

# NAUTILUS

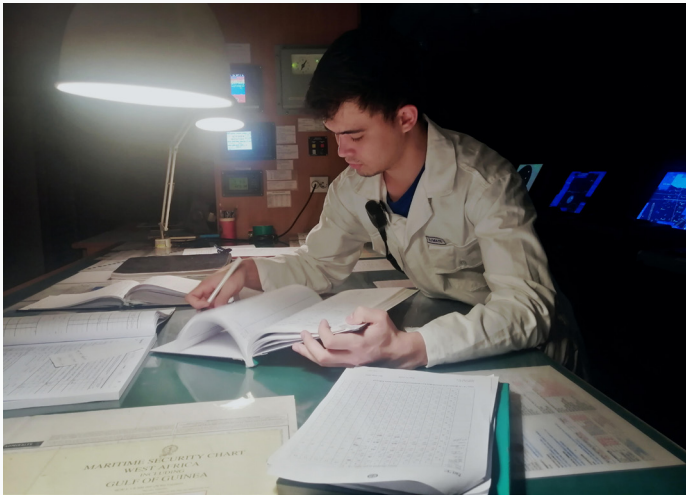
ISSUE 1/2022



**WOMEN IN MARITIME**  
#WOMENEMPOWERMENT



**INTERORIENT**  
SHIPMANAGEMENT



# CONTENTS

<b>2</b>	CONTENTS	<b>12</b>	WAR RISK INSURANCE
<b>3</b>	CEO'S MESSAGE	<b>13</b>	CREW LONG SERVICE ANNIVERSARIES
<b>4</b>	MANAGING DIRECTOR'S MESSAGE	<b>14</b>	INTERNATIONAL WOMEN'S DAY
<b>5</b>	NEW VESSELS UNDER MANAGEMENT	<b>15</b>	A DAY IN THE LIFE OF...
<b>6</b>	GALLEY MANAGEMENT SERVICES	<b>16</b>	STAFF INTRODUCTIONS
<b>7</b>	STANDARD STORES CATALOGUE	<b>17</b>	MV ORIENT TIDE / MT STAR MERLIN
<b>8</b>	ELECTRONIC OIL RECORD BOOK	<b>18</b>	CAREER FAIR INFORMATION SECURITY AWARENESS TIPS
<b>9</b>	NEW SAFETY MANAGEMENT STRUCTURE	<b>19</b>	CORPORATE SOCIAL RESPONSIBILITY
<b>10</b>	MENTAL FITNESS GYM	<b>20</b>	CONTACTS

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



## CEO's MESSAGE

Just as the world was beginning to recover from the two-year health crisis caused by the Covid 19 pandemic, a new crisis is upon us in the shape of the war in Ukraine. Once again shipping finds itself at the forefront of this situation as both countries have historically been significant exporters of raw materials, agricultural products and energy and subsequently have been frequent loading destinations for many of our ships.

It is for the politicians of the world to find a solution to this dramatic situation which is not only causing global inflation but also threatening many countries with real concerns regarding their ability to feed their populations.

We can only hope that such a solution will be found quickly as there is simply too much at stake. I cannot imagine the consequences on the world if this war is allowed to drag into months and years. It is crucial that the countries involved and global diplomacy act swiftly and decisively to find a settlement to the current crisis. It is after all a fact that all disputes end with some kind of negotiated agreement.

For us at Interorient Shipmanagement, this crisis is touching us very deeply and in particular, we are very mindful of our Ukrainian seafarers and their families that have been directly affected by events. We understand that this is a terrible situation for everybody and we are doing whatever we can to help out in practical ways. Having to leave your home as a result of war or conflict is one of the worst human experiences, and I say this from personal experience.

It is at these times that we must show humanity to our friends and colleagues and support them in any way we can. Human suffering does not recognise borders, nations or religions, and it is the common humanity that binds us that will eventually prevail.

We hope and pray for a swift end to this crisis and brighter days for all.



**Themis Papadopoulos**  
CEO

## MANAGING DIRECTOR'S MESSAGE



The start of the year saw a relative easing of much of the travel restrictions that have been imposed around the world. There are always some exceptions and that is China in this case.

Covid vaccination history within the last six months is mandatory for travelling to a vessel in our management

and most have by now received their Covid vaccinations. The company will continue to arrange for seafarers to complete their vaccinations whilst their vessels are trading and calling at ports where the vaccine is available. This process is still ongoing and it will not stop until all seafarers are fully vaccinated.

The guidelines in place onboard have also assisted our seafarers in dealing with new joiners, terminal personnel and other boarding staff such as pilots and agents. All in all, our seafarers have done a remarkably good job in protecting themselves and others and they continue to do so today.

Whilst we are presently enjoying relaxations of movement we should all remember that the pandemic still persists. New variants may still appear and we are not back to full normality just yet. Unfortunately, normality as we knew it is still some time away. Practically speaking, this means we have to remain vigilant and take every precaution possible in order to limit the impact of the virus to our health and to those around us.

The pandemic and the difficulties it has brought has made us all much stronger and more resilient. It took us out of our comfort zone and made us work in a very different way in an ever-changing environment.

Whilst we are seeing one situation ease, another one has started and that is the events and tensions between Russia and Ukraine. Here we would like to offer some words of encouragement during what is a very difficult time for some of our staff and seafarers and indeed their families at home.

As professional seafarers it has been ingrained in us that we should always look beyond borders and passports and come together as a team to ensure that we can accomplish the very important task of delivering commodities around the world in a safe and efficient manner, and we have done this very well, even through times of dire crisis.

We look back at times of tension between neighbouring countries in Asia, the Middle East and Europe, where there were crew onboard vessels sailing together with their countries being involved in serious political disputes with each other. Those times passed without any undue situations arising onboard. In actual fact, they have given us great faith in humanity for the way crew have been able to come together and look beyond the issues being faced in their respective countries.

Sadly, we are again facing such challenges but it is a time where the crew can once again send a positive message by demonstrating unity.

Masters have been advised that if they or their crew require any special assistance from head office or their local manning office, we will do everything in our power to assist with any requests.

In the meantime, we wish you all happy and safe sailing.

**Captain Maurice Baker**  
Managing Director



## NEW VESSELS UNDER MANAGEMENT



**Name of vessel:** MT Atlantica Bell  
**Type of vessel:** Oil Tanker  
**Built by:** STX Shipbuilding Co Ltd, Jinhae, South Korea  
**Date:** 2006  
**Take-Over location:** Rotterdam, Netherlands  
**Cargo type:** Clean petroleum products  
**Length overall:** 183 m  
**Breadth:** 32.20 m  
**Gross tonnage:** 30,053



**Name of vessel:** MV Marem  
**Type of vessel:** Bulk Carrier  
**Built by:** DAE Sun Shipbuilding & Engineering Co Ltd, South Korea  
**Date:** 2012  
**Take-Over location:** Colombo, Sri Lanka  
**Cargo type:** Dry bulk commodities  
**Length overall:** 179.90 m  
**Breadth:** 30 m  
**Gross tonnage:** 22,400

## GALLEY MANAGEMENT SERVICES

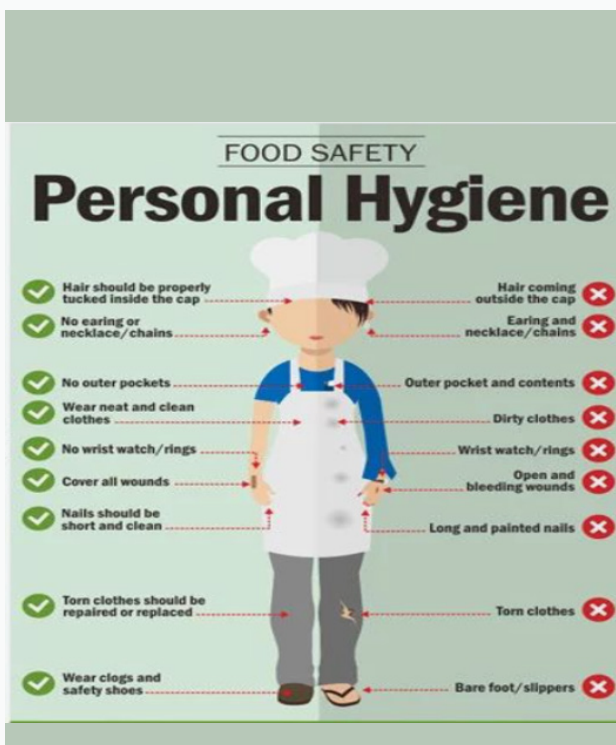
We have recently commenced a strategic partnership with Maritime Catering & Training Consultancy (MCTC) with the aim to provide more comprehensive galley management services to our crew and full managed vessels. There are three main goals for this partnership:

1. Maximising the feeding rate and ensuring all onboard are able to enjoy healthy, nutritious food and thus provide value on spend.
2. More focus on budget and stock management.
3. Creating more engagement with crew through a series of value-added services such as:
  - Newsletters
  - Webinars
  - Cooking competitions
  - Health and nutrition conferences
  - Activities targeted towards families – wives, husbands and children - at home
  - Galley staff upgraded training such as safe food handling, nutrition, specialised food training etc

MCTC are currently disrupting the galley space with their innovative approach, which goes beyond the usual ship chandlers' contract of supplying food to a vessel and then leaving vessels to deal with the management themselves. Their holistic approach encourages dialogue between galley staff, Captains and the shore organisation and puts in place the building blocks for increasing awareness and in turn answering to the needs of our crew without the threat of budgetary increases.

MCTC have a global portfolio of suppliers, and with the number of vessels they currently provide galley management services to, are growing on a daily basis, thus putting them in a very good position with economy of scale.

With OCIMF and RightShip, as well as other industry bodies and authorities, all taking a very keen interest in crew welfare, we know we have partnered with the right provider for moving us forward and ensuring we can provide the best possible quality for crew and in turn the best possible value for our clients.



**Mark Parrotte**  
Group Fleet Personnel Manager



## STANDARD STORES CATALOGUE

Our Purchasing Department has created a unique Interorient Shipmanagement stores catalogue.

This catalogue has been formulated to simplify the selection of specific stores items in times of abundant choice and variable quality of goods.

The first edition of our Standard Stores Catalogue was issued to all our full management vessels in Q1 2022.

The focus of the catalogue is safety and welfare items and we have applied a basic list of safety equipment in line with our safety motto 'Safety starts with me'.

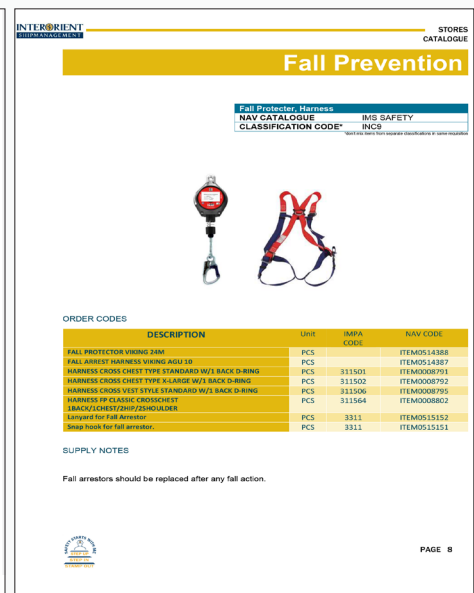
The list of stores will evolve on the basis of the following: standard stores will be common, fast-moving items; items for which the quality and performance needs to be controlled; items which have a high value and the price needs to be controlled.

The catalogue will be updated approximately every six months and forward planning will include:

- Lock out tag out equipment
- Winter clothing
- Fire-fighting gear

If any of our crew has suggestions for other categories to be included, they can reach out to our Purchasing Department with relevant information.

The catalogue has been constructed on the proviso that the items will have fixed prices and defined quality with suppliers. Items described within the catalogue will not be put into other stores requisitions and vice versa.



**Elliot Puddick**  
Purchasing Manager  
Limassol

## ELECTRONIC OIL RECORD BOOK

Another milestone achieved.

At Interorient Shipmanagement, we embarked on a journey to digitalise systems and simplify work processes onboard in 2020. As part of this endeavor, we are pleased to announce that we have now completed the implementation of the Electronic Oil Record Book.

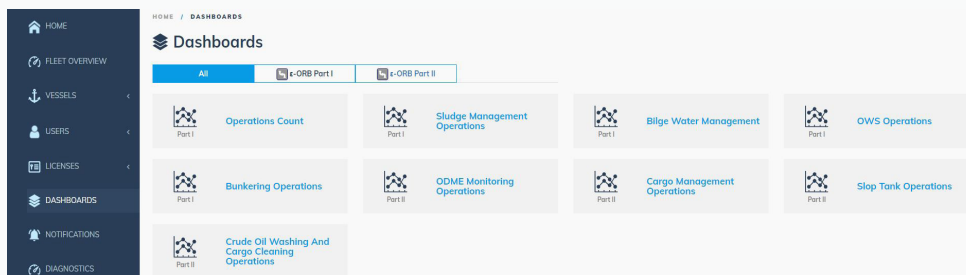
The Electronic Oil Record Book is compliant with MEPC 312(74), thus permitting the replacement of the ships paper logbook. They are approved by Flag states such as Panama, Liberia, Marshall Islands, Cyprus and Malta. For us at Interorient Shipmanagement this makes up most of our fleet and hence we have now started phasing out physical logbooks in a systematic manner. The software also allows for inputs of the sounding tables, piping diagram, seal's inventory and daily sounding modules.

This has been quite a challenging and fulfilling endeavor as the pandemic created hurdles in delivering training to core staff and setting up the systems onboard. Together with our suppliers we were able to develop and deliver hybrid training to all our senior staff on the use of the Electronic Oil Record Book, while our IT department collaborated to make remote setups a success. A 24-hour direct helpline service has been set up to assist and facilitate any challenges that we may encounter onboard.

Ashore we have a dashboard which provides a customised report and statistics. The software is also ISO27001 approved, thus ensuring that data encryption and data security measures are being complied with.

Electronic Oil Record Books will support and assist in stipulating and eliminating errors in Oil Record Book entries, thus delivering on our commitment to environmental compliance. The platform provides visibility and transparency of the handling of the records onboard in a digital format, eliminating erroneous calculations or entries.

We are confident that with the Electronic Oil Record Book we will move closer to our goal in line with all national and international requirements.



**Capt Ashley Fernandes**  
Group Marine & HSEQ Manager/DPA



## NEW SAFETY MANAGEMENT STRUCTURE



In January 2022 we launched the Integrated Management System via ShipNet.

The need to restructure the safety management system was assessed by our senior management with a goal to improve the safety culture and teamwork onboard as well as teamwork between the vessel and shore staff.

The restructure aims at:

- an integrated management system for both ship and shore
- transparency in process workflows
- eliminating duplication in different manuals
- reducing the volume of procedures to make them easy to read and understand
- simplification of procedures and checklists to make them easy to implement
- covering industry requirements

Our Group Marine & HSEQ Manager will assess the priority for procedures/manuals that need revision. The Marine & HSEQ team will develop procedures/manuals along with personnel from relevant departments and vessels. Prior to implementation, the revised procedure/manual will be sent to selected vessels for review.

We encourage all shipboard and shore personnel to actively contribute towards providing reviews and suggestions for improvement to the Integrated Management System.

**Capt Steve Lopes**  
HSEQ Superintendent/ACSO  
Limassol

## MENTAL FITNESS GYM

### The Issue

The pandemic caused an unprecedented disruption to the shipping industry. Seafarers were impacted on a global scale. The exposure of seafarers to work related stress has been exacerbated by the uncertainties of the pandemic. Hundreds of thousands of seafarers were left stranded working aboard ships beyond the expiry of their initial contracts since the outbreak of the pandemic.

Due to heavy workload, extended contracts, isolation, separation from families, and the risk of exposure to traumatic events, seafarers often experience anxiety and depression. In addition, they suffer from stress, mental fatigue, exhaustion and numerous physical health problems. The combination of these factors makes seafarers more prone to illnesses, injuries, and poor performance. This situation has now been further impacted by the crisis in Ukraine which unfortunately will see more strain placed upon seafarers especially those from the badly affected areas of Ukraine.

### Mental Resilience

A key feature of good mental health is resilience. This is the ability to overcome stress and maintain an effective performance level when facing struggles and challenges. The benefits of resilience apply across all high stress environments, including the shipping industry. Evidence shows that resilience can be strengthened through active practice.

### The Solution

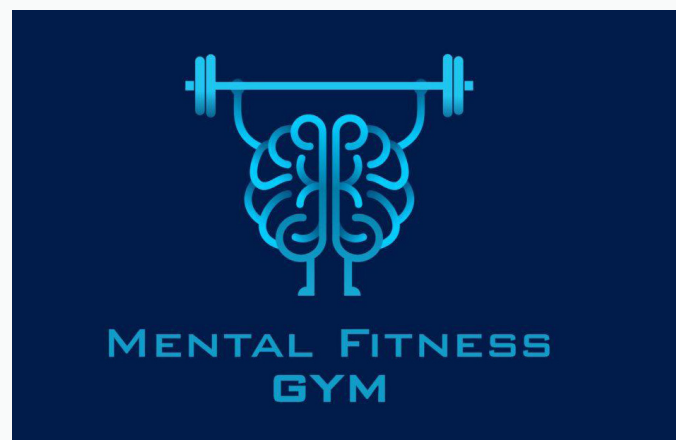
The Mental Fitness Gym: Mental resilience can be compared to a muscle. When an individual is exposed to prolonged periods of depression along with negative emotions and thoughts, the resilience gets depleted and the resilience muscle gets weaker. On the other hand, through cultivating certain practices and mental exercises, it becomes stronger. As a result, an individual becomes more resilient and can handle daily challenges better. We use this analogy to reflect the research which shows that through regular practice, individuals can create changes in their brain which allows them to form strong habits and cultivate positive responses to stressors. The gym analogy helps us all to understand the concept easily, relate to it and engage in regular practice.

### The Benefits

Reduced anxiety and depression; improved quality of sleep; stress reduction; less fatigue; feeling refreshed; enhanced performance; greater alertness; enhanced problem solving; gaining a new perspective on stressful situations; enhanced focus and concentration; less emotional reactivity; increased self-esteem; reduced rumination; improved relationships; a more positive outlook on life; a boost to the immune system; increased job satisfaction.

### The Programme

Prevention is the key. The Mental Fitness Gym is based on the concept of reducing the risk of deteriorating mental health, building and maintaining mental resilience before situations develop, before professional help is required or in the worst-case scenario, before it is too late. In our programme we focus on developing good habits. Small habits are small components of a larger vision. We have broken down improvement of mental fitness into smaller more achievable chunks that seafarers can build up over time. Those small habits help complete the big goal, which is reducing the number of cases and incidents that are attributed to poor mental wellbeing. The tools we will provide have proven to be highly effective for people working in high stress occupations and people exposed to trauma and traumatic events. The concept of simplicity manifests in simple guidance, simple practices, in a simple language, so that the crew will find it easy to incorporate new routines into their daily life.





### The Material

We will provide monthly bite-size guided mental exercises and resources for seafarers to regularly engage in. The programme is based on research and evidence in the fields of neuroscience, mindfulness, emotional intelligence and positive psychology. All material is provided by Impact Wellbeing and will be available digitally for all crew on vessels where there is crew internet to access and download on their personal devices so that they may use the programme at their own pace.

The material ranges from audio and video clips to handouts and pictorials. We will work closely with Impact Wellbeing to ensure we target the right areas of mental wellbeing for our crew. The first three months' subjects are breathing techniques, worry and anxiety, focus and concentration. We are also working on a module that will help with dealing with conflict onboard.

We look forward, with great anticipation, to our crew engaging in this programme and identifying what will be useful for them. We appreciate that some of the modules might not be for everybody, but we do truly believe that across the whole programme there will be something of benefit for each and every crew member.



**Mark Parrotte**  
Group Fleet Personnel Manager

## THE IMPORTANCE OF WAR RISK INSURANCE IN TIMES OF CONFLICT

In a world of increasing political rivalries and conflicts, a rarely triggered cover, War Risk Insurance allows vessels to trade worldwide, even in hazardous areas. This article briefly examines how war risk cover works and how it is designed to complement the customary insurances against marine perils.

Insurance policies, such as Hull & Machinery, Loss of Hire and P&I, tend to exclude, under the so-called “war exclusion clause”, liabilities, costs or expenses arising from a war peril.

Ship owners are therefore required to obtain a standalone insurance cover to protect their assets and seafarers against loss or damage caused by war/war like events, acts of terrorism or politically motivated attacks.

For example, if a vessel suffers physical damage following a missile strike, the loss will fall under the war risk instead of the hull policy. Loss of income or even a total loss, as a direct result of the incident, will again be recoverable under the War Risk Insurance. Personal injury claims will equally be borne by war insurers, as opposed to P&I, if agreed under the policy. In these types of situations, the war risk cover takes center stage and is the insurance that ship owners will rely on.

A special feature of War Risk Insurance is that it is directly affected by political unrest and conflicts which can alter the risks overnight. War underwriters can therefore, under certain circumstances, amend the terms of cover/trading limits by giving the insured cancellation notice as per the agreed terms. Cover is then reinstated with the new terms taking effect on the determined date. Underwriters can automatically cancel cover following an outbreak of war between the five major global powers (USA, France, China, UK and Russia) or if they risk been exposed to any sanctions.

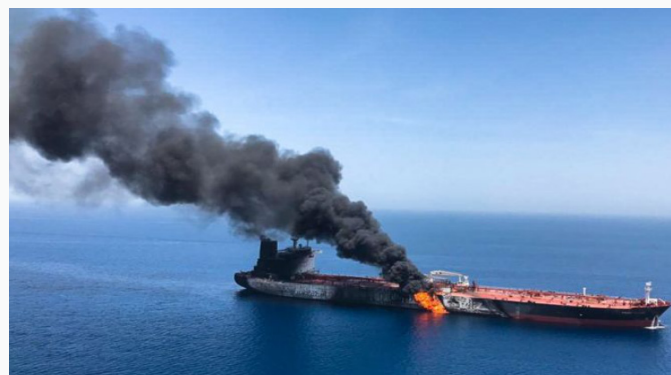
While cover under war insurance is offered on a worldwide basis, many war policies are subject to the JWC Listed Areas, or as it is commonly known in the industry, the ‘high risk areas’.

The JWC Listed Areas are updated and released by the Joint War Committee (JWC) which is a marine insurance advisory board located in London that assesses and defines areas of perceived enhanced risk.

If the risk of military action or conflict increases to a level where the JWC feels that war cover should not be given automatically and an additional premium and/or prior notification to underwriters might be appropriate, then the

Listed Areas are amended accordingly. The JWC Listed Areas is adopted by most war underwriters as a guide to define the trading exclusion under their war policies.

War Risk Insurance can protect owners against a range of unfortunate events and unpredictable costs. Its importance is generally undermined as ship owners are fortunately not often required to call upon this cover. However, its relevance tends to surface in times of conflict.



**Maria Savva**  
Insurance Manager  
Limassol



# CREW LONG SERVICE ANNIVERSARIES

## TWENTY FIVE YEARS

Rank	Surname	Name
3E	CHIO	JONELL
EE	BORISOV	ANATOLY
BSN	GASACAO	RAMON

## TWENTY YEARS

Rank	Surname	Name
CPT	JEMELJANOV	GENADIJS
C/M	GOLYKOV	VALERIY
3/M	ANO-OS	ZALDY
PUM	MANETINS	NIKOLAJS
OLR	OLIVAN	ARNEL

## FIFTEEN YEARS

Rank	Surname	Name	Rank	Surname	Name
CPT	BEQUILLA	VIRGILIO JR.	PUM	ORDIZ	EDWIN
CPT	KOLESOV	NIKOLAY	PUM	TOLIBAS	HENRY
CPT	BALANDIN	IGOR	PUM	CHALOV	ALEKSEI
CPT	EGORKIN	ALEXEY	PUM	STELMAKH	VIKTOR
CPT	MOLOSTVOV	EVGENY	BSN	TURANOV	JURIJS
CPT	TSAPLIN	MAKSYM	BSN	RAZONABLE	CHRISTOPHER
CPT	MUZHAYLO	YEVGEN	BSN	DIGAL	RICO
CPT	TRUBITSYN	EDUARD	BSN	AMBA	ALEX
CPT	MOLCHANOV	IVAN	BSN	MACARAEG	REYNALDO
C/M	KAMBULOV	DENIS	BSN	VILLANUEVA	REYNALDO
C/M	VOLZHYN	YURIY	BSN	PEROCHO	MELCHOR
C/M	SHCHERBINA	DMYTRO	BSN	ABRENICA	JONATHAN
C/M	CHUBAY	OLEKSANDR	BSN	DELA CRUZ	ANGELITO
C/M	BOVKUN	OLEKSANDR	BSN	ACHACOSO	NESTOR
2/M	DIONGZON	LORD OTELO	BSN	BAUTISTA	NICOLAS
2/M	UDARBE	KNOWELL	BSN	BARBARONA	OSCAR
2/M	TABLIAGO	MANNY	AB	CARJOVS	NIKOLAJS
2/M	OBUT	KRELL	AB	CAPELLAN	JOBERT
2/M	ALEONAR	RONIE	AB	MAYPA	ROMEO JR.,
2/M	ANCHETA	DENNIS	AB	MAGAN	MELCHOR
2/M	CAGAANAN	STEPHEN DWIGHT	AB	OLETE	FREDDIEMIL
2/M	CUARTO	RANDELL	AB	PANON	DIOSITO
2/M	VILOG	SAMUEL	AB	LABTANG	ERNESTO
2/M	VALENTEVYCH	VITALII	AB	GESULGON	SUSANO
3/M	ACSON	FLORANTE	AB	MERCADO	JUNEIL
3/M	SALINO	REYMOND	AB	MILLARE	VIRGILIO
3/M	KHMELEVSKIY	ANDREY	AB	CANONNOY	EDUARDO
C/E	RUDENOKS	JURIJS	AB	VERANO	ALFREDO
C/E	VILLACAMPA	ELVIN	AB	REYES	MARK AUGGIE
C/E	BANGKAT	FRANCLIN	AB	FAULVE	JESUS
C/E	SHYRSHOV	OLEKSANDR	AB	ABELLA	KIRVY
C/E	SHULGIN	IGOR	AB	KALININ	YURIY
C/E	ZAMARAYEV	ILLYA	AB	PISKARYOV	IGOR
C/E	GRIGORENKO	ALEKSEI	AB	KHRYSTENKO	OLEKSANDR
C/E	BILOUSOV	OLEKSANDR	OLR	ESPIJO	ROMY
2/E	PASKO	GEORGIJS	OLR	MILLADO	JONATHAN
2/E	ALEKSEJEVS	ALEKSEJS	OLR	LORCA	ARNULFO
2/E	IVANKOV	MAXIM	OLR	BOLLESER	MATEO
2/E	TSYPUSHKIN	VLADIMIR	OLR	LABRADOR	ANDRES RUBEN
2/E	FOMENKO	SERGEY	CK	BROSAS	MARLON
2/E	GRIGORJEV	GENNADI	CK	VALDEZ	VIRGILIO
2/E	DENYSENKO	SERGIY	CK	VIERNAS	VIVENCIO
3/E	PARRAS	JAMES	CK	GOMEZ	RONIFER
E/E	KIDSOLAN	EFREN	CK	CABALLERO	ELIAS JR.
E/E	TYUTELEV	DMITRY	MSM	DRIVINIECE	JELENA
E/E	BAKULIN	RUSLAN	MSM	MONGE	FERNANDO
E/E	VASILIEV	OLEKSANDR	MSM	MATAS	EFREN
E/F	FRANCO	ERBERT	MSM	LIBUNA	ROGER
PUM	KOLEV	NIKOLAI MARINOV	MSM	CATALIG	JEFFREY
PUM	SOLITARIO	ISABELO	SN	OKS	SERGIY

*Congratulations!*

## INTERNATIONAL DAY FOR WOMEN IN MARITIME

In 2021 the International Maritime Organisation (IMO) adopted a resolution proclaiming May 18th as the International Day for Women in Maritime, which was held this year for the very first time.

Focusing on the theme 'Training-Visibility-Recognition: Supporting a barrier-free working environment', the purpose of this day is to celebrate the women in our industry and to promote the recruitment, retention and sustained employment of women in the maritime sector. IMO Secretary-General Kitack Lim said: "There is still a gender imbalance in maritime, but times are changing. It is recognised that diversity in maritime benefits the entire sector. Women in maritime are working everywhere to support the transition to a decarbonised, digitalised and more sustainable future".

At Interorient Shipmanagement we strive for a working environment that is inclusive and where difference is valued and celebrated and it is an honour to advise that more than half of our workforce in our organisation around the world is held by women, some of whom you can see in the below photo collage.

We take this opportunity to celebrate the many women who are contributing to the future of our industry.





## A DAY IN THE LIFE OF...

Greetings to the Interorient Shipmanagement family. My name is Konstantinos Adamou, coming from Cyprus, where I grew up in Paphos.

I started studying at the Cyprus Maritime Academy (CyMA) in 2019, on a four-year study and practical training programme which included twelve months at sea as part of the training requirements.

By the time I had finished my first year of studies, I was adopted by Interorient Shipmanagement as part of the cadet training programme and embarked on my first vessel, the MT Arctic Blizzard, for a two-month short contract where I mainly carried out deck-related duties. After experiencing that short time onboard as well as the embarkation/disembarkation process, I realised that the degree of professionalism displayed by both the onboard crew as well as the shore staff was something I wanted to be a part of, which led to me proceeding to my second and third contracts on the MT Baltic Swift. I particularly loved working on this vessel as the mostly rotating crew were very professional, friendly, kind, respectful and helpful in assisting me with improving my overall knowledge on various aspects of onboard functions.

During my second contract on the MT Baltic Swift, which was for a duration of four months, I continued carrying out deck work for the first half of the week and for the second part I was on the bridge, spending time on watch-keeping functions. Throughout my second contract on the MT Baltic Swift, which was for seven months, I mainly carried out duties related to watch-keeping, in rotation pertaining to each navigating officer's watch-keeping hours. I spent one month on 3rd Officer's watch, one month on 2nd Officer's watch, one month on Chief Officer's watch and then changed the schedule as per Captain's orders and spent the remainder of my contract on the bridge from 0800-1700 daily. When in port, I used to be on watch in the cargo control room, understudying the duty officer who was in charge of the cargo operations and assisting under supervision. At the same time throughout, I was mainly following the 3rd Officer, learning all about his duties and responsibilities regarding safety equipment and their inspections, training records and documentation.

My typical day onboard started at 0600, stretching and performing a quick body weight workout in order to start my day more energised, followed by breakfast and preparing for my day on the bridge. During that time, I took the opportunity to study the manuals of bridge equipment to learn as much as possible and to get a head-start and be ready by the time the related practical trainings at the



Academy began. Additionally, I adhered to the training guidelines of my Training Record Book, which also included some big projects. This was a good opportunity to deepen my knowledge on a variety of subjects.

For the main part of my free time, I studied the rules and regulations pertaining to 3rd Officer's duties, such as SOLAS Chapter III and LSA code, as preparation for the upcoming rank, as well as COLREGS, company policies and manuals. For the rest of my free time, I went to the gym every other day, after which I enjoyed a nice meal. Before bedtime, I usually read books and enjoyed a hot drink.

What motivated me throughout my Academy phase as well as my time onboard, was the thought of one day being able to work alongside Interorient and steadily advance my career with the support needed.

I would like to take this opportunity to thank every colleague, officer, rating and shore staff who has helped me throughout this four-year journey. I am very happy to have started and finished my cadetship with Interorient Shipmanagement and I am excited to be working with this professional team as a Deck Officer.

## STAFF INTRODUCTIONS



- Name: **Rahul Dubey**
- Position: Fleet 2 Manager
- Office location: Limassol, Cyprus
- How long with the company: 19 months
- Best qualities: Goal oriented
- Status: Married with one daughter
- Hobbies: Playing golf, reading



- Name: **Karim Abdou**
- Position: Crewing Officer
- Office location: Alexandria, Egypt
- How long with the company: 21 months
- Best qualities: Punctual, reliable, goal-oriented
- Status: Married with one daughter
- Hobbies: Sports, music



- Name: **Elena Ghinda**
- Position: PA to Management/HR Officer
- Office location: Hamburg, Germany
- How long with the company: 3 Years
- Best qualities: Team player, detail-oriented, positive mindset
- Status: Married
- Hobbies: Reading, travelling, movies



- Name: **Alegria Garma**
- Position: Accounts Team Lead
- Office Location: Manila, Philippines
- How long with the company: 9 months
- Best qualities: Organised, responsible, resourceful
- Status: Single
- Hobbies: Listening to music, swimming and hiking



- Name: **Svetlana Beinarovica**
- Position: Financial Manager
- Office location: Riga, Latvia
- How long with the company: 15 years
- Best qualities: Punctuality, responsibility, ability to work under pressure
- Status: Married
- Hobbies: Pilates, bikejoring, canicross, horse riding



## MV ORIENT TIDE AND MT STAR MERLIN

Two stunning ladies at the end of their dry dockings and ballast water treatment system installations both of which took place in the Black Sea region.



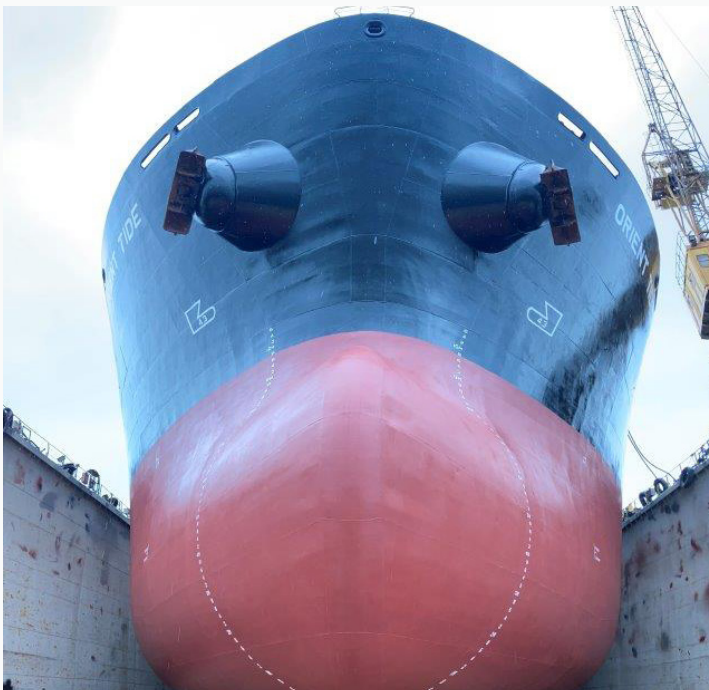
MV Orient Tide  
Bulk Carrier

Gross tonnage 23,426  
Length 180 m



MT Star Merlin  
Oil product tanker

Gross tonnage 31,500  
Length 186 m





## CAREER FAIR

Our Group Human Resources Manager, Stella Kazamias and HR Officer, Elena Ghinda attended a career fair on 17th May organised by the Frederick University in Limassol.

The event provided an opportunity for students, graduates and employers to meet one another, establish professional relationships and discuss potential job and internship opportunities.

Our representatives were able to hold one-to-one conversations with the attendees and provide detailed information on the scope of jobs and internships available to them within a shipping company.

It was a successful event and a pleasure to meet some possible future Interorient Shipmanagement professionals and interns.



Photo: Elena Ghinda and Stella Kazamias

---

## INFORMATION SECURITY AWARENESS TIPS

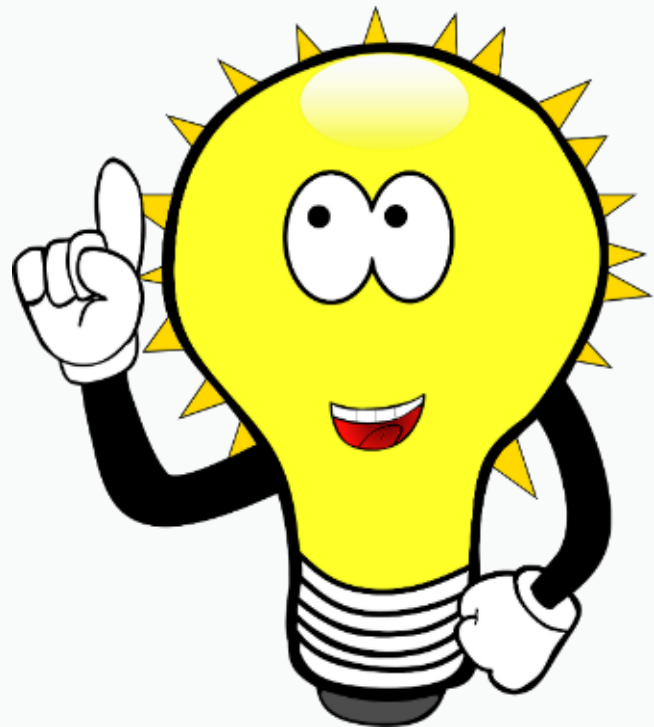
### How to Avoid Computer Viruses

**From email:** Approach emails from people you know with caution when the message contains links or attachments. If you are suspicious of what you are being asked to view or install, don't do it.

**From a website:** Some pop-up windows will attempt to corner you into downloading software or accepting a free 'system scan' of some type. Close the pop-up without clicking anything inside it. If you are unsure, leave the site and check before installing anything.

**From physical media:** Your friends, family and associates may unknowingly give you a USB with an infected file on it. Make sure you check it first by running an anti-virus scan.

**From illegal file-sharing services:** Always make sure that you have a legal copy of the software you are running. In the world of illegal software, it is easy for an attacker to name a virus after a popular movie, album or programme to tempt you into downloading it.



## RUN FOR SEAFARERS

Towards the end of May the Shipping Deputy Ministry organised its annual Thalassa event as part of its public relations campaign to enhance the maritime culture in Cyprus. The event was open to the public and included a series of activities over two days along with informative stands providing advice on educational and employment opportunities in the maritime sector.

One of the activities was a 5km 'Run for Seafarers' that took place along the Limassol seafront in which two of our colleagues participated: Birgitta Michael, Fleet Personnel Administrator and Linda Georgiou, Marine and Environmental Officer, along with her husband Nectarios.

Photo: Nectarios Georgiou, Linda Georgiou, Birgitta Michael



## CHARITY MINI FOOTBALL TOURNAMENT

In the first days of a very hot summer in Limassol, our football team took part in a mini football tournament organised to raise funds for the ALMA Child Development Centre. Twenty two teams took part and over Euro 5000 was raised.

Team Interorient Shipmanagement did very well and reached the quarter-finals.

From left to right:  
Back row - Christis Savva, Christos Achilleos, Christos Ioannides, Christoforos Antzouli.

Front row - Aristotelis Alexandrou, Panicos Vassiliades, Marios Andreou (and Renos Christodoulou not in the photo)



## LIMASSOL MARATHON 5KM CORPORATE RACE

Congratulations to Team Interorient Shipmanagement who participated in the Limassol Marathon 5km Corporate Race earlier in the year, the first physical race since 2019.

Usually an annual event, the Limassol Marathon features a number of races over two days: full marathon, half marathon, 10km race, 5km races and a youth race. The event attracts more than 10,000 participants from around fifty countries with ages ranging from 5 years to 80 years.



## 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**  
**Interorient Crew Services (Germany) GmbH**  
Baumwall 7, 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.**  
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  
incnlnmng@interorient.com

### RUSSIA

**Interorient Navigation Company St Petersburg**  
58A Moika River Embankment  
Office 201, 190031 St Petersburg, Russia  
Tel: +7 812 3268720-22 Fax: +7 812 3268723  
spb@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



Printed on wood free, recycled  
and recyclable paper

