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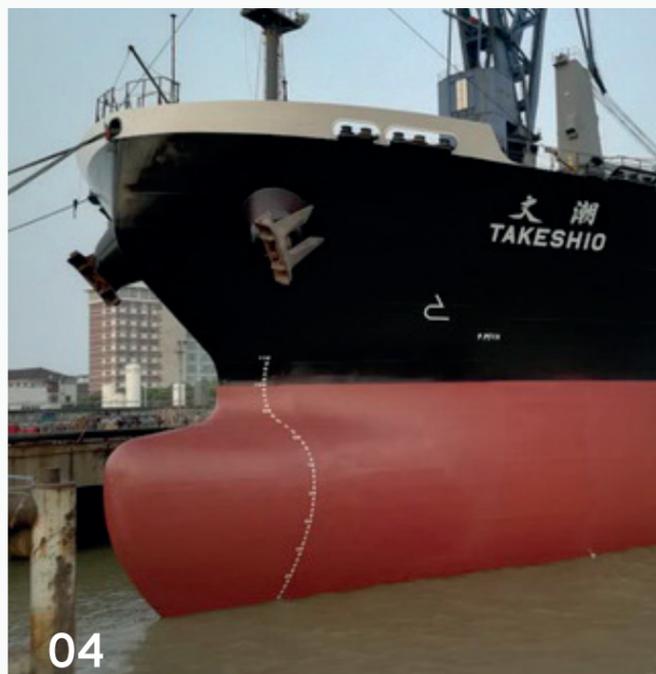
ISSUE 2/2018



CEO's MESSAGE



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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.

Interorient Shipmanagement has just participated in a Shipping Career Fair in Limassol, organised through the Cyprus Shipping Chamber. Many of the locally based shipping companies participated as well as various maritime institutions and universities offering maritime studies. For all of Cyprus' success at having created a thriving maritime cluster there has unfortunately been a lack of opportunities for the young people here to pursue maritime studies that lead to meaningful and stable careers. Thankfully this has now started to be addressed and we as a company are trying to do our part by offering places for cadets onboard and internships ashore.

The shipping community must come together and find ways to ensure that careers at sea are attractive to the younger generations. It is certainly the case that in respect of career promotion and overall remuneration, careers at sea are considered attractive, but I believe that we need to look beyond that. Life around us is changing more rapidly than ever thanks to technology and eventually these changes will catch up to us also aboard ships. We need to take into account modern lifestyles and how that translates to life onboard. Things like providing affordable internet connectivity for crew to use aboard is certainly a step in the right direction but more than that, it is time the industry starts to think about what skills and training the seafarer of tomorrow will need.

There is a lot of talk currently revolving around automation and digitalisation of ships and the whole logistics chain. It is certainly the case that some shipping services and routes may end up being serviced by automated, possibly even crew-less ships. However for the vast majority of ocean-going ships that transport over 90% of world trade, I believe that we will need competent crews onboard for many years to come. The question is what kind of skills will crews need in the future? Will we still need traditional deck and engine officers and ratings or will the skills needed onboard change to match the changing nature of ships? Shipping finds itself at a crossroads and we should be prepared that as ships transform with technology, our skills will similarly need to adapt in order to prepare for those changes successfully.

I would like to take this opportunity to extend to all our clients, crew, office staff and their families my best wishes for the festive holiday season and for a happy, healthy and prosperous year ahead.

Themis Papadopoulos
 CEO



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NEW VESSELS UNDER MANAGEMENT

Interorient Shipmanagement took over the full management of four vessels this year:

The MV Spanaco Progress is the fifth vessel acquired by owners and entrusting her management to Interorient Shipmanagement. The vessel is a general cargo ship built by the Jiangsu Yangzijiang Shipbuilding Co Ltd in January 2007.



She was taken over at Crotone, Italy on 8th May.

Length Overall: 108.21m
Breadth: 18.20m
Gross tonnage: 5581dwt

The MT Asphalt Sailor takeover was completed at Puerto Cortes, Honduras on 25th March. She is flying under the Marshall Islands flag. The vessel was built in 2006 in the Brodogradiliste Kraljevica Shipyard, Croatia and is designed to transport oil, chemical and asphalt products with a temperature of up to 250C.

Length overall: 108.5m
Breadth: 99.9m
Summer deadweight: 9221 metric tonnes at 8.34m draught

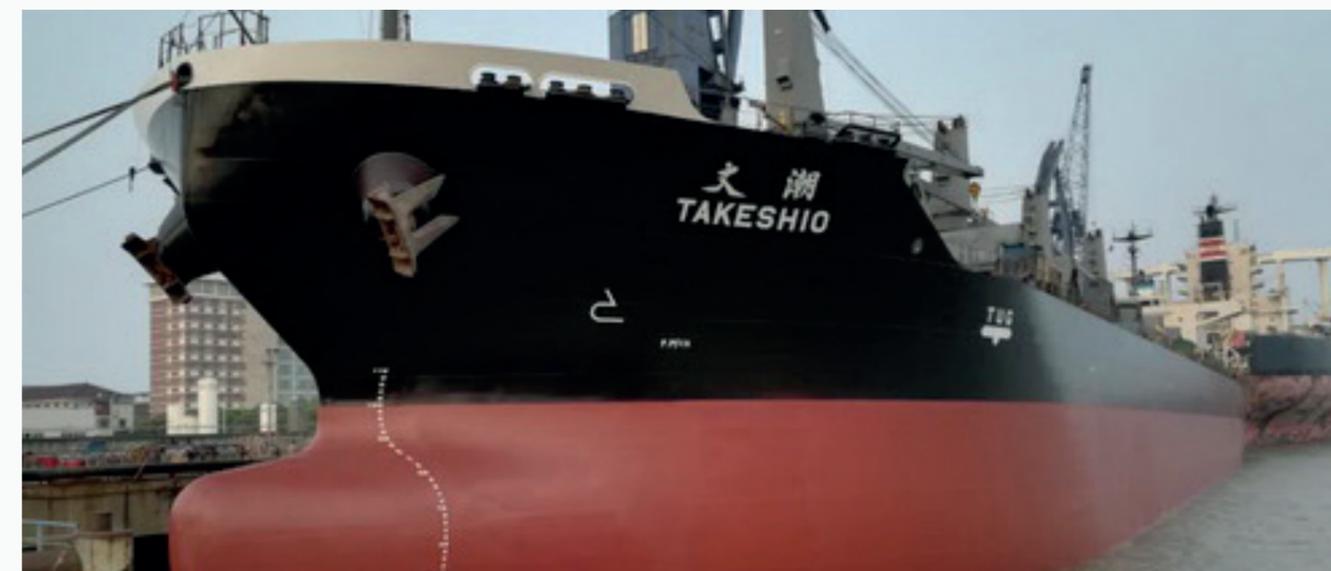
The vessel is a sister vessel of the Asphalt Carrier and Asphalt Transporter both managed by Interorient Shipmanagement.



Interorient Shipmanagement Singapore was awarded the technical management of the general cargo vessel MV Takeshio. The ship was built in 2012 at Setoda Shipyard, Japan and trades worldwide with bulk cargoes that include agricultural products, fertilisers, mineral ores, coal, coke, cement and steel products. The handover of the ship was completed on 16th May in Shanghai and then she sailed to the first load port of Nanjing, China. The vessel is manned with Egyptian senior officers and Philippine junior officers and ratings.

Port of Registry: Panama Beam: 30.60m
Classification: Class NK Depth: 14.50m
Length overall: 184.75m

Summer deadweight: 38,000 metric tonnes at a draught of 10.2m.
Deck cranes: 4 x sets IHI Corp SWL hook use 39 T SWL grab use 24 tonnes.



On 16th February the MV Largo, a 1990 ro-ro cargo vessel built in Scheepswerf Hoogezand J. Bodewes, Bergum was taken over and immediately proceeded for her scheduled dry docking in Astilleros Guadalquivir, Seville.

Length overall: 84.87m
Breadth: 15.85m
Gross tonnage: 3998dwt

The Largo is sailing between North Africa and Southern Spanish ports usually carrying packed cement and bundled plywood.



TAKING INTERORIENT SHIPMANAGEMENT TO THE NEXT LEVEL

Interorient Shipmanagement is pleased to introduce you to Mr Totyu Vasilev who has recently taken on the role of Chief Operating Officer based at the Limassol head office. This is a new role within Interorient Shipmanagement designed to strengthen our senior management team and ensure that we keep our focus firmly on our customers as we continue to grow our ship management business.

In a demanding market that is always on the move, the organisation needs to be flexible and we must be able to

drive through operational change whenever necessary to enable us to continue to meet our customers' high expectations.

Mr Vasilev holds an MSc in Marine Engineering and Certificate of Competency (Chief Engineer) Class 1 unlimited. He is responsible for the safe, efficient and economical technical operations of all vessels in the fleet and to ensure that they comply with local and international rules and regulations.

I am thrilled to join the prestigious team of Interorient Shipmanagement, a first class ship manager that has a truly global ambition, a long lasting history of 40 years on the market and strong core company values:

- Customer service excellence
- Safety and environmental awareness
- Honesty, trustworthiness and transparency
- People engagement
- Family values
- Innovation

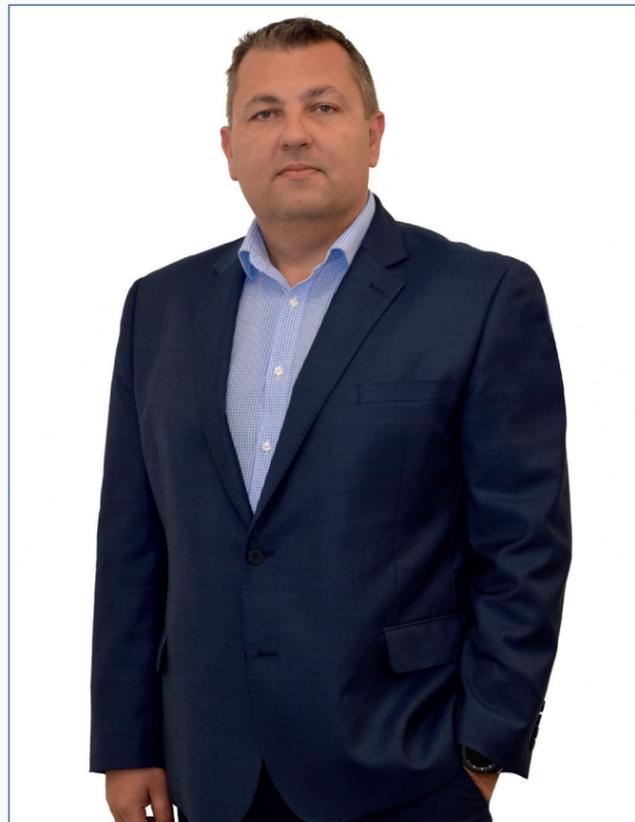
Our management philosophy is simple: our success is based on our people!

Steering internal transformations and implementing new practices and systems remains a huge challenge ahead of us. Digitalisation, new regulations and big data are changing our daily lives and routines.

We all need to adapt to these new developments, change the course, adjust our sails and implement processes that will ensure smooth operations.

Being a marine transportation provider of customer choice, a quality technical manager as well as an employer of choice is a privilege that we all have the responsibility to safeguard and elevate to the next level. Working as a team and collaborating is the key for success and I look forward to working together with all of you for many years to come.

"Change is hard at first, messy in the middle and gorgeous at the end". Robin Sharma, Inspirational Speaker/Author



Totyu Vasilev
COO

CSC CAREER FAIR



Natasa Pilides - Shipping Deputy Minister with Themis Papadopoulos - President of the Cyprus Shipping Chamber and CEO Interorient Shipmanagement and Chryso Demetriou - Maritime Affairs Officer A' - Shipping Deputy Ministry

The Cyprus Shipping Chamber organised its first Career Fair "Shipping: A Sea Of Careers" on Sunday 18th November 2018 at the Evagoras Lanitis Centre/Carob Mill in Limassol. The aim of the event was to promote shipping as a career destination and to provide important advice to visitors of the Fair about the types of jobs available within the shipping industry, both ashore and at sea, and the qualifications required.

Interorient Shipmanagement had a stand at the Fair and many other shipping and shipping related companies, members of the Cyprus Shipping Chamber and located in Cyprus were present, together with local universities and other marine related institutions all providing useful advice and information throughout the whole day.



Herodotos Iacovou and Lazaros Koursertaris - Fleet Personnel Department with Stella Kazamias and Niki Prokopiou - HR Department, Interorient Shipmanagement

The event was held under the auspices of the Shipping Deputy Ministry and the Ministry of Education and Culture, was very well attended and proved to be a great success.

The Shipping Deputy Minister, Natasa Pilides, said the following in her address at the event:

"Cyprus has become over the years one of the largest and most widely known maritime centres in the world, with further prospects for growth. Recognising the importance maritime education and training has, we promote the academic development of shipping in order to bring out competent personnel who will strengthen this important sector".

Liz Christofi
PA to the CEO

A DAY IN THE LIFE OF... A CHIEF ENGINEER

CE Villacampa is a Philippine national living in Mindanao. He is 34 years old, married with one daughter and expecting a new arrival in April 2019. He is one of seven siblings. His father was a farmer and the family had to endure harsh economic conditions while they were growing up but due to his father's hard work, Elvin and his brothers and sisters all became successful in their lives.

CE Villacampa graduated from the Mindanao Polytechnic College in 2004 and joined Interorient Shipmanagement in 2006 as an engine cadet serving on the tanker MT Kerel, followed by a second cadetship programme on the roro vessel Crowley Shipper.

He was promoted to Chief Engineer in February 2018 on the bulk carrier MV Orient Cavalier.



My brother is also a seafarer and he is the one who encouraged me to follow in his footsteps. He supported me while I was at school and I took on several jobs to pay for my tuition fees until I passed my scholarship exams and was given the privilege to receive free tuition. Once I graduated, and again with my brother's help, I became a seafarer.

My dream was to work for a reputable international shipping company and I was lucky enough to join the cadet programme with Interorient Shipmanagement in 2006 and my dream finally came true.

Life at sea is never easy and is very challenging. You always think of your family at home. During my first voyage I was very homesick and missed my family a lot. I prayed to God every day to give me the wisdom and strength so that I could perform my work properly.

Chief Engineers are in charge of overseeing the entire engineering department of a vessel and responsible for the maintenance and operation of all machinery equipment onboard the vessel.

My usual day as a Chief Engineer always starts with a prayer and then at 7am I have my breakfast during which time I chat with the Captain and Chief Mate about any issues on the ship and the improvements needed. Then I check the daily emails. After that, I carry out the safety checks around the engine room and have a toolbox meeting with the engine crew to discuss the planned jobs for the day and listen to their opinions and suggestions. I always remind my crew during our meeting to ensure safety while working.

Throughout the day there is a lot of paperwork to be dealt with such as engine logbook entries, oil record book entries, updating the PMS etc.

Before lunch I calculate the remaining fuel onboard and then I take a short rest to refresh and be prepared for the rest of the day. At 1pm I check the emails again and go down to the engine room for work and to communicate with the engine crew.

In port there is a lot of scheduled maintenance to do. It is in port that we have the chance to perform the main engine fix and clean. I am also in charge of receiving the spare parts deliveries and control if there is fuel oil bunkering, sludge and bilge for the safe operation of the ship. I also prepare the engine room for Port State Control inspections.

Most of my time throughout the day is spent reading machinery manuals, teaching the engine cadets, checking the entire ship's machinery operation, monitoring the cleanliness and orderliness of all machinery and monitoring that all machinery maintenance is performed and dealt with according to the planned maintenance system.

Life at sea is not only about work though. Sometimes I have the opportunity to take shore leave while we are at port and then try to explore the country we are in.

I also play table tennis and play station, both I enjoy during break times and after work hours with my colleagues.

**Chief Engineer
Elvin B. Villacampa**

IMO DCS, EU MRV AND SEEMP GUIDELINES

Amendments to MARPOL Annex VI on the data collection system for fuel oil consumption of ships, adopted by resolution MEPC.278(70), entered into force on 1st March 2018.

Under the amendments, ships of 5,000 gross tonnage and above are required to collect consumption data for each type of fuel oil they use as well as other additional specified data including proxies for transport work. The aggregated data is reported to the flag state after the end of each calendar year and the flag state, having determined that the data has been reported in accordance with the requirements, issues a Statement of Compliance to the ship. Flag States are required to subsequently transfer this data to an IMO Ship Fuel Oil Consumption Database. IMO will be required to produce an annual report to MEPC, summarising the data collected.

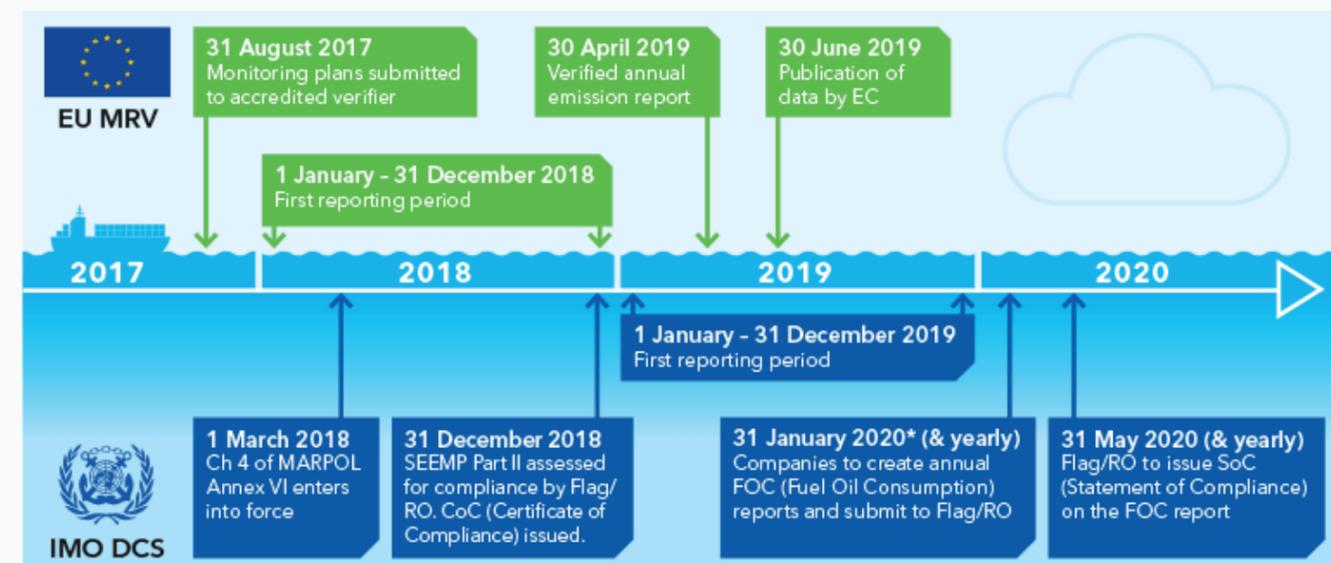
In addition, on or before 31 December 2018, in the case of a ship of 5,000 gross tonnage and above, the Ship Energy Efficiency Management Plan (SEEMP) shall include a description of the methodology that will be used to collect the data and the processes that will be used to report the data to the ship's flag state. The IMO Ship Fuel Oil Consumption Database has been launched as a new module within the Global Integrated Shipping Information System (GISIS) platform and member states now have access to the database.

In order for uniform and effective implementation of the regulations, the following guidelines/circulars were developed by MEPC:

- 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) (resolution MEPC.282(70))
- 2017 Guidelines for Administration verification of ship fuel oil consumption data (resolution MEPC.292(71))
- 2017 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database (resolution MEPC.293(71)) and
- MEPC circular on submission of data to the IMO data collection system of fuel oil consumption of ships from a state not party to MARPOL Annex VI (MEPC.1/Circ.871).

There is great importance for correct reporting and as such ourselves and the industry are facing quite a few challenges. We are developing/customising our IMS MOEPS for noon reports and the same data is in use for EU MRV and IMO DCS so as to standardise and minimise reporting requirements. SEEMP is becoming a more and more dynamic document that needs to be looked at from the perspective of continuous improvement and practicality.

**Totyu Vasilev
COO**



The IMO DCS regulations requires companies to submit the FOC by end-March 2020 (and yearly), but DNV GL, as an RO, will strongly recommend earlier submission to rectify possible errors/non-compliance and ensure timely issuance of the SoC

INTERORIENT SHIPMANAGEMENT AT SEA JAPAN 2018

The naval history of Japan can be said to have begun with early interactions with states on the Asian continent in the early centuries of the first millennium, reaching a pre-modern peak of activity during the 16th century, a time of cultural exchange with European powers and extensive trade with the Asian mainland. The Japanese maritime cluster has a wide range of marine-related activities and competitive core activities like ship owning, ship building, marine equipment, ports, etc. Japanese ship owners and shipyards have always taken a long-term vision to ensure their long-term viability. It involves developing and investing in advanced technologies that enable them to stay ahead of the competition. Consequently, the Japanese market offers abundant opportunities for international suppliers of innovative products and technologies in marine equipment, parts and components, as well as products and services for ship building and vessel operation.

Japan's maritime industry is at the forefront of supplying the world with environmentally-friendly products and technologies such as ballast water treatment systems and marine equipment that meet the exacting demands for NOx and SOx regulation compliance. Meanwhile, its ship builders have maintained their international competitive advantage by developing advanced ship designs that offer low fuel-consumption and high operational efficiency.

Every two years, the Far East's maritime industry gathers at Sea Japan to inspect the latest developments and discuss potential strategies and investments. This year the event was hosted by UBM Japan Co Ltd in Tokyo Big Sight from 11th to 13th April 2018, with around 21,000 visitors and more than 500 exhibitors. Sea Japan 2018 hit a new record in terms of both the number of exhibitors and visitors. The success of the event reflects the continued strength of Japan's ship owners, ship builders and maritime equipment manufacturers and the country's attractiveness as a market for international shipping.

Interorient Shipmanagement took this opportunity as part of our marketing efforts and participated at Sea Japan 2018 with its own stand to further expose our services to the Far East, but primarily to promote our office in Singapore, which will service this promising market and therefore lead to increase our fleet under management.



Adonis Violaris and Sandip Mirchandani with guests at the Interorient Shipmanagement stand

THE SHIPPING WORLD VISITS POSIDONIA 2018



From left to right: Thanos Korfiotis, Adonis Violaris, Natasa Pilides - Shipping Deputy Minister, Themis Papadopoulos, Natasa Michael, Ioannis Efstratiou - Senior Marine Surveyor, Shipping Deputy Ministry

Posidonia 2018, one of the world's most well-attended shipping events, was inaugurated on the 4th June by the Prime Minister of Greece, Alexis Tsipras, and attended by many heads of states, European Union officials, Greek cabinet members, foreign shipping ministers, board members of the Union of Greek Shipowners, Chairmen of international maritime organisations and almost 1500 exhibitors and delegates from all over the world. Posidonia is held every two years and is an international shipping exhibition with participating companies from all sectors of the shipping industry. Total attendance this year (exhibitors, visitors and media representatives) was 39,485.

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

Interorient Shipmanagement was located at the Cyprus stand. Cyprus participated with its own pavilion, together with distinguished guests and professionals covering the whole spectrum of the Cyprus shipping industry.

The Shipping Deputy Ministry was the coordinator of the Cyprus national pavilion, with the Cyprus Shipping Chamber and the Cyprus Investment Promotion Agency being co-exhibitors. The pavilion offered information on the Cyprus maritime cluster and visitors had the opportunity to meet with the representatives of Interorient Shipmanagement and to be informed about the range of services our company offers and to discuss in more detail all matters related to ship management.

On the occasion of the exhibition, Cyprus' Shipping Deputy Minister, Natasa Pilides, held a reception on Tuesday 5th June in Athens. Cyprus' participation was dynamic and upgraded with the presence of the Shipping Deputy Minister indicating the active support of the government in the shipping sector.

Adonis Violaris
Marketing Director
Limassol office

CEBU OFFICE INAUGURATION



With the growing number of seafarers hailing from the southern regions in the Philippines, INC Navigation Company Philippines, Inc. (INC Manila) opened a branch in Cebu City, Philippines.

The branch in Cebu is unique in that it stands in the middle of what we call in the Philippines the Queen City of the South. We have established this office to be more accessible specifically to seafarers based in Cebu as well as provinces in the southern regions in the Philippines. The branch in Cebu will serve as a one-stop shop where seafarers can have the various pre-employment requirements taken care of. This includes document processing, pre-employment medical examination, opening of an account with our company accredited bank for their allotment payroll and arrangements for departure at Cebu International Airport. The inauguration of the branch in Cebu was held on 28th July 2018 and was well attended with officers and employees from INC Manila, Interorient Shipmanagement Singapore and Interorient Shipmanagement Cyprus.

The inauguration commenced with a ribbon cutting ceremony by Mr Sandip Mirchandani, Managing Director of Interorient Shipmanagement Singapore and Mrs Rose Mesina, Financial Director of INC Manila. The opening remarks were delivered by Mr Reynaldo Ramirez, President of INC Manila and an inspirational message was delivered by Mr Shane Rozario, Training Manager/Deputy Fleet Personnel Manager based at Interorient Shipmanagement head office in Cyprus. The short programme culminated with the closing remarks by Capt Samson Jimenez, Branch Head of INC Navigation Company Philippines, Inc - Cebu Branch.

This milestone was made possible through the extensive collaboration and collective experience of the various managers and officers of INC Manila.

Once more we manifest our continued dedication to the fulfillment of the values of Interorient Shipmanagement to deliver excellence in customer service and continually engage seafarers as we pursue our vision of being recognised as a global market leader in quality ship management.



Rose Mesina
Financial Director
Manila office

FLEET OFFICERS MEETING IN CEBU



A recent Interorient Shipmanagement Fleet Officers Meeting was held in the University of Cebu Campus on the 26th and 27th of July 2018. There was an attendance of around 50 senior and junior officers from both deck and engine departments of tankers and bulk carriers. The shore team attendance consisted of Sandip Mirchandani, Steven Brodie, Ashley Fernandes, Shane Rozario from Interorient Shipmanagement and Jesper Rasmussen from Norient Product Pool together with the local team, Reynaldo Ramirez, Samson Jimenez and Shozo Arai. The President of INC Navigation Company Philippines, Mr Reynaldo Ramirez, opened with a welcoming speech requesting all participants to use this opportunity to communicate with the shore team and ask any questions that they may have.

The opening topic 'Commercial Viability – Your Contribution' was presented by Sandip Mirchandani. Emphasis was placed on the fact that every seafarer has a responsibility for the commercial viability of the company. To reach that goal, every seafarer needs to follow two main principles: Task Risk Assessment and Due Diligence. The theme for the seminar was set and the audience were excited to hear how they could be part of the continued success of the organisation. This discussion was followed by a presentation by Ashley Fernandes, Shane Rozario and Steven Brodie on Management Review, the Compass Crew Module and technical failures. A presentation on Maritime Health and Wellness by Dr Jun Maximo F., kept the audience captivated after lunch and the day closed with a further presentation from Steven Brodie on ballast water and the impacts of the new regulation. In the evening a lovely dinner for staff and officers was hosted by the University of Cebu during which the guests were captivated by a brilliant acapella ensemble by the University of Cebu's own student choir band.

The following day, Sandip Mirchandani discussed issues relating to AMSA and Port Headland, together with the practical approach necessary for operations here. He reiterated that all the PSC findings could be negated if we use Task Risk Assessments and Due Diligence. This was followed by a presentation from Jesper Rasmussen who drove home the importance of proper reporting of bunkers received and consumption and what the Pool was doing to handle corrupt bunker suppliers. Presentations were also conducted on Incidents/Accidents, MOC's, ECDIS and Shell's Partners in Safety. The day ended with a vote of thanks from Samson Jimenez, who will now head the newly opened Cebu office.

The overall feedback from the seminar was very encouraging. The officers were eager to ask questions and provide solutions to incidents and accidents. They all agreed that the Task Risk Assessment and Due Diligence would be incorporated into their daily schedule.



Shane Rozario
Head of Training/Deputy Fleet Personnel Manager
Limassol office

MARPOL MEASURES

The International Convention for the Prevention of Pollution from Ships (MARPOL) has been in place for many years and applies worldwide. Despite this however, MARPOL requirements have not always been followed uniformly and instances of deliberate discharges in violation of MARPOL are still being detected by government authorities. While the lack of adequate waste reception facilities and the inefficiency of equipment may be of relevance, they can never justify flagrant breaches of international regulations. Prosecuting authorities, particularly in the United States, have identified the absence within some companies of a systematic approach to identifying and managing compliance with environmental requirements as a common failure, directly leading to shipboard non-compliance.

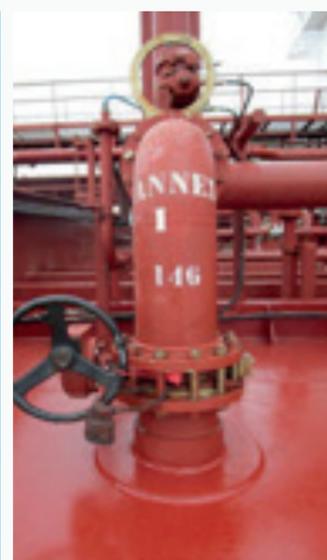
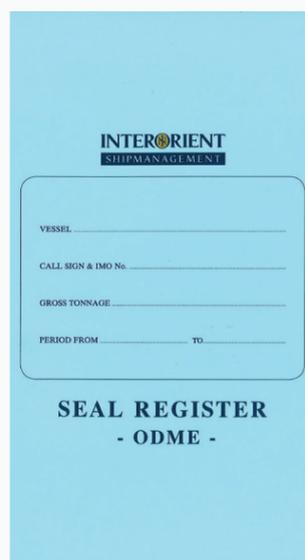
Leadership commitment and a clearly delineated path of accountability to the top of the company have often been found lacking. Notwithstanding current compliance mechanisms in use by the industry, we have reviewed our practices and are taking additional steps to ensure compliance with environmental protection obligations. Detailed information about prudent environmental management is readily available within our organisation. As an organisation that is ISO 14001 certified, Interorient Shipmanagement is committed to keeping high standards in place and all required measures to prevent any violation.

In addition to the present robust procedures, we have added additional preventive measures to demonstrate our commitment towards the environment:

- A. Tank Sounding Record Book: Vessels are provided with a company specific tank sounding record book where they record daily soundings of all waste, sludge and bilge tanks associated with bilge water and/or oil wastes
- B. Overboard OWS valve: Padlocked and only ONE key is maintained by the C/E (ie in his possession only). It must not be kept in the ECR)
- C. All high-pressure fuel lines have connections wrapped with silver tape to protect/reduce spray of fuel from a defective connection
- D. Seals fitted on all valves associated with ODME: Any change of seal requires permission from the office
- E. ODME Seal Register: Vessels are provided with a company specific ODME Seal Register
- F. ODME, OWS and incinerator piping and units verified by class to ensure compliance as per class approved drawings
- G. Revise the current OWS Seal Register procedures
- H. C/E handover notes amended to include an environmental component and description of the current status of operation, maintenance and repair for: incinerator, OWS, ODME and other pollution prevention procedures or equipment
- I. Environmental spot checks of OWS and equipment including condition of bilge tank initiated

- J. Detailed OWS check list and review of CCTV cameras initiated
- K. Ad Hoc/spot MARPOL audits by independent consultants are carried out
- L. Environmental check list EM14 implemented and verified during vessel visits
- M. Fleet seminar talks on current MARPOL issues within the industry/company
- N. Extensive office briefings discussing MARPOL issues and problems with Marine/Technical Superintendents, Fleet Managers and senior management

As an organisation we remain committed towards a zero spill to sea through continuous improvement of our onboard processes.



Seal Register and OWS/ODME padlocked

Toty Vasilev
COO

DRY DOCKING HISTORY BY THE MASTER OF THE MT BALTIC WAVE



As per SOLAS requirement all merchant vessels require a complete inspection of the hull in a dry dock twice within a five-year period. This includes maintenance of hull, propeller, rudder and other parts which are immersed in water and are normally inaccessible by ship staff at normal sailing period.

One of the first references in history of repairing ships using the dry dock belongs to China when two Che provinces (now Chekiang and southern Chiangsu) presented to the throne two dragon ships each more than 60 metres in length. In or around the 1070's their hulls decayed and required repairs but the work was impossible as long as they were afloat. Then one of the palace officials, Huang Huai-Hsin, suggested a plan. A large basin was excavated at the north end of the Chin-Ming Lake capable of containing the dragon ships and in it heavy crosswise beams were laid down upon a foundation of pillars. Then (a breach was made) so that the basin quickly filled with water, after which the ships were towed in above the beams. The water was pumped out by special wheels until the ships were fully dry.

Nowadays there are mainly two types of dry docks:

1. Graving dock: Normally constructed in coastal waters with rectangular solid concrete construction with blocks, walls and gates. The vessel is shifted inside the dock and rested on the blocks. The gate is closed and the water pumped out.
2. Floating dock: The floating dock is a "U" structure where valves and pumps are provided to fill up the dock ballast tanks with water that immerses the dock so that the vessel can come in. Then the water from the tanks are pumped

out allowing the dock to rise exposing the underwater area of the vessel for maintenance.

Preparation of the vessel for dry dock period is a complicated task involving the full effort of crew and office staff and at the latest stage of preparation, the shipyard staff. Everyone who participates in dry dock repairs would agree that dry docking is a great experience – you get to see things that you cannot see during the routine operation of the ship.

This year several Interorient Shipmanagement vessels passed dry dock maintenance / inspections and some of them were subject to the CAP Survey, which is an additional challenge for both the crew onboard and the office staff. One of these vessels was the MT Baltic Wave whose third renewal and CAP Survey were performed at the Dolphin Shipyard in Varna, Bulgaria. At the same time a change of Classification Society was also scheduled. Every day more than one hundred workers were involved in various tasks and several different processes were going on at the same time along with attendance by several ABS Class Surveyors inspecting the whole vessel.

In conclusion I can say that the dry dock period is not only a difficult job and an additional load but a great experience for those who do not want to stop learning and I thank all my crew and attending TSI Auxeniu Bucia for all their efforts, co-operation and assistance during the recent dry-docking period of the MT Baltic Wave.



Captain Maksim Mukhin
MT Baltic Wave

GROUP WELLNESS WEEK 2018

Health and fitness, psychology and good food, wellness and happiness: this is the spirit of the Group Wellness Week organised every year at Interorient Shipmanagement for our staff.

The purpose of the Wellness Week is to highlight the importance of making sure that the healthy choice is the easiest and best choice and facilitate the uptake of healthy lifestyles.

This year our Group Wellness Week took place from the 18th until the 22nd of June 2018 and staff from all our offices participated in a number of activities and events.

A lively series of interesting presentations and fun events devoted to the numerous benefits of a healthy lifestyle were organised daily throughout the week. Similarly to every year, each day began with a healthy breakfast treat for the staff followed by an informative presentation. A number of specialists

were invited to deliver presentations on a variety of subjects such as mental and dental health, beauty, nutrition and sports. Staff members had the opportunity to learn lots of new and important information about their overall health and wellbeing and a good time was had by all.

A wellness photo competition was also arranged and staff were encouraged to submit their photos relating to any aspect of our wellbeing.

We would like to thank everyone for sending in their photos. Congratulations to all of the inspired winners!

Dana Kalli
HR Department
Limassol office



Staff at the Limassol office attending a presentation on "Nutrition and Genetics: Does your DNA really hold the answer to your perfect diet?" By Stephany Piper - Nutritional Scientist

"It's the little things"



Cyprus: Eliana Economou 1st place

"Let nature become your home"



Cyprus: Zacharoula Panayiotou 2nd place

"Your body can stand almost anything. It's your mind that you have to convince"



Cyprus: Christina Georgiou 3rd place



Hamburg: Lisa Zeisner 1st place



Hamburg: Mareike Wolff 2nd place



INTERORIENT SHIPMANAGEMENT HAMBURG



Interorient Shipmanagement Hamburg was founded in 1995 as a liaison office for Interorient vessels passing through Northern Europe as well as promoting the group activities in Germany to existing and potential clients. In 2000 the first vessels were taken into full management under Interorient Hamburg's Document of Compliance. The first container vessels were soon followed by tankers in 2002 and bulk carriers in 2010.

Presently the Hamburg office has 22 vessels under full management. The tanker fleet has been the focus of the Hamburg office over the past years, the vessels being part of the core fleet of the Interorient Group.

In 2018 Interorient Shipmanagement Hamburg was fortunate to be awarded the full management of seven bulk carriers from owners Oldendorff Carriers. With the last of these vessels just coming under our management as this newsletter is being printed, we are looking forward to a close and fruitful relationship with one of the biggest and most prestigious bulk owners and operators in the world. With the vessels trading predominantly in Asia, our initial crew representatives joined the vessels for sailing visits, experiencing loading and discharging as well as normal operations onboard. The handovers are always performed after completion of discharging with minimal interruption to the vessels' schedules.

All seven vessels are due for major conversions in 2019 as part of the Owner's long term fleet strategy, meaning that both companies will have a steep learning curve over the next year. More of these conversions will be reported in future newsletters.

Aside from full management, Interorient Shipmanagement Hamburg is serving third party German crewing clients. These are long term clients that Interorient is proud of having a working relationship with since its founding years.

The German Tonnage Tax, which provides a tax incentive for owners to register their vessels in Germany, has been one of the main reasons for the flourishing German ship owning activities over the past twenty years. As the management activities for such vessels has to be done out of Germany, this is the primary reason that Interorient Shipmanagement Hamburg today has a staff of forty professionals with eight different nationalities working together to guarantee a smooth operation with their technical, nautical and commercial expertise.

The office location in the city of Hamburg was a natural choice, the city being the shipping hub of Germany. With the harbour facility dating back to the 9th century, the port of Hamburg is an integral part of the city and has developed into one of the prime container terminals in Europe. Hamburg's shipping heritage is inherent in the whole city, with ship funnels, container gantry cranes and dry-docks forming an integral part of the city's skyline.

Tim Lissow
MD/Operations Manager
Hamburg office

PHOTO COMPETITION #SPECIALFAMILYMOMENTSONSHORELEAVE

The winning photo of this issue's photo competition was taken by Chief Mate Arvin L Marquez of the MV Orient Cavalier. Congratulations to Chief Mate Marquez and thank you to everyone who sent in their photos.

WINNING PHOTO



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