which we plan to release before the end of the year. I look forward to working with all stakeholders to continue to grow the ASP Ships Group in Australia."**

# ASP Ships Group & SMOU celebrate DAY OF THE SEAFARER 2023



The International Day of the Seafarer, observed annually on June 25<sup>th</sup>, serves as a global acknowledgement of the vital role seafarers play in international trade and the global economy.

In a heart-warming display of appreciation, ASP Ships Group and the Singapore Maritime Officers' Union (SMOU) joined forces to commemorate the Day of the Seafarer 2023.

As a tribute to the invaluable contributions of seafarers, the organizations collaborated to prepare special hampers for the hard-working crews on-board tanker vessels *Meissa* and *Sandro* that were calling in to Singapore on the 25<sup>th</sup>.

As we celebrate the event, let us continue to advocate for their well-being and work towards ensuring their safety, rights, and quality of life both at sea and ashore.

Sister Mary Liew – General Secretary of SMOU (pictured) said: **"SMOU is happy to work with ASP Ships Group in delivering SMOU's gifts, prepared by the union to the crew, to commemorate the Day of the Seafarer at the Singapore Anchorage."**

**Seafarers are the movers of the world and we would like to thank them for their unwavering commitment in keeping the global supply chain moving. Thank you seafarers, we wish you a Happy Day of the Seafarer!"**



ABOVE: *Sandro* crew with their ASP/SMOU Hampers.

LEFT: *Meissa* crew show off their ASP/SMOU Hampers.



## recruitment drive Queensland Australia

### Background

ASP has worked with METL since 2012 in training qualified IRs through an ongoing Group Training arrangement. To date, ASP hosted more than 160 trainees for either all or part of their sea time aboard the RTM vessels *Weipa*, *Piiramu*, *Wakmatha*, and *Twarra*.

In mid-2022 ASP instructed METL to refocus its recruitment demographics with the intention of future TIR intakes to have an increased representation of Queensland residents of First Nations heritage, ideally from remote communities or those which have some level of interaction with Rio Tinto maritime operations – such as Gladstone and Weipa.

### Actions to date

In 2022, a primary cohort of three suitable First Nations candidates were sourced through existing METL contacts in Queensland – with all three residing in and around Cairns. They commenced their traineeship in July of 2022 at AMC in Launceston, Tasmania – and have thus far completed between 150-190 days of their required 270 days sea service.

### Proposed undertaking

As per ASP and MUA discussion, METL & MUA reached out to prominent First Nations advocate and community leaders to facilitate introductions and community engagement in Queensland with the aim of generating a viable pool of First Nations candidate to meet ongoing recruitment needs.

After further discussions this took the shape of a multi-stop visit to far north Queensland to hold info sessions in three locations: Gladstone, Weipa, and Thursday Island.

### Aims

The information sessions had two distinct goals:

1. Collect direct applications from suitable candidates in attendance at the information sessions to utilise as a recruitment pool for the coming few semesters.
2. Establish contacts within local stakeholder bodies – employment networks, social support organisations, educational institutions, local government etc – at the three delivery locations. These contacts will be fostered with an intent to:
  - Maintain an open line of communication with the local communities that can be utilised from their end to provide referrals to METL for consideration.
  - Utilise them as primary dissemination points for information flowing from METL to local communities.
  - Engage them to provide on-the-ground pastoral care if this falls within their standard operations or discuss the implementation of such a framework if it currently does not.

Andro Besich with attendees at the Thursday Island meeting.

### Trip structure

Representatives present were from ASP (Andro Besich, Fleet HR Manager), METL (Kevin Hunt, CEO), MUA (Paul Gallagher, Qld Assistant Branch Secretary) along with representatives of the First Nations community, Michael O'Shane, IR, and Terry O'Shane, First Nations Advocate and Community Leader.



Andro Besich talking to attendees at the Thursday Island meeting.

At each location there was a specific address, a local coordinator, community groups present, and a number of potential applicants. General notes were made for each session on actual applicants present and applications taken. Discussions with community groups took place regarding future engagement.

Each session was concluded with a general Q&A, and the opportunity to fill in and submit a METL application form. Further unstructured discussions were also facilitated between METL, and any community groups present to determine the shape and scope of ongoing relationships with the hope of maintaining permanent referral and support mechanisms.

### Overall Outcomes

Both aims for this recruitment drive were achieved.

Eight applications were received from interested candidates, in addition to those that METL already has on file this pool itself will be sufficient to ensure a supply of suitable trainees through to mid/late 2024. In addition to this it is expected that further applications received from those in attendance who were underage at the time, as well as passive applications received in the normal course of METL affairs that meet the desired demographics will mean meeting our target of newly-commencing trainees being of First Nations heritage for years to come.





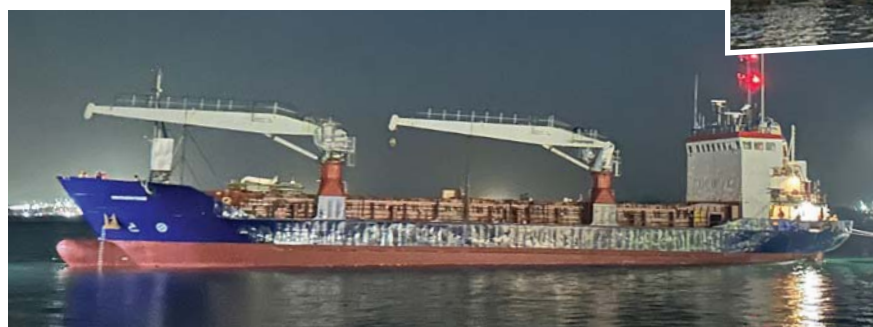
# 7<sup>th</sup> Special Survey for SOUTHERN TIARE

The *Southern Tiare* is a multi-purpose general cargo vessel, managed by ASP Ship Management (NZ) Ltd, operating between mainland New Zealand and Chatham Islands in the South Pacific Ocean. Typical cargoes include farming machinery, fuel and general cargoes to the Islands and returning with livestock and refrigerated fish to the mainland.

The ship successfully went through the 7<sup>th</sup> Special Survey (35 years) at Titan Marine Engineering Ltd in Auckland, New Zealand, which can be regarded as a very special milestone for any ship that is engaged in international trade today.

RIGHT: *Southern Tiare* at Titan Marine during the 7<sup>th</sup> Special Survey.

BELOW: *Southern Tiare* after launching, alongside against the picturesque backdrop of the Port of Auckland.



Ship Manager Chandimal Jayathilaka said “**As the ship was launched from the slipway of Titan Marine Engineering Ltd in Auckland NZ after 100 days of refit and survey, it was evident that the ship has not lost her spark, even after 35 years of continuous service, and will soon set sail to conquer the Oceans once again for many years to come.**”

## CREW SEMINAR Croatia



Alpha Adriatic's latest officers' conference was held in Rijeka on 07 June 2023. Botel *Marina* traditionally provided a very appropriate maritime setting for the conference. The event was jointly organized by Alpha Adriatic Group of Pula, Croatia, ASP Group of Singapore and ASP Adriatic of Rijeka, Croatia. Next year we shall mark 30 years since the first Alpha Adriatic's officers conference was organized.



The conference covered the most current shipping topics. Guest speakers included representatives from Croatian Ministry of the Sea, Transport, and Infrastructure, Croatian Register of Shipping, Bureau Veritas, ASP Shipmanagement Singapore and Alpha Adriatic team. Representative of Croatia Airlines delivered a very interesting lecture sharing valuable airlines' experience concerning implementation of the EU ETS system – presently a very hot topic in the shipping industry!

The event also provided a great opportunity to reconnect old friends and colleagues from the ships and shore offices alike. We look forward to the next conference in December!

PICTURED: Igor Budisavljevic, Director of Alpha Adriatic d.d. (centre) is flanked by Capt Rob Walker, ASP COO on his right and Vojko Braut, Fleet manager Alpha Adriatic d.d., on his left with conference delegates on-board *Marina* in Rijeka.





# HASHTAG #ASPCMSMANILA

## Conquers Social Media *By Myrene Gerochi-Galecia, Recruitment Manager*



In this modern world in which the number of Internet users is rapidly increasing, social media has become a phenomenon, being an integral part of contemporary society.

Facebook has become an important tool for Recruitment and promotions, especially in the Shipping Industry. It makes an excellent recruitment marketing strategy, and it is currently the most widely used platform with a billion users.

For ASP CMS Manila to keep pace with modern hiring and promotion technology and so as to support and enhance the recruitment process, a Facebook Page was created on August 9, 2019. As of this writing, the page has 10,881 followers and still counting.

By sharing job posts or content on social media that highlights the company's culture, the page is getting more followers and has increased the list of seafarers who are connecting and sending direct messages every day. We are using the posts to highlight the management of vessels, the employees, Seafarer's accomplishments, company events and even funny Tiktok moves of the ASP's seafarers on-board the ship. This works well as we see plenty of engagements

and more interested seafarers coming to the Office and becoming part of our candidate database.

With the increase in the number of our managed vessels, the demands of hiring qualified and certified Seafarers has gone higher. ASP CMS could not be limited to just one site, thus, a LinkedIn account was created on May 30, and is slowly increasing connections, followers and impressions.

With the determination to make ASP CMS Manila to be known not only in the Philippines, but worldwide, we are conscientious, focused and diligently working to increase followers in Facebook and LinkedIn without spending a penny for promotional ads. By promoting the Company's nature, we can manifest why ASP Group is such a great organization to work for.



## IMEC Southampton CONFERENCE

Vitalii Chaika, ASP Ships Group Crewing Director attended a conference #IMECCON in Southampton, UK organized by International Maritime Employers Council (IMEC) on 27<sup>th</sup> April 2023. This was a unique event, free for all individuals who had an interest in the wider shipping industry.

It was the second successful conference for #IMECCON and this time the focus was on the future of Shipping and Seafaring, with topics such as technology, diversity and changing leadership requirements. Ms Olha Lunina, Ukrainian Deck Cadet of ASP Ships Group and Oldendorff Carriers joined a panel discussion "Voice of Seafarers" and talked about gender diversity and new technologies on-board.



ABOVE: Olha Lunina at a panel discussion.  
BELOW: Vitalii Chaika, Francesco Gargiulo – CEO IMEC and Olha Lunina.

Rob Gale (*pictured*), IMEC Head of Training said: **"This year, in 2023, #IMECCON focused on the next 30 years and what shipping will look like, with invited seafarers from across IMEC Membership. The event was considered a great success, with record numbers attending and included important discussions on the future issues of seafarers; how important establishing diversity and inclusivity policies & strategies are within the industry, and finally future technologies and how to implement them effectively. With lots of great talking points and actions to take further, IMEC continues to support industry and the seafarers that are so important to the global supply chain".**





# ASP Manila

## EMBRACING A PAPERLESS FUTURE

In today's fast-changing world, businesses must adapt and leverage technology to remain competitive and prepare for future growth. We, at ASP Crew Management Services Inc (Manila) are committed to staying ahead of the curve and have recently embarked on a paperless revolution. We have embraced digital transformation by enrolling in online banking, adopting Inland Revenue Looseleaf for financial report submission, and encouraging vendors to provide soft copy invoices. This strategic move benefits both the environment and our company, positioning us for success in an ever-evolving business landscape.

**Here's how these initiatives are reshaping our company:**

### ENROL IN ONLINE BANKING

We have embraced the convenience and efficiency of online banking services. By enrolling in secure and reliable digital platforms, we have eliminated the need for paper checks and manual financial transactions. This not only saves time and reduces the risk of errors but also reduces the environmental impact associated with paper waste, leading to a more sustainable business model.

### BIR LOOSELEAF

ASP Manila has embraced the digital era by utilizing BIR Looseleaf for the submission of financial reports. This innovative solution will fully utilize our accounting system, eliminating the need for manual record-keeping. With BIR Looseleaf, we ensure accurate and timely compliance with regulatory requirements while minimizing our ecological footprint. As a result, our financial team can focus on value-added tasks, decision-making, and strategic planning, improving overall operational efficiency.



### SOFT COPY VENDOR INVOICES

In our effort to minimize paper usage, we actively encourage our vendors to provide invoices in soft copy format. This allows for seamless integration into our digital systems, eliminating the need for physical storage and reducing the environmental impact associated with printing and mailing paper invoices. By collaborating with our vendors in this paperless approach, we demonstrate our commitment to sustainability and efficiency throughout our supply chain.

By reducing our reliance on physical documentation, we have experienced increased productivity, enhanced data security, and streamlined communication. Going paperless has resulted in cost savings, as we no longer need to allocate resources to paper, printing, and physical storage. Additionally, we position ourselves for future growth and success.



## BEING A SEAFARER

Being a Seafarer is not for everyone, but those who have chosen that career certainly love their job. We are proud to introduce another lady in our pool. Chief Officer Ma. Teresa Caderon, who is employed by ASP Philippines on Svitzer tugs said: **"Keeping my feet on the ground while conquering the world of men in the Maritime industry is one of my accomplishments in life".**

Teresa was born in Calbayog City, Western Samar and is the sixth of nine siblings. She graduated with her Bachelor Degree in Marine Transportation at Philippines Merchant Marine School in Las Pinas. Teresa also holds a Master Mariner License and there is no doubt that she will become one of our Senior Officers in the near future.

CO Teresa believes that everything is possible if you are fearless... and with this mindset, she has always turned her weaknesses into strength. Mixed gender on-board does not matter. What matters most is, we as a Company, understands what skills are needed for the future.

# SVITZER



## ASP CMS Participates in SMOU Maritime Seminar 2023 in Manila

The Singapore Maritime Officers Union Seminar held in Manila, Philippines on 24 May 2023 became a platform for discussing important topics related to the maritime industry.

The lively discussions revolved around two crucial topics related to the industry, namely Decarbonization – Towards a Net-Zero Future and Mental Health – Navigating Mental Health at Sea.

The seminar also hosted a Maritime Safety Leadership Masterclass that offered valuable insights to those in attendance. Several industry experts, academics, and company representatives participated in the seminar to provide their perspectives on the topics presented.

The event was well-attended by many shipping companies that actively contributed to the discussions, giving their different viewpoints on the topics. ASP Crew Management Services, as one of the participants, leveraged the opportunity to showcase its expertise in the maritime industry. The company's team actively participated in the discussions and presented their perspectives, offering valuable insights into the topics.

The seminar provided a platform for the industry professionals to keep themselves updated with the latest trends and developments in the maritime industry. It also helped participants to gain a deeper understanding of the challenges faced by the industry and ways to overcome them.



Mr. Zulkifli Umar, Crewing & Agency Manager for ASP CMS Singapore.



## Group Training collaboration

*Reported by:  
GTM Capt Ivor D'Mello.*

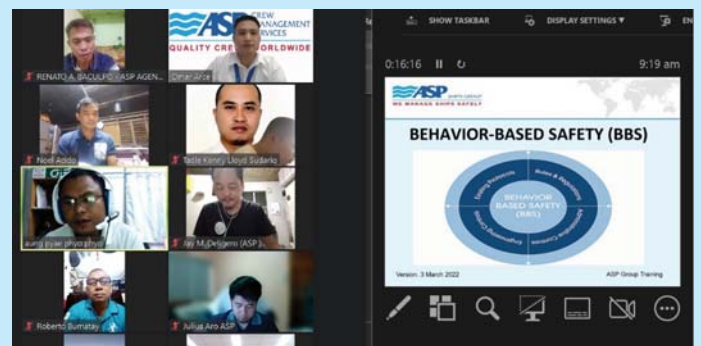
In an endeavour to optimise our resources and increase collaboration between our various Crewing Offices, we have begun to carry out training for Shore Staff & Seafarers, combining various crewing offices. Besides the training been done out of Mumbai, for seafarers from different crewing offices including Ukraine, Myanmar etc., training is also being done for Indonesian seafarers.

Recently a training for Shore office staff was conducted by Training Manager, Omar Arce of the Manila Office, that included staff from both Manila as well as Myanmar Crewing Offices.

The plan is to keep training for Shore personnel, open to staff from all our Crewing Offices, rather than just the Office in which it is being conducted, whenever possible. Omar is also conducting training for seafarers from other Crewing Offices as and when required.



Combined training for Manila & Myanmar shore staff.







# ASPirations & Commitment

In a world where goods and products are available at a click of a button, it is easy to forget that the merchant vessels that delivers the 95% of the global commodities is delivered and transported by these vessels which are manned by the most competent, qualified, and skilful seafarers. But how do they end up being chosen to board these vessels and who manage them?

Aspiring seafarers undergo series of process before being deployed in their respective vessel assignments. Here in ASP CMS Manila, we deliver competent, and qualified seafarers to each of our manned vessels and ensure that they can provide the best services that will satisfy our client. They are carefully selected from the recruitment process, undergo trainings to meet the global standards, and to be chosen for a position on-board.

We, as crew managers, ensures that all our vessels are manned with reliable seafarers that prioritize safety, security, and promotes a harmonious environment on-board. It is also a job of the crewing department to ensure that the crew is physically fit, emotionally stable, and mentally capable prior joining.

We conduct numerous briefings to provide our crew a clearer picture of what do they have to expect on-board. We our fully committed in delivering our seafarers on time for each vessel and adheres to the crew requirements. The take over of our newly manage vessels *AP Libertas* and *MV Peristil* shows our persistence in how we manage our clients. Together with Ms. Angel Faith Bargado – Senior Crewing Executive, and Ms. Jimimah Louise Bugagao with the on-signing crew for *AP Libertas* and *MV Peristil*, it portrays the harmonious environment we bring and the comfortable ambiance that are felt by our seafarers that they are well accommodated and given importance.

Nevertheless, the weight of being part of the crewing department never stops after the deployment. We must ensure that the concerns of the owners and principals are properly addressed in timely manner. To hear the voices of our seafarers and to address their concerns and come up with a mutual understanding. We never let our principals down as we always look for a resolve rather than chasing the problem.

When given a chance, we conduct ship visits to check the status of our crew. Together with ASP Team (Julius Maitim – Crewing Executive, Aldrin Bernardino – Crewing Assistant, Vivian Merida – Finance Officer, Rayza Cabindol – Finance Manager, and our very own Sheryl Mabini – President of ASP Manila) visited one of our manned tugs, *Svitzer Santa Clara* on 05 June 2023 in Batangas.

We are delighted to see that the crew are in a well status and have a healthy conversation with them to adhere with their concerns. Together we were able to touch there hearts in portraying that we are always with them at all times.

Will never stop rendering our quality services, as long as there is a vessel to man. Our utmost support is always present and will man all the vessels with highly competent, and qualified individuals. As our mission statements says, **“We manage ships safely”**.

On-board tug *Svitzer Santa Clara* with ASP Philippines employees and Svitzer Philippines Country Manager Maria Bejoc (second from right).



On-board tug *Svitzer Santa Clara*, Port of Batangas, Philippines. Left to right: Crewing Executive Julius Maitim, Crewing Assistant Aldrin Phien Bernardino, Finance Officer Vivian Corazon Merida, Finance Manager Rayza Cabindol and President Sheryl Mabini.



Deployment of crew for ASP Adriatic vessels. Left – Senior Crewing Executive Faith Bargado, right – Crewing Asst. Jimimah Louise Bugagao and the Crew in the middle.



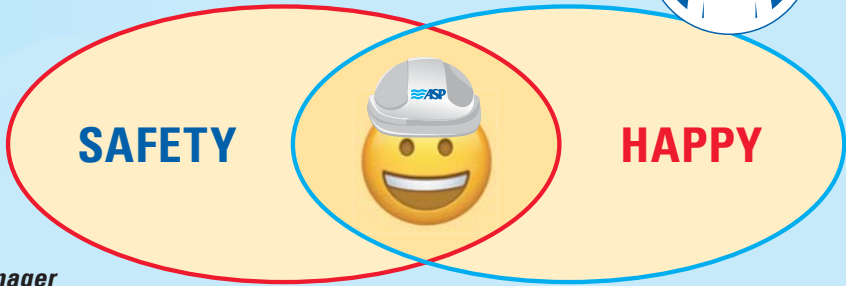
Takeover crew of Bulk Carrier *AP Libertas*, Croatian Shipping Company Atlantska Plovidba D.D.







# A Safe Ship is a Happy Ship (and vice versa)



**By Omar Arce – ASP Manila, Training & Quality Manager**

Seafarers and Shipping Organizations worldwide agree that safety and happiness on-board a ship are interdependent concepts that impact the well-being of seafarers, the success of a ship, and the retention of crew. There is no disputing that a safe ship is a happy ship, and vice versa. Although safety and happiness are distinct domains, they overlap significantly and reinforce each other to create a harmonious and prosperous shipboard environment.

## A Safe Ship is a Happy Ship

A safe ship creates an environment of trust, security, and well-being, which fosters happiness amongst its crew. The reduction or removal of risks, minimizes and prevents the occurrence of accidents, injuries, and occupational hazards.

A safe ship nurtures a strong safety culture based on trust, respect, and teamwork. Crew members feel supported and trust that their safety is a top priority. This collaborative environment promotes happiness, camaraderie, and a sense of belonging. A safety-focused ship promotes open communication channels, allowing crew members to voice their concerns, provide feedback, and actively participate in safety-related discussions. This inclusive approach enhances crew engagement, happiness and retention.

## A Happy Ship is a Safe Ship

A happy ship cultivates a positive safety culture, leading to enhanced safety measures and practices. For example, if a seafarer possesses resilience, mindfulness, and maintains good physical and mental

health, he/she performs at a higher level, prioritizes safety, happy crew members are more engaged in their work, committed to safety practices, and vigilant in their responsibilities.

Happiness encourages crew members to be proactive in identifying and addressing safety concerns, participate in safety training, and take ownership of their own safety and the safety of others.

A happy ship cultivates open and effective communication channels, where crew members feel comfortable reporting safety issues, sharing ideas, and collaborating on safety-related initiatives, which leads to better risk management and incident prevention.

The commitment of ASP Manila Training department is to enhance happiness and safety of the crew simultaneously through provision of quality in-house trainings.

Recognizing and prioritizing the provision of technical and soft skill trainings is crucial for shipowners, operators, and maritime professionals to create a harmonious, prosperous, and sustainable shipboard environment.

In the maritime industry, the well-being of crew members and the overall safety of a ship are paramount, and training plays a crucial role in equipping seafarers with the knowledge and skills needed to create a safe ship, which leads to a happy ship and vice versa.

# ASP Bangladesh OFFICE CHANGE

After a commercial property search and a challenging shift of furniture and equipment, ASP in Bangladesh moved to a new office under the name of ASP Crew Management Limited on 6<sup>th</sup> May 2023. The newly furnished office is located in a quiet area of Dhaka and suitable for visits from seafarers.

On 14<sup>th</sup> June 2023, the company arranged a get-together for ex-ASP seafarers along with a prayer congregation seeking mercy and prosperity for the new office from the Almighty. The event was successful, accommodating around 25 attendees including seafarers and colleagues from East Coast Group.



From left: 3E Fahim Shahriar, CE Abdullah Al Harun, Capt Nazmus Sakib, Capt Zaber, Capt Mujahidul Islam and 20 Sameer Shakir.



Pictured RIGHT: Prayer congregation.





# Mariner welcomes CSL Australia

Mariner Australia recently won the tender for Canada Steamship Lines' (CSL) Australian travel requirements for both crew and office-based staff for the next 3 years.

Celebrating the win Mariner GM, Aaron Watts told *ASPECTS* **"It is great to have CSL partner with Mariner initially for their Australian operations with a scope to work with their overseas offices in the future".**

Having another shipping client join us is important for our future growth and we thank CSL for putting their trust in Mariner to move their people safely and effectively, Aaron said.



MARINER TRAVEL



The team at CSL has worked closely with us throughout the on-boarding process and we have already built up a strong relationship between each other which is very important.

CSL Australia's regional office is based in North Sydney and to herald the beginning of the partnership, Aaron along with both Mariner Operation Managers Jessica Trinh and Jillian Quinn, visited to meet the CSL team face to face.



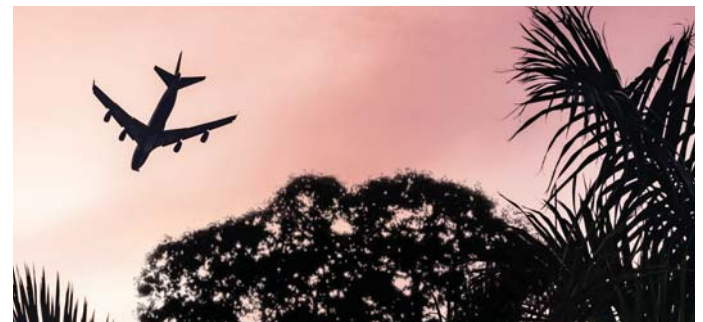
# Mariner Introduces Carbon Offset Program

Mariner Travel has introduced a Carbon Offset Program to allow clients the ability to offset the carbon used on their flights.

The program can be tailored to each client's preferences in regards to the carbon reduction programs they would like to invest in. There are a variety of programs to invest in worldwide with each having different pricing based on the work being done.

Mariner GM, Aaron Watts explained: **"The clients we have signed on to the program now see the amount of carbon used on their trip listed on their itinerary. We then make the applicable payments into the client's program of choice and provide the relevant report on their carbon used throughout a set period".**

Initially Mariner have set up for flight produced carbon but in the future will have the ability to offset car hire and other land-based emissions. Aaron commented that Carbon Offsetting is becoming a key requirement in client tenders as businesses focus on becoming carbon neutral.



## Jessica & Paul THAI the knot

Jessica Trinh, Operations Manager, Mariner Travel, married her long-term partner Paul Livingstone, in a beautiful setting at a cliff top villa in Koh Samui, Thailand, on 2<sup>nd</sup> August 2023. In an intimate dusk setting, witnessed by family and friends, Jessica and Paul exchanged vows against the paradisaical backdrop and breath-taking views of the nearby coral coves and the waters of the Gulf of Thailand beyond.

In his speech, Paul, who was previously Ship Manager with ASP in Melbourne, said: **"If you wonder why we chose this venue it was because of our love of travel, and I'm sure you will agree what a stunning location it has turned out to be."**

Following the formal ceremony, the wedding party and guests enjoyed a sumptuous dinner under the stars and then Jessica and Paul opened the dance floor with the first dance to the romantic piece 'At Last' by Etta James. After that, everybody joined in the celebration and danced until late.





## ASP ENHANCING TEAM SPIRIT & PROFESSIONALISM

Pictured ABOVE: Aleksandr Tayunov, General Manager of ASP CMS Ukraine with Odesa Maritime Academy's football team.

The ASP Ships Group and the National University – Odesa Maritime Academy have a long history of fruitful cooperation in many aspects. In this exciting partnership that combines support for education and future employment for the graduates, ASP has stepped up to sponsor the purchase of new uniforms for the university's football team. The team known as Maritime Academy was established in 2004 and for 15 seasons was known only as the "students' team", coming from Odessa at the national level. We believe, our contribution not only strengthens the team's visual identity but also fosters a sense of pride and professionalism among the players. We also hope our

contribution can give us back some marketing opportunities – with the company's logo prominently displayed on the uniforms, it becomes visible to potential customers, which in turn, can generate positive public sentiment and enhance the company's reputation as a socially responsible organization invested in the local community. We strongly believe our goodwill act serves as a testament to the ASP's commitment and the importance of sports in promoting a well-rounded educational experience.

*Fair play and good luck Maritime Academy!*

## ASP AT MARINER PREMIER LEAGUE – 2023



The shipping world at Singapore witnessed an exciting and competitive event this August as the curtains fell on the eagerly awaited cricket tournament called as Mariner's Premier League (MPL). The MPL, a six-overs-a-side cricket tournament, attracted 58 shipping company teams, bringing together employees for a friendly yet fervent display of cricketing prowess. The tournament, which spanned over three days, not only showcased exceptional cricket skills but also highlighted the importance of teamwork and camaraderie within the workplace.

One of the remarkable aspects of the tournament in addition to spirit of sportsmanship exhibited by all participants was to meet the 1983 Cricket World Cup winning team player Mr. Mohinder Amarnath. He was man of the match in final and semi-final, playing a star role in leading India to their first ever One Day International title and first World Cup win.

While the games were intense, they also provided an opportunity for all to break away from their daily routines, fostering a sense of unity and relaxation. employees from different companies interacted in a more informal setting, fostering acquaintance and mutual respect.

We played the game with full valour and reached the quarterfinal but was not our day. In the end, it was not just about cricket; it was a celebration of teamwork, sportsmanship, and the vibrant spirit that exists within the workplace. As we return to our desks with a renewed sense of camaraderie, the tournament's success promises to leave a lasting impact on both individual relationships and overall workplace morale.





## NEW GENERAL MANAGER for ASP Ship Management – Australia/New Zealand

### Keith Brown



Keith Brown was raised in the Shetland Isles, Scotland and started his seagoing career in 1989 with a small ship owning company called Souter Shipping Ltd (Newcastle) sailing on Gear and Cape size Bulk Carriers. Later Souter's were taken over by OSG Ship Management and he retrained to sail on Crude carriers. After sailing Mate then Master on Tankers, he was moved into the office in Newcastle upon Tyne, UK progressing from Superintendent to Fleet Manager.

He joined ASP Ship Management in July 2011, as General Manager responsible for managing the UK office in Glasgow then Newcastle. ASP requested Keith to move to NZ as GM of Silver Fern Shipping Ltd where he has been since 2017.

Keith has since relocated to Melbourne as the new General Manager for Australia/New Zealand, with effect from 1<sup>st</sup> May 2023.

Keith enjoys watching Rugby Union and Football supporting Celtic and Newcastle Utd (Magpies). Since coming to the Melbourne office he has chosen his AFL team that has a similar 'Guernsey' as one of the 'football' teams above. He requests not to receive hate mail. He also enjoyed hill walking in Scotland and the Lake District, England and has completed the 24 peaks challenge twice for the charity Seafarers UK as well as taking part in the Great North Run five times to the charity Lifeboats.

### Shravan Jha

Shravan Jha joined ASP as a Ship Manager in April of 2023.

He is a graduate in Bachelor of Engineering (Mechanical) and has over 29 years of experience in the Marine industry with 13 years at sea moving through the ranks to a Chief Engineer. He has sailed as well as managed various ship types including PCTC, Bulk Carriers and Container vessels.

He joins us from one of the large Ship Management Company in Singapore where he managed bulk carriers and container vessels.



In his leisure time, he enjoys watching sports and travelling with his family.

### Capt Kuldeep Yadav



Capt Kuldeep Yadav recently joined ASP Melbourne as Marine Manager looking after Marine and Quality Assurance aspects of our Australian and New Zealand fleets.

Kuldeep was recently transferred from ASP Ship Management Pte Ltd Singapore where he was also Marine Manager. In this new role he shall be enhancing the Marine and Quality Assurance side of operations in Australia and New Zealand.

Kuldeep is a Master Mariner who has sailed predominantly on Oil/Chemical Tankers.

In his leisure time, he enjoys playing cricket and spending time with his family.

### Andro Besich

Andro Besich started in 2007 when ASP acquired Silver Fern Shipping Ltd.

Prior to joining ASP, Andro was a Marine Logistics Manager at Silver Fern Shipping Ltd. He was with Silver Fern for 28 years. In 2022, Andro was transferred to ASP's Melbourne, Australia, office and is now the ASP Fleet HR Manager.

In his leisure time, he enjoys running and has competed in a number of overseas marathons.



### Segu Kareem



Segu Kareem has recently joined ASP Singapore as an Assistant Technical Superintendent, he is responsible for overseeing technical aspects and providing support to the team. With his background as a 3<sup>rd</sup> Engineer and with a bachelor's in marine engineering, Segu brings valuable experience in working with bulk carriers.

Before joining ASP Singapore, Segu served as a Technical Assistant at Fleet Ship Management and an Assistant technical superintendent with Steller Ocean Transport, and BIL Ship Management, where he gained practical knowledge in managing technical operations. He also worked as a Commissioning Superintendent at Keppel Shipyard, involved in oil rig construction.

In his leisure time, Segu enjoys playing badminton and swimming, which helps him maintain a healthy work-life balance.





## Dennis Dalida

Dennis S. Dalida joined ASP as Recruitment & Training Manager 11 July 2022 and was promoted to Head of Operations 1 September 2022.

Dennis is a graduate of Bachelor of Science in Marine Transportation – Cum Laude, Aklan Polytechnic College (APC) and an alumnus of Asian Institute of Management (AIM). He completed short courses on Basic Management Program & Human Capital Management in 2007. He sailed as Cadet to Junior officers on-board International vessels, prior to deciding to explore job opportunities ashore.

He has had teaching stints both in the College of Maritime Studies and the Maritime Training Centers in the Philippines, worked in the offshore company Tidewater Marine International in Angola, Africa as a Personnel / Crewing Manager for almost 4 years and served as Fleet Manager for Magsaysay Shipping a local Manning Agency in the Philippines. He performs various functions in THOME Ship Management Singapore and his last position held was Head of Crewing Operations for THOME Offshore & THOME Oil & Gas.

## Myrene Gerochi-Galeci

Myrene Gerochi-Galeci joined ASP as Senior Crewing Executive on May 15, 2022. She was promoted to Recruitment Manager on February 1, 2023.

Myrene is a graduate of Bachelor of Science in Business Administration in St. Paul College of Iloilo. In 1998, after graduation, she was given an opportunity to join the shipping industry as QMS Assistant at Philippine Transmarine Carriers and was promoted to Marine Personnel Officer in 1999 and continued in this role until 2004.

Her other assignments included a position as Training Manager for Mideast Ship Management in 2013, Crewing Manager for Centennial Transmarine Inc under Mideast Ship Management from 2013 to 2014, and THOME Ship Management Singapore, as Senior Crewing Executive from October 2014 to May 2022.



## Aung Than Soe

In October 2022, Aung Than Soe joined us as Crewing Manager at ASP Crew Management Services Myanmar.

He studied Marine Engineering in 2003 at the Myanmar Mercantile Marine College and commencing a career at sea from 2007, gained experience across Container Carriers and General Cargo Ships. He is the holder of a B.A. (English) as well as his Certificate of Competency as Third Engineer.

His previous seagoing employment includes Yang Ming Line, Norddeutsche Reederei H. Schuldt and Hyundai Merchant Marine when he sailed in the role of 4/E, 3/E.

In 2018, he decided to work in shore-based industries and studied Business Management at ABE, UK. In 2019, he acquired a Diploma in Accounting and Finance LCCI, UK. Prior joining ASP Group, he was Crewing Manager for JSM Ship Management and St. Johns Ship Management.

## Pepito Catadman

Pepito Catadman has spent 20 years with ASP, and has now happily retired. He signed off from the vessel *Verige* on the 19<sup>th</sup> June.

Pepito, along with his wife visited our office and were very grateful for the 20 years he's been with us:



***"Thank you ASP in being part of my 20 years in the company. In that 20 years I have provided and established a lot for my family. I have been able to provide for the education of my 3 beautiful daughters. They are all graduated and finished college and are currently working.***

***I have attached all the following pictures as proof of all that I have established and built for my family and this is all thanks to ASP.***



***I extend all of my gratitude to ASP and especially to Ma'am Sheena and Ma'am Vivian to whom I've been with in the company for so long. Again, thank you very much to ASP and God Bless to all."***





## Collision – what collision?

*Excerpt from MARS Report No 202326, 26 May 2023*

In daylight and good visibility, a 25 metre steel fishing vessel was engaged in fishing about 20nm offshore. With fishing gear set, it was making way at about two to three knots when the Master noticed a small cargo vessel approaching at about 13 knots and realised that a close quarters situation was developing. *As edited from TAIIB (Latvia) report 1-2020*

With the cargo vessel about 2nm away, the Master of the fishing vessel attempted to call the cargo vessel, but did not receive any answer. Soon, with the distance between the vessels decreasing and no response from the cargo vessel, the fishing Master realised he must take avoiding action. He put the helm hard to port and increased engine power to full ahead, even though this put the fishing gear at risk of damage. Nonetheless, the cargo vessel's bow hit the aft superstructure of the fishing vessel, causing damage across an area of 1.5m<sup>2</sup>. The cargo



**Collision damage to fishing vessel**

vessel did not respond to further calls from the fishing vessel and kept its course and speed as if nothing had happened. The subsequent investigation by authorities found the following entry in the cargo vessel's logbook; 'small collision with fv'.

### Points to learn:

- Never leave the scene of a collision until confirmation has been received from all concerned that everything is under control and pertinent information from both vessels has been exchanged.
- While not specified in the official report, it can be assumed that the lone watch keeper on the cargo vessel was not keeping an effective lookout for other vessels. The course and speed of the cargo vessel never changed and the watch keeper never responded to the VHF calls from the fishing vessel. A power driven vessel underway must keep clear of a vessel engaged in fishing.

## Collision in daylight & good visibility

*Excerpt from MARS Report No 202339, 30 August 2023*

In the early morning a small cargo ship left port bound for a short sea destination. The OOW was alone on the bridge as it was now daylight and visibility was good. *As edited from NSIA (Norway) report 2022/12*

He set a SSE course, as per the voyage plan, and the vessel was making about 12 knots. The OOW scanned the horizon for potential dangers

through the bridge windows and observed AIS signals from a few smaller vessels on the radar. He did not see any targets that concerned him, although there was a target near their heading line to port at about 6nm. The OOW then turned his attention to administrative tasks using a computer placed aft in the wheelhouse.

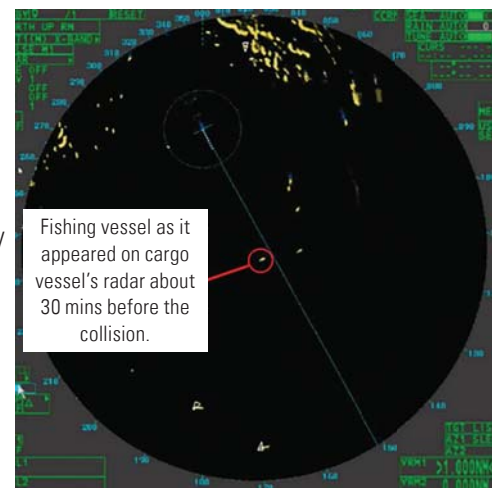
Meanwhile, on a fishing vessel about six nm away, the two person crew were trawling for prawns. Both the navigation lights and day shapes for trawling were displayed. The AIS had been set to passive mode during the night to conceal the vessel's position, as the location of specific prawn fishing grounds was considered a 'trade secret'. At about 08:28 the crew stopped trawling and started hauling the trawl net. Due to currents and because they were being pulled towards the trawl while hauling, the vessel was now moving astern at about one knot.

It was around that time that the skipper noticed the cargo ship coming more or less towards them, but he perceived it as part of the normal traffic in the area. He reactivated the vessel's AIS about this time. As it was daylight and good visibility, he did not think it was necessary to communicate with the cargo ship.

After a few minutes, the skipper observed the cargo ship approaching ever closer, but initially assumed that the vessel would pass without any risk of collision. Soon, however, he realised there was imminent danger of collision; he set the engine to full speed astern but was unable to avoid impact.

On the cargo vessel the OOW felt something hit the bow of the ship. Looking out, he saw the mast of a fishing vessel close along the starboard side. The time was 08:35. The collision caused the fishing vessel to heel over and turn around almost 180°. Once clear of the cargo ship, the fishing vessel still had propulsion. The crew were unharmed and proceeded to check the status of the vessel, which had sustained considerable damage to the port bow bulwark but otherwise was out of danger.

After the collision, the OOW reduced the speed of the cargo ship, turned the ship around, called the fishing vessel on VHF and asked whether they needed assistance. Both vessels later returned to port for inspection and repairs.



Fishing vessel as it appeared on cargo vessel's radar about 30 mins before the collision.

### Points to learn:

- Distractions, be they administrative or personal (mobile phones!) are antithetical to keeping a sharp lookout.
- Not all small vessels carry or use their AIS consistently, so keeping a sharp visual and radar lookout is essential.





# MtS ADVENTURE RACE JAPAN 2023



The Mission to Seafarers (MtS) has successfully completed its Adventure Race Japan (ARJ) fundraising challenge, raising a total of US\$1.3m through team registrations, corporate sponsorships, and other fundraising efforts. Due to the incredible response and support shown from the maritime industry, MtS has exceeded its fundraising target to support seafarers' welfare. The funds raised through Adventure Race Japan will be used to support several key areas of The Mission to Seafarers' operations. A significant portion will fund MtS's 'Emerging Port Strategy 2022-2026', which aims to provide a strategic approach to new and existing operations in Asia, and globally.

The highly anticipated Adventure Race Japan (ARJ) challenge took place from 18-21 May 2023 on the Izu Peninsula, Japan, and witnessed an exhilarating display of determination and camaraderie as 64 teams from 19 countries fearlessly tackled the 'Green Dragon' and 'Black Dragon' races. The event spanned three action-packed days, testing the resilience of participants amidst challenging weather conditions and mountainous terrain, while raising funds for seafarers' welfare.

Jan Webber, MtS Director of Development on behalf of the organising committee: **"Adventure Race Japan 2023 exemplifies the power of collaboration and perseverance. It brings together diverse cultures and styles to champion the welfare of seafarers, a cause we hold dear. This event proved to be the most ambitious and successful event organised by a maritime welfare charity and certainly within the history of The Mission to Seafarers. Overcoming various challenges, the organising committee brought together diverse cultures and styles, uniting the international maritime community and the Japanese shipping industry in their shared commitment to seafarers' welfare."**



The ASP Team: Denzil D'Souza, Adrian Whatley and Vitalii Chaika with Jan Webber, MtS Director of Development (centre).



## PRESS RELEASE EXTRACT

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days, testing the resilience of participants amidst challenging weather conditions and mountainous terrain, while raising funds for seafarers' welfare.

Adventure Race Japan 2023 garnered support from prominent Gold sponsors, including Swire Shipping Pte Ltd, Swire Bulk, APM Terminals Japan, Arrow Sale & Purchase (UK) Ltd, Shoen Kisen Kaisha Ltd, Fleet Management Limited, Mitsui O.S.K Lines, and Ocean Network Express. The generous contributions and participation of 192 individuals from 19 countries showcased the global unity and commitment to this noble cause.





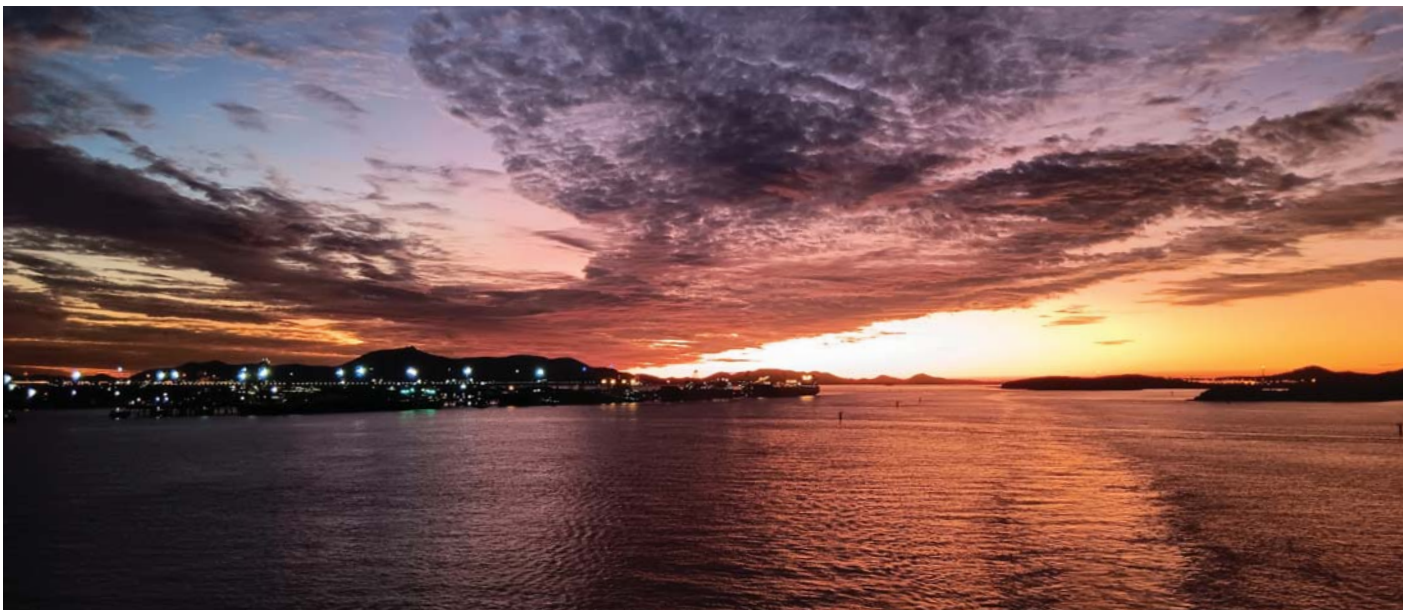
▲ *"Weipa Sunrise"* by Kirk Harris – Operational Caterer – Cook, *RTM Weipa*



▲ *"Lake Geneva, Lausanne, Switzerland"* by Vitalii Chaika.

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

▼ *"Departing Gladstone"* by Capt David Dias, *RTM Twarra*



◀ *"Rangitata at Picton anchorage"*, New Zealand – by Capt Kuldeep Singh.





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