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BP award

ASP's paramount and continuing attention to matters of safety and its attendant responsibilities has been recognised with the presentation of the coveted BP Shipping CEO’s Partner Ship of the Year Award as part of BP’s Annual HSSE Awards.

The award recognises the very professional way in which the master and crew of the BP tanker British Fidelity, in the best traditions of the sea, went about the rescue of a lone yachtman from his vessel in the Great Australian Bight in October 2011.

We see this as a very high honour, and a tribute to the high standards of seamanship displayed by Capt Mike Ashby and his crew in very severe weather at the time of the rescue. Our heartiest congratulations go to all of them.

More fleet expansion

The ASP managed fleet continues to grow worldwide. Over the past few months, four new vessels have been contracted, including a bulk carrier for Rio Tinto Marine, two more Japanese owned chemical tankers, and a container ship for Jebsens for the Australian west coast trade.

Further fleet expansion is the result of vigorous marketing from our various offices and a recognition of the standard of ship management services offered by ASP.

Steamships retire

We have said a fond farewell to two Australian bulk carriers River Embley and River Boynie, which were among four of the world’s last ships to be built as coal-powered, steam-driven vessels.

The ships did sterling service for 30 years in the North Queensland bauxite trade during which they carried huge tonnages of cargo from the QAL mines at Weipa around Cape York to Gladstone, with great reliability.

We are proud to have been associated with these vessels for so long.

Oil spill exercise

ASP’s strict attention to matters of safety was recently demonstrated when the ASP managed bunker tanker Zemira played a leading role in a major port wide emergency management exercise in Melbourne in June this year.

The exercise, carried out with the Zemira at her berth in the Port of Melbourne, tested the Port of Melbourne Emergency Management Plan, with satisfactory results.

10th anniversaries

Hearty congratulations to ASP India and ASP Philippines for their achievement of 10 years in business. Both have demonstrated efficiency and initiative in the development of ASP business and particularly in the establishment of crew training programs.

Bob Bird’s 30th

Another milestone noted recently was the 30th anniversary of Bob Bird’s service with the ASP Group. Heartiest congratulations to Bob on his long and dedicated service.

Cloud technology

Innovation has been a hallmark of ASP Group policy since our inception. The latest development is our adoption of the new “cloud technology” for all our IT systems, with the objective of increased efficiency and greater flexibility and the achievement of more cost-effective IT solutions.

New appointments

We are pleased to welcome: Ben Wilson, who has been appointed ASP Group Financial Controller, based in Melbourne, Capt Prabhat Nigam, our new ASP Group Training Manager based in Mumbai, and other new senior staff members joining the Group as listed in the Staff News section.

We also congratulate ASPCM, Georgia Managing Director Captain Irakli Sharabidze, on his appointment as Rector of the Batumi State Maritime Academy, and Capt Girish Phadnis on his appointment to the board of MASSA in India.

Travel progress

Mariner Travel continues to open up new opportunities with the winning of a three-year contract as travel agency for the Darwin City Council.

The contract will include all official travel, as well as arranging events, meetings and conferences.

In addition, Mariner Travel and ASP Yacht Management have been working together to offer air and land packages to the range of charter services around the world, something no other yacht charter management company offers to clients.

Chowgule Group expansion

We congratulate the Chowgule Group who have embarked on a progressive program in the development of a new port terminal and repair yard in Jaigad in western India. These facilities will capitalise on the heavy demand for imports and exports in the region and are located in a very strategic area.

Group wellness programs

As part of our stated Group awareness of health and welfare for our crews and staff, the matter of seafarer’s mental health initiatives has been highlighted in this edition. We are pleased to be participating in the program to assist with support for this important issue, through our involvement with the Mission to Seafarers.

Prestigious BP Shipping Award

David Borcoski Group Managing Director

Cover Picture:
The Rio Tinto Marine vessel RTM Tvarra, which replaces the River Embley on the Australian Weipa-Gladstone bauxite trade.

ASPects
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British Fidelity Wins BP’s Partner Ship Of The Year Award

As readers of our December edition will know the BP Tanker British Fidelity was successful in rescuing a lone sailor whose yacht had become disabled in heavy seas in the Great Australian Bight. The rescue which occurred in October last year provided in our view a superb example of seamanship and safety awareness, a view which was no doubt shared by the yacht’s skipper Richard Mason who was safely taken aboard British Fidelity and returned in good shape to his family and friends.

ASP Group COO Bob Bird told ASPECTS: “We were so impressed at ASP with the performance of the shipboard team that the vessel was entered as a worthy contender under the BP CEO’s Annual HSSE Awards in the category of Partner Ship of the Year. Clearly the BP judging panel was also impressed and we were delighted to receive the news that British Fidelity had won this prestigious and highly coveted award.”

The ILO has received the 30th ratification of the Maritime Labour Convention, 2006 (MLC, 2006) fulfilling the last condition for the first global standard to go into effect in a year’s time.

The MLC, 2006 establishes minimum requirements for almost all aspects of working conditions for seafarers including conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection.

The MLC, 2006 was adopted unanimously in 2006 but there were two requirements still to be met before it could come into force. The ratification by Russia and the Philippines fulfils the requirement that at least 30 ILO member countries ratify the Convention. The other requirement - that ratifying countries represent 33% of the world’s gross shipping tonnage - was met in 2009.

The 30 countries represent nearly 60% of the shipping tonnage. This means that seafarers working on more than 50% of the world’s international shipping will be covered by the new Convention.

“Each State is tasked not only with ensuring that ships flying its flag meet the ‘decent work’ requirements set out in the Convention, but also with certifying that those ships comply with the commitment relating to labour conditions.” said Cleopatra Doumbia-Henry, Director of the ILO’s International Labour Standards Department.

This certification will also facilitate inspections of ships. The Convention places great reliance on the system allowing for inspections to be carried out by other countries’ Port State controls. There is also a mechanism which records seafarers’ complaints, as well as a reporting mechanism which spots failures no matter where a ship travels.
Historic coal-powered ships era ends

Two of the world’s last ships to be built as coal-powered, steam-driven vessels, the Australian bulk carriers River Embley and River Boyne, have been retired from 30 years’ service in the North Queensland bauxite trade.

As oil prices soared in a world shortage in 1980, two Australian shipowners, TNT Shipping and ANL Ltd, ordered the world’s first of four large coal-fuelled merchant ships to be built in several decades. Management of all four vessels later passed to ASP.

The vessels were designed to carry bauxite from the mine at Weipa 2,000 kilometres (a round trip of approximately 2500nm or 4600km) around Cape York and south through the Great Barrier Reef to Gladstone, where QAL operates the world’s largest alumina refinery.

The River Embley completed 816 voyages and carried 56,340,000 tons of bauxite from Weipa to Gladstone and 852,000 tons of alumina from Gladstone to Newcastle, covering a total distance of 1,836,000 miles, burning 1,632,000 tons of coal.

During her QAL service, the River Boyne completed 855 voyages and carried 60,162,694 tonnes of cargo, travelling some 2,082,907 nautical miles.

The basic expectation in the decision to build the coal-burners was that the savings in fuel would outweigh the extra costs involved in the design and installation of up-dated coal-burning technology.

The anticipated savings in fuel costs however were never realised, the difference being eroded by higher maintenance costs, the need for special coal handling equipment and loss of cargo capacity compared with a motor vessel. Furthermore, after the first few years of operation, oil prices gradually returned to near pre-crisis levels.

The River Embley was officially farewelled at a shipboard function in Gladstone on April 30, attended by the ship’s crew, senior staff from QAL, Rio Tinto, ASP staff, contractors, and other business associates and representatives from the Gladstone Maritime Museum. A similar farewell function was held for the River Boyne on July 18.

The River Embley leaving Weipa on her final voyage.

(Photo courtesy of the Western Cape Bulletin)
New additions to the fleet

The ASP Ship Management fleet has grown by four with contracts of management for a bulk carrier for Rio Tinto Marine, two chemical tankers from Japanese owners, and one vessel for Jebsens serving the Australian west coast.

Replacement vessel for Queensland bauxite service

ASP Ship Management UK has been appointed to manage the Rio Tinto Marine vessel RTM Twarra (pictured left and cover), which has taken over the North Queensland Weipa - Gladstone bauxite trade following the withdrawal of the River Embley (see story page 4).

The 89,861 dwt RTM Twarra, built in 2009 has an overall length of 236m and breadth of 43m. She was built in Japan at the Namura Shipbuilding Yard.

More vessels for Tanker Management Singapore

ASP Tanker Management has undertaken management of two more Japanese chemical tankers. They are the Santoku owned Stolt Swazi (right) and the Phoenix owned Stolt Orchid (below).

The Stolt Swazi is a 19,996 dwt Chemical II/III tanker built in 2007. She trades between US Gulf ports and South America.

The 8,811 dwt Stolt Orchid, built in 2003, trades in the Asia-Pacific region.

In December 2011 ASPTM Singapore took over management of the Santoku owned chemical tanker Stolt Pondo.

West Australia coastal trade

The Surenes is the latest vessel for Jebsens, currently operating on a fortnightly sailing from Fremantle to Pilbara ports, Broome and Wyndham, under ASP Australia management.

The Surenes is a multi-purpose general cargo vessel capable of lifting up to 474 TEU. She has the ability to carry containerised and break-bulk. She has two 60 ton heavy lift Liebherr deck cranes.

Main engine is a Rolls Royce Medium Speed Four Stroke.

The Surenes is the first vessel in the fleet that solely operates with an ECDIS electronic chart system.

She began her life as the Victory Scan whilst being built in China, and after changing owners, she was given the new name of Thorco Asia. Once in Dampier, Western Australia she finally became Surenes.
Quality education vital to success and productivity

The fundamental necessity of quality education for the successful and productive development of individuals was stressed by ASP Tanker Management General Manager Capt Robert Walker in the keynote address to one of the Philippines’ leading educational institutions.

The occasion was the graduation ceremony in April for students at the Mariner’s Polytechnic Colleges Foundation (MPCF). Special guests of honour also included ASP Philippines Owners Representative Capt Milind Phadnis.

Robert told his audience: “To prepare for the jobs of tomorrow, students need new skill thoughts in new ways, today. Teachers need to develop new material and deliver it differently.

“As many Filipino seafarers provide services to the marine world, they are most likely to expect to address the issues of performance matrix, capability and workforce provision. I strongly believe your country and your students are effectively able to prepare students with the skills required to succeed in this area.

ABOVE: Capt Robert Walker gives the guest of honour address to the cadets and dignitaries.

In the ASP Tanker family, we support robust calibration, experience and education that goes beyond the structure of the traditional ship and crew management company in our quest for a safety culture.”

A feature of the graduation ceremony was the “ring hop” a first-class cadet dance and ceremony which takes place during Graduation Week.

In this ceremony, the person closest to the heart of the cadet slips the class ring, or what is called the bull ring, on the cadet’s finger. Usually, a mother or a sweetheart is asked to do this. In turn, the cadet gives a mini-ring, a smaller version of the bull ring to his partner.

As there are female cadets also graduating, tradition is broken but the graduating female cadets will ask a father or a boyfriend to participate in the ritual.

LEFT: Capt Robert Walker being presented with commemorative gift by Commodore Dante Jimenez. Also pictured from left; Dr Marilissa Ampuan, Merle San Pedro, Dr Gabriel Jimenez and Nimpa Jimenez.

ASP Yacht Management James Bond yacht operating in the Baltic

The 43m luxury yacht Northern Cross, managed by ASP Yacht Management, San Remo, Italy, is now cruising and chartering in Scandinavia. Based in Mariehamn, on the Åland Islands, the yacht is ready to take on charters in the Baltic sea and the stunning archipelagos of Finland and Sweden.

Northern Cross, a gem among luxury yachts, is famous for featuring in the James Bond movie “Golden Eye”.

The yacht comfortably accommodates 10 guests in five large and luxurious guest cabins for weekend charters or longer holidays in Stockholm, Helsinki or on a deserted island in the archipelago. Charterers can invite up to 85 guests for events onboard the yacht while moored in harbour.

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Two workboats delivered

ASP Workboats, a wholly owned subsidiary of ASP Ship Management Group has opened for business with two new workboats for the offshore industry.

The *ASP Thames* and *ASP Tyne*, are crew transfer vessels which have been built to the latest DNV rules and the MCA (Category 1) Workboat Code.

The operations for both vessels will be managed to ISM standards from the ASP UK office in Newcastle.

Group Managing Director David Borcoski said: “ASP Workboats represents an exciting business for the ASP Group and we look forward to *ASP Thames* and *ASP Tyne* providing excellent service to the offshore marine and wind farm industry.”

The 18 metre Incat Crowther vessels, built by Topaz Engineering in Abu Dhabi, were delivered to the UK in June.

Further vessels will be delivered to the fleet from Abu Dhabi over the coming months to also act as crew transfer vessels.

They will be capable of global operations and will be managed to the highest of marine standards already set and delivered by ASP and servicing major blue chip clients in the offshore oil and gas and renewables industry worldwide.

High praise for bunkering guide

*Lloyd's List Australia* gives high praise for a new publication from the Standard P&I Club, which is packed with wisdom on the subject of bunkering.

Produced with the assistance of ABS, Kittiwake and FTS Hofftrans, *The Master’s Guide to Fuel Oil Onboard Ship* is an excellent addition to the series of Master’s Guides published by the Club.

The guide deserves to be more widely read than by those commanding ships. Indeed every deck or engineer officer can gain immeasurably from familiarity with its contents, writes Michael Grey in *Lloyd’s List*.

The publication emphasises common sense and seaworthy behaviour, yet points out that the maritime world today is hugely intolerant of any sort of error involving oil spills and that with fuel at current prices nobody can be surprised that a dangerous minority of suppliers engage in what it describes as “dubious practices”.

Thus, bunkering is a routine operation, but one that needs a great deal of serious thought, not to mention the best of procedures.

Amid the serious technical aspects that aid anyone’s understanding of oil in general and bunkers in particular, there are eminently sensible wrinkles. No question, everyone is under serious commercial pressures these days, but when handling oil onboard ships nobody should approach the task in a rushed manner.

The guide *(pictured)* offers sensible checklists, detailing no fewer than 43 areas that need to be considered carefully when preparing to take bunkers. As with so much, when it comes to ship operations, good planning is crucial, along with the need for every kind of contingency. The advice is readable and accessible to those not involved directly in the bunkering business, but offers a practical approach.

A master may not have oil under his or her fingernails, but still needs to know this stuff, Grey writes.
Bunker tanker takes lead in emergency exercise

The ASP managed bunker tanker Zemira (above) played a leading role in a major port wide emergency management exercise in Melbourne in June this year.

The exercise, named Rumpole, centred around No.1 Maribyrnong berth within the Port of Melbourne and tested the Port of Melbourne Emergency Management Plan. The ASP Melbourne office Designated Person, Ship Manager Andrew Douglas, sits on the committee which maintains the plan.

The exercise began with a simulated spill of propylene oxide from a ruptured line ashore. The Zemira was used to simulate a delivery ship to the terminal and was then subsequently used by the various responding agencies in their response to the spill.

This was a multi-agency exercise and involved the Melbourne Fire Brigade, State Emergency Services, Victoria Police, Victoria Water Police, Dept of Health and Human Services, Vic Roads, media and Dept of Transport.

Several hundred personnel participated and decontamination units were brought in by the MFB as part of the exercise along with a police mobile control centre to co-ordinate the various agencies.

This was a two stage exercise with a further spill taking place some several hours after the first, including simulation of evacuation of surrounding residential areas.

All parties considered the exercise a success.

China visit to inspect new building

Progress with the building of the new bunker tanker for International Bunker Supplies was inspected on 26th June at the Jiangsu Jiuzhou shipyard in China by CEO David Borcoski, CFO Adrian Whatley, Pratap Shirke, Simon Beissel of Investec Bank, and Mark Patman CEO IBS.

On arrival at the yard, they met with Chandana Devanarayana, ASP Site Manager, and his team.

After inspecting the tanker construction, and the shipyard facilities, the visitors also had the opportunity to watch the launch of a 47,000 dwt bulk carrier from the adjacent slipway.

A meeting followed with the shipyard team to discuss general matters with the building project.

BELLOW: From left; Mark Patman, Chandana Devanarayana, Pratap Shirke, Mr Chen, shipyard owner (at rear) and Simon Beissel.
Chowghule Group build
multi-purpose port and repair yard

The Chowghule Group is engaged in a major port development in Jaigad, Maharashtra in Western India, comprising a cargo terminal and a ship repair yard aimed at plugging a gap which currently forces shipowners to sail hundreds of miles for repairs.

Conveniently situated midway between Goa and Mumbai, the all-weather port plans to capitalise on the heavy demand for import and export goods in the region.

The cargo jetty is situated within the Shastri River estuary in the lee of Jaigad Head giving vital protection from the SW monsoon. The facility comprises a 550m x 43m finger jetty and associated mooring dolphin, which is connected by an approach jetty.

There is more than 10m of water alongside the facility, the turning circle and approaches, and with full navigational aids in place.

The cargo terminal can berth four ships at a time of up to 60,000 dwt tonnes. The berths are 700m long, and a draught of 10m will be made available. Two berths will be allocated for containers while liquid and dry cargo will get a berth each.

Adjacent reclaimed land of over 120,000 m² offers plenty of room for containers and other cargoes, with additional space for solid and bulk liquids, the latter able to take advantage of an oil berth. A new Liebherr 64T harbour crane capable of handling all cargoes has recently been delivered.

Care has been taken to develop the local infrastructure, including a four lane approach road and space for warehousing and workshops.

The repair facility contains a 116m x 26m Rolls Royce Syncrolift lift table, capable of lifting vessels of up to 140m long and about 10,000dwt, with a draft of up to 6.5m at all times. It includes a “Fluid Bed” lift and transfer system supplied by IMG of Germany.

Behind the side transfer lift are six fully equipped dry berths and a large collection of workshops for all repairs, including steel, electrical, mechanical, hull and tank preservation.

Recently, an ASP Group management team visited the site of the new terminal and repair yard, at the invitation of the Chowgule Group. They were CEO David Borcoski, COO Bob Bird, CFO Adrian Whatley, and Bob Lambert.
Tackling seafarers’ mental health

An Australian originated project to advance the mental health of seafarers, is being progressed globally and has attracted favourable attention at a recent international conference in Poland. The Australian project has been sponsored by the Rotary Club of Melbourne South, and one of its members Robert Iversen, attended the 2nd International Congress on Maritime Medicine in Gdansk in June where he presented a paper titled “The Mental Health of Seafarers”.

The organizer of the Congress, Prof Bogdan Jaremin of the Polish Institute for Maritime and Tropical Medicine, has indicated he may form a working group to consider a suggestion made in Mr Iversen’s paper: “...To expand the seafarers’ mental health project started by the Rotary Club of Melbourne South in order to put new information on seafarers’ mental health on all 68,000 ships in the world’s merchant fleet.”

Robert Iversen (pictured above) said the mental health of some seafarers is not very good. They spend months, often years away from home, they get lonely and they work many hours straight through without enough sleep. They can face stress and fatigue, lack of shore leave, short ship turnaround times, harassment and bullying. These can lead to anxiety and depression and often to suicide.

A recent report that analysed 20 different publications found that of 17,026 seafarer deaths between 1980 and 2009 there were 1,011 deaths by suicide or 5.9% annually. That is a shocking statistic.

To put this in perspective, the most recent data shows that in 2008 the percentage of deaths in Australia from suicide was 1.5%. In Great Britain the percentage of deaths by suicide in 2011 was 1.2%.

In 2009 five maritime related organisations in Melbourne got together and decided to do something to improve seafarers’ mental health. They are the Rotary Club of Melbourne South, Beyondblue, Australia’s national depression initiative, the Mission to Seafarers Victoria and the Stella Maris Seafarers’ Centre – all working under the umbrella of the Melbourne Port Welfare Association.

It was decided to develop, print and distribute eight-page booklets for masters and slim 16 page booklets for non-officer seafarers on the sole subject of depression, for distribution onboard vessels. These booklets contain information on understanding depression, a check list that will help identify a seriously depressed seafarer, and how crew members can help one of their shipmates who has depression and anxiety, and tips on reducing stress. They contain hotline telephone numbers seafarers can call for help at any time.

Another victim of liquefaction

22 seafarers were lost and one rescued when a bulk carrier sank in the Philippines after an apparent case of cargo liquefaction. Vinalines Queen (56,040dwt) was one of the largest and most modern vessels in the Vietnamese fleet, but sank in heavy weather on 25 December last year carrying a cargo of nickel ore from Indonesia to China.

At 05.48 local time, the ship recorded a list of 20°. Local news portal Vietnamnet reported the owner Vinalines as saying “the master had altered course towards the Philippines coast in an attempt to save the ship. An hour later, the ship had an 18° list, and a little later it disappeared”.

The only seafarer to survive the incident, Dau Ngoc Hung, was picked up from open water in a lifejacket by passing British bulk carrier London Courage about 220nm from the Philippines island of Luzon, AFP news agency reported.

Reports indicated he had been drifting for days. The ship did not send a distress signal before it disappeared. Hung said that evacuation procedures had started, including the preparation of lifeboats.

In a statement issued shortly after the sinking, the ship’s P&I insurer, the London Club, said the latest casualty served as a stark reminder of the continuing dangers associated with the carriage of nickel ore.

The loss of Vinalines Queen follows three similar incidents in 2010, and other reported stability incidents, the Club noted. Like Vinalines Queen, three bulkers – Nasca Diamond, Lian Fu Star and Hong Wei – were loaded in Indonesia and destined for China, and all sank in similar circumstances in late 2010.
India and Manila mark 10th anniversaries

ASP India and ASP Crew Management Manila have marked their 10th anniversaries, ASP India on May 2 and ASPCM Manila on May 31. Mr Pratap Shirke and senior staff congratulated the management of both offices, staff and crews on their achievements.

ASP India’s anniversary coincided with its recent move to new premises in Mumbai, at Atrium 215, Khaitan Bhawan, Churchgate. This was its third move since opening operations at Nariman Point, then shifting to Solitaire Park.

ASP India Managing Director Capt Girish Phadnis said:

“The ten years have seen many people come and go, but we still have four staff members who have remained loyal through the highs and lows of business all these years.

“I would like to thank and congratulate the loyal four, Ashish Naik, Narayan Parab, Shishir Mhatre and Sidhlu Tadakapelli, for their unbroken 10 years’ service.

Pratap Shirke also wished ASP India the best for the next ten years and added his congratulations to Ashish, Narayan, Shishir and Sidhlu.

ASP Crew Management Manila management and staff celebrated their 10 Year anniversary at Emerald Garden Restaurant in Roxas Boulevard, where Long Service awards were given by the President, Vicente Aldanese Jnr, to C/E Efren Robles, Vivian Merida, Sheena De la Torre who completed 10 years service and Judith Alvero, Hidsee Fernandez and Marcelino Bautista who completed five years.

A Certificate of Service Award has also been given to 83 seafarers, of whom 50 have completed 10 years and 33 have been serving with ASPCM Manila for five years.

Pratap Shirke also conveyed his congratulations to Capt Milind Phadnis and the ASP Manila staff and crews on their splendid achievement.

Manila tree planting

ASP Crew Management, Manila staff together with cadets (who are the Rotaractors under the RC Makati Legazpi of District 3830), participates on a regular basis to improve the environment and support the community and to continue our corporate social responsibility, (CSR).

ASP Manila staff and cadets helped in planting 80 Molave tree seedlings along the Osmena Highway, in support of Rotary District 3830 during their Urban Greening Project in June.

Capt Milind Phadnis said that the ASP Manila management, staff and cadets obtain great satisfaction with their regular commitment and contribution to improving the environment in the Philippines and supporting many community initiatives.

LEFT: From left to right; Emma Marcos - Rotarian, Lance Robles - Interact, Ryan de Asis (back) - ASP Cadet/Rotaract, Rolando Marcos (back) - Rotarian, Judith Alvero - ASP HR Manager, Vivian Merida (back) - ASP Accounts Officer, Rayza Cabindol - ASP Accounts/Rotaract Treasurer, Raquel Balbiran - ASP Accounts/Rotaract Director, Rodalyn Lat - ASP Documents/Rotaract Director, Charina Guinto - ASP IT, Capt Milind Phadnis and Elmer Oliva - ASP Cadet/Rotaract.
Expect the unexpected in heavy weather

North P and I Association, in a recent issue of magazine Signals, notes that some of its members have recently experienced a number of accidents in heavy weather resulting in serious injury and death, in one case from a loss overboard. The incidents serve as a reminder that, no matter how calm conditions may seem when a ship leaves port, it always needs to be fully prepared for things to change rapidly and unexpectedly at sea.

A typical scenario

Consider a ship leaving port on a calm, sunny day. Anchors are secured and the bridge calls on VHF saying ‘secure for sea and stand-down forward’. The forecastle team are in no particular hurry to return to the accommodation and take their time closing vents, dogging doors and hatches and stowing ropes while enjoying the sun and gentle breeze.

Two days later the sun is obscured by a black threatening sky, the sea is breaking over the bow and the wind has become a force 10 storm. The bilge alarm for the bow-thruster space keeps sounding – it looks like the forecastle team may have forgotten to close its ventilator flaps.

While waiting inside the forecastle, the crew notice the rope hatch is also leaking water. They decide among themselves that when the word comes from the bridge to go on deck they will run further forward and tighten the dogs on the rope hatch.

The master scans the waves and decides the time is right - he calls the crew and they move out to check the vents. Within seconds of reaching the forecastle, a rogue wave appears suddenly and breaks over the bow. There is no response from the forecastle to the master’s calls on VHF. He sounds the general alarm and finally the crew respond. One has a dislocated shoulder and the second is bruised. The third is lying twisted and lifeless under a winch bed.

Heavy weather precautions

This scenario illustrates how quickly conditions can deteriorate at sea. It also exemplifies four common factors that have contributed to the recent heavy weather accidents:

- Failure to appreciate weather forecast information. In some cases there is little evidence of weather forecasts and charts being obtained and acted upon.
- Failure to anticipate large waves and the power of water breaking over the decks. A rogue wave has a height of more than twice the normal wave height for the relevant conditions and their formation is unpredictable. So by their very nature, they always come as an unpleasant surprise.
- Failure to appreciate the absolute necessity to secure the whole ship on every occasion even though the weather at the time of securing seems fine. There should also be a robust system of checking - during rounds of the ship - that the ship is secure.
- Failure to understand that a common-sense risk assessment - sometimes called a ‘tool box talk’ - for a task must be followed without significant change. If the task changes then there should be another common-sense risk assessment.

Checking the life-blood of your machinery

Lubricating oil is the life-blood of ships’ engines and generators, flowing through and around almost every part. Regular ‘blood tests’ can ensure the monitoring of mechanical health – thereby avoiding potentially catastrophic failures while at sea. This is also published in a recent issue of Signals magazine.

The safe and efficient running of any ship depends greatly on the condition and reliable operation of its critical machinery, such as the main and auxiliary engines, diesel generators and shafts.

On-board analysis

Monitoring the condition of lubricating oil provides not only a snapshot of the health of the machinery at time of sampling, but if tests are carried out at regular intervals, trends can be identified such as component wear and oil deterioration.

Lubricating oil can be tested on board by ship’s staff using a simple test kit which typically checks for base number, kinematic viscosity and water content. These simple tests should only take 30 minutes of an engineer’s time and, if carried out once a week, ensure the oil remains in serviceable condition and acts as an early warning of incipient problems.

In-depth analysis

Periodical analysis of oil samples carried out by a shore-based laboratory provide a more in-depth look into what is happening inside machinery. This service is offered by most of the major lubricating oil suppliers and can prove very valuable. All that is required by ship’s staff is the collection, bottling and labelling of samples.

The laboratory tests generally include those that can be carried out on board including:

- Concentration of contaminants and wear elements
- Density
- Flash point

Regular analysis reports allow an easy review of the data by the ship’s technical operators and crew.
Group IT adopts new Cloud Technology

The ASP Group has adopted the new “cloud technology” for all its IT systems, resulting in increased efficiency and greater flexibility in a constantly changing business environment, and helping ASP achieve more cost-effective IT solutions.

Group IT Infrastructure Manager Avneet Singh explained:

“Enterprises today require efficient and dynamic IT to respond rapidly to new market opportunities as well as IT demands from various stakeholders.

In the past, most applications and services were built above tightly-coupled technology stacks – making it difficult to provide new IT services and to manage expensive changes.

Companies today also have fewer resources to support expanding business needs. Thus, the old model of rigid IT can no longer work,” he said.

To move into cloud computing, ASP will be using SingTel’s PowerOn Compute Cloud service.

Avneet said adopting a pay for on-demand policy for IT services avoided having a depreciating infrastructure, eradicating capital investment and considerably improved cash management.

IMO UPDATE

Certificates to be carried onboard

Following its 36th session in September 2011, the IMO facilitation committee, under circulars FAL2/Circ.123, MEPC.1/Circ.769 and MSC.1/Circ.1409, has finalised its revision of the list of certificates and documents required to be carried on board ships, together with a brief description of the purpose of the certificates and other relevant documents.

This work has been carried out in accordance with the provisions of the Convention on Facilitation of International Maritime Traffic (FAL) concerning formalities required of shipowners by public authorities on the arrival, stay and departure of ships. The revised list of certificates and documents takes into account amendments to SOLAS, the International Convention for the Prevention of Pollution from Ships (MARPOL), the Standards of Training, Certification and Watchkeeping (STCW) Convention and the entry into force of the Anti-Fouling Systems (AFS) Convention.

MARPOL annex I

The IMO Marine Environment Protection Committee (MEPC) agreed during its 59th session in July 2009, under resolution MEPC.186(59), that a new chapter 8 should be added to annex I of MARPOL. The new chapter details regulations for the prevention of pollution during transfer of oil cargo between oil tankers at sea that will apply to oil tankers of 150 GT and above which are engaged in ship-to-ship (STS) operations on or after 1 April 2012. STS operations conducted before this date but after the approval by the coastal state administration of the STS operations plan shall, as far as possible, be in accordance with the STS operations plan.

PowerON Compute cloud service is delivered out of SingTel’s latest Tier 4 data centre at Kim Chuan Telecommunications Centre-2 (KCTC2) in Singapore and is built using the Vblock™ Infrastructure Platform.

This is the IT industry’s first completely integrated multi-function IT offering, combining Networking and Computing, Virtualization, Storage, Hosting and WAN.

The infrastructure behind the PowerON Compute service – Vblock™ Infrastructure Platforms – includes state-of-the-art technology from Cisco, EMC and VMware.

The project is being implemented by the Melbourne IT Team (pictured above) Jo Skopalj, Avneet Singh and Slava Reitikh.

The IT team of Alvin Yap and Kevin Lim based in Singapore and Nilesh Surve in Mumbai have also been extensively involved in the adoption of the cloud technology since its inception.

Dangerous goods

The MSC also approved amendments to the International Maritime Dangerous Good (IMDG) Code annexes and supplements Emergency Response Procedures for Ships Carrying Dangerous Good (EmS Guide) at its 87th session.

These amendments, as covered in MSC.1/Circ.1360, entered into force on 1 January 2012. MARPOL annex I.

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STS operations conducted before this date but after the approval by the coastal state administration of the STS operations plan shall, as far as possible, be in accordance with the STS operations plan.

IMSBC Code changes

During its 89th session in May 2011, MSC adopted resolution MSC.318(89) amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code.

The amendments entered into force, on a voluntary basis, from 1 January 2012 and will become mandatory from 1 January 2013.

The amendments include changes to existing individual cargo schedules and the addition of new schedules for “distillers dried grains with solubles”, “ferrous sulphate heptahydrate”, “fly ash, wet”, “granular ferrous sulphate”, “magnesium sulphate fertilisers” and “wood products – general”. The entry for ‘wood pulp pellets’ is deleted.
ASP UK supports young adventurers

Five girls and two boys from Blairgowrie, which is 16 miles north of Perth on the east coast of Scotland, who were completing a Gold section of the Duke of Edinburgh Award, were given a free trip, supporting their venture on the ASP managed ferry Eilean Dhiura from Port Askaig in Islay to Feolin on the Isle of Jura in August.

The young people then went on a four-day trek along the west coast of Jura, one of the most remote places in Scotland. There are no roads and very few paths in the area, making walking slow and navigation tricky.

They were accompanied by three volunteer leaders who shadowed them at a distance as a safety precaution and an assessor who judged their performance. This could mean anything up to 20km of walking per day or 80km over the four day trip, carrying a large back pack containing food and equipment. Accommodation was by camping.

All the leaders at Blairgowrie are volunteers, and also assist in organising fund-raising activities to pay for transport costs. ASP United Kingdom stepped in with the offer of free transport for the 3km round ferry trip to Jura, which considerably helped to offset the expenses of the venture.

The Duke of Edinburgh’s Award was established in 1956 under the Chairmanship of Prince Phillip with set objectives for undertaking volunteer service, improving physical performance, developing practical and social skills, and expedition planning and completion.

Anyone aged between 14 and 24 can undertake a Duke of Edinburgh program at one of three progressive levels which, when successfully completed, lead to a Bronze, Silver or Gold Duke of Edinburgh’s Award.

Gold level participants, as the Jura team were, do an additional residential section, which involves staying and working away from home doing a shared activity.

Rio Tinto team meets Three Peaks Challenge

The Sailors’ Society (the preferred charity for ASP UK) benefited by £5,500 as a result of a strenuous effort by three staff members of Rio Tinto in Britain recently.

The three, Aina Huseby (Rio Tinto Marine), Kyla Haggett (Rio Tinto Marine) and Megan Johnston (Rio Tinto Iron Ore) successfully completed the famed Three Peaks Challenge, by climbing Ben Nevis, the highest peak in the UK, Helvellyn, one of the highest peaks in England, and finally Snowdon, the highest in Wales, within 24 hours.

ASP UK contributed £500 to the venture, and they achieved the ultimate goal of raising the £5,500. Congratulations to the team.
New Group Training Manager

Capt Prabhat Nigam (pictured right), has recently been appointed ASP Group Training Manager, based in Mumbai. He has worked in a number of educational and training roles, including the BP Maritime Academy in Mumbai and is highly experienced in quality assurance and is also an ABS certified auditor.

Capt Nigam has 21 years seagoing experience in many classes of vessels, and also shore experience in pilotage, tanker STS (lighterage) operations, and major vessel conversions and dry dockings. He also has extensive Maritime Education and Training experience.

He acted as a consultant/visiting expert for T.S. Chanakya and M.E.R.I. under the Indian Maritime University and is the external examiner for 2nd Mates under the Mercantile Marine Department of India. He has been involved in the establishment and development of two premium maritime training institutes in India and headed one of the Institutes as its Captain Superintendent.

India training program gets a flying start

The ASP India Training program got off to a flying start with Capt Prabhat Nigam in May.

A VRM Course was attended by Capt Nigam, Fleet Training Superintendent Amit Yadav, Manager SnQ Kamaljeet Batty (ASPSM India) and Capt Ravindranath and 2/E Ankush Khanna (ex Asphalt Spirit) and C/O Sameer Baganikar (ex Oceanic Crimson).

On completion of the course, Group Training approached DNV to approve Capt Nigam as a course instructor and an approval was given on July 19.

Later, Capt Nigam visited Yangon, Myanmar, and also helped set up the ASP Myanmar Training Centre. Yangon Manager Capt Aung Soe Swe will be responsible for pre-joining training and will report directly to Group Training for all training related matters.

Further developments in training to be undertaken at the ASP India Training Centre in Mumbai include:

- Lodicator Software to be installed to train Deck Officers for Cargo Stowage and Stability calculation during Cargo Operations.
- Port State Control & Flag State Inspections.
- Review on Safe Working Practices when working both aloft and outboard, with special emphasis on man overboard incidents.
- Recent changes in MARPOL Annex VI.
- Maritime economics related tips to masters regarding Bills of Lading (B/L) and Multi Modal Transport Act (MMTA) and Multi Modal Transport Document (MMTD).
- Charter Party and its various types and clauses.
- Marine insurance emphasis on Hull and Machinery Insurance & Protection and Indemnity (P and I).
- Safe carriage of Chemicals emphasis on TDI/ MDI Cargoes.
- Bunker Survey Training for Master, C/O, C/E and 4/E.

Danish training for Ukraine officers

Ten officers from ASPCM Ukraine, will attend a safety and health seminar and training in Danish Maritime Legislation before joining a Danish-flagged panamax tanker.

The course will be carried out in the ASPCM Ukraine office by Mr Jeppe Sylvest Carstensen, head of Maritime Studies (Postgraduate) at the leading Danish maritime education institution, Svendborg International Maritime Academy, (SIMAC).

SIMAC is Denmark’s largest maritime educational institution, delivering workforce to the maritime industry and dates back to 1852. It has 450 students, and offers three fields of studies:

- Ship’s officer study program(officials with competencies in both deck and engine departments)
- Marine engineer and ship master study programs

- SIMAC also conducts comprehensive deck and engine course activities, including simulator, technical and management courses and qualifications for foreign officers joining Danish flagged vessels.

LEFT: ASPCM Ukraine officers with the Svendborg International Maritime Academy lecturers and ASP Ukraine staff.
Bob Bird marks 30 years’ service

ASP Group Chief Operating Officer Bob Bird has marked 30 years’ service with ASP and its predecessors. From the commencement of his career with P&O in 1970 Bob migrated to Australia joining ANL in 1982 before accepting a shore based role with the National Line in 1987.

Since the formation of the ASP Group Bob held a succession of management positions before becoming Group COO in March of 2009.

When asked what has given him the greatest pleasure on a professional front over the past three decades Bob without hesitation identified the continual improvement of ASP’s safety performance with all credit due to the loyalty and dedication of both shore based and shipboard management teams. Bob told ASPECTs that “the wellbeing of our sea staff across the globe has and will always be number one priority.”

All at ASP congratulate Bob on reaching his 30th anniversary with the Group.

Academic honour for Georgia MD

ASP Crew Management (ASPCM), Georgia Managing Director Capt Irakli Sharabidze has been appointed Rector of the Batumi State Maritime Academy, the leading position in the institution.

Capt Sharabidze joined ASPCM Ukraine as master in 2009 and after coming ashore, was appointed Managing Director of ASPCM Georgia on 20th March this year.

He studied at the Batumi Maritime Institute and the Batumi State Maritime Academy, graduating at the highest level. His sea career began in 1994 as third officer, and he gained his first command in 2004.

In 2008 Capt Sharabidze attended special additional training courses and became an ISM/ISPS auditor.

ASP India director appointed to Indian shipping association board

Capt Girish Phadnis, a Director of ASP India, has been appointed as a Director of the Maritime Association of Shipowners, Ship Managers & Agents (MASSA), India.

The Maritime Association of Shipowners Ship Managers and Agents (MASSA) is a non-profit making body of shipowners, ship managers and their agents. Members include companies which have a long association with Indian crewing and are identified as traditional employers of Indian officers and ratings.

MASSA has formed the Maritime Training and Research Foundation (MTRF) to receive employers’ contributions and disperse them as required towards training for new cadets seeking to make careers in the shipping industry. MTRF has two institutes namely MASSA Maritime Academy (MMA) at C.B.D. Belapur, Navi Mumbai, and MASSA Interface Maritime Academy (MIMA) at Chennai.

Fleet Manager for TB Marine

We congratulate Capt Sven Kruse, who has recently been appointed as Fleet Manager for TB Marine.

Following a traineeship in German vessels he continued his studies at the Marine University at Cuxhaven and Elsfleth, later starting as deck cadet, then Third Officer to Chief Officer at NSB in Germany on container vessels.

In 2004 Capt Kruse joined the Ahrenkiel Group as Safety and Quality Manager for various classes of vessels.

He joined Seaarland Shipmanagement in June 2008 as Marine Superintendent. He then took over the Fleet Manager position from Capt Joachim Goetz in January this year.

Seaarland also changed its name to TB Marine Shipmanagement earlier this year.

ASP currently supplies crews to 12 TB Marine managed vessels.
Group Finance Controller

Ben Wilson has been appointed ASP Group Financial Controller, based in Melbourne. Ben returned to Australia this year after from working in London since 2003 in various finance roles with large companies in the media and retail industries. Before that, he worked for Newmont Australia and Futuris Corp in Adelaide, South Australia. His previous roles have included top-level management reporting, analysis, budgeting and cash flow focus.

Ship Manager, UK

Robert Urwin, newly-appointed Ship Manager at ASP UK, began his career as an engineer cadet with BP in 1969 then went to Silver Line where he served as Chief Engineer on cargo vessels and chemical tankers. In 1986 he moved on to gain experience on various offshore vessels, then went to Denholm Ship Management on their Saudi-owned chemical tankers, later becoming Technical Superintendent. In 1998 he was appointed Technical Superintendent with OSG Ship management in Newcastle until they restructured their operation and moved to Greece, after which accepted the position with ASP UK.

Ship Manager Australia

Maggie Page has been appointed Ship Manager for ASP Australia, based in Melbourne, and will be responsible for day-to-day management of the Alcoa Australia bulk carriers Lindesay Clark and Portland and the Jebsens container ship Surenes. Maggie began her sea career with BP UK as an engineer cadet in 2001 and served in a variety of vessels. After returning to Australia she worked with Swires Pacific Offshore. She came ashore in 2010 to join Rolls Royce Australian Services working with the Royal Australian Navy Amphibious Support Unit on major refit projects and dockings.

Marine Standards Manager

Capt Mohinder Rattan has been appointed Marine Standards Manager/DPA for ASP United Kingdom, based in Newcastle. After a seagoing career from 1982, serving on various types of vessels, he came ashore in 1999 as a consultant. He then joined OSG UK where he was Deputy Fleet Manager (VLCC) and before that Marine Superintendent before joining ASP. He holds an MBA and is currently completing a Master's degree in International Commercial Law from Northumbria University, Newcastle upon Tyne.

ASP India Safety Manager

Capt Kamaljeet Singh Bhatty, who has been appointed Manager Safety and Quality, ASP India has served on various types of dry cargo vessels as a master. After a brief tenure as a marine superintendent in an offshore shipping company he worked with class IRS (Indian Register of Shipping) for a few years before joining ASP. He is a DNV approved lead auditor and brings to his new position long experience of auditing and surveying vessels on behalf of classification society and Flag States.

Training Manager for ASP Myanmar

Capt Aung Soe Swe has been appointed Training Manager of ASP Myanmar, based in Yangon. After a sea career of 17 years, Capt Aung became a lecturer in 1989 at the Institute of Marine Technology (IMT) in Yangon, followed by MSC post-graduate studies at the World Maritime University in Sweden. He has served as Head of Nautical Studies at IMT Myanmar, and Head of Nautical Training at Barter International Maritime Studies. His last appointment before joining ASP was as General Manager of the leading shipping agency in Myanmar, Maha Nadi International.

Technical Assistant

Guy Molineux, recently appointed Technical Assistant at ASP United Kingdom, began his career as an apprentice engineer with Komatsu UK, specialising in the construction of hydraulic components. He then moved to OSG Ship Management in 2010 as Technical Assistant responsible for a fleet of nine Panamax and two Suezmax tankers, before joining the ASP UK Newcastle office as Technical Assistant.
Mariner to join forces with ASP Yacht Management

Mariner Travel and ASP Yacht Management have been working together to offer air and land packages to the range of charter services offered by ASP Yacht Management. Recently Mariner Travel Ukraine consultant Violetta Lyubarets was tasked with providing these travel services and to learn more about selling the ASP Yacht Management charters through Mariner Travel.

Mariner Travel General Manager Aaron Watts explained that no other yacht charter management companies offered such services to clients for their travel to and from the berthing ports, pre and post accommodation or tour services.

Aaron said this was among recent developments aimed at bringing the two ASP brands together to generate more business for both. He recently visited Nice, in France to confer with ASPYM Manager Lena Sundell, her colleague Massimo Grazzi and Violetta.

Australian Darwin Council contract to open doors

Mariner Travel has won a three year contract as travel agency for the Darwin City Council. The contract will include all official travel, as well as arranging events, meetings and conferences. In addition Mariner Travel will also offer discounted travel services to the 200 council employees.

Aaron Watts told ASPects the contract would also provide a platform for the extension of Mariner Travel services throughout Australia’s Northern Territory, of which Darwin, population 127,500 is the capital.

Darwin is a dynamic city with substantial employment and business opportunities. Although Government employees make up around 60% of the workforce, Darwin is the main service centre for a wide range of industries headed by mining, offshore oil and gas production, pastoralism, tourism and tropical horticulture.

The city is a hub of the “fly-in, fly-out” phenomenon, by which employees in the booming mining industry travel between their homes and their distant workplaces.

Described as Australia’s gateway to South East Asia, the Port of Darwin is also the main outlet for Australia’s live cattle export trade into that region.

“We see tremendous opportunities for Mariner Travel in this rapidly developing area,” Aaron said.

To manage the Darwin City Council account, Mariner Travel has engaged Ciara Dooley as Senior Travel Consultant (pictured left).

Ciara who comes from County Clare, Ireland, has had wide experience in the travel industry, including positions with Solterbeck Incentive Travel and Flight Centre.

Senior consultant for cruise market

Developing the growing cruise market for Mariner Travel will be the main task for newly appointed Senior Consultant Diane Blitman (pictured left). South African born Diane has been in the travel industry since 1988, both in her own country and in Australia, where she has specialised in corporate business, an area which she will continue to handle for Mariner Travel.

Other Travel appointments

At Mariner Travel India, Aly Shivji has been appointed Assistant Manager, while Sandra Murzello has replaced consultant Neha Sharma, who has transferred to ASP Crew Management Services.
If you have been born near the sea, as I was, it is hard to avoid not falling in love with it. Once I had inhaled the salty sea breeze, it seemed that was to be my destiny. My imagination was stirred by the horizon line and the sharp profiles of ships and vessels. It made everything clear for me. The sea was to be my life.

At age 12, I joined the Marine School for Youth which was founded by the Black Sea Shipping Company. It seemed like a dream coming true. The study of navigation, the uniform and the general atmosphere of the school instilled confidence.

I loved sailing, boat trips, practice on the school vessel, learning the basics of navigation, vessel construction and more. It is difficult to overestimate all that Capt Alexander Nikolaevich Stakhanov gave me as my first maritime teacher.

Then the Marine School was over, examinations passed and diploma received. Two years of secondary school remained before joining the Maritime Academy. I thought all roads were open. I had a dream that made sense of my life.

But higher education was still necessary to fulfil my dream. The faculty of Thermophysical Engineering promised basic fundamental knowledge. The daytime was for studying at the academy, and night time for studying everything connected with the fleet. I tried to learn everything I could, from how to provide rescue operations at sea to tactics of nuclear submarines. Thanks to the sailing yachts belonging to the Academy, the sea was always close.

My studies completed, I had a diploma of engineering. But more was required. I took a correspondence course with the Academy for a navigator’s licence. Now, the theoretical and the practical courses have been completed, and the Certificate of Navigator issued. It seemed like the dream was already in hand.

But it was just the beginning. Good luck led me to ASP where I met people interested in my professional and personal qualities as well as my formal qualifications. Thanks to people like Captains Sazonenko and Terzianov, Chief Officers Boyiko and Kalinin and many others, my dream has come true.

I realised that the profession of seafarer has not lost its nobility, and will always be surrounded by an aura of romanticism, at least for me.

“Devil to Pay”
A difficult situation with no apparent solution. Originates from the name given by caulkers to the garboard seam in a wooden ship’s hull, which was universally known as “the devil” because it was difficult to “pay in” the oakum (caulking fibre) and hammer it home.

“Even keel”
A vessel is said to be on an even keel when she floats exactly upright in the water without any list to either side. In common use it signifies any state of balance, such as “although under stress, he remained on an even keel throughout.”

“Fly-by-night”
The name given to an additional sail, usually set on a temporary yard when the wind came directly astern. Often used to describe an unreliable state or person.

“Fend off”
To prevent violent contact by using a spar, boathook or “fender” – traditionally a buffer made of spliced rope, or more frequently these days, a rubber tyre. Commonly, “to take action to render harmless.”