






Sagar Sandesh

Guiding Spirit to Shipping Industry

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Eastaway Organizes Officers Seminar in Turkey: A Resounding Success



Istanbul served as the backdrop for a remarkable gathering of maritime professionals as Eastaway Ship Management Pvt Ltd hosted a 3-day Officers Seminar from 17th to 19th October 2023. The event was attended by more than 60 officers from across the fleet, making it a significant and productive meeting of minds.

The Seminar began with an opening speech by the **Managing Director, Capt. RS Minhas**. He set the tone for the conference by sharing the company's forecast and discussing past and future developments. **One key highlight was the New Build container vessels ordered which included 14 dual-fuel engine vessels, taking**

the Fleet to over 70 Container Vessels.

Chief Executive Officer of X-Press Feeders Group Mr Shmuel took the stage to provide a comprehensive overview of the organizational structure of X-press Feeders Group, underlining the synergy between the companies.

He also highlighted the greener initiatives that Eastaway and its affiliate are championing, showcasing a commitment to sustainability and environmental responsibility. X-Press Feeders has set a target of net-zero emissions

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Capt RS Minhas MD of Eastaway Ship Management addressing the participants



Mr Shmuel CEO of X-Press Feeders Group addressing the participants

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by 2050, aiming to be 'The Greener Feeder Carrier Of Choice'. The group moves closer to its targets with this additional fleet of dual-fuel new builds while employing other strategies such as carbon capture and exploration of future fuels.

The conference continued with an engaging presentation by **Capt. Hristov** ex-Master **X-Press Capella** shared their experiences related to a recent takeover and encouraged discussions among the attending officers, addressing their questions and concerns. Likewise, for **3M Piper**, he shared his cadet-to-officer journey with us and expectations on how the senior officers and management can assist him in his career.

Mr Mayank Singh, Senior Quality &



Assurance Manager delivered critical aspects of safety, focusing on injury statistics, personal and vessel safety, and emphasizing the importance of maintaining a safe working environment. The participants gained valuable insights into how to prevent accidents and protect both the crew and vessels.

Fleet Group Manager Mr. Amit Kumar and Technical Superintendent Mr. Luke Clifford took hold of the dais to discuss technical issues and the significance of managing expectations within the company. They also shed light on the importance of addressing DNV GL ship manager defect lists for smoother operations.


DPA Capt. Ihson Gafar covered several pertinent topics, including bunker shortage requirements, decision-making on empties, charterer

instructions versus terminal actions, the Maritime Anti-Corruption Network (MACN), terminal stowage versus planner's instructions, and the crucial aspect of safety awareness onboard.


Mr. K. Kannan, representing the **Fleet Efficiency team**, provided an in-depth explanation of the Carbon Intensity Indicator (CII) and how it impacts vessel ratings. He also introduced the utilization of the Zero North tool to further enhance the company's environmental efforts.

Ms Celia Kang, Head of **Crew Manning- Global**, and Assistant Crewing Manager **Mary Angelle** led discussions on crew-related issues and welfare. They emphasized the importance of working together as a team and shared insights into crew recruitment and


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forecasts for the upcoming year. She also covered welfare topics such as medical insurance for

senior officers, underlining Eastaway's commitment to their crew's well-being. **Mr.Ravi, Muthusamy,**

Group General Counsel shared his insights into the significance of ink and the importance of being

aware when signing tug and Salvage, Damage, and Removal (SDR) documents. His legal

perspective added depth to the conference, highlighting the significance of clear and informed decision-making.

The Seminar was a resounding success, with many officers actively participating and sharing their valuable input. It was an event that encouraged open discussions, knowledge sharing, and teamwork among the attendees.

Eastaway Ship Management continues to lead in the maritime industry. The Seminar was a testament to the company's commitment to excellence, innovation, and the welfare of its officers and crew members.

Panama Canal traffic is being throttled by climate change impact

New Delhi
Sagar Sandesh News Service

A lack of rainfall, blamed on climate change, is leading to a steady decline in water levels on the vital conduit. **The problem is so bad that quotas are being imposed on how many**

ships can pass through it, a move set to snarl trade in energy, consumer goods and food as carriers are forced to sail thousands of extra miles to make deliveries.

Restrictions started this month and will continue through at least February,

the canal's managing authority said. By then, trips will be limited to 18 per day, a 50-percent drop from a year earlier. Excluded vessels will likely alter course to the Suez Canal—adding at least a week to the journey between the United States and China—or around the bottom of South America. Such voyages will burn more fuel and lead to higher freight costs.

“It’s really a disaster playing out in slow motion,” said Peter Sand, chief analyst with Oslo-based Xeneta, which analyzes ocean and air freight markets. **“We expect this will drag on for at least another year.”**

This October was the driest on record in Panama since record-keeping began in 1950. The level of Gatun Lake, a body of freshwater that vessels navigate on their way through the canal, has dropped to an unprecedented low.

Trade through the isthmus generated \$4.3 billion in revenue last year, according to the canal authority. Core users include tankers bringing petroleum



The Panama Canal doesn't have enough water.

products — especially liquefied propane—from US refineries to Asia; container ships delivering made-in-China goods to the US eastern seaboard; and bulkers moving millions of tons of grains and other agricultural products. Severe traffic restrictions appear to be particularly challenging for propane traders. US inventories of propane and propylene have risen to their highest seasonal level on record, while Asia's demand for the petrochemical feedstocks keeps rising. The US is expected to export as much as 12% more propane this winter compared with last, according to a government forecast. **Much of those**

exports need to go through the canal, and delays there can be costly to shippers and consumers alike.

To one shipper, avoiding the wait was worth \$2.85 million—the amount paid in an auction to skip the line next week, said Oystein Kalleklev, chief executive officer of shipping companies Flex LNG and Advance Gas. More than half of US propane shipments went to Asia in 2022, according to data from the US Energy Information Administration.

“There are big challenges with the canal with the drought they have,” Rindbo said. **“It is not a challenge that is going away.”**



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