

# NAUTILUS

ISSUE 1/2020



**INTERORIENT**  
SHIPMANAGEMENT

## CEO's MESSAGE

Dear friends

To say that we are living through extraordinary times is probably the least someone could say about the current situation around the world. Not since the last world war seventy five years ago has there been such disruption to our entire way of life and you would need to look back more than a hundred years to find a global health crisis on this scale. We are all affected no matter where we are in the world and no matter if you are aboard a ship or ashore. Unfortunately there are still so many gaps in our collective knowledge about this virus that the prospect of life returning to normality still seems some way off. We still have no confirmed and effective anti-viral medication nor any indication if and when a vaccine might be available.

Despite all this and what appears to be a gloomy picture at this time, I am very hopeful that soon medical advancements will be available, paving the way for a return to normality. The fact that the entire medical, academic and research world is focused on this issue surely means that we will prevail before long. History has shown what the world is capable of when we put our minds to something and right now the whole world's mind is focused on this.

While all this is going on Interorient Shipmanagement continues to offer its clients the top level service that they expect, despite all the difficulties we are experiencing both at sea and ashore. I wish to salute every single one of you for the dedication, professionalism and patience you have shown. A particular mention of course must go out to all our seafarers who have the added burden of being away from their loved ones during such a difficult time. You are foremost in our thoughts and we are doing whatever we can to give you the support you need, both to be able to easily contact your families and to ensure that you are able to continue operating your vessels safely and efficiently. Rest assured that we are by your side and that we leave no stone unturned in our attempts to get you home.

It is with a sense of great pride that I have watched everyone respond to this mighty challenge that has been put before us and this is an achievement that belongs to all of us. It is under pressure that people and organisations show their true worth and we have answered the call.

Look after yourselves and your families and I am sure that better days await us soon.

**Themis Papadopoulos**  
CEO



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Articles will be published subject to editing and space availability.



## NEW MANAGING DIRECTOR

Dear colleagues at sea and ashore, let me start with a little introduction about myself.

I was educated at Glasgow College of Nautical Studies where I gained all my nautical Certificates of Competencies. I served on different types of vessels from the position of Cadet to Master.

Having got married, I decided to leave my sea-going days behind me in 1995 to start spending more time with my wife and newly born daughter, Lily, who is now 26 years old.

My first shore-based employment was in Glasgow and London where for four years I held the position of Marine Superintendent and Assistant Operations Manager. Then in 1999 I had the opportunity to leave the UK weather behind and move to the sunny island of Cyprus to work. I did not have to be asked twice!

Since then I have held several positions and covered almost all aspects of the ship management business ranging from Commercial, Marine, HSEQ and Technical positions.

My stay in Cyprus also saw the arrival of two sons, Bradley, who is now 16 years old and Sebastian who is 14.5 years old.

It has been just over seven months since I joined Interiorient Shipmanagement. Whilst I am still learning and finding out more about the company's values and culture, it is already evident that Interiorient Shipmanagement has a lot to offer, a great company with a great family behind it.

Here are some of the things that I see as important to the successful running of the company:

- Safety and quality. We must set very high standards and strive for excellence at all times
- Understanding what our clients really want and consistently meeting or exceeding their expectations and building long lasting relationships that are equally valued by both sides

- A common culture based on just and fair ethics across the group

- Efficient practices to move the group forward through conscientious planning

- Taking pride in the company and creating a reputation for being the best at what we do

I hope you share my vision to make Interiorient the number one ship management company. Together, with a positive attitude and hard work, this is something I believe we can achieve.

If you have any suggestions for improvement or new ideas, my door is always open.



**Captain Maurice Baker**  
Managing Director

## A DAY IN THE LIFE OF... AN ABLE SEAMAN

I am AB Alan Torres aged 44 from Pugo Bayambang, Pangasinan Philippines. I started working with Interiorient Shipmanagement as an ordinary seaman on 24th July 2009.

A typical day in my life onboard begins at 0630 when I wake up, take a shower and have my breakfast. At 0800 my working day begins and I start to work on the tasks that are given to me by Bosun, for example, chipping and painting to keep our vessel looking clean and beautiful.

At 1200 I take my lunch break during which time I try to speak with my family at home and catch up with my friends onboard. Later in the afternoon I go to the training computer and do all my training CBTS and CSTS. Once completed I try to do some exercise before dinner. I feel that it is very important to keep my physical and mental health in good shape through exercise and also through regular contact with my family. This helps me to remain patient and to be able to motivate myself for the long days at sea. After dinner I take some rest ready for my night watch that begins at 2000.

Ten minutes before my watch I usually go to the bridge to familiarise myself with the situation of the vessel. I steer during alteration of course and keep a sharp look out for the traffic in the area until my watch ends at 2400. I do this every day while the ship is sailing.

When the vessel is approaching or leaving the port, I assist in the mooring operations in the aft but before we start the operation we always have a safety meeting to ensure safe mooring operations. We follow the instruction of the officer in charge who is receiving instructions from the bridge about the mooring arrangement in the port.

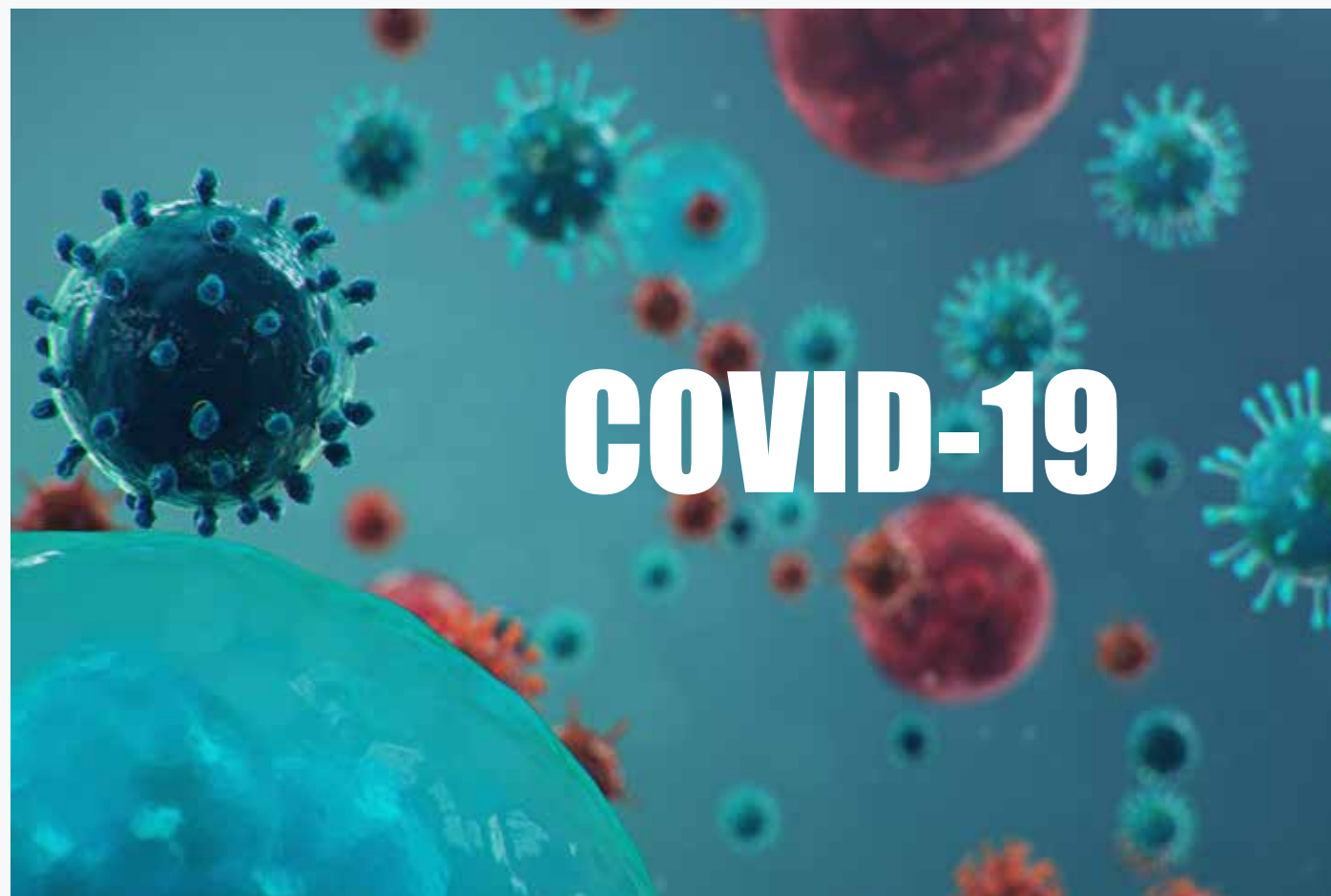
When the vessel is alongside the jetty I help in preparing the gangway, rat guards, fire wire, scupper plug, hose connection and any instruction given to us by the officer in charge. I also assist in ullaging, sampling, hourly safety rounds, mooring line adjusting, visitor ID and bag checking in the gangway or any other task given to me by my Chief Officer before the start, during and after the cargo operation. When the ship is at port and I have some time, I feel excited to be visiting a new country and I like to go ashore and take a look around always searching for something nice to buy for my family. I am truly blessed to have such a wonderful family supporting me and being there for me all the time, especially my loving wife.

During my time at sea I have learned a lot of things and I am very thankful to Interiorient Shipmanagement for supporting me throughout these ten wonderful years of service and I am looking forward to serving the company for many years to come.





## CORONAVIRUS OUTBREAK IMPACT ON SHIPPING



Since the outbreak of the Corona Virus (Covid-19) and the decision by the World Health Organisation (WHO) to announce the expansion of the virus as a pandemic, our lives both ashore and onboard have changed considerably.

In these unprecedented and challenging times which we are all facing together, we at Interorient Shipmanagement remain determined to keep the health and safety of all staff ashore and onboard a priority. Many of us have the ability to work safely from home but our thoughts are always with the seafarers, our unsung heroes, who remain at the frontline of this global pandemic by remaining onboard our vessels and operating them professionally in line with our health, safety, quality and environmental standards in order for global trade to continue unaffected and keep the world moving.

The world's daily needs relating to the supply of medicines, food and other essential goods remain the same and vessels continue to transport over 90% of goods worldwide. The supply chain needs to continue throughout the pandemic and every one of us ashore needs to continue

to be able to go to supermarkets for groceries and to pharmacies for medicines etc. Electricity and gas are required to keep our homes fully operational and everything else that we take for granted but essential to our daily existence must continue to be made available without disruption. With the lockdown in many countries and with airlines as well as airports operating at the minimum level, there is a substantial increase in the transportation of these goods by sea.

Since the worldwide lockdown commenced seafarers have been required to stay onboard for lengthy periods of time until government authorities decide on how to resolve the logistical issue of getting them to the points of embarkation and disembarkation at various ports. There have recently been a few positive signs of progress such as Cyprus's announcement that crew changes are possible at Cyprus ports provided certain conditions are met, but the big issue of the virtual total shutdown of most of the airlines, and hence the cancellation of the majority of flights at major transport hubs, remains.

Under the latest enhancement that the Singapore Maritime Port Authority (MPA) has made to its crew change policy for signing-on crew, shipping companies are requested to inform MPA of crew change plans fourteen days in advance and confirm that the crew has been in quarantine for at least fourteen days prior to entering Singapore with a negative Covid-19 test result. The crew also need a fit-to-travel medical certificate issued by a doctor not more than twenty four hours prior to departing the crew's home country. For signing-off crew, seafarers will be required to have a fit-to-travel medical certificate and prove he/she has not gone ashore for the last fourteen days and remains well.

In Italy, the first European country affected by Covid-19, change of Italian national crew would be possible with the necessity of quarantine for signing-off crew. Crew changes for foreign nationals is only allowed if there is a proven emergency situation and will be examined case by case. Change of foreign nationals would be almost impracticable due to unavailability of most international flights. In the UK with the highest amount of Covid-19 cases and deaths, crew changes are permitted subject to visa requirements. However, some terminals may impose restrictions. Clarification is also awaited regarding whether seafarers will be exempt from fourteen day quarantine upon arrival in the UK in the same way as other visitors to the country, a new government ruling in the UK as of 10th May. As time passes there are even more countries now permitting crew changes.

Seafarers are under pressure. Contract lengths are being extended as a result of most affected countries placing restrictions on crew changes and reduced flights. This is in addition to ports banning shore leave, leaving crew with the prospect of spending weeks, if not months, without being able to disembark. It is not just the seafarer's life onboard that is being affected. As the number of cases and deaths rise around the world, a crew member might, very understandably, be worried about the health of his or her family back home. The families of seafarers are often thousands of kilometers away in countries that are also in lockdown and it is because of this the seafarers feel helpless as they cannot provide their loved ones with the physical support and protection they need. This is their main concern. Ship owners, ship managers and seafarers' unions are urging governments to make travel easier for ships' crew as thousands of seafarers are becoming stranded on their vessels due to the Covid-19 restrictions after their contracts have ended.

The International Maritime Organization (IMO) stressed the importance of crew changeovers in order for trade flow to continue, despite the challenges arising by the Covid-19 crisis. In particular, the IMO issued a circular including recommended framework of protocols for ensuring safe ship crew changes and travel during the Covid-19 pandemic. IMO Secretary-General Kitack Lim in a moving personal message to seafarers everywhere, said "You are not alone. You are not forgotten" assuring them that the IMO understands the unique problems they face during the coronavirus pandemic and that they are working tirelessly at all levels to find solutions for them. Estimates suggest that every month 100,000 seafarers finish their contracts and would normally be flown home before their next contract begins but Covid-19 has had a huge negative impact on this repatriation process causing much distress amongst many seafarers.

We hope that lockdown measures currently in place across the globe will prove successful as they have already been proven so in many countries but it will likely take the international air travel industry a considerable time to return to operations resembling anything close to normal. In the meantime, ship owners and ship managers will need to continue to seek a solution relating to repatriation air travel in order to bring an end to the current major crew change issue.

In March Interorient Shipmanagement sent a letter to the family of each seafarer onboard our managed vessels assuring them that their loved ones are being well looked after and stating that it is safer for them to remain onboard, in self-isolation, than to leave the vessel and make their journey home, transiting through Covid-19 risk areas.

Together, seafarers onboard and at home, their families and loved ones and all of the Interorient Shipmanagement shore support team all need to remain strong for one another in order to ensure we remain positive even when it may feel like we are in the darkest of times.

Our seafarers onboard are being kept safe. This is always our number one priority. They are all following very strict regulations set out by national governments, international organisations and local authorities to ensure maximum health and safety is always maintained. However, the company will still do everything possible to relieve them once it is possible to do so. Brighter days are ahead of us and of that we are sure!

**Adonis Violaris**  
Marketing Director



20 April 2020

### Personal message from IMO Secretary-General Kitack Lim to seafarers

Since the coronavirus became a global pandemic and most of the world has gone into lockdown, we have all had to adjust swiftly to new ways of living and working. But, for many seafarers, this has plunged them into difficult situations that could not have been imagined in modern times.

I, personally, have been deeply touched by the many stories we have heard from individual seafarers of the challenges, hardships and sacrifices that seafarers have made to keep the global supply chain moving while helping the global population. These are challenging times for many seafarers. Both their physical and mental health are being put to the test.

The difficulties the maritime industry has faced in conducting crew changeovers, providing medical care for sick and injured crew, allowing for shore leave and the inability to resupply or repatriate crews concern me greatly. All of us at IMO understand the challenges you face. To all seafarers, my message to you is strong and clear: We are listening. We hear you.

At IMO, we have been in urgent contact with trade unions, seafarer welfare organizations, shipowners, governments and our fellow United Nations agencies, especially the International Labour Organization, to find solutions.

I have written to all our Member States, urging them to recognize all seafarers as “key workers”, remove any barriers to your documentation and lift national travel restrictions so that you can get home on conclusion of your contracts, and rejoin your families.

And members of my team here at IMO have been working round the clock to help bring individual cases to a speedy resolution.

Seafarers, my dear colleagues, you are on the front line in this global fight. Your work is essential, and your situation is unique. I wish you good health and good welfare in this time of crisis. I want you to know that you are not alone. You are not forgotten. Stay strong.

Yours sincerely,



Kitack Lim  
Secretary-General



## NEW VESSELS UNDER MANAGEMENT

Name of vessel:	MV Global Fortune
Type of vessel:	Bulk Carrier
Built by:	Samjin Shipbuilding Industries Co Ltd, China
Date:	2011
Where taken over:	Algeciras, Spain
Date:	Sold in December 2019 and remained under the manning of Interiorient Shipmanagement
Cargo type:	Dry bulk commodities
Length overall:	180.00m
Breadth:	30.05m
Gross tonnage:	23,426



Name of vessel:	MV Tommi Ritscher	Date:	12 Jan 2020
Type of vessel:	Container Ship (Fully Cellular)	Cargo type:	Containers, reefer containers
Built by:	Jiangsu Newyangzi Shipbuilding Co Ltd, China	Length overall:	255.36m
Date:	2014	Breadth:	37.39m
Where taken over:	Colombo, Sri Lanka	Gross tonnage:	48,338

Name of vessel:	MT Rhao Rapid
Type of vessel:	Chemical Carrier
Built by:	Jinse Shipbuilding Co Ltd, South Korea
Date:	2008
Where taken over:	Singapore
Date:	8 Feb 2020
Cargo type:	Oil, chemicals, coal tar products
Length overall:	127.9m
Breadth:	20.4m
Gross tonnage:	8,550





## IMO SULPHUR CAP 2020 IMPLEMENTATION



Sulphur Cap 2020 and similar regulations are part of ongoing changes in the shipping industry to improve the effect of shipping on the environment.

1st January 2020 saw the introduction of a worldwide Sulphur Cap reducing the maximum allowable sulphur content in fuel oil to 0.5% sulphur by mass. In addition to the new regulation a carriage ban for high sulphur fuels was implemented on 1st March 2020. Only vessels installed with an approved exhaust gas cleaning system that can remove sulphur to new limits can operate on high sulphur fuel.

The new regulations are part of MARPOL Annex VI and will be reflected in a new format of the IAPP certificate to be issued at the vessel's next survey. ECA and local authorities can impose other stricter sulphur limits. Each vessel must be aware and prepared for the limits that apply for their voyage.

If a vessel is required to bunker non-compliant fuel in future this may be considered through the use of a Fuel Oil Non-Availability Report (FONAR). Prior to using the FONAR discussions must take place between the vessel and the office. Typical use for a FONAR is when compliant fuel is not available in a port.

The changeover to compliant fuels and cleaning of tanks for Sulphur Cap 2020 was successfully completed for the entire Interiorient Shipmanagement fleet well ahead of time. Many thanks to the great efforts of all the crew particularly with preparing the tanks for compliant fuel.

The new fuels are typically referred to as Very Low Sulphur Fuel Oils (VLSFO). The new fuels so far delivered have had differing properties to previously delivered High Fuel Oils (HFO).

SMS procedures for bunkering and operational procedures have been revised and are to be followed by all concerned. Care should be taken with fuel sampling, fuel treatment and changeover. It is important that fuel analysis is checked and the provided guidance is strictly followed.

Due to the changing properties of new fuels it is important that the vessel's fuel system heating and filtering are fully operational. Vessels have a Ship Implementation Plan onboard which contains guidance on fuels and their treatment. This plan should be reviewed by relevant crew.

Reducing sulphur emissions is part of an ongoing process to reduce emissions through fuels and vessel and operational efficiencies. CO2 emissions are monitored by EU MRV and IMO DCS reporting. This reporting is carried out via MOEPS reporting client and continuous efforts for accurate reporting are required by all relevant crew. The results of the CO2 monitoring will be used by regulators in the development of future measures for CO2 reductions.

Vessel efficiency guidance is provided onboard through the SEEMP and all personnel onboard should be aware of the provided information. The SEEMP is reviewed on a regular basis and any feedback on efficiency improvements are welcomed.

Improving vessel efficiency and performance requires all personnel to be involved with good co-operation between vessel and office staff.

These matters are of increasing importance and ongoing efforts by crew and shore staff are very much appreciated.

**Brad Hillman**  
Innovation & Technology Manager

# IMO 2020

**Taking bold action to clean up shipping emissions by reducing the sulphur content in ships' fuel oil**



**HOW?**

- 0.50%** reduced from 3.50% – significantly less sulphur permitted in ships' fuel oil
- 77%** drop in overall SOx emissions from ships – annual reduction of approximately 8.5 million metric tonnes of SOx



**WHEN?**

- From **1 January 2020**



**AIR POLLUTION & HEALTH**



- Premature deaths avoided
- Significant reduction in shipping's negative effect on human health through air pollution



**Reductions in:**

- stroke
- asthma
- cardiovascular disease
- lung cancer
- pulmonary disease



**Cutting sulphur emissions helps prevent acid rain, which means:**

- less harm to crops, forests and aquatic species
- tackling ocean acidification



**WHERE?**

- Health benefits felt globally
- Strongest in coastal communities
- Major impact in vulnerable areas

**#IMOSulphurLimit**

**#BreatheLife**

**#BeatAirPollution**

(Sources: University of Delaware study, February 2018; "Health Impacts Associated with Delay of MARPOL Global Sulphur Standards" presented by Finland to IMO, August 2016)





## SNPL CADETS GRADUATION UNIVERSITY OF CEBU, PHILIPPINES

A total of forty cadets graduated on 29th October 2019 at the University of Cebu Maritime Education and Training Center (UC-METC) in Cebu, Philippines.

The nineteen deck and twenty one engine apprentices are part of a long-term goal of Interorient Shipmanagement to prepare for the need for officers in the future with the vision that in ten years, if not sooner, these cadets will become Masters and Chief Engineers.

The Study Now, Pay Later Programme (SNPL) was initiated in March 2015 to help young deserving Filipinos wanting a career at sea but not having the means to do so. These hardworking cadets will be trained to become home-grown officers.

Currently the cadets are preparing for their licensure exams and completing the requirements as stipulated in the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and will be ready to join our fleet as early as July 2020.

Team building exercises were carried out after the graduation to strengthen the co-operation and efficiency of working with one another.



## ARI CADETS GRADUATION INDIAN MARITIME UNIVERSITY, INDIA



On 21st December 2019 the first group of seven cadets completed their training and took part in a passing out ceremony at the Applied Research International (ARI) Institute in New Delhi.

These cadets have been recruited for the tankers in the OMM fleet. They have completed twelve months pre-sea training and successfully passed their exams and have obtained a Diploma in Nautical Science (DNS) from the Indian Maritime University (IMU) approved by DG Shipping (India). They will be assigned with vessels once they have obtained their required visas and completed the requisite formalities to join the fleet.

Upon completion of eighteen months practical training onboard, the cadets will attend another six months in an IMU approved college in India and will complete their BSc Nautical Science studies. On successful completion of the BScNS they will be issued with a Second Mate (FG) Certificate of Competency (CoC) which will enable them to join the fleet as Junior Officers.

The training of the second group of six cadets is already in progress at the same Institute. They will finish in June and be ready to join the fleet in September.

The ceremony was attended by Capt Sanjeev Dagar, Fleet Manager, Limassol office and Capt Anjan Bakshi, Project Director for the Applied Research International institute in New Delhi, along with representatives from other shipping companies.

Today's youth and these cadets are our future officers and leaders. We wish them all a long and successful seagoing career.

### SOME WORDS FROM THE CADETS

Our experience at ARI was one filled with learning. We came here as boys and passed out as cadets.

The learning process was quite interesting as we knew we were not studying and gaining knowledge just for knowledge

sake. This was information we would practically apply throughout our entire careers.

Time flew by at ARI. We were kept so busy that we hardly noticed how the days passed into weeks and the weeks turned into months. Being part of the first batch of Interorient Shipmanagement cadets to come to ARI meant that we would be scrutinised and judged very closely on our performance but the pressure was welcomed and it provided a good source of motivation.

Early morning physical training is one of ARI's unique aspects. Waking up in the middle of night and diligently performing our watch and doing clean ship duty every morning taught us the value of rest and labour for which we are grateful for. With all the cadets spending time in relatively confined quarters meant that petty squabbles and minor arguments were sure to arise, but that became a benefit as it taught us how to compromise our emotions during difficult interactions. Waking up at the same time, going to bed at the same time, day in day out and arriving at every muster on time installed a routine that helped in maintaining discipline. Our classes were engaging and mentally stimulating. The fact that we knew we were being taught by Captains, their experiences added more weight to their words. We thoroughly enjoyed every session. All our teachers were exceptional, not only in their knowledge and experience, but also in their willingness to help us.

They had an unrelenting desire to teach, which meant we were more than eager to learn. Although ARI teacher Captain Avasthy's Rule of the Road question and answer sessions were slightly intimidating, no-one could deny that they helped immensely.

All in all, ARI made us fall in love with what we studied and we could not have asked for more. We consider ARI a blessing in our life because the friends made, memories created, lessons learned and knowledge gained will be cherished forever.



## MT NORIENT SCORPIUS VISIT

The MT Norient Scorpius visited Cyprus on 26th October 2019 which gave the opportunity to our Managing Director, Maurice Baker and Lazaros Kourseraris, Fleet Personnel Administrator to pay her a short informal visit.

Even though Captain Oleg Dolzhenko and his crew had a full schedule, they made some time for us all to meet together to exchange some useful information and discuss a variety of relevant issues and as five of the crew members were celebrating their 10 year anniversary, it was a great opportunity to present their long service awards.



2M Ramirez Edsel Anthony Hermoso



BSN Macaraeg Reynaldo Castillo



AB Torres Alan Nazaro



CM Kupreev Artem



CE Petrov Georgi Paskov



## FLEET OFFICERS MEETINGS RIGA AND ST PETERSBURG

December 2019 saw a team from Interorient attending the company's Riga and St Petersburg offices. Two training sessions were organised and attended by a large number of the company's senior officers.

A selection of slides and workshops covering most recent and future topics were arranged and as always on these occasions, active discussions took place at the end of each session.

The successful sessions ended with formal dinner events attended by senior officers and staff.

Due to the success of these events, the company will now start looking at increasing their frequency from one to two attendances a year for each location.

We would like to take the opportunity to thank our senior officers, who interrupted their well-deserved leave in order to take part in these events, and our staff at the Riga and St Petersburg offices for organising them.



St Petersburg



Riga



CREW LONG SERVICE ANNIVERSARIES

TEN TO FIFTEEN YEARS

Rank	Surname	Name	Nat	Vessel
2/M	PACLEB	CRIS JASPER	PHL	STAR KESTREL
2/M	DIONGZON	LORD OTELO	PHL	MN TOUCAN
C/E	QUILLOPA	ARNEL	PHL	NORIENT SATURN
3/E	PARRAS	JAMES	PHL	MN PELICAN
E/F	FRANCO	ERBERT	PHL	ORIENT TRAIL
PUM	ORDIZ	EDWIN	PHL	STAR KESTREL
BSN	TONGANTONGAN	MINDY JR.	PHL	ORIENT TIGER
BSN	GALENDEZ	RENERIO	PHL	MACAO STRAIT
BSN	RAZONABLE	CHRISTOPHER	PHL	ASPHALT SPIRIT
BSN	PARAL	NOEL	PHL	TAKESHIO
AB	DE PAZ	NELSON	PHL	ASPHALT SAILOR
AB	MAYPA	ROMEO JR.,	PHL	MN TOUCAN
AB	BALLARTA	NIEL	PHL	BALTIC SOUL
AB	VERANO	ALFREDO	PHL	ASPHALT CARRIER
OS	ALANANO	MARC JAYSON	PHL	ORIENT CAVALIER
WPR	ESPIJO	ROMY	PHL	TORRES STRAIT
CK	GOMEZ	RONIFER	PHL	ENDEAVOUR STRAIT
CK	FORMELOZA	ALVIN	PHL	STAR MERLIN
MSM	ARANETA	LEIUX ZEUS	PHL	ORIENT TRANSIT
CPT	SOLETIC	LOVORKO	HRV	LABRADOR STRAIT
CPT	ABDEL MAGUID	MOHAMED	EGY	ORIENT TRADER
CPT	JEMELJANOV	GENADIJS	LVA	BALTIC MONARCH
CPT	SOKOLOVSKIS	SERGEJS	LVA	BALTIC MONARCH
CPT	ANTSIFEROV	EVGENY	RUS	BALTIC FROST
CPT	DENISENKO	SERGEJS	LVA	BALTIC SUN II
CPT	KOLYUKA	ANDREY	RUS	ORIENT CAVALIER
CPT	KRASILNIKOV	ALEXEY	RUS	STAR MERLIN
CPT	GAIDASS	SERGEJS	LVA	BACALIAROS
CPT	MIKLYAEV	DMITRY	RUS	BALTIC FAVOUR
CPT	DROKANOV	ROSTISLAV	RUS	BALTIC MARINER I
C/M	MOSKOVKINS	MIHAILS	LVA	BALTIC ADVANCE
C/M	DJAKONOV	SERGEJS	LVA	BALTIC MARINER I
C/M	POLINAR	RICO	PHL	HELLE RITSCHER
C/M	KOZYREV	ALEXEY	RUS	NORIENT SOLAR
C/M	HOLYKOV	VALERII	UKR	BALTIC COMMANDER I
C/M	SHKARINSKYI	MAKSYM	UKR	ORIENT CENTAUR
2/M	PORTENTO	ALDEN	PHL	MN CALAO
2/M	CHAVEZ	JOEL	PHL	MN CALAO
2/M	MACASLING	GERALD	PHL	TOMMI RITSCHER
2/M	LIQUIGAN	ROLDAN	PHL	MN CALAO
2/M	PACLEB	CRIS JASPER	PHL	STAR KESTREL
2/M	TIOCO	APOLLO	PHL	MN COLIBRI
3/M	CERIA	MACKKEY	PHL	HELLE RITSCHER
3/M	ANO-OS	ZALDY	PHL	EAGLE STRAIT
3/M	MERTO	ANGELO	PHL	HELLE RITSCHER
C/E	SUHAREVS	OLEGS	LVA	ASPHALT TRANSPORTER
C/E	CERKASOV	SERGEJS	LVA	BALTIC WIND
C/E	POSTEVOJS	RUSLANS	LVA	BALTIC MARINER I
C/E	KUKULS	ALEKSANDRS	LVA	BALTIC ADVANCE
C/E	QUILLOPA	ARNEL	PHL	NORIENT SATURN
C/E	LITVINOV	EVGENY	RUS	MELBOURNE STRAIT
2/E	SARAFEJEVS	LENARS	LVA	BALTIC FROST
2/E	AVILKINS	DMITRIJS	LVA	BALTIC SAPPHIRE
2/E	BUBULA	JANIS	LVA	BALTIC WAVE
2/E	KOVSHOV	ALEXANDER	RUS	BALTIC FAVOUR
2/E	DIADECHKO	IURII	UKR	LIBERTY BAY
3/E	GUIRALDO	ARTURO JR.	PHL	ORIENT TRADER
E/E	MAGLAYA	DANTE	PHL	NORIENT SCORPIUS
E/E	SUPRUN	VASILY	RUS	TOMMI RITSCHER
E/E	KIREEV	VYACHESLAV	RUS	HELLE RITSCHER
E/E	SHUVAYEV	LEONID	UKR	MONTEREY BAY
E/F	TEJOSO	AURELIO JR.	PHL	MN TANGARA
FTR	MUZYCHENKO	OLEG	UKR	EMERALD STRAIT
PUM	MIRONOV	ANATOLIJS	LVA	BALTIC WAVE
PUM	CUIZON	ANTONIO	PHL	BALTIC SOUL
PUM	CORPUS	JESSIE	PHL	TONOS
PUM	SEMENKOV	OLEKSANDR	UKR	BALTIC MONARCH
BSN	IVANCUKS	ARKADIJS	LVA	BALTIC FROST
BSN	KOSTUNECS	SERGEJS	LVA	BALTIC SWIFT
BSN	UVAROV	VASILIJS	LVA	KEREL
BSN	EDANO	HENRY	PHL	MELBOURNE STRAIT
BSN	ESTUYE	REX	PHL	HELLE RITSCHER

TEN TO FIFTEEN YEARS

Rank	Surname	Name	Nat	Vessel
BSN	ARAOJO	RAMON	PHL	TORRES STRAIT
BSN	MONES	JOEL	PHL	STAR OSPREY
BSN	NEVADO	NEIL	PHL	MN PELICAN
BSN	GARINGALO	BEN	PHL	ASPHALT TRANSPORTER
BSN	FLORES	ZALDY	PHL	BACALIAROS
BSN	EGANA	ALBINO	PHL	ASPHALT SAILOR
BSN	BERGANIO	REYMUNDO	PHL	TONOS
BSN	TONGANTONGAN	MINDY JR.	PHL	ORIENT TIGER
BSN	GALENDEZ	RENERIO	PHL	MACAO STRAIT
BSN	RAZONABLE	CHRISTOPHER	PHL	ASPHALT SPIRIT
BSN	PADAYHAG	JOEL	PHL	LABRADOR STRAIT
BSN	TABAFI	FRANCISCO	PHL	NORIENT SOLAR
BSN	LUMABI	ANTONIO JR.	PHL	ASPHALT SEMINOLE
BSN	PARAL	NOEL	PHL	TAKESHIO
BSN	MELEKH	VIKTOR	UKR	GIANNUTRI
BSN	KRESYUN	VOLODYMYR	UKR	BALTIC FAVOUR
AB	KRUPENNIKOV	DMITRIJS	LVA	BALTIC SUN II
AB	KAMENEVS	SERGEJS	LVA	BALTIC MARINER I
AB	MASANGYA	MICHAEL	PHL	JONNI RITSCHER
AB	BALBOA	JOSEPH	PHL	LABRADOR STRAIT
AB	PACARAT	REY	PHL	ENDEAVOUR STRAIT
AB	CALO-OY	ORLAND	PHL	MN PELICAN
AB	NIGOS	JOEL	PHL	NORIENT SOLAR
AB	MOLVIZAR	RENTON RAY	PHL	ENDEAVOUR STRAIT
AB	DE PAZ	NELSON	PHL	ASPHALT SAILOR
AB	PANOLINO	FRANCISCO	PHL	MN PELICAN
AB	PEREVERTOV	VALERY	RUS	BALTIC SUN II
AB	IVANOV	VICTOR	RUS	BALTIC COMMANDER I
AB	CHURIKOV	IGOR	UKR	GLOBAL FORTUNE
AB	GRYSHYN	YURIY	UKR	BALTIC COMMANDER I
OLR	DE LEON	ARVIN	PHL	ORIENT TIDE
OLR	SALON	FABIAN	PHL	ORIENT CENTAUR
OLR	LAPAZA	RICHARD	PHL	MN COLIBRI
OLR	VENTENILLA	HOYT	PHL	EMERALD STRAIT
OLR	DU	NAUL	PHL	ORIENT CAVALIER
OLR	LIMBAGA	PATRICIO	PHL	ASPHALT SPIRIT
OLR	BINANGBANG	CARLITO	PHL	JORK VALIANT
OLR	BARAQUIO	ANDRES SOLOMON JR.	PHL	MN CALAO
WPR	NOVALES	ADOLFO	PHL	EAGLE STRAIT
WPR	ASIS	ALVIN	PHL	EAGLE STRAIT
WPR	DEL MUNDO	EDILBERTO	PHL	TOMMI RITSCHER
WPR	VARUKHA	OLEKSANDR	UKR	ARCTIC BLIZZARD
CK	LIEPINS	ANDRIS	LVA	BALTIC MARINER I
CK	TUMADLAS	CLEMENTE	PHL	ORIENT TIDE
CK	SARANILLO	NOEL	PHL	NORIENT SOLAR
CK	TAYACTAC	NELSON JR.	PHL	HELLE RITSCHER
CK	LARGA	JOSE	PHL	BACALIAROS
CK	SUBALDO	RICKY	PHL	MN TANGARA
CK	ESTABILLO	CONRADO	PHL	ENDEAVOUR STRAIT
CK	GERVACIO	RICO	PHL	STAR MERLIN
CK	AUSTRIA	JORGE	PHL	EAGLE STRAIT
CK	FEDILE	JERRY	PHL	MITO STRAIT
CK	DAYAWON	JOSEPH	PHL	LABRADOR STRAIT
CK	DELOS SANTOS	LEO	PHL	MN TOUCAN
CK	FORMELOZA	ALVIN	PHL	STAR MERLIN
MSM	DAVID	ALAIN	PHL	NORIENT SCORPIUS
MSM	ROSAL	RONALDO	PHL	MN CALAO



TWENTY YEARS

Rank	Surname	Name	Nat	Vessel
CPT	LANGE	REINHARD	DEU	OLAND
CPT	BRINKMANN	NORBERT	DEU	OLAND
CPT	ROZENBERGS	ANDREJS	LVA	STAR MERLIN
CPT	BIKULCS	ANATOLIJS	LVA	
CPT	KHANFERYAN	VLADIMIR	RUS	BALTIC FROST
CPT	KUZNECOVS	VLADIMIRS	LVA	BALTIC MARINER I
CPT	BIRZAKOVS	VJACESLAVS	LVA	BALTIC SWIFT
CPT	PETROVS	ROMANS	LVA	ASPHALT SPIRIT
CPT	VINNIKOV	ALEXEY	RUS	
CPT	MAZIN	IURII	RUS	KEREL
CPT	OSTASHEV	GENNADY	RUS	
CPT	MAKAROV	ANDREI	BLR	ARCTIC BLIZZARD
CPT	RYABININ	EVGENY	RUS	MELBOURNE STRAIT
CPT	KULICEVS	OLEGS	LVA	BALTIC SAPPHIRE
CPT	CHERNOPYATOV	ALEXANDER	RUS	HELLE RITSCHER
CPT	ANISIMOV	ANDREY	RUS	WATERMARK ST. GEORGE
CPT	SHATKOVSKII	VLADIMIR	RUS	ORIENT ALLIANCE
CPT	MAKSIMOV	SERGEJS	LVA	BALTIC FREEDOM
CPT	FILATOV	YURY	RUS	MELBOURNE STRAIT
CPT	MANUSHA	VALERY	RUS	MONTEREY BAY
CPT	SADOVYAK	BOGDAN	RUS	GLOBAL FORTUNE
CPT	LOGUNOV	ALEXEY	RUS	ORIENT TRADER
CPT	GVOZDIKOV	DENIS	RUS	BALTIC WAVE
CPT	PETROV	VYACHISLAV	RUS	ARCTIC BLIZZARD
CPT	LEBEDYEV	OLEKSANDR	UKR	LIBERTY BAY
CPT	OSIPCHUK	VALERIY	UKR	ALSEA BAY
CPT	RUBANOV	MYKOLA	UKR	
C/M	LAKOTKO	STANISLAVS	LVA	ARCTIC BREEZE
C/M	PELARO	TEODORO JR.	PHL	JONNI RITSCHER
C/M	IVANOV	OLEG	RUS	ORIENT ADVENTURE
C/M	MARTYNOV	ALEXANDER	RUS	ORIENT TRADER
C/M	SIGUNOV	ANDREY	RUS	TOMMI RITSCHER
C/M	SMOLYANYK	VYACHESLAV	UKR	MELBOURNE STRAIT
2/M	GUIMBAO	KELVIN	PHL	MYKONOS
2/M	GORUMBA	GILBERT	PHL	
2/M	DAEL	DAVE	PHL	MN TANGARA
C/E	RIMSS	AIVARS	LVA	BALTIC SAPPHIRE
C/E	STEGLAVS	AIVARS	LVA	
C/E	SLAVINSKIS	ALEKSANDRS	LVA	BACALIAROS
C/E	JELISEJENKO	MIHAILS	LVA	BALTIC FROST
C/E	PASTUSENKO	ALEKSANDRS	LVA	KEREL
C/E	KANUNNIKOV	NIKOLAJ	LVA	BALTIC FREEDOM
C/E	SVECOVS	VADIM	LVA	GIANNUTRI
C/E	DJADIKS	SERGEJS	LVA	BALTIC SKY
C/E	BUERE	SANTIAGO JR.	PHL	TORRES STRAIT
C/E	RAZO	EUGENE	PHL	
C/E	KHOMYAKOV	DMITRY	RUS	
C/E	NURIAKHMETOV	MARAT	RUS	BALTIC COMMODORE
C/E	IVANOV	VIACHESLAV	RUS	ORIENT CAVALIER
C/E	GANCHUK	IGOR	RUS	EAGLE STRAIT
C/E	BEKHTEREV	ALEXANDER	RUS	
C/E	NEVMERZHYTSKY	SERGIY	UKR	GLOBAL FORTUNE
2/E	FATTACHOV	NURAKRAMS	LVA	ASPHALT SAILOR
2/E	JUNOVICS	OLEGS	LVA	BALTIC SUN
2/E	PREIMANIS	JURIS	LVA	BALTIC FROST
2/E	GIL	VICENTE JEFFREY	PHL	
2/E	BONDAR	SERGEY	RUS	BALTIC COMMODORE
2/E	BUSURIN	ALEXANDR	RUS	
2/E	FEDOSKIN	MIKHAIL	RUS	
2/E	YASHKIN	OLEG	RUS	LABRADOR STRAIT
2/E	BAGRYANTSEV	IGOR	RUS	ORIENT TRAIL
2/E	KOMISSAROV	ANDREY	RUS	
2/E	VERKHOVODOV	VLADYSLAV	UKR	
3/E	DUBROVINS	VALERIJS	LVA	BALTIC MONARCH
3/E	JUNCO	FRANCISCO GARCIA	PHL	MONTEREY BAY
3/E	ANDRADE	ARIEL	PHL	MANZANILLO
3/E	CHIO	JONELL	PHL	MANZANILLO
3/E	VIRTUCIO	ULYSSES	PHL	ORIENT TRANSIT
3/E	BALDEVISO	CONDRAD	PHL	TAKESHIO
3/E	BERNALES	JOSELITO	PHL	ORIENT TRAIL
E/E	DUBOVIKS	MIHAILS	LVA	BALTIC WIND
E/E	MUZICENKO	ALEKSANDRS	LVA	BALTIC MARINER I
E/E	MOROZOVS	SERGEJS	LVA	BALTIC FROST
E/E	FLORES	EDGARDO	PHL	
E/E	KHOMIN	IGOR	RUS	KEREL
E/E	BORISOV	ANATOLY	RUS	ORIENT TIDE
E/E	BELOV	IGOR	RUS	ORIENT ACCORD
E/E	PAVLOV	ALEXANDER	RUS	MANZANILLO
E/E	ZAYTSEV	VALENTYN	UKR	ORIENT CAVALIER
E/F	PASIOLAN	PABLITO	PHL	ORIENT TIDE
E/F	BERNALES	JOENEL	PHL	MN COLIBRI
E/F	MOMONGAN	AMADO	PHL	ORIENT TRADER
E/F	GENIL	GILBERT	PHL	MN PELICAN
E/F	BALANSAG	PEDRO	PHL	MN CALAO
PUM	VINOGRADOVS	IGORS	LVA	BALTIC FAVOUR

TWENTY YEARS

Rank	Surname	Name	Nat	Vessel
PUM	MISUROVS	ALEKSEJS	LVA	BALTIC MARINER
PUM	JAREMKO	ALEKSANDRS	LVA	BALTIC ADVANCE
PUM	STAROVOITENKO	MIHAILS	LVA	ARCTIC BREEZE
PUM	SUNEPS	RAITIS	LVA	GIANNUTRI
PUM	KAIROVS	ANATOLIJS	LVA	BALTIC SUN II
PUM	JACENKO	VLADIMIRS	LVA	BALTIC FROST
BSN	MURACOVS	ALEKSANDRS	LVA	BALTIC COMMANDER I
BSN	JEFIMOVS	GEORGIJS	LVA	BALTIC FREEDOM
BSN	SERSENS	NIKOLAJ	LVA	BALTIC SUN
BSN	SEVCUKS	ANDREJS	LVA	BALTIC COMMANDER
BSN	CAEL	JOSE LEONARDO	PHL	ORIENT ACCORD
BSN	CAPISTRANO	MAXIMO JR.	PHL	MN PELICAN
BSN	DARUCA	MELVIN	PHL	MYKONOS
BSN	AYUBAN	JANITO	PHL	MN TANGARA
BSN	MAGANIS	ALFREDO JR.	PHL	TOMMI RITSCHER
BSN	EGBALIC	JULIUS	PHL	ORIENT TIDE
BSN	ENDRADA	NESTOR	PHL	
BSN	ESPINOSA	WILFREDO	PHL	TASMAN STRAIT
BSN	ENCOMIENDA	ROBERT	PHL	EMERALD STRAIT
BSN	GASACAO	RAMON	PHL	MN CALAO
BSN	CARANTO	ARSENIO	PHL	
BSN	PARCE	NORIEL	PHL	MN TANGARA
BSN	LEDESMA	HERMAN	PHL	ORIENT ADVENTURE
BSN	LAWAY	LYNDON	PHL	MN COLIBRI
BSN	BALATERO	ROMEO	PHL	
BSN	ALVAREZ	CHRISTOPHER	PHL	BALTIC COMMODORE
BSN	TABLON	DONDIE	PHL	ORIENT TIDE
BSN	MEDALLA	JOSEPH NOLAN	PHL	JONNI RITSCHER
AB	MASLENKO	ALEKSEJS	LVA	BALTIC FROST
AB	NOVAKS	VIKTORS	LVA	BALTIC WIND
AB	LICOS	CLEMENTE JR.	PHL	TASMAN STRAIT
AB	GUMBAO	GLENN	PHL	EAGLE STRAIT
AB	BASCONES	LARRY	PHL	MN COLIBRI
AB	LAYSA	JASON	PHL	MN PELICAN
AB	RAPADA	GEORGE	PHL	
AB1	RAMOS	EFREN	PHL	JORK VALIANT
OLR	DE LEON	ARVIN	PHL	ORIENT CAVALIER
OLR	ALCURAN	RODEL	PHL	ORIENT ACCORD
OLR	SINO BEN	JOEL	PHL	
OLR	ALARO	RAMIL	PHL	WATERMARK ST GEORGE
CPT	BULAVINS	PJOTRS	LVA	MITO STRAIT
2/M	PAGAL	CONRADO	PHL	MN TANGARA
C/E	OSTAPCUKS	JEVGENIJS	LVA	ORIENT CENTAUR
C/E	FEDOTOV	VICTOR	RUS	ORIENT CENTAUR
C/E	NURIAKHMETOV	MARAT	RUS	BALTIC COMMODORE
C/E	KOSTRYUKOV	VLADIMIR	RUS	ARCTIC BREEZE
C/E	USHAKOV	VADIM	RUS	MITO STRAIT
3/E	DESTACAMENTO	JOSELITO DELA TORRE	PHL	ORIENT TIDE
E/F	ROSELIO	LEONY	PHL	TOMMI RITSCHER
BSN	ALTAMIA	ROLANDO	PHL	
BSN	GEROMIANO	NILO	PHL	TASMAN STRAIT
BSN	PANGANIBAN	RENATO	PHL	ORIENT CAVALIER
BSN	BALDOZ	SAMUEL	PHL	TORRES STRAIT
AB	CATUBIG	ENGELBERTO	PHL	MN PELICAN
AB	TABSING	ALBERTO DANILO	PHL	MN PELICAN
AB	SIBULAN	ELVIS	PHL	
AB	ROSCO	FELIXBERTO	PHL	
AB	CELEDONIO	ROGEL	PHL	ORIENT CENTAUR
OS	EBIO	RICHARD	PHL	ENDEAVOUR STRAIT
OLR	ARZAGA	ARSENIO	PHL	MONTEREY BAY
OLR	ANGELES	ALFREDO	PHL	TASMAN STRAIT
OLR	SENIEL	CESAR	PHL	
CK	REYES	MARCOS JR.	PHL	ASPHALT SPIRIT
CK	BALAJADIA	RODOLFO	PHL	GLOBAL FORTUNE
CK	VILLANUEVA	JIMMY	PHL	MANZANILLO
MSM	DY	EDMUNDO	PHL	ORIENT TRANSIT

THIRTY YEARS

Rank	Surname	Name	Nat	Vessel
2/E	CRISTOBAL	DANIEL LOZADA	PHL	
OLR	BUERE	JONATHAN	PHL	ENDEAVOUR STRAIT
OLR	BARIT	CONRADO	PHL	MACAO STRAIT
OLR	OCAMPO	SIMPLICIO JR.	PHL	EMERALD STRAIT
OLR	VILLARIAS	ROBERT	PHL	ENDEAVOUR STRAIT
CK	DASCO	RONELO	PHL	ALSEA BAY
CK	CRUZ	CRISANTO	PHL	MN PELICAN
CK	FEDERIO	CEFERINO	PHL	
CK	FRANCISCO	OSCAR	PHL	ASPHALT CARRIER
CK	GARCIA	RAMON	PHL	NORIENT SOLAR
CK	GARCIA	ROMANO	PHL	
CK	MORADAS	JONATHAN	PHL	LABRADOR STRAIT
CK	ONG	VICTOR EMMANUEL JR.	PHL	EGEIRO CYAN
CK	ABRAMOV	SERGEY	RUS	KEREL
CK	BURYAK	YURIY	UKR	ARCTIC BLIZZARD
MSM	ZAGAROVA	IRAIDA	LVA	BALTIC FROST
MSM	ABUCAY	CRUZVIMINDO	PHL	BALTIC WAVE
MSM	BUGA-AY	LOUWELL	PHL	ORIENT TIGER
MSM	PABLEA	JOY	PHL	
MSM	ARCIA	CHARLIE	PHL	NORIENT SOLAR



## GROUP ENVIRONMENTAL WEEK 2019

For the fifth year running the Environmental Committees of our group put together a programme to support a full week of events to raise environmental awareness amongst the staff and also to assist charities within the local communities.

Each day had a daily theme and events and presentations were planned addressing the specific daily theme with informative videos also being sent to staff throughout each day.

The daily themes in Limassol were: Global Warming & Climate Change, Marine Environment, Energy Day, Earth Day and Green Friday where everyone was encouraged to wear green to the office.

Local charities were supported with donations of unwanted clothing and household items, dog food and blankets were

collected for a local dog shelter and money was raised from the end of week celebration of a sponsored run, walk and cycle and used to purchase food vouchers to be given to local families in need over Christmas. A book swap took place throughout the week, a tree planting exercise, local area cleanups and a photo competition was also arranged where staff submitted photos they had taken of positive and negative examples of environmental efforts within their local area.

The winning photos from the Limassol and Hamburg office follow together with a compilation of photos from the weekly events.

The week proved to be a great success and we would like to thank everyone for taking part in all locations.

### LIMASSOL OFFICE PHOTO COMPETITION WINNERS



**1st place:** "Untouched nature and it's grateful resident" Taken by Linda Monostori, Marine & Environmental Officer



**2nd place:** "Wind turbines provide environmentally friendly electricity and are made of metal and recycled plastics" Taken by Slava Kirdejevs, Fleet Manager



**3rd place:** "Shame on human beings" Taken by Elena Hadjitheodosiou, Technical Secretary

### HAMBURG OFFICE PHOTO COMPETITION WINNERS



**1st place:** "Seeing pollution during every walk on the beach makes me feel desperately sad" Taken by Lars Jurgeneit, IT Technician



**2nd place:** "Pollution on the beach" Taken by Daniela Sekunde, Technical Secretary



St Petersburg



Riga



Manila



Limassol





# MARITIME CYPRUS 2019



# PHOTO COMPETITION #CREATURESOFTHESEA

The winning photo of this issue's competition was taken by Chief Mate Anatoly Lavrov on the MT Asphalt Seminole whilst travelling through the Gulf of Mexico.

As there were so many wonderful entries we have also chosen a runner up, Lourden Israel Bernardez, Oiler on the MV Orient Tide. The photo was taken in Oran, Algeria.

Congratulations to the winners and thank you to everyone who sent in their photos.



**WINNING PHOTO:** Anatoly Lavrov, Chief Mate, MT Asphalt Seminole



**RUNNER UP:** Lourden Israel B. Bernardez, Oiler, MV Orient Tide



# 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

## SINGAPORE

### **Interorient Shipmanagement (Singapore) Pte. Ltd**

51 Goldhill Plaza, #23-08/10  
Singapore 308900  
Tel: +65 6514 8270 Fax: +65 6514 8279  
singapore@interorient.com

## EGYPT

### **Interorient NCC (Egypt) Marine Services S.A.E**

628 Alhoreya Road, Ganaklis, Alexandria  
Tel: +20 3 5861830/40  
Fax: +20 3 5861830  
crew@nccmarine.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. Manila**

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

## Cebu

Unit 503, Limalote Building  
108 F. Ramos Street (corner Junquera Street)  
Cebu City 6000  
Tel: +63 32 349489 Fax: +63 32 349489  
inc-cebu@interorient.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

## UKRAINE

### **Represented in the Ukraine by UNIVIS**

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



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