



Anglo Eastern's Indian footprint may see remarkable expansion

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Taking the speedy growth route is Anglo Eastern's way of keeping ahead of competition.

Anglo Eastern Ship Management Ltd., is intensifying its focus on India and likely to get into a higher growth trajectory soon. This was revealed by Peter Cremers the Chief Executive Officer of Anglo Eastern Group during their two-day annual seminar held in Mumbai last week. Of the 500 ships under management the company already has 370 ships being handled in India. Plans are underway to expand their recruitment from India besides some new projects set to be a reality.

Speaking on the sideline of the seminar Peter Cremers, Chief Executive Officer, Anglo Eastern Group informed, "We will expand our recruitment from India. We have something in the pipeline but I would not like to reveal it at this moment. At this stage we don't intend to do technical management in a big way from India but there are other few projects here and there are possibilities of diversifying. But it is too early to say for sure."

While delivering the Opening address to over 1,000 marine officers of Anglo Eastern who were participating in the seminar, Peter Cremers said, "We are being accused for expanding too fast. But then if we don't then our clients will point out that we are not growing. I find that we have grown because we believe in being technically perfect and our logo stands for excellence. We started with just three ships in 1974 today we have more than 500 of which 370 are being managed from India. What will be five years from now? We will keep being professionals, and we will grow fast with the addition of many more ships and we will be global. We are thinking in terms of forming joint ventures with those having 40 to 50 ships. There will be changes in the way we operate and we will have an integrated system."

The pursuit for technical excellence over the past 40 years and the increasing dominance of electronics in shipping set the theme 'Maintaining Vigilance in the Electronic Age' for the seminar this year. The focus was on issues such as human factors, analysis of incidents, common causes of detention by port state control, dual fuel engines and others that have undergone a kind of reorientation with electronic making ingress in most aspects of shipping.

"Skill set is the name of the game and mariners are deeper in the software of shipping," stated Deepak Shetty, Joint Director of Shipping, government of India in his inaugural address. "Eternal surveillance is the price of democracy and one needs to be vigilant." We need to look at smart shipping he advised.

Capt. Pradeep Chawla, Managing Director, QA & Trg, Anglo Eastern Ship Management – Hong Kong spoke about the advancement in navigation and other aspects of shipping made possible with the integration of electronics. He was addressing the gathering on ‘Setting the scene and AESM Quality assurance and PSC Review’. “The man – machine interface has now become critical,” he said. He went on to explain the 10 unwritten rules that drive unsafe behavior.

“Human Factors Strategies for Achieving Ship operational safety and efficiency” was the presentation made by Dr Michelle Grech, Head of Section-Human Factors, Ship operations & qualifications, Ship Safety Division, AMSA. She spoke at lengths about the advancement made in the operation of ships as a result of automation.

Through his presentation on “The human factors challenges of the electronic age” Dr. Barry Strauch, National Transportation Safety Board (NTSB), USCG Anglo-Easter Ship Management Ltd. advocated lending support to those who end up making errors. “All operators commit errors and this is part of the system,” he said. “But we can minimize the opportunities for errors. The fact remains that excess of technology has its own quota of risks, dangers and causes for error.” He dwelt extensively about the disadvantages and the dangers automation offers to operators.

Presenting the underwriters view Peter Townsend, Head London Marine, Director, Swiss Re-insurance Services Ltd (London) made analysis of incidents that had taken place. He made particular mention about Indian flagged vessels that visit Australia. He informed that only two Indian vessels that had been detained which amounts to hardly 5.3%, which is less than the world’s average of 7%. He advised participants, “Be honest with surveyors and do not to try to hide things. Be fully aware of your ship and how everything works.”

Much time was devoted to group discussions, workshops and for interacting with the ship owners, interaction with ship managers, etc. There were also in-house sessions, technical sessions and deliberations on operational aspects.

Today, automation plays an increasingly vital role both at sea and alongside the terminal. The trend of the last ten years or so has been towards centralized operation and integrated automation systems to improve situational awareness and provide effective control of cargo and machinery systems. One effect of this change is that operators can become overloaded with information, especially in abnormal situations. Preventing this place certain demands and obligations on those involved in the development of automation systems.

What will the future be like? Peter Cremers says, “We just make sure that the company continues with its present performance. That is why we have more investment in training and in recruitment. We are thus making sure that in 10 years from now we will have provided for people to man our ships.”

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