

NAUTILUS

ISSUE 2/2017



INTERORIENT
SHIPMANAGEMENT



CONTENTS

- | | | | |
|----|------------------------------------|----|---------------------------------|
| 3 | CEO's MESSAGE | 13 | A DAY IN THE LIFE OF... |
| 4 | NEW VESSEL UNDER MANAGEMENT | 14 | MERCURIUS TRAVEL |
| 5 | CSC PRESIDENT | 15 | RETRO |
| 6 | DRY-DOCKING | 16 | GROUP WELLNESS WEEK |
| 8 | VESSEL ENERGY EFFICIENCY | 17 | DAY OF THE SEAFARER |
| 9 | IT DEVELOPMENTS | 18 | CORPORATE SOCIAL RESPONSIBILITY |
| 10 | INC NAVIGATION COMPANY PHILIPPINES | 19 | PHOTO COMPETITION |
| 12 | FLEET OFFICERS MEETING | | |

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



It seems remarkable that two years have already passed and Cyprus is once again getting ready to host another Maritime Cyprus. This year's conference with the theme "Shipping: Yesterday's World, Tomorrow's Today" is expected to attract more than one thousand delegates and visitors from all over the world. It is a great opportunity to see old friends, to welcome new ones, and to showcase Cyprus as a thriving maritime hub and a quality register.

Unfortunately the backdrop to the conference is again one of very challenging freight markets, a state of affairs that seems to have been with us for far too long. I think it is safe to say that the past decade has been probably the worst ever that shipping has had to endure. This extended difficult period has created a new environment for shipping and has altered many of the things we took for granted. It has meant that traditional shipping and ship management activities had to be re-examined and re-imagined.

At Interorient Shipmanagement we have put great effort in creating value added services for our clients and thinking outside the box to ensure that our management translates to the most efficient operations possible. In tough times a clean hull or a well-polished propeller can mean the

difference between a profitable and a loss making voyage. Speed optimisation and careful voyage planning ensure that fuel consumption and waiting times are minimised. It is these kind of measures and processes that I believe show the value that a ship manager can bring to any owner. Being ship owners ourselves gives us the drive in our ship management operations to ensure that we always put ourselves in the shoes of the owner and are taking the best possible care of the ships we have been entrusted with.

Themis Papadopoulos
CEO

NEW VESSEL UNDER MANAGEMENT

Interorient Shipmanagement is proud to welcome our first Japanese-owned vessel into full management. The MT White Shark entered into management on 19th July 2017 in Singapore. This begins a new era for Interorient Shipmanagement in looking east and providing our quality ship management services to clients in Asia through our new Singapore branch.

The vessel's registered owners are Adonis Shipping Pte Ltd, a Singapore registered company and the beneficial owners are Mitsubishi Lease and Finance (MUFG) based in Tokyo, Japan. The vessel is commercially managed by Singapore based Bay Crest Management Pte Ltd.

Captain Armada Modesto and Chief Engineer Luciano Cecilio joined the vessel as observers on 11th July in Singapore, observed the loading of Clean Petroleum Product (CPP) and sailed with her to Port Dickson, Malaysia for discharge of the cargo. Once discharging was completed, tank washing was carried out and the vessel returned to Singapore where the remainder of the crew joined the vessel.

Within the first few days, the vessel was quickly brought up to Interorient Shipmanagement standards of cleanliness and hygiene and some urgent repairs were carried out. The crew steamed all the stainless steel tanks to load palm oil cargo, which was eventually loaded in Batam, Indonesia and bound for discharge at Kandla, India.

We wish the crew of the vessel good health and safe voyages.

Sandip Mirchandani
Managing Director
Singapore Office



INTERORIENT SHIPMANAGEMENT CEO RE-APPOINTED AS PRESIDENT OF THE CYPRUS SHIPPING CHAMBER



At the Annual General Meeting of the Cyprus Shipping Chamber (CSC) earlier this year, Themis Papadopoulos, CEO of Interorient Shipmanagement, was re-elected to the Board and re-appointed as its President for a further two year term commencing May 2017. The CSC is Cyprus' resident shipping association incorporating more than 170 shipping related member companies.

Mr Papadopoulos stated that "he is honoured that the Chamber's Board has re-elected him to continue as President and looks forward to continuing the existing close collaboration with the Chamber's Board, the entire team at the Ministry of Transport, Communications and Works and the Department of Merchant Shipping".

Mr Papadopoulos also emphasised the necessity to maintain a strong Cyprus shipping industry, as the ever-growing global shipping market demands high quality operations and services. He pointed out that his main aim for the Chamber is to work very closely with the Cyprus Government, the House of Representatives and all the Chamber associates, in order to ensure that Cyprus

maintains and increases its attractiveness, both in terms of a high quality and safety conscious Registry, as well as a competitive and business-friendly base of operation for shipping companies.



Themis Papadopoulos, CEO, Interorient Shipmanagement and CSC President presenting to Thomas Kazakos, CSC, Director General a long service commemorative award for his 25 years commitment to the Cyprus Shipping Chamber

DRY-DOCKING

ENSURING VESSELS RELIABILITY AND PERFORMANCE



Every vessel must be dry-docked twice in a five year cycle. Dry-docked means the ship must be out of the water and in a position where a thorough inspection by a Class Surveyor can be performed. The exception to this rule are vessels which have an in water survey notation. This means the survey can be performed while afloat by a qualified diver with a surveyor monitoring from a launch.

The purpose of dry-docking a ship is to check the condition of the hull and her apertures, which are normally submerged under water. During the docking all sea chests are opened, all sea valves are either inspected from the outside or opened up in the engine-room. Both tail shaft and rudder are inspected and bearing clearances are taken to check wear down is not in excess of limits.

At a certain age of the vessel the propeller and the tail shaft are removed and taken into the engine room to allow a close up survey of the bearing and shaft. The propeller is inspected for any cracks and damages and is polished prior to re-fitting. The rudder is also closely inspected for cracks and the plug at the bottom is removed to check if any water is present indicating leakage.

During a dry-docking, both anchor chains are ranged on the deck floor so that each link can be calibrated and compared against original. Any links found with loose studs will be welded following correct procedures. On completion and after washing, the chain is painted at each length in

such a way that the officer using the anchor knows how much chain is in the water.

While the vessel is dry-docked, both the eco sounder and speed log are checked and repaired if necessary. All vessels are now fitted with cathodic protection, which protects the steel against corrosion. This replaces fitting of sacrificial anodes. Water anodes and systems are checked by manufacturers to ensure correct operation and ready to work for another five years.

One of the most important jobs in a dry-dock is the blasting and painting of the hull. Apart from making the ship look like new, the paint protects the hull from corrosion and makes the hull smooth thus improving the performance of the ship's speed and fuel consumption. The last coating on the underwater area is called the anti-fouling which stops marine growth on the hull as long as the ship keeps moving through the water. Hull coating is now very specialised and can be expensive, however coating manufacturers usually guarantee a 7% fuel saving.

There are mainly three types of dry-docks for commercial vessels namely: graving dock, floating dock and synchrolift dock.

A graving dock is a large hole excavated out of the ground with the seawater being sealed from the dock by a dock gate.

A floating dock as it suggests is afloat with ballast in the tanks to sink her down. When the ship is in position the ballast is pumped out and the ship is lifted out of the water. A synchrolift dock is usually used for smaller ships. The ship is lifted up by using numerous winches fitted either side of the dock. This system enables the ship to be lifted and moved onto dry land using a rail network.

For an owner a dry-dock is an expensive part of the ship's life therefore it must be carefully planned and executed to ensure the repair is performed within budget and to the satisfaction of Class. This task is the responsibility of the Technical Superintendent working closely with the vessel's staff, commercial department and purchasing department to perform all the preparations prior to the ship's arrival at the chosen yard.

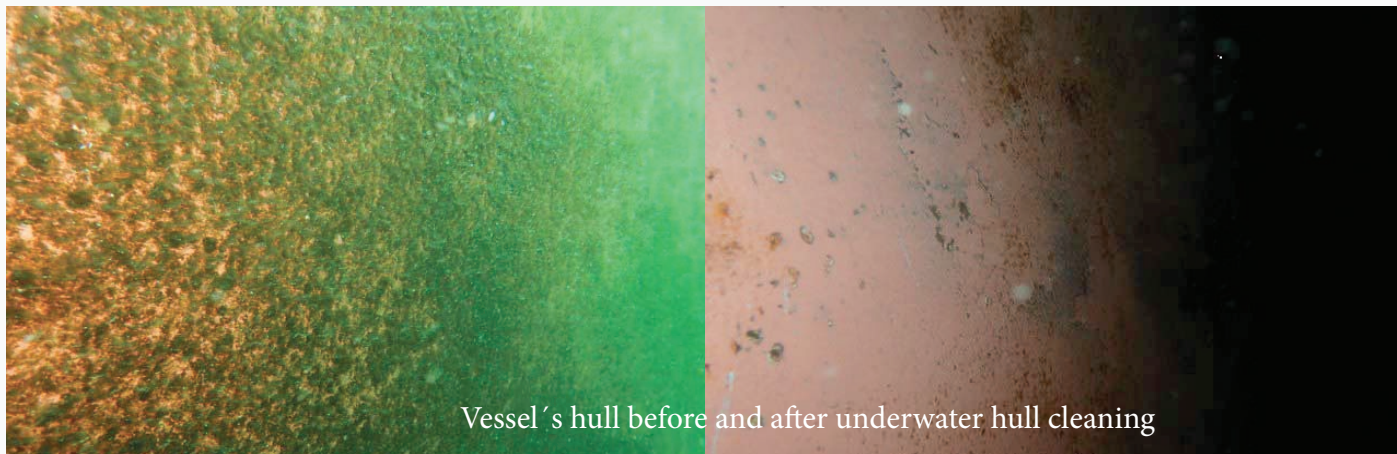
During the period between dockings the ship puts together a list of jobs which cannot be done while the ship is trading. These are added to the company standard specifications. With the vessel's trading area known, the Technical Superintendent distributes the specification to yards in the area and compare the quotes when received. At the same time, paint manufacturers will be approached to quote to paint the vessel with the supplied areas to be blasted and painted. As this is usually the most expensive task to be performed it is important that all criteria is studied eg dry film thickness, spread rate, total dissolved solids and supervision attendance. On completion of all comparisons these are presented to the Owners to evaluate taking into consideration time required, cost, deviation and the yard's experience on similar ships. After approval the vessel proceeds to the chosen yard where the Technical Superintendent will be waiting to perform the dry-docking within the budget and time frame. On completion the vessel is issued with clean certificates from Class and is then allowed to sail. Watching a freshly painted ship leaving a shipyard to trade for another five years is a satisfactory experience for any Technical Superintendent.

Andrew Brown
Group Technical Director



VESSEL ENERGY EFFICIENCY

CO₂, NO_x, SO_x



Vessel's hull before and after underwater hull cleaning

Shipping is still known as the most cost and energy efficient way of transporting cargo.

After all, the constantly updating environmental regulations and demands such as MARPOL, MRV and SEEMP, force the industry to steadily improve on the efficiency of the vessels.

Monitoring a vessel's emissions in terms of CO₂, NO_x, SO_x and fuel efficiency has become a necessity for a number of years. Fuel prices are still at a low level, however environmental regulations have increased dramatically. It is our aim to put more importance on energy conservation - and we continue to improve our performance. Saving energy and associated emissions has an immense impact on our environment.

The main aim of our Performance Manager Mr Brad Hillman, based at our Limassol head office, is to ensure that we are always working towards voyages that are as fuel efficient as possible to improve the fleet's performance.

Every ship within the fleet of Interorient Shipmanagement is being monitored and compared in terms of its daily reported figures. Data is analysed and whenever necessary, actions are the result. By systematic hull cleaning, propeller cleaning/polishing, amending our procedures and performing frequent bunker quantity checks, we can achieve significant fuel savings.

In addition to the hull treatment, the focus is set on optimisation of voyages by adjusting the vessel's speed to the intended vessels arrival time at the load or discharge port. This optimisation also includes slow steaming, which is another important factor in reducing fuel consumption.

Presently we are concentrating on the fuel consumption of a vessel's main propulsion system, the main engine. The next step will be improved monitoring of the auxiliary power systems efficiency (auxiliary engines, boiler) during a port stay and at sea, in order to identify further reductions in consumption.

On 1st January 2018 the EU MRV regulation will enter into force. To comply with the regulation, Interorient Shipmanagement is currently compiling all the required data in order to have the monitoring plans successfully assessed and verified by one of the contracted verifying companies.

We will continue to fulfill our vision, mission and values by contributing towards ensuring our safety and environmental responsibilities are fulfilled by supporting environmental initiatives and by conserving energy and remaining committed to continuous improvement.

Did you know: "According to the Clean Shipping Coalition, poor hull and propeller performance accounts for around ten percent of world fleet energy costs and green house gas emissions."

Holger Schönhoff
Technical Director
Hamburg Office

IT DEVELOPMENTS

With the Information Technology field ever changing, the role of the IT department needs to keep adapting. Mobility, Big Data, Cloud, collaboration tools and the Internet of Things are producing great changes, not only for businesses but also for the role the IT department now plays.

Only five years ago, if you would ask what Microsoft is known for, the usual response would be Office or Windows. Today, eighty percent of the Fortune 500 is on the Microsoft Cloud, removing limitations in mobility, flexibility and availability.

Skype, known for audio and video calls, now has a voice translator in nine languages so people can communicate over a Skype call in their own language. Useful for a global industry such as shipping.

HoloLens, a holographic computer, allows you to see, hear and interact with holograms within the confines of your home or office. The applications of such a technology for the shipping industry can help staff onboard and ashore to interact as if they are in the same room. Superintendents, for example, can view issues with components on a ship whilst they are ashore.

Internet of Things is also gathering pace. By having internet enabled systems onboard vessels you can for example add predictive maintenance to critical components of a ship in addition to the planned maintenance systems already in place.

Big Data is now an industry growing twice as fast as the software business. Data sets are becoming so large and complex with the amount of information that we can now gather and store, due to the technology now available to us, that traditional data processing is inadequate to deal with them.

Analytics and Big Data skills and knowledge is in high demand. Having the right data analysis performed to determine whether a marketing campaign has increased or decreased the reputation of the company, on social media for example, is now something achievable.

Business intelligence tools and data warehouses are now critical components in getting dashboards, reporting and analytics in place. This is something Interorient

Shipmanagement clients are already seeing the benefits of. Now, business intelligence tools just require simple phrases to give information back, making the need to analyse big excel spreadsheets manually slowly becoming a thing of the past.

Machine learning and artificial intelligence is now making big strides into how we interact with our customers. Picking up changes in tone in emails for example can help gauge whether the level of customer satisfaction remains high. Technology is changing the way organisations and end users behave. Machine learning and artificial intelligence allows us to gain insights about the needs of our clients which enables us to meet and surpass their expectations. IT is becoming much more about collaborating with clients and helping end users perform at peak efficiency. Today's technology is less about operational delivery and infrastructure and more about finding solutions and working with the business. With that, IT must become more highly skilled and more strategic.

Here at Interorient Shipmanagement we are investing in the resources and technology to enable the digital transformation required, not just to keep up with the times, but to be innovators in the shipping industry. Whilst we have had a successful ERP implementation for various internal departments, we want to do more. We want to be more strategic and want to achieve our visions by allowing technology to continue enriching our business.

Zenon Oratis
Group IT Manager



INC NAVIGATION COMPANY PHILIPPINES

ESTABLISHED IN 1979



The Republic of the Philippines is a sovereign island country in Southeast Asia situated in the western Pacific Ocean. It consists of 7,641 islands that are categorised broadly under three main geographical divisions from north to south: Luzon Visayas and Mindanao. The capital city of the Philippines is Manila (14°35'N 120°58'E). Surrounded by the South China Sea on the west, the Philippine Sea on the east and the Celebes Sea on the southwest, the Philippines shares maritime borders with Taiwan to the north, Vietnam to the west, Palau to the east and Malaysia and Indonesia to the South. The Philippines has an area of 300,000 square kilometers (115,831 sq miles) and has a tropical maritime climate that is usually hot and humid. The Philippines was named in honor of King Philip II of Spain. The official name of the Philippines has changed several times in the course of its history until finally at the end of World War II the official name of the country has been the Republic of the Philippines. According to the official count the population of the Philippines hit 100 million at the time of midnight on July 27, 2014, making it the 12th country to reach this number. The current population of the Philippines has reached 103,945,106 in 2017. Filipino and English are the official languages of the country but there are nineteen regional languages.

The Philippines is an officially secular state. Christianity is the dominant faith which accounts for 92% of the total population followed by Islam at 5.57% and other religions at 2.43%.

Philippine culture is a combination of Eastern and Western

cultures. The Philippines exhibits aspects found in other Asian countries with a Malay heritage, yet its culture also displays a significant number of Spanish and American influences. As a general description, the distinct value system of Filipinos is rooted primarily in personal alliance systems, especially those based in kinship, obligation, friendship, religion (particularly Christianity), and commercial relationships.

The Philippine economy is the 34th largest in the world. Primary exports include semiconductors and electronic products, transport equipment, garments, copper products, petroleum products, coconut oil and fruits with major trading partners in Europe, North America and other Asian countries. A newly industrialised country, the Philippine economy has been transitioning from one based upon agriculture to an economy with more emphasis upon services and manufacturing.

The Philippines remains the world's top source of seafarers with around 230,000 Filipinos onboard merchant shipping vessels around the world at any given time. Filipino seafarers comprise more than 25% of the 1.5 million mariners worldwide, making them the biggest nationality in the global shipping industry. These days, the level of skills and professionalism required to operate the sophisticated modern international fleet has reached unprecedented levels and this means that training and education for seafarers is more demanding and more important than ever before. Filipinos are the most preferred seafarers in the world because they are very well trained and proficient in English. Today there are forty five

accredited maritime schools in the Philippines. The country has made a huge collective investment in maritime education and training over recent years and the number of highly advanced and specialised training facilities in the Philippines today shows how strongly committed the Filipino seafarers are to remain as part of the 'crewing capital of the world'. In the Philippines, most people have a direct connection with a seafarer. If you are not a seafarer yourself, you almost certainly have one among your family and friends.

INC Navigation Company Philippines, Inc. has been the Manning Agency of Interorient Shipmanagement in the Philippines since 1979 up to the present date. The current number of INC Manila crew rendering service to Interorient Shipmanagement is approximately 1,500. A scholarship programme was introduced in 2006 and at the moment, deployment of another 49 young deck and engine cadets from the University of Cebu is currently ongoing. In the last quarter of 2017 our Cebu branch office is expected to be reactivated in order to better meet the needs of our seafarers and expand our recruitment activities.



Jerome Delos Angeles
CEO

INC Navigation Company Philippines



Left to right: Nesias Rondina Jr., Operations Manager, Jerome Delos Angeles, CEO, Rose Mesina, Financial Director, Rey Ramirez, President

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Univis Crewing Agency

FLEET OFFICERS MEETING IN ODESSA



The year's Fleet Officers meeting took place on the 26th and 27th of April 2017 in Odessa, Ukraine. The venue for this year's event was the premises of the Univis Manning Agency.

Over 50 senior officers from Interorient Shipmanagement's tanker and bulk carrier fleet attended the two day event. The meeting was steered by Head Office representatives Shane Rozario, Head of Training, Henrik Mueller, Marine Superintendent and Alan Mitchell, Dry Cargo Fleet Manager.

Various presentations and discussions were held relating to management and environmental issues, technical failures and reporting, market analysis, company career development training and crew benefits. The attendees expressed particular interest on the implementation of the new company crewing software Compas. The second day of the seminar focused on ECDIS and communications topics.

The Odessa seminar proved to be a valuable opportunity for the shore and sea staff to interact with each other and to discuss work and personal issues together.

As always, there was a very useful exchange of ideas and comments with day to day issues and concerns being addressed at length.

The company and the seafarers always benefit from such Fleet Officers meetings as it is always a good way to bring colleagues face to face and promotes company spirit and unity.

The evening social event was very successful. A night of bowling was arranged and fun was had by all.

Interorient Shipmanagement would also like to thank the Univis staff for the great organisation of our Fleet Officers meeting and would also like to thank all those attending for making it such a success.

Shane Rozario
Deputy Fleet Personnel Manager / Head Of Training
Limassol Office

A DAY IN THE LIFE OF... CAPTAIN ROMAN VILKOV

My father was a seafarer and as I grew up I romanticised about his life at sea. He was a good man and a strong father figure. I always saw his life as if he had two roles, one at sea and one at home. This is how I also feel now as a seafarer. I was born and raised in Crimea and after serving in the Soviet army as a young man, I continued my education in a marine academy for five and a half years. I began my career as a fourth mate on a Norwegian fleet of reefers that transported frozen foods around the world. I joined Interorient as a Chief Mate in 2008 and I have spent the last fourteen years developing my career to the position of Captain, a title I proudly hold today.

I have two children, a boy aged 27 who I am happy to say followed in his grandfathers and my footsteps and is presently working as a 2nd mate on a small tanker under the Russian flag, and a 17 year old daughter. I am lucky as I work a four/four contract which allows me to work four months at sea and four months ashore with my family.

A normal day at sea usually begins with a 20-minute exercise programme followed by breakfast and then I check the daily email correspondence with the office before I proceed to the bridge at 6:45am. The first interaction on the bridge is with the Chief Mate who brings me up to speed about his watch. Thereafter the daily duties commence such as logbook entries, weather checks, planning with the Chief Engineer, communication checks and monitoring of the daily duties of the crew. Throughout the day, I make two or three visits to the bridge monitoring the navigational officers. After lunch I usually have a 20-minute rest. I like to spend this time on the open deck as it helps clear my mind and help me take a fresh approach thereafter.

I believe a crew reflects the type of leadership their Captain provides and I personally like to keep a very close eye on all that goes on onboard. One of my policies is to meet each of the crew as soon as they come onboard to get to know their personality. I have found all nationalities easy to work with, however, each nationality requires a different approach in communication and it is in this area that a Captain must give extra attention to detail to ensure that there is no language barrier or miscommunication to ensure we keep the high standards of safety and work ethics onboard.

Our time in port is spent overseeing the discharge and loading of cargo. A lot of attention has to be given to safety, technical operations and correct control of procedures.



The whole process can start at 7:00am and can last a full day. It is important to monitor this process closely. There are times in port when the vessel is inspected, this is when the Captain should be able to stand his tallest and be proud of his ship and his crew. While in port, sometimes the crew get the opportunity to purchase sim cards with internet which allows them extra means of communication with their families.

During my leave on completion of my contract, I like to go ashore with a fresh perspective on life. When I am at sea I am not over exposed to the daily happenings around the world and sometimes I see people ashore affected by the daily news and social media. I think overall it has a negative effect. Personally I am interested in new technology and try to keep up to date with the times. When I have access to internet at sea, I use the new technologies such as Viber, WhatsApp and a Russian app called InContact to communicate with my family and I also use skype to communicate with my wife. I try to speak to her at least once a day when I am not on duty.

Life at sea has changed for the better over the last 15 years. I see a lot more effort relating to safety procedures, and equipment has become more modern. For someone to choose the life of a seafarer they must have high self-discipline. When you are at sea for 4 months you must know that you are there to work and carry out your duties to a very high standard and it is important to remain healthy and alert. I encourage the crew to get enough sleep, at least 6-8 hours every night, so that we are all rested for the next day. The weather conditions at sea can become rough at times and it is then that I pray for strength and guidance to cope with the forces of nature. In my spare time I like reading English books, which helps me with the language. The book I am reading now is called Sea Wolf.

MERCURIUS TRAVEL



Left to right: Anastasia Konstantinou, Travel Officer, Dora Yiakanitsi, Travel Officer, Magdalena Madej, Travel Manager, Ioanna Damiri, Deputy Travel Manager, Eirini Lavrentiou, Travel Officer

Mercurius Travel was founded in 1998 as a part of the Interorient Group of Companies in order to provide in-house travel services to the company's crew and shore staff in the most cost effective manner.

Being an accredited member of IATA since 2002, Mercurius Travel has become one of the prominent marine travel agencies in Cyprus and has expanded its services to external clients.

By utilising the two major global distribution systems and by negotiating competitive agreements with leading airlines, hotel suppliers and car rental companies worldwide, Mercurius Travel has the ability to source the best available offers on the market, saving cost and time to our global clientele.

Our experienced team delivers the highest quality services in the industry for crew transfers and executive travel, satisfying even the most demanding travel needs of our customers. Additionally our experts provide around the clock, all year round assistance for matters concerning airline regulations, visa information, travel alerts and flight tracking.

Mercurius Travel is proud to be a part of the Interorient family and it will continue to strive for excellence while staying true to its values.

Magdalena Madej
Travel Manager
Limassol Office



RETRO

MARITIME CYPRUS 1991

INTERORIENT News

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MARITIME CYPRUS 1991

By Adonis Papadopoulos - Chairman

When Maritime Cyprus was announced for the first time in 1989, some people voiced their doubts regarding its chance of success.

It proved in fact to be the most successful event of the year, with more than 800 delegates from all over the world participating. Encouraged by this initial success, the Cyprus Government decided to turn it into a permanent event, taking place every other year in September.

The main theme this year is "Shipping in the 90's" and several speakers, all of them prominent personalities in shipping, will speak to the participants on how they see developments unfolding during the present decade.

We will undoubtedly benefit from their knowledge and foresight and will be given the opportunity, at the same time, to meet with many friends that will be present at the event.

My opinion, however, is that Maritime Cyprus is contributing enormously to the further establishment of Cyprus as a major shipping and shipmanagement centre and demonstrates the commitment of the Cyprus Government towards shipping in general.



Maritime 1989 - Our Chairman greeting ex Secretary General of the IMO Mr. C.P. Srivastava

Maritime Cyprus '91 proved once again to be a tremendous success this year with more than 1,000 delegates from over 30 countries. The conference was opened by the President of the Republic Dr. George Vassiliou followed by a welcoming address from the Minister of Communication & Works Mr. Pavlos Savvides. Speeches were made by prominent figures in the shipping industry such as Secretary General of the International Maritime Organisation Mr. William O'Neil who praised Cyprus by stating that it has grown to become one of the most prominent and successful major flag states and are willing to put their trust in quality and appears to be ready to make the investment and preparations that are necessary. This was confirmed by Mr. Serghios Serghiou, Director of the Department of Merchant Shipping by stating that "Emphasis will be given to quality so that competence of the seafarers manning Cyprus ships may be improved. In this respect our ultimate aim is for Cyprus to become a reputable international training and certification centre for seafarers".

Mr. Rex Harrington, corporate director of the Royal Bank of Scotland, gave an interesting and enlightening speech on ship finance. Overall, everyone agreed that second three-day conference was successful and was attributed to the former adviser to the President on maritime affairs Mr. Zenon Katsourides.

It was mentioned that perhaps in 1993 the conference will be focusing on a specialized shipping subject. ♦

GROUP WELLNESS WEEK



For the third consecutive year the Interorient Shipmanagement Group Wellness Week was held from the 8th to the 12th of May. This week long initiative was organised with the primary aim to connect employees from all our branches as well as seafarers onboard our vessels with activities promoting healthy living.

Throughout the week, a number of interesting and engaging events took place. Ashore, every day began with a healthy breakfast and later on representatives and specialists from various organisations and local businesses were invited to provide information on a variety of subjects and services they offer for maintaining and improving well-being. Crew onboard our vessels joined the event by preparing healthy snacks as well as participating in sports activities.

The highlight of the Group Wellness Week was certainly the teambuilding event that took place on Wednesday 10th of May. All branches and vessel staff participated in various interactive activities that required teamwork, cooperation, communication, leadership skills, logic and patience. Staff members demonstrated great energy, passion and enthusiasm and everyone thoroughly enjoyed this special day.

Niki Prokopiou
Senior Human Resources Officer
Limassol Office



The winning team of the teambuilding event from the Limassol Head Office enjoyed a dinner with the CEO and the CFO

DAY OF THE SEAFARER

25TH JUNE 2017



HAMBURG

THANK YOU TO ALL OUR SEAFARERS



MANILA



RIGA

CORPORATE SOCIAL RESPONSIBILITY

COMMUNITY | ENVIRONMENT | WORKPLACE

As part of our CSR efforts in 2017, Interiorient Shipmanagement staff participated in events to help the environment and to raise money for charity.

Beach Cleaning

Staff and their families from the Limassol head office joined together on Saturday 6th May for the annual beach cleaning of their adopted area of Dasoudi beach. Rubbish was collected from both beach and park areas and Interiorient Shipmanagement were very happy to play their part in helping to keep this beautiful area clean and tidy.

Charity Mini Football Tournament

On Sunday 28th May, Interiorient Shipmanagement participated in a charity mini football tournament in Limassol with two teams - Interiorient Spartans and Interiorient Vikings. The tournament took place as part of a charity fun day to raise money for the Alma Foundation, a centre for the early intervention of premature babies and young children with mental and physical developmental impediments.

Spirits were high - as well as the daily temperature. It was a very hot day and all players were faced with pretty tough conditions playing up to six matches throughout the day. Despite the heat both teams played very well with Interiorient Vikings reaching the semi-final but narrowly losing on penalties.

A big thanks goes out to all of our colleagues who showed up in good voice to support the teams and a special thanks to our players who made us proud.

Hamburg office charity run

The Hamburg office participated in the annual HSH Nordbank charity run where all registration fees were donated to "Kinder helfen Kindern" ("Children help children"). 831 teams with just over 24,000 participants took part and a total of Euro 155,000 was raised.

19 employees from our office together with their family members met early in the morning on 1st of July all fit and ready for the run.

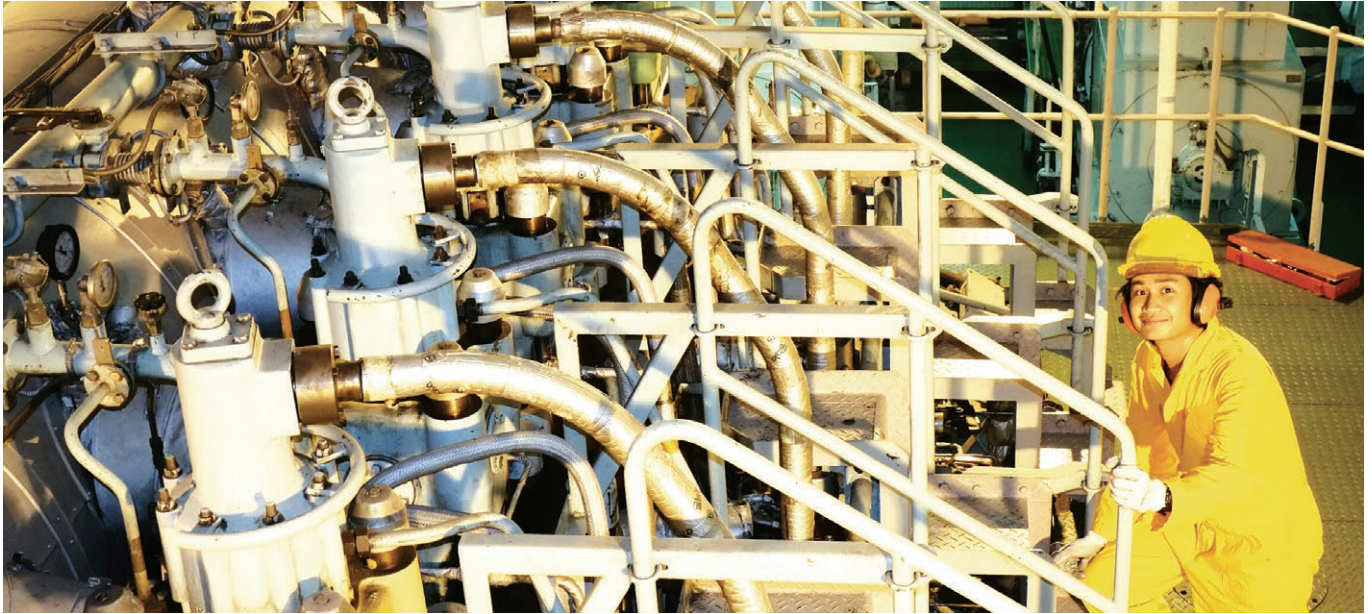
A well chosen, picturesque route took us through 4km of the newly built part of Hamburg, the Hafencity. While running we even discovered new areas and interesting places that we did not already know about.

The weather was good to us and we managed to complete the run more or less dry. After proudly picking up our 'finishing shirts' and freshening up a little, we all enjoyed a tasty lunch. All in all we had a great time together and each of us achieved our goal, even if it was only the dessert!



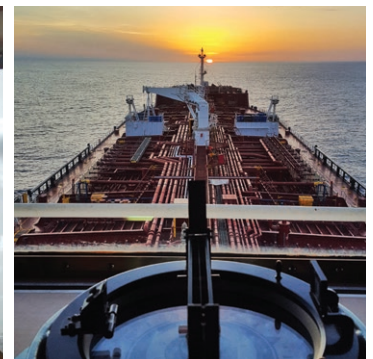
SAFETY POSTER COMPETITION

MARITIME EQUIPMENT



The above winning photo, taken by AOE Kevin Brian Coloma, MV Nord Mykonos is shown above. More of the entries can be seen below.

Thank you to everyone who participated.



CONTACT DETAILS

CYPRUS

Interorient Marine Services Ltd

142 Franklin Roosevelt, CY-3011 Limassol
P.O.Box 51309, CY-3504 Limassol
Tel: +357 25 840300 Fax: +357 25 575895
management@interorient.com

Mercurius Travel Ltd

142 Franklin Roosevelt, CY-3011 Limassol
P.O.Box 51991, CY-3509 Limassol
Tel: +357 25 840496-499 Fax: +357 25 568441
info@mercurius-travel.com

GERMANY

Interorient Marine Services (Germany) GmbH & Co. KG

Kajen 12, 20459 Hamburg
Tel: +49 40 3749470 Fax: +49 40 37494799
hamburg@interorient.com

LATVIA

Interorient Navigation (Latvia) Co. Ltd

Ieriku iela 15, Lit. 1, stavs 3
LV 1084 Riga
Tel: +371 67326021 Fax: +371 67325034
riga@interorient.com

PHILIPPINES

INC Navigation Company Philippines Inc.

Unit 1701, 17th Floor Raffles Corporate Center
F. Ortigas Jr. Road (formerly Emerald Ave)
Ortigas Center, Pasig City, 1605 Metro Manila
Tel: +63 2 706 2190-2195 Fax: +63 2 706 2037
inc-manila@interorient.com
www.incnaphil.com

RUSSIA

Interorient Navigation Company St Petersburg

199034 St. Petersburg, 14 Line, House 7, Lit.A
Office 27 H, Business Centre Preobrazhenskiy
Tel: +7 812 3268720-22 Fax: +7 812 3268723
spb@interorient.com

SINGAPORE

Interorient Shipmanagement (Singapore) Pte. Ltd

30 Raffles Place, Level 17, Chevron House
Singapore 048622
Tel: +65 6809 6188
singapore@interorient.com

UKRAINE

Represented in the Ukraine by UNIVIS

18 B, Armijaska Street
65009 Odessa, Ukraine
Tel: +380 482 372264 Fax: +380 482 371625
office@univis.uptel.net

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