

NAUTILUS

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TOGETHER EVERYBODY ACHIEVES MORE

INTERORIENT
SHIPMANAGEMENT



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If you would like to contribute to this newsletter, please send an email to: nautilusnews@interorient.com
 Articles will be published subject to editing and space availability.

CEO's MESSAGE



Since the end of last year we have been engaged on a group wide effort to refocus our attention to our core business: ship management. This drive has involved not only a greater interaction with owners, both existing and potential clients, but also it has involved a considerable amount of in-house training. This

has been an extremely rewarding exercise. I believe we have come out of it with a much greater understanding of what we do well and where we need to improve and these lessons are being implemented as we speak. The process has given us a bigger insight on the things that are most important to our clients and has allowed us, both on an individual and also on an organisational level, to focus on delivering those things to every client. In fact, one of the most surprising aspects of this was seeing the big variety in priorities that our different clients have, and as I have said before, we are committed to meeting the requirements of each one individually and not offering a one-size-fits-all style of management.

This commitment to provide tailor-made solutions is as much about mindset as it is about systems and the process of delivering this is an on-going one. There isn't a point at which we will have "arrived" at our destination, rather it is a dynamic that is constantly changing and that is what makes it so challenging. Having spent the past couple of years talking to people throughout our organisation I am confident that it is a challenge that we will meet head-on and with the enthusiasm and stamina that it requires.

While we have started to see the first signs that our drive is producing results and we have welcomed some new ships under management, we must never forget that our priority is making sure that the entire fleet that we manage is looked after with the same professionalism. I have always had the firm belief that the best marketing any organisation can do for itself is to have happy, satisfied clients. This is and will always be our priority.

Themis Papadopoulos
CEO



NEW VESSEL UNDER MANAGEMENT

The M/V Spanaco Simplicity entered into the management of Interorient Shipmanagement on 24th June when she was taken over from her previous owners in the port of Bremerhaven.

The vessel is under the command of Captain Zhilin with a total crew of eight. The takeover was overseen by Technical Superintendent Graham Bond from our Limassol Head Office.

M/V Spanaco Simplicity information:

Antigua and Barbuda Flag

Rina Class

Built 2009

Summer deadweight 4188MT

One cargo hold with two moveable bulkheads

The vessel is expected to trade between the Black Sea and Europe similar to her sister ships already under our management.

Congratulations to the owners on their new acquisition. We wish the vessel and her crew every success.



EUROGATE, INTERORIENT AND EAST MED CONSORTIUM APPOINTED AS LIMASSOL PORT CONTAINER TERMINAL OPERATOR

In a Tender initiated by the Republic of Cyprus for the Limassol Port, the EUROGATE consortium was selected as the preferred tenderer for the container terminal.

EUROGATE Container Terminal Limassol Ltd was formed as a joint venture between the partners EUROGATE International (60%), Interorient Navigation Co Ltd (20%) and East Med Holdings S.A. (20%). The three partners have a long and successful track record in working together as they created and operated the largest feeding company in the Mediterranean and Black Sea from 1999 to 2013.

The concession agreement for the operation of the Limassol Container Terminal for a period of up to 37 years was signed on 25th April 2016 at the presidential palace in Nicosia between the Ministry of Transport, Communications and Works and EUROGATE Container Terminal Limassol Ltd.

The company will take over the commercial operation of the container terminal from January 2017 onwards. The container terminal will be integrated into the network of the EUROGATE Group which is Europe's largest shipping-line independent container terminal operator and possesses the technical expertise necessary to establish a modern and efficient container terminal in Limassol.

Thomas Eckelmann, Chairman of the EUROGATE Group Management Board, stated: "the Limassol Container Terminal is an ideal strategic addition to the EUROGATE Group network. With Tangier in the west, Gioia Tauro and Cagliari in central and Limassol in the eastern Mediterranean, EUROGATE is now present throughout the Mediterranean region."

Adonis Papadopoulos, Chairman of Interorient Navigation Company Ltd said: "We are very pleased to be a part of this significant milestone for Cyprus. We and our partners look forward to investing in the development of the Limassol Port with the aim to improve its efficiency and competitiveness and more importantly to enhance its contribution to the local economy."

Demetris Mouskos, Chairman of East Med Holdings S.A also mentioned: "Our investment in the port will result in a significant upgrading which will put the port in a position to compete for business in the region, which comes at the right point in time."

EUROGATE intends to invest in the modernisation of the terminal, especially in new gantry cranes and the upgrading of the IT systems. The successful commercialisation of the activities of the Limassol Port is set to further strengthen Cyprus's status as a key shipping hub.

The Limassol Container Terminal currently has an annual handling capacity of 500,000 standard containers (TEUs), of which a high share is local cargo that supplies Cyprus. The container terminal has a surface area of 35 hectares and a quay wall length of 800 metres. The navigational conditions here are excellent: the approach to the port has a depth of 17 metres, with a depth of 16 metres in front of the berths. There is also a turning basin with a diameter of 600 metres.

Yiannos Mouzouris
Business Development Director
Limassol Office



Left to right: Marcel Egger, EUROGATE, Demetris Mouskos, Chairman, East Med Holdings, Thomas Eckelmann, Chairman, EUROGATE, Adonis Papadopoulos, Chairman, Themis Papadopoulos, CEO and Neoclis Nicolaou, Interorient, Carl Augustin, EUROGATE, Dominique Franke, EUROGATE, Yiannos Mouzouris, Interorient

VESSEL BUDGETS

As we are all aware, the world is set on budgets, whether it be your household budget, or the operation of a ship, it is still the same.

For a vessel the budget is set at the start of the year which should be sufficient in order to maintain the ship, comply with legislations and protect owners' assets.

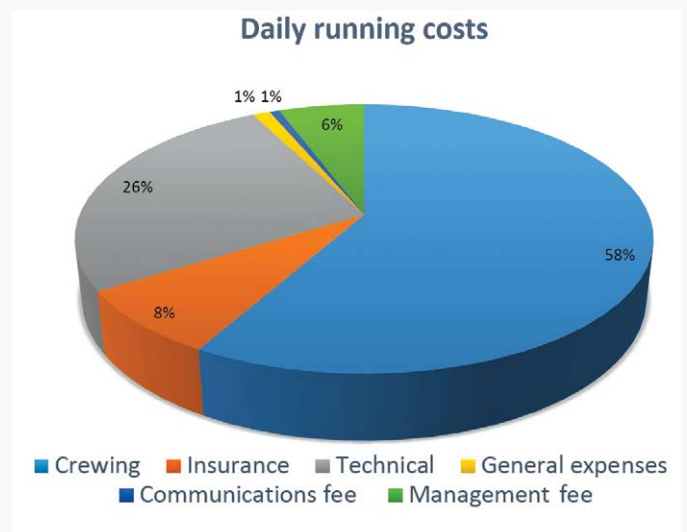
The budget is sub-divided into four categories namely crewing, insurance, technical and general expenses. These are then further broken down into smaller sections resulting in a daily rate for numerous different accounts codes. It is the Technical Superintendent's responsibility to control the major variable in the budget which is the spares/consumables and the repair/maintenance. This is done in close operation with vessels' Senior Management and with the Purchasing Department.

Close liaison between all three results in stores/spares and services being provided in a timely and cost effective fashion to ensure every ship runs smoothly.

Monthly reports are provided to owners on any variance from the budget to ensure that all parties are aware of the financial status of the vessel. Even though, with our new software, Technical Superintendents can access the budget status on a daily basis. A KPI has been developed to monitor on a quarterly basis the whole Interorient Shipmanagement fleet budget variance.

It is pleasing to note that in 2015 the average for all the vessels was under budget. This however should not make us complacent as with present charter rates we should endeavor to keep the ships well within budget whilst providing the best possible care for all owners' assets.

Andrew Brown
Group Technical Director



INTERORIENT SHIPMANAGEMENT SINGAPORE

We are pleased to announce that on 1st June 2016, Sandip Mirchandani joined the company to head up the South East Asian base for Interorient Shipmanagement.



Sandip holds a Master Mariner (Class 1) Certificate of Competency and is an experienced professional who brings many years of leadership in ship management. After a successful sailing career, he came ashore in 1996 and since then has had a shore based

career in ship management. Sandip is a member of The Nautical Institute (MNI) and has been based in Singapore since 1999.

Sandip joins Interorient Shipmanagement as Managing Director of the company's Singapore office to continue Interorient Shipmanagement's long track record in providing ship management services to many of the top ship owners worldwide. Interorient Shipmanagement Singapore will begin operations offering management services for tankers, bulkers, container and general cargo vessels.

AMVER AWARDS



On 7th September 2016, 34 vessels managed by Interorient Shipmanagement, received Certificates of Merit from the USCG for their participation in the Automated Mutual Assistance Vessel Rescue (AMVER). The ships from Interorient Shipmanagement joined with hundreds of others providing a worldwide network in the co-ordination of assist search and rescue for emergencies at sea.

In 2015, the USCG recorded that 9,067 vessels had participated in AMVER and achieved 128 days of activity contributing to 432 lives saved at sea.

Interorient Shipmanagement felt honored to be present at this prestigious awards event, that was held in the U.S. Consular office in Hamburg, Germany, where the awards were presented by the Consul General and the Director of the U.S. Coast Guard.

Participation in AMVER is free, voluntary and open to merchant ships of all flags. The Master, officers and crew of these vessels were commended for their commitment to the safety of life at sea. Three of the Interorient Shipmanagement vessels were given the AMVER golden flag award for participating for straight five years while two were given the blue flag award for their first year. In 2017 Interorient Shipmanagement looks forward to receiving

three more golden flag awards, and for the first time, a purple AMVER flag award for a ship participating for ten years continuously.

Our Safe Navigation Manual Chapter 5.2 contains the guidelines for participating in AMVER.

Capt Hernani Padilla
HSQ Manager
Hamburg Office



Left to right: Mr Benjamin Strong, Director AMVER Maritime Relations, USCG, Mr Michael Gray, Acting Consul General, Mr Adonis Violaris, Marketing Director, Mr Marios Patounas, Marketing Officer, Capt Hernani Padilla, HSQ Manager

LOADING SUGAR IN BELIZE



In the era we live in time has become a very precious thing so the current loading operation of the M/V Orient Adventure in Belize is something of a throwback to a bygone era. The loading operation for a full cargo of sugar, 32,200 metric tonnes (MT), is expected to take approximately ninety days which is really quite extraordinary.

Belize is a Central American country with a Caribbean coastline. The main exports from Belize are citrus, sugar and bananas.

CULTIVATION AND PROCESSING OF SUGAR CANES

Raw sugar exported from Belize is extracted from sugar canes cultivated in Corozal and Orange Walk Districts in the northern part of Belize. The majority of sugar canes are grown in fields belonging to local independent farmers who all feed our client's plant in Tower Hill where the sugar canes are crushed/processed.

Processing of sugar canes in brief:

- Chipping of sugar canes into short pieces
- Shredding of the chipped sugar cane pieces
- Squeezing of shredded sugar cane material (extraction of juice)
- Filtering of juice
- Boiling (evaporation) of juice to form syrup
- Crystallisation and centrifuging of syrup
- End product = raw sugar

The ship owner's sugar mill is said to crush/process between 1 - 1.2 million tonnes of sugar canes yearly (production of 1 tonne of raw sugar requires approximately 8-9 MT of sugar canes).

BARGE OPERATION

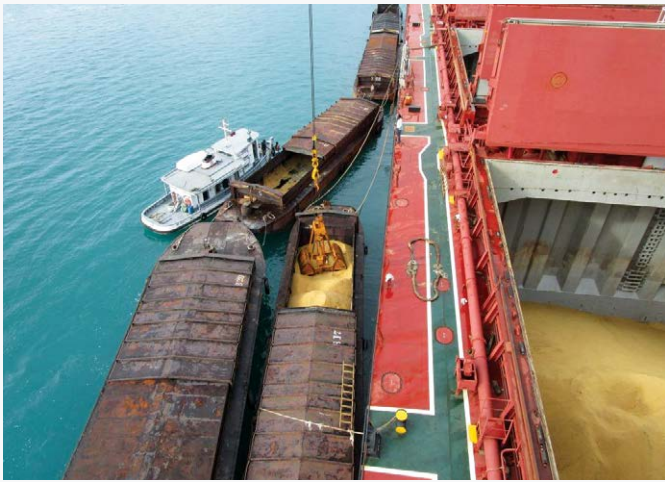
The loading of the raw sugar is carried out at the anchorage off Belize City via a fleet of barges.

The raw sugar is stockpiled inside a large warehouse and transferred to the adjacent barge loading facility for final distribution into barges via a conveyor system. The plant in Tower Hill is located inland and connected to the open sea via a river with shallow waters restricting the cargo intake to approximately 120 MT per barge. Usually 3-4 barges are towed at a time by one tugboat and the sailing time from the barge loading facility to the anchorage off Belize City is approximately 36 hours.

In order to minimise idle time (waiting for barges) during the loading operation, the shipper tries to establish a steady rotation cycle of the barges aiming to maintain a minimum of 6-8 loaded barges available within the vicinity of the vessel at all times. Some of the loaded barges arriving from Tower Hill are temporarily stationed in sheltered areas at the nearby islands for later dispatch alongside the vessel whenever needed. On occasion due to weather conditions and other factors, the planned rotation of the barges can be interrupted resulting in loading delays.

Generally, the barges are secured alongside the vessel in pairs (side by side) with one pair of barges on the starboard side and two pairs of barges on the port side (or vice versa).





LOADING OPERATION

The loading operation is based on working with three cranes simultaneously round-the-clock. However, loading is often suspended due to rain and usually there is no work at the weekends. On a good day a loading rate in excess of 700 MT is achieved but the overall loading rate is lower due to frequent stoppages. It appears the local iguanas also have a sweet tooth and loading is often stopped to remove the iguanas found in the cargo.

The prolonged loading operation does present the vessel with some challenges. It is not possible to supply bulk fresh water at the anchorage so any vessel arriving there needs to have full fresh water tanks and excellent onboard management of fresh water consumption. Despite this and due to the very long loading operation, the vessel's water supply has to be supplemented so two plastic water

tanks are provided onboard and the barges bring water to the vessel in 40 litre containers to transfer to the water tanks. Similarly, the vessel needs a good stock of provisions onboard in view that there are no ship chandlers available. Fortunately the crew are able to visit local markets periodically to obtain fresh provisions.

A further operational problem for the crew is the storage of waste materials onboard. There are no shore reception facilities available so waste water and garbage have to be stored onboard for prolonged periods of time. This requires excellent waste management.

A prolonged stay in tropical waters means there will also be significant hull growth that will need to be cleaned off before any further sea voyage.

Thank you to Capt Claus B. Jensen, Port Captain, NORDEN, for the background information of this article and for some of the photos and to Capt Aleksandr Levytsky onboard the M/V Orient Adventure.

GROUP WELLNESS WEEK

TOGETHER EVERYBODY ACHIEVES MORE

In an effort to inspire everyone to live and work well, the Employee Wellness Committee organised for a second consecutive year the Group Wellness Week that took place from 16th until 20th of May. Employees from all our offices as well as seafarers onboard our vessels participated in various activities with a view to becoming familiar with every aspect of our wellbeing: physical, emotional, spiritual, intellectual, occupational and social.

The concept of the event was similar to last year: a week full of interesting presentations, engaging events and fun afternoon activities. Ashore, each day began with a healthy breakfast for all our staff followed by a presentation. A number of specialists were invited to deliver presentations on a variety of subjects such as emotional intelligence, skin beauty, nutrition and physical and mental health. Onboard our vessels, crew joined the event by preparing a daily healthy meal or snack.

Additionally, a Wellness photo competition was arranged during which staff were given the opportunity to submit their photos relating to our overall wellbeing. Lucky winners were awarded with nice prizes. Some of the winning photos can be seen below.



Limassol



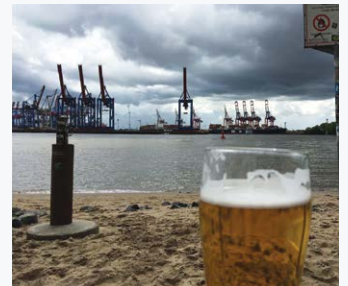
Limassol
1st place: Vivian Theocharous



Limassol
2nd place: Andreas Kleanthous



Riga
1st place: Svetlana Beinarovica



Hamburg
2nd place: Lars Jurgeneit



Hamburg



St Petersburg



M/T Blue Marlin



Manila

In addition, as part of the Group Wellness Week, a sports afternoon took place on Thursday 19th of May. This was a teambuilding event in which all office and vessel staff participated in various sports activities.

In Limassol, everyone gathered at 3pm in the conference room being aware only of their team members. The teams were then given their mission: to compete against each other in order to 'qualify' for the games. Ten game stations were used. At each station a different sport was presented by a professional instructor and participants had to compete to collect as many points as possible. The ten activities were paintball, archery, yoga, football, cycling, zumba, gymnastics, taekwondo, ping pong and football. What followed was truly an amazing blend of teamwork, great individual performances as well as fierce competition! Twenty teams competed against each other with enthusiasm, commitment and great spirit. Finally, we had two winning teams who managed to collect more points than the others. A ceremony took place and the winning teams were awarded their trophies.

In Hamburg, employees engaged in an exciting boccia game competition at Elbe beach. In Manila they participated in a zumba session while in St. Petersburg they organised a bowling tournament. Onboard our vessels, crew organised various sports competitions eg ping pong and basketball.

Limassol



M/T Kerel



Manila



St Petersburg



FAREWELL TO ANITA TENA WHO RETIRES AFTER 35 YEARS WITH INTERORIENT IN MANILA



Tell us a little bit about yourself and can you recall your first day with Interorient?

During my free time I play with my grandchildren and read books to them. I also like to read inspirational books.

I was very excited on my first day because I knew I would be learning new things and making new friends. Thanks to my mentor, our Financial Director, Ms Rose Mesina, who guided and helped me from the very start, my experience was a very good one.

Why did you choose Interorient to work for and how would you describe the 35 years you have worked for Interorient in Manila?

Ms Rose Mesina, a strong & determined leader, encouraged me to work hard and with dedication, honesty and loyalty for Interorient which led me to where I was at the time of my retirement. It was a very smooth ride. I did not encounter any major challenges that were not possible to face during my stay due mostly to the very good working relationship I had with Ms Mesina and the rest of my colleagues.

If someone asked you what you have gained during these 35 years of employment, what would you say?

I learned to work patiently and professionally even under

stress. Over and above the lessons that I have learned over the years, I also gained lots of friends during the course of my employment. One of the most important things that I gained and will always cherish is the friendship that I have with my colleagues.

What tips or advice might you give a new staff member at Interorient?

Be dedicated to what they are doing. Keep a balanced life. Have time for work, time for family and time for God.

Your last day at Interorient was one you will never be able to forget; aside from that one, can you describe a particularly memorable day or funny or unusual story during your working life at Interorient?

I will never forget the last Christmas party that we had. We were asked to showcase our talents and I didn't know what to do. My group mates decided to present a dance number. I had difficulty at first but they were very patient in teaching me the moves. Then came the Christmas party. Everyone was surprised to see us wearing children's outfits and dancing like small people. Everyone was laughing and we all enjoyed that dance. I never thought that we could pull off that performance.

What are your plans now that you are retiring and what is your biggest goal right now? Are you going to miss Interorient?

My plan is to spend most of my time playing with my grandchildren and bonding with my mom and siblings.

Of course I will miss waking up and getting ready for work every day. I will miss everything about my job and everyone at work.



FAREWELL TO NITSA PAPADEMETRIOU WHO RETIRES AFTER 30 YEARS WITH INTERORIENT IN LIMASSOL



Tell us a little about yourself and your hobbies

I consider myself to be a spiritual person who has been blessed with two beautiful families, one of which is my three children, my husband and my five grandchildren and my other family, Interorient, with whom I more or less grew up with over the last thirty years. One of my passions is reading and I cannot imagine myself without a book in my hand. I have a love for both Greek and foreign music, all types from classical, traditional and modern and I would even go so far to say that I even like heavy metal.

Why did you choose Interorient as your employer and describe your experiences over the last 30 years?

I chose Interorient as an employer as I had previously worked in a shipping environment and liked the professionalism of the company and it was a company that was growing and had very strong leadership with vision and dedication to becoming one of the leading shipping companies of its time. I am eternally grateful to have had the mentorship of our CFO Mr Savvas Theophilides who has taught me a lot of over the years. In the early days of Interorient I was very lucky to work in various areas of the accounting department and I received hands on training in many areas and as the company grew my role became more specialised and I then became the one who was giving guidance and passing on the skills that I had gained through time.

If someone asked you what you have gained during these 30 years of employment what would it be?

I would have to repeat, a second family, and a professional experience that is unforgettable. I started with a pen and pencil and ledgers and developed to using the most highly advanced accounting software over the years. Each step of the journey brought new challenges, new colleagues and friends and what I take away with me is a life time of good memories, good friends and above all the company will always be my second family.

What sort of tips or advice would you give a new member of staff at Interorient Shipmanagement?

I would say be patient, understanding and above all be generous and helpful and to show professionalism to all clients and customers. It is important in any working environment to listen and realise that you can learn a lot from your colleagues and their experience.



What is your fondest memory/memories during your time at Interorient?

The fondest memories were the Christmas parties of the early days when the company was smaller and all the colleagues were very close as we were not so many. We were all like an extended family and all similar ages and some of my best memories are from those early days when we all let our hair down and had fun.

I was lucky enough to travel to Korea and Germany during my time with Interorient and I really feel eternally grateful to have been given these unforgettable opportunities. Having had the honour and chance to share these trips with my colleagues for the newbuilding takeovers was amazing.

What are your plans now after your retirement?

I would like to spend time with my family and grandchildren I would like to have time for myself and especially for my mother who is now 96. She is the one who supported me all through my career and was there for me every step of the way. I am a very spiritual person and I am hoping to have time to dedicate to the church and to helping the church community.

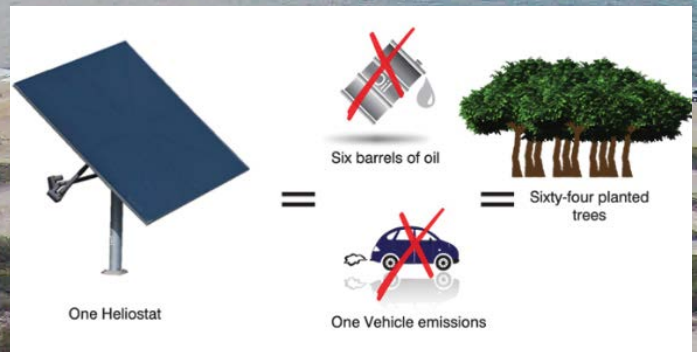
INTERORIENT SHIPMANAGEMENT SUPPORTS THE ENVIRONMENT BY ADOPTING A HELIOSTAT

Our environment is threatened by unprecedented destruction due to climate change. The evidence is everywhere: global warming, extreme climatic events such as heat waves and flooding, acidification of the oceans and destruction of biodiversity. Even worse, the production of greenhouse gases such as CO₂, which are understood as the very causes of this catastrophe, are continuing to be produced at an accelerated pace. It does not have to be this way. Many measures can be taken to halt this imminent disaster and to ameliorate its impact. The Cyprus Institute (Cyl) is conducting research to understand these environmental phenomena and to develop methods for adaptation and mitigation.

Harvesting of solar radiation can be achieved with heliostats, special mirror assemblies that track the sun and redirect its radiation onto a fixed receiver. Each heliostat has a five square meter curved mirror that concentrates the solar radiation intensity by 50 times. The Cyl facility is located just outside the city of Limassol. The field of heliostats consists of 50 heliostats that yield the intensity of 2500 suns, with the capability of reaching temperatures in excess of 1000 degrees centigrade. Sunlight is converted into heat and stored for later use, so solar energy can be used anytime, in the evening or on cloudy days. At Cyl it will be used for the co-generation of electricity and desalinated seawater.

In an effort to promote green energy and environmental awareness, the Cyl launched the 'Adopt a Heliostat' initiative which gives individuals and companies the opportunity to participate in this pioneering programme by adopting the heliostats that are placed at their facility. As part of its environmental and csr initiatives, Interorient Shipmanagement has adopted one of the heliostats with all proceeds going towards the support of research in pioneering solar technologies.

Text above adapted from the Cyprus Institute website by permission

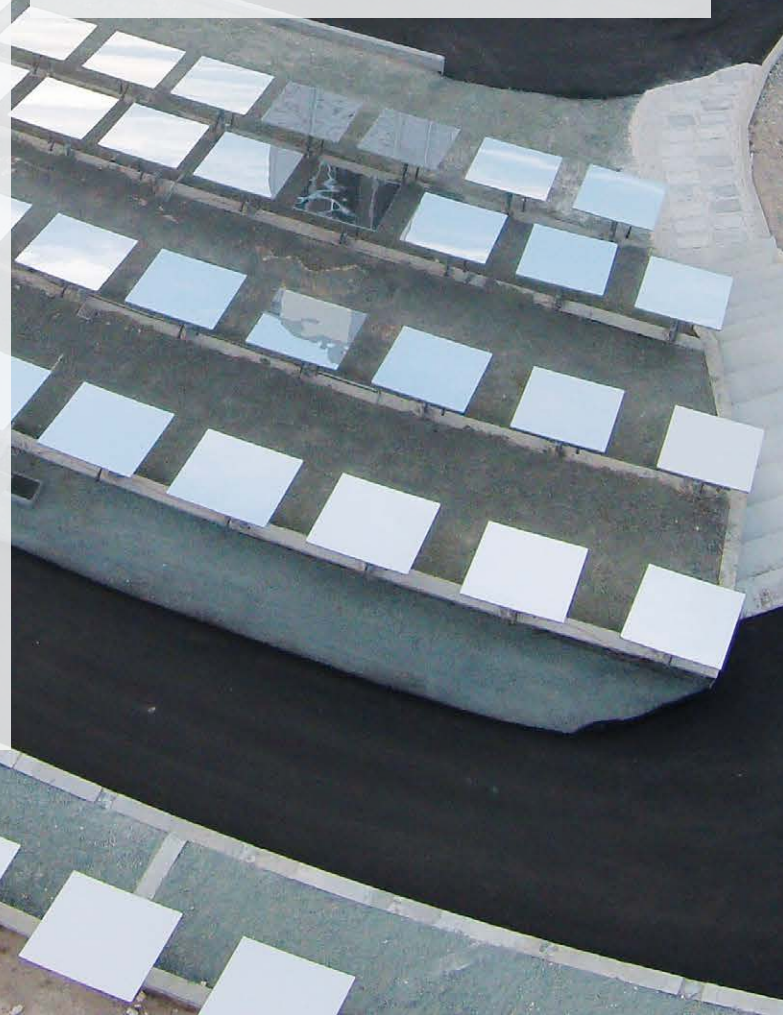


Over a year, each heliostat produces energy equivalent to 6 barrels of oil, preventing 2.5 metric tons of CO₂ emissions, which is average annual emissions of a passenger car. In terms of ecological impact it is equivalent to planting 64 trees per year.

Heliostats

A heliostat (from the Greek words helios [ήλιος] meaning sun and stasis [στάσις] meaning to halt motion) is a device consisting of mirrors that turn to redirect the light from the sun onto a fixed target. The mirrors used can either be flat or curved.

Heliostats are one of the technologies used to produce electricity from solar power. In commercial solar power plants, the heliostat field accounts for almost 50% of the total capital cost of the plant.



INTERORIENT SHIPMANAGEMENT EXHIBITS AT POSIDONIA 2016



Posidonia 2016, one of the world's most prestigious maritime events, is an international shipping exhibition with participating companies from all sectors of the shipping industry. The event is held every two years and is the largest of its kind in the shipping calendar.

For Interorient Shipmanagement, Posidonia is a perfect platform for networking and to conduct business with ship owners, ship builders, suppliers and shipping related services companies.

It has been reported that Greek shipowners presently have a proportionally high percentage of newbuilding orders in place, compared to the rest of the world's shipping nations. Combine this with the fact that Greece also operates one of the largest fleets globally and it is understandable why close to an estimated 20,000 people from 90 countries travelled to Greece to attend Posidonia 2016.

The Greek owned fleet continues its impressive growth. Over a twelve-month period leading up to Posidonia 2016, over 25million dwt was added, the largest annual increase since 2008. Of some 700 shipping companies based in the Athens area, about 70 run fleets of 1million dwt or above.

Together with newbuildings, that represents a \$12 billion investment in the Greek fleet. Behind that growth is a multi billion dollar order book for shipbuilders, ship equipment suppliers, technology, services and management companies, shipbrokers, insurance and finance.

Interorient Shipmanagement was located at the Cyprus stand together with other members of the Cyprus Shipping Chamber and the Cyprus Department of Merchant Shipping. Here, visitors had the opportunity to meet us and to be informed about the range of services Interorient Shipmanagement offers and to discuss in more detail all matters relating to ship management.



Mr Thanos Korfiotis, Group Performance Manager, Mr Themis Papadopoulos, CEO, Mr Marios Demetriades, Minister of Transport, Communication and Works of Cyprus, Mr Adonis Violaris, Marketing Director

DAY OF THE SEAFARER



Annually on the 25th of June the international shipping community celebrates the Day of the Seafarer set by the International Maritime Organisation (IMO). This is an important date in the shipping calendar giving us all the opportunity to honour and appreciate those who sail almost every inch of the sea throughout the length and breadth of our planet, bringing progress and development to the world. This year the overall theme was entitled 'At Sea for All'.

As a token of our appreciation and gratitude to all of our seafarers, the staff of Interorient Shipmanagement, both at the Limassol Head Office and at its branch offices, participated in a number of activities and events organised throughout the week leading up to the 25th June and on the day itself.

It is estimated that 466,000 officers and 721,000 ratings are employed onboard the ships worldwide and the shipping community are indebted to and very proud of them. Seafarers and their families deserve our appreciation and gratitude.



ABOUT LATVIA



Latvia is located at the crossroads of Northern and Eastern Europe on the east coast of the Baltic Sea. Latvia has borders with Estonia, Russia, Belarus, Lithuania and a maritime border with Sweden. Due to its strategic location Latvia has been an economic and cultural crossroads for centuries. Its geographical location made Latvia one of the main transit points in the EU.

In 1991 Latvia regained its independence following the collapse of the Soviet Union. During the period from 1991 to date, Latvia has gone through a lot of changes especially in respect to the development of its economy. It joined the EU in 2004 and the euro zone in 2014.

The priority sectors for development in Latvia are transport and logistics. Latvia has three major ice-free ports: Ventspils, Riga, and Liepaja and seven minor ports: Salacgriva, Lielupe, Engure, Mērsrags, Roja, Kolka and Pāvilosta.

One of the greatest ports in the Eastern Baltic is located in Riga the capital of Latvia, one of the oldest European capitals, and since its foundation is now one of the Baltic States largest cities, cultural and financial center. Riga was founded in 1201 by Albert, a German bishop.

The international organisation UNESCO has included Riga on the list of cities that have important natural and cultural sites. Riga was honored to hold the world hockey championship, the NATO summit, the Eurovision song contest and other important events of international importance. In 2014 Riga was named the European Capital of Culture.

Latvia offers highly qualified, educated and motivated manpower resources. The manpower market is growing. During the whole period of Latvian history the seafarer occupation has been traditional for this region. The first maritime school in Riga was opened in 1789. Latvian seafarers are known for their strong skill base, discipline and professionalism.

Maritime education is provided by three main Latvian schools: Latvian Maritime Academy, Liepaja Maritime College and Novikontas Maritime College. The highest level maritime engineering and watch-keeping education is provided by the Latvian Maritime Academy and according to the Latvian maritime administration data, about 55% of Latvian seafarers are employed on tankers around the world.

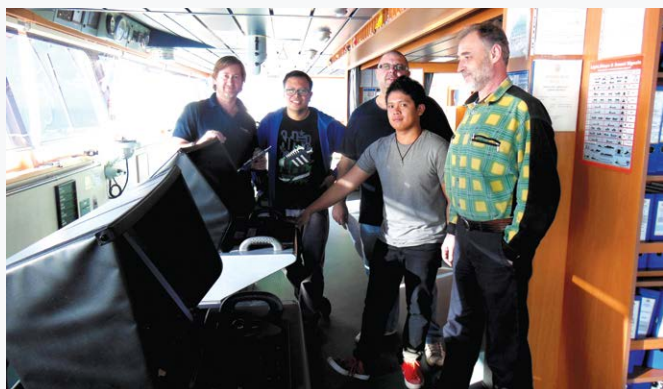
Interiorient Navigation (Latvia) Co. Ltd, a manning office of Interiorient Shipmanagement, opened in 2001. The main purpose was to recruit and retain the highest quality Latvian and East European experienced ice navigation seafarers for the full managed fleet of Interiorient Shipmanagement, to ensure the safe operation of their vessels, the safety of personnel and prevention of marine pollution and to provide quality crew management /manning services for third party clients.

Vadims Bockarevs
Managing Director
Latvia Office



Right to left: Mr. Vadims Bockarevs, Ms Margarita Danilova, Ms Maija Asmane, Ms Aleksandra Kornilova, Ms Eliza Baleiko, Ms Svetlana Beinarovica, Interiorient Navigation Latvia

A DAY IN THE LIFE OF... A ROVING TRAINER



My name is Iurii Mazin and I am a Roving Trainer for Interorient Shipmanagement. Actually all of my career as a seafarer has been connected to Interorient Shipmanagement as I started in 2000 as a 3rd Mate on the M/T Agapenor and became a Captain on the M/T Baltic Favour in 2010. I assumed my position as a Roving Trainer in 2011.

We are five in the company: 3 Roving Masters and 2 Roving Chief Engineers. We are of different ages and nationalities and we all previously worked on different types of ships with many different experiences. What we have in common though is that we have spent most of our lives at sea and reached the highest level of our careers at Interorient and now we are Roving Trainers.

What does it mean to be a Roving Trainer? It is quite a comprehensive term and our responsibilities range from those required onboard and those required in the office.

The main and the most important part of the job is, of course, to be a Trainer. To teach crew onboard, to train them with new equipment and procedures and to help them become familiar with new requirements and regulations. We are doing this in different ways: we conduct internal audits of the ships for ISM/ ISPS and ISO, we arrange marine visits of our tankers inspecting them as per OCIMF SIRE VIQ and assist them to prepare for and throughout oil major vetting inspections. We carry out navigational assessments during sailing visits, we interview crew onboard, conduct safety and security drills and, of course, we organise a lot of classic training sessions. For me, the enjoyment of this job is knowing that I am helping and doing something useful for other people in order to help them do their own jobs. After I spend time with a ship's crew I take great satisfaction knowing that they will know more and will work better and safer. Of course, to teach someone you first need to teach yourself! This is another benefit of this job – that you have the opportunity to develop yourself, to be familiar

with all changes in the industry laws and regulations and in the company's requirements. That is why we are regularly undertaking different training courses for ourselves, for example at onshore training centers and online when we are onboard ships or at home.

We are hardened travellers required to fly around the world to join the next ship. One day you can be in Western Europe and the next in Singapore or Buenos Aires. And of course, when I have time awaiting the ship's arrival at some new place I try to take the opportunity to walk around and see something new and interesting. One of the latest and most impressive places I visited was the Museum of Natural Sciences at La Plata, Argentina - the biggest museum of such type in South America, with a great collection of dinosaurs and fossil reptiles.

The main negative of the job though is to be eight months a year away from your home and without your family and friends. It is always very difficult to say 'goodbye' to your loved ones even though we are doing this so often, but what to do!? There are no hellos without goodbyes and this is our life – the life of a Roving Trainer.

So to refer to the name of this article – A day in the life of a Roving Trainer, I am sure you have realised that our days are all very different. It can consist of a long flight over the Pacific from LA to Hong Kong, it can be a tightly filled day of internal audits or a vetting inspection onboard, it can be a classic training day when, for example, I spend the morning with the Chief Officer discussing new company requirements for cargo tank cleaning and then spending the afternoon involved in ECDIS familiarisation with the Navigation Officer and then closing the day with a training session for all crew.

But, indeed, the best day in my life is always the day when I am going home for even a short vacation to spend time with my family.



Roving Trainers: C/E Holomjovs Vladimirs, Capt Mazin Iurii, Capt Pavlicevs Sergejs, C/E Cerkovskis Boriss, Capt Abdel Maguid Mohamed

#LIFEATSEA VIDEO COMPETITION



In the previous issue we changed the photo competition to a video competition. We wanted to receive videos that showed the best and the worst aspects of working at sea and about life at sea in general.

We are pleased to announce that the lucky winner of the competition is Capt Igor Avramenko, M/T Baltic Swift. His video can be viewed on our YouTube channel via the following link: www.interorientshipmanagement.com

Thank you to everyone who participated and please keep the photos and videos coming in for our future competitions.

CHILDREN'S SAFETY POSTER COMPETITION

Interorient Shipmanagement now invites the children of our seafarers to enter into a competition to draw or paint a safety poster. The winning posters will be made into official company safety posters for display on company managed vessels.

The drawings or paintings should be shipping related and with a safety or environmental theme. This is of course a difficult concept for children to understand so some guidance from parents may be necessary, but the art work should be the child's alone.

In addition to the winner's work being made into posters, nice prizes will also be awarded to the children. The children should do their drawing or painting on A4 size paper that can be scanned and emailed.

Each submitted entry should give information on the name and age of the child and the name of the parent who is serving with the company. Entries may be submitted up to the end of this year and should be sent to the following email address: nautilusnews@interorient.com



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