

FLEET NEWS



Fleet Management Limited

A member of the Noble Group



OUR LINK WITH SHIP'S STAFF

Winter / January 2011

05 SAFER+

200 days follow up workshop

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Simulator at FMTI

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Use this advice to keep in tip top shape!

HAPPY NEW YEAR



From the MD's desk

IN FRUGAL TIMES



FROM THE MD'S DESK

IN FRUGAL TIMES

Cost competitiveness is the bedrock of business



A lavish culture is something our business cannot afford. As such sharpen your ability to discern between acceptable and wasteful spending.

Saving money without sacrificing quality is a fine line that every business must tread. Citing this perpetual strife in business – to save money without losing quality – mavericks propose innumerable strategies: Ideas that span near and long term focus; favor a top down or grass root approach; support division of cost by product or by process – the list continues to evolve. And no matter how I look at it, there is one underlying principle which no business can ignore – Employee buy-in.

Creative acquisition, ordering procedures and operating strategies are just the beginning of how we can meet our business objective. The most important tenet of all is to build employee commitment for your business ideas. Indeed, we can place million dollar systems to bring in efficiencies and control costs but it is quite another matter to sustain a culture averse to wastage.

But why do I harbor this pre-occupation with cost? Success by itself does not ensure sustenance, which rests on our ability to maintain cost advantage and deliver on promises. In operating ships seafarers and shore staff must remember that ours is a primitive industry with little if any scope to re-invent the rules of survival. Quite simply shipping remains the workhorse of world trade where thin margins are often compensated with professional pride alone. Against this backdrop we must be watchful of our cost competitiveness and be ready to showcase our professional performance at all times – economic highs notwithstanding.

What then is the test for wasteful expenditure? In my personal view these border on fruitless and often useless consumption or careless purchasing with no bearing on operating standards or safety on board ships. Excess inventory, poor sourcing, running down machinery with poor upkeep, excess paint or grease application are simple examples of where we fall foul. This is the sort of lavish culture business cannot afford. As such sharpen your ability to discern between acceptable and wasteful spending.

I am all for a grass-roots approach to cost-saving ideas. If you develop an idea to improve our process, to make us more cost effective or improve service level, brainstorm these with me. There is often a negative perception surrounding discussions on costs which we need not hold. If the spirit is to cut wastage and improve customer experience, a business just cannot go wrong in discussing costs openly.

Finally, always remember – Cost competitiveness is the bedrock of business upon which grows quality and strategy. If we don't understand the importance of cost effectiveness... we don't understand our business. Let that be our daily bread! ■

KISHORE S. RAJVANSHY
MANAGING DIRECTOR

NEW COVER, SAME GREAT CONTENT

This issue marks the launch of a redesigned cover for Fleet News, but don't worry, the endearing stories from around Fleet are still wrapped inside. The editorial team has updated the cover to create an even cleaner, more modern look. Be on the lookout for the new cover photos throughout the year ahead. Bon Voyage!



1. M V AMBER ALENA,
 Feature: Handy Max Bulk Carrier
 Delivery: September 2010 from
 Chengxi Shipyard, China
 DWT: 53,193 MT
 Engine: MAN B&W 6S50MC-C
 Service speed: 14.5 knots.



2. M V SPAR MIRA,
 Feature: Supramax Bulk carrier
 Delivery: September 2010 from
 Dayang Shipyard, Yangzhou,
 China.
 DWT: 58,018 MT
 Engine: MAN-B&W 6S50MC - C7
 Service speed: 13.5 knots.



3. M T SIVA MUMBAI,
 Feature: Parcel Chemical Tanker
 Delivery: September 2010 from
 Kitanihon Shipbuilding Company,
 Japan
 DWT: 33636 MT
 Engine: Akasaka Diesel Ltd,
 6UEC52LS
 Service speed: 14.0 knots.



4. M V PROMISE 1,
 Feature: Handy Size Bulk Carrier
 Delivery: October 2010. Vessel is
 2009 built, delivered from Shin An
 Heavy Industries, South Korea.
 DWT: 34,250 MT,
 Engine: DOOSAN MAN B&W
 6S50MC
 Service speed: 14.0 knots.



5. M V SHENG SHI,
 Feature: PCTC
 Delivery: September 2010 Vessel
 is 2008 built, delivered from MHI
 Shipyard, Shimonoseki, Japan.
 Car Carrying Capacity: 3930
 Engine: Mitsubishi 8UEC50LSII
 Service speed: 20 knots.



KOCHI SEMINAR REPORT

FLEET FOCUSES ON MARPOL COMPLIANCE AT KOCHI SEMINAR



■ A two-day seminar was organised for the company’s senior officers on August 26 and 27 at Hotel Le Meridien, Kochi, India. The meet was attended by owners, charterers, Indian coast guard representatives and 114 sailing officers from the company. The event was packed with informative talks and productive workshops. In particular, Mr K S Rajvanshy shared with delegates details of SafeR+; a behavioural based safety programme designed to improve safety standards amongst seafarers. “We have to bring teaching out of the classroom and bring about a behavioural change so that individuals may take ownership for their own safety. The

programme is oriented for training across ranks” said Mr Rajvanshy. Representing the Indian coast guard, Commandant D P Yadav spoke about the role of this 33 year old organization in coastal security with a keen focus on protecting fishermen. Captain M S Nagarajan, Director at Fleet Hong Kong, made an interesting presentation on navigational safety complemented with case studies of recent incidents. His message, “Safe navigation is the art of using your skills in such a way that you never come into a situation where your skills are required.” struck a chord with the audience.

The second day of the seminar featured modules explaining what constituted a

MARPOL violation, the mariner’s role in preventing pollution and the company’s initiatives in connection with MARPOL. Delegates engaged in interactive group discussions throwing light on some practical difficulties faced with MARPOL compliance, and the best way ahead. The first day of the seminar culminated with officers and guests unwinding at a cocktail and dinner party, joined by their families. A cultural programme of dance and relaxing music depicting the myriad dance forms of Kerala enlivened the evening. The management also took the opportunity to felicitate senior officers who had rendered services to Fleet for the last five and ten year. ■

NAVIGATION SAFETY

NAVIGATION FOCUS - NEWSLETTER

■ This is the first of a new series of “Navigation Focus” newsletters intended to draw the attention of Masters and Deck Officers to some common non-conformances with our Safety Management System (SMS) that have been observed during the course of recent Internal External Navigation Audits.

This Newsletter contains important & useful information, hence we request Masters to ensure that the Newsletters are read by all Deck Officers, signed by those presently on board and filed on the Navigating Bridge in a File entitled ‘Navigation Focus’ so that they may be referred to by present and future Deck Officers.

This Newsletter will be published on a bi-monthly basis and sent to all the vessels. The first newsletter was sent to all our vessels on 3rd November 10. ■



SAFER+, 200 DAY FOLLOW UP WORKSHOP – REFLECTIONS

■ Colleagues across Fleet gathered in Hong Kong, Singapore and Mumbai; to share progress and set individual and collective goals for the SafeR+ program. Each module kicked off with a welcome speech and progress update from Mr. Kishore Rajvanshy. The program design was relevant, appropriate and engaged participants. In particular, the

use of case studies from navigational and petrochemical incidents, re-enforced the message that SafeR+ is critical to our individual and collective performance.

Experiential learning activities – Hollow Square and Cane Activity – generated high energy, lively reviews, and provided a platform to develop observational feedback skills used as good metaphors for real

work situation. Participants also gained in-depth understanding of the many layers of defense / identification of risk; through the Swiss cheese model of understanding processes.

Participants returned to the business with a more appreciative understanding of themselves and the change they can bring. ■

THE 200 DAY FOLLOW UP WORKSHOPS – NOVEMBER 8TH TO NOVEMBER 12TH

MUMBAI



HONG KONG



SINGAPORE



GREEN BELT AWARDS

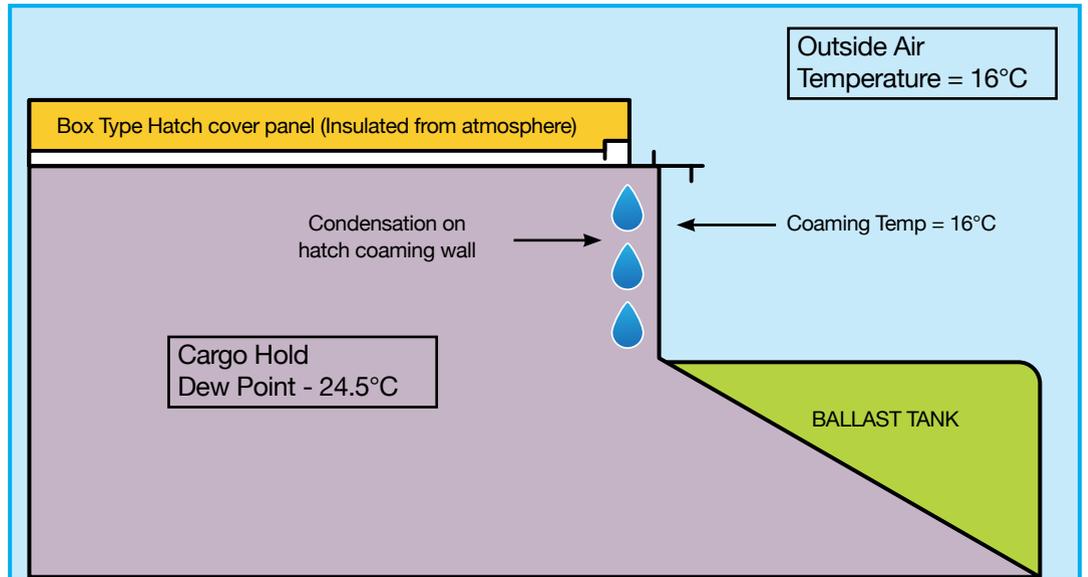




BEST PRACTICE
BULK CARRIER

Ships Sweat is formed when the air within the hold is cooled beneath its dew point by the hold steelwork. This could occur, for example, when a vessel loads in a warm climate and proceeds to a colder climate, as the seawater and external temperature cool, the steelwork may be eventually cooled beneath the dew point of the warm moist air in the hold, causing sweat on the hold surfaces. The sweat may affect the cargo by direct contact on the hold bulkheads, by contact on the tank top where sweat has accumulated after running down the hold bulkheads to the bottom of the hold. Sweat may also drip onto the cargo from above having formed on the under deck structure and the underside of the hatchcovers. To minimize the possibility of ship sweat damage to cargo dunnage must be properly used to keep the cargo off the tanktop and away from hold sides and structural members. Where appropriate cargo should be covered with waterproof sheeting to protect it from sweat dripping from above.

Cargo Sweat occurs when warm moist air is introduced into a hold and is cooled below its dew point by the cargo such that condensation forms, this could occur, for



example, when a vessel is on passage from a cold climate to a warmer climate and the holds are ventilated with warm moist air being introduced into the holds. The warm moist air is cooled below its dew point by the colder cargo, causing condensation to form on the surface of the cargo.

To Ventilate or not to Ventilate - The decision on whether or not to ventilate will require careful consideration by the Master and officers. The basic principle

is to keep the dew point of the air within the hold below the temperature of the hold structure and the cargo to stop the formation of ship and cargo sweat. The vessel should closely monitor the hold air dew point, the atmosphere dew point and the sea temperature, with recordings being taken on a regular basis. The general thumb rule is "COLD TO HOT - VENTILATE NOT, HOT TO COLD - VENTILATE BOLD". ■

KNOW YOUR TEAM, MANNING
FLEET PERSONNEL
DIVISION, CHENNAI

Housed on the Coromandel shores and overlooking the Bay of Bengal, the Chennai team of Elegant Marine is headed by the quick-witted Mr. K S Padmanabhan. Supporting him are personnel with decades of experience in their respective field. The staff puts utmost emphasis on the quality of crew placed on board our ships. ■



Name: K.S. Padmanabhan
Des : Deputy General Manager
Hobby : Watching TV and interacting with seafarers



NAME : R. Suvashini
Des : Secretary
Hobby : Painting and watching TV



Name : C.H. Venkateswarlu
Des : Asst. Manager
Hobby : Driving and watching TV



Name : N. Gopi
Des : Office Executive
Hobby : Playing carom Board and Listening to Music

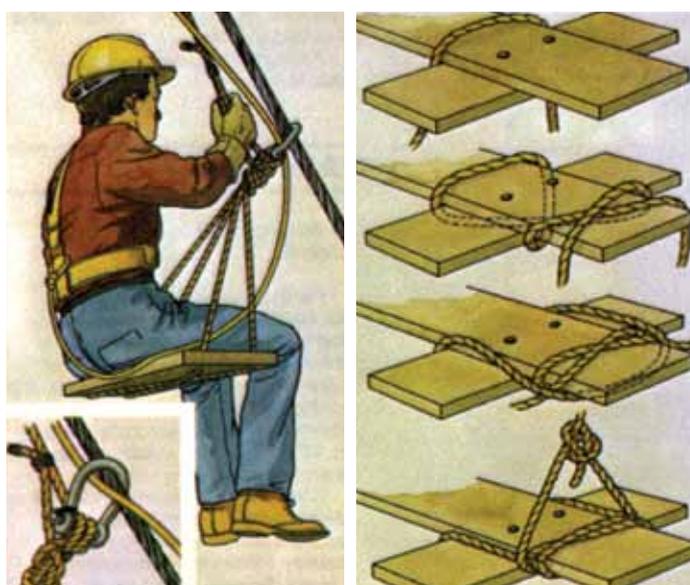


Name : M. Subramanian
Des : Sr. Executive
Hobby : Watching TV

SAFETY COMES FIRST

WORKING ALOFT & OUTBOARD

■ Every year there are serious and often fatal accidents involving falls from stages, bosun’s chairs, portable ladders, and other working places aloft. As such we should get into the habit of wearing a safety device when working outboard or overside, you should also wear some form of personal buoyant device. When coming back on board avoid the temptation to “ride the hoist.” Use a Jacob’s ladder, gangway, or accommodation ladder. Take care to avoid risks to anyone working or passing below. Make sure that tools and stores are sent up and lowered by line in suitable containers, or wear a tool belt. If working aloft near the funnel, whistle, radio antenna or radar scanner, make sure that the persons in charge of these items know that you are there, so that they can isolate this equipment from the power source to prevent risk.



ROPES

Before working aloft, always inspect and test all ropes, be it, a safety lifeline, gantline or stage rope. Your life could depend on it! Many types of artificial and natural fibre ropes are used on ships. All are affected, and some seriously weakened by contaminating substances such as rust removers, bleaches, oils, solvents and detergents. Take care to minimize exposure to these agents. It is also important to select the right type of rope for the job.

CRADLES AND STAGING

The modern cradle-type stages are safest because they have permanent guard rails. When using an ordinary plank stage, you should ensure that the materials are strong enough for the job and free from defect. The standard method of rigging the stage is shown. Before lowering or raising a stage, make sure that other persons on the stage are informed, that the movements are closely controlled, and that safety lines are secured. When they are not in use, stow the stage or the planks in a dry ventilated space away from heat.

BOSUN'S CHAIRS

Always inspect the chair and gantline before use. When using a chair for riding topping lifts or stays, make sure that the bow of the shackle, and not the pin, rides on the wire. In any case, seize the pin. Use only your hands, never a winch, to haul a person aloft in a bosun’s chair.

PORTABLE LADDERS

If you have to work from a ladder, it should rest on a firm base and be secured as close as possible to its uppers resting place. Make sure it is in good condition before use. Use both hands for climbing; carrying tools in a belt or haul them up on a line as with other materials and equipment. It’s easy to overreach while working on a ladder; take care that you don’t lean out too far and trip. ■



DID YOU KNOW?

KNOW MORE OF NICKEL ORE!!

■ Nickel Ore, a major component of the steel manufacturing process is an Appendix ‘A’ cargo in the IMSBC Code, which is shipped in bulk on bulk carriers.

Major exporting countries are Canada, Australia, Indonesia, Philippines, Cuba and New Caledonia.

Cargo especially from Indonesia, Philippines and New Caledonia is stored in open stockpiles ashore, exposed to weather conditions and often arrives alongside the ship in barges with a very high moisture content.

Due to this the cargo has been known to liquefy during the voyage causing the ship to capsize with loss of lives.

Incase vessel is loading Nickel Ore, the following must be done:

- Ask Shippers to provide a Shipper’s Declaration stating the moisture content, Transportable Moisture Limit (TML) and Flow Moisture Point.
- Do not load cargo in the rain and keep all hatch covers closed during same.
- Carryout a ‘Banging Can’ test of a cargo sample and reject any cargo that liquefies.
- Reject visibly wet cargo.
- Trim cargo level in the cargo holds upon completion of loading.
- During voyage keep a careful check on the surface of the cargo. ■



By Capt Rana with photos courtesy Capt S.Nandakumar (M.V.Lake Dynasty) and Capt Nelson Dias (M.V.Vela)



IMAGE SPEAK

STORY BEHIND THE PICTURE



Photographed by:
Tauseef Ahmad, Chief Officer
M/V Vietnam Express

Title : Rise of the phoenix
Place : Suez Canal anchorage
Date : Sept, 2010

RISE OF THE PHOENIX

■ The years 2009-10 were extremely challenging times for the world economy. Laid up container vessels were symbols of these times with a recovery forecasted for 2013 or later. However, the 3rd quarter of the year 2010 came to us as a sigh of relief and highlighted the "Rise of box ships" out of the global recession. For this reason, I titled my photograph "Rise of the Phoenix" which shows a heavily loaded box ship clicked in the background of breathtaking and energizing views of a fresh-n-beautiful sunrise. ■

By : Tauseef Ahmad, Chief Officer; M V Vietnam Express (Ex-OOCL Italy)



ON COMMON GROUND - INDIAN NAVY COMMANDOS ON THE SONGA WINDS

■ On the request of warship INS DELHI D61, Indian navy commandos boarded the MT Songa Winds with the intention of exchanging information on arrangements made to ward of pirates and discuss possible emergency actions. The crew received the visitors well and was visibly thrilled to interact with the commandos. The exchange was informative and beneficial to both sides. ■

By : Capt. Vikas Sehrawat, Master; M T Songa Winds



SPEEDY LOT IN ORANGE HUES

■ The Clipper glory crew conducted a drill on donning of immersion suits with crew members completing the task within 2 minutes with a few even breaking the 60 seconds limit. A commendable feat! ■

By : Proud Crew members of the Clipper Glory

NEW AT FLEET

WELCOMING CHANGE - ECDIS

■ On Monday 1st November 2010 Mr. Arun K Goyal, Dy. General Manager, Accts, Fleet Management Limited formally inaugurated the ECDIS simulator at Fleet Management Training Institute (FMTI), followed by ceremonial lighting of lamps by various faculty members of FMTI.

With a large number of new building takeovers pre-fit with ECDIS and with many pro-active owners installing ECDIS on board existing ships, the proportion of vessels fitted with ECDIS is steadily rising. Sensing a urgent need to train navigating officers in the effective use of ECDIS, Fleet took the initiative of installing state of the art ECDIS simulators which not only conform to the requirements of the present IMO Model Course 1.27, but also takes into consideration any future revisions that may come by.

The ECDIS set-up at FMTI consists of 4 independent bridge simulator stations which are named NOBLE, GLORY, ELEGANT and FAITH. Each station consists of 3 bridge consoles – ECDIS, Radar and Conning and 3 large size (42 inches) plasma display screens giving a 180 degree view which can be further panned for an all round 360 degrees view. Furthermore, the simulator setup is supplemented with a dedicated classroom.

The first course was rolled out immediately following the inauguration. FMTI has always been committed to imparting the best training for its officers and crew. In keeping with this trend, FMTI endeavors to make its new offering suitable for industry needs. ■



INTRODUCING...

WELCOMING NEW COLLEAGUES



■ On September 29, 2010 Fleet Management Limited crossed another mile stone in crewing by introducing a Korean-Myanmar mix nationality combination on the chemical tankers. On this day Fleet took over the vessel, M. T. Siva Mumbai, from Kitanihon dock yard, Japan, under command of Capt. Byeong Choel Yu a Korean National.

After exchange of papers and a short Shinto ceremony on the bridge, the flags were changed despite 35 knot winds. The vessel came off the berth smoothly with the “we are sailing” song playing in the back ground with paper streamers adding to the spectacle from the shore. Good cheer was aplenty with everyone wishing the vessel and her crew many safe voyages throughout her trading life. Sounds of ‘Kamsa Mida’ and ‘Mingalaba’ could be heard between the ‘Kampai’ and ‘Arigato Godai Masu’



From Left to Right are - Takeshi Ogawa, Capt. Virk, Sangheon Sin, Capt. M S Nagarajan, Capt. Byeong Cheol Yu, Koichi Watanabe, Hiroshi Iwanaga (front)

salutations. The Burmese and the Korean crew members seemed happy and proud to take on the challenge.

At Fleet we all join in wishing them safe and smooth voyages. ■

KNOW YOUR TEAM

HIGH FIVE! OUR TECHNICAL GROUP FIVE

Headed by Mr. Vinod K Sehgal and supported by a young and dynamic team, our Group 5 manages an array of Bulk, Container and PCTC vessels.



Vinod K. Sehgal
General Manager
Hobby: Likes travel, music, good food, electronic gizmos and cars



Zhang Wei
Technical Superintendent
Hobby: Football, music, travel



Richie Chan
Technical Assistant
Hobby – Reading & Music



Issaq M. Ansari
Senior Technical Superintendent
Hobby: reading, music



Ajay S. Adarkar
Technical Manager (India Office)
Hobby: Horse riding, rifle shooting, fishing, trekking & mountaineering, travelling.



Bruce Lau
General Clerk
Hobby: Drums, Guitar, Mountain Biking, Tennis



Vikas Kumar
Technical Superintendent
Hobby: Badminton, Travelling & Music



Sam Ng
Technical Officer
Hobby - Watch movie/TV, Listen music, Collecting Chogokin



Maggie Yeung
Secretary
Hobby: Painting, Baking & Sports

BEST PRACTICE
MARPOL

■ We have noted that on many occasions ship’s staff face difficulty in landing sludge, bilge water and other operational wastes to shore reception facilities.

In view of the above the company has established a centralized system with a single point of contact for assisting vessels with shore disposal.

When a vessel requires shore disposal of sludge / bilge water / other wastes, the master shall send a message to the sludge landing cell at fleet-hk-sludge@fleetship.com keeping the respective tech group in copy. As far as possible the sludge landing cell should be informed of the intention to land sludge at least 3 days in advance. A operational circular (O-57) was sent to all vessels on 19th October 2010 in this regard. For further details, please refer to the same. ■

ALPINE MARIE
SAFETY SUGGESTIONS

■ Modified Hawse Pipe Cover: Avoids unauthorized boarding from anchor chain hawse pipes reducing the incidents of pilferage through this route.

Door Opening Arc: Used in alleyways on opposite side to avoid injuries. ■



Contributed by - Capt. Anurag Singh and his team on board the Alpine Marie



RESPECTING THE ENVIRONMENT

THREATS TO OUR SEAS - OVERFISHING



One in five people on this planet depends on fish as the primary source of protein.

— Food and Agriculture Organization

Overfishing occurs when fish and other marine species are caught faster than they reproduce. If left unchecked, it will destroy the marine ecosystem and jeopardize food security of more than a billion people. The statistics are grim: 3/4 of the world's fish stocks are being harvested faster than they can reproduce. Eighty percent are already fully exploited or in decline. Ninety percent of all large predatory fish – including tuna, sharks, swordfish, cod and halibut – are gone. Scientists predict that if current trends continue, world food fisheries could collapse entirely by 2050.

As fish populations closer to shore dwindle, commercial fishing operations have shifted their focus to largely unregulated deep-sea fisheries – as much as 40 percent of the world's trawling grounds are now in waters deeper than 200 meters. The good news is that areas with competent fisheries management and coast guard policing, mainly in the developed world, have experienced some dramatic recoveries of fish populations. The bad news is that most overfishing takes place in the waters of poor countries where there is no adequate regulation or policing.

Using methods like bottom trawling and long-lining, fishing fleets are capable of wiping out entire fisheries in a single season. And they don't just catch the fish they target. Modern fishing vessels catch staggering amounts of unwanted fish and other marine life. It's estimated that anywhere from 8 to 25 percent of the total global catch is discarded, cast overboard either dead or dying. That's up to 27 million tonnes of fish thrown out each year – the equivalent of 600 fully-laden Titanics. In particular shrimp trawling is responsible for a third of the world's bycatch, while producing only 2% of all seafood. Shrimp (and many deep-sea fish) are caught using a fishing method called bottom trawling, which usually involves dragging a net between two trawl doors weighing several tons each across the ocean bed. The UN Secretary General reported in 2006 that 95 percent of damage to seamount ecosystems worldwide is caused by deep sea bottom trawling. ■

REMEDIES

- Putting pressure on governments to limit fishing subsidies, estimated at tens of billions of dollars per year.
- Establishing and expanding Marine Protected Areas (MPAs), Presently, 1% of the oceans are MPAs.
- Better monitoring and policing of the fish trade. Pirate fishing continues to grow in scope, and though illegal, fish caught in such operations often end up on our plates.
- Consumers choosing to buy sustainably — sourced seafood and avoiding threatened species.

Source: <http://saveourseas.com/threats/overfishing>

NEW LOOK

NEW WEBSITE LAUNCHED

31st December 2010 saw Fleet launch its website in a revised format with a home page that now showcases Fleet's full range of management services using stunning visuals and crisp teasers. Furthermore, a neat bottom strip helps the user access key information and event updates. The Navigation bar at the top retains all of the previous content grouped together in logical flows. For example the 'Contact Us' tab now includes 'Offices', 'Online Quotations', 'Report Near Miss' and 'Crew Availability Updater'; which in the older format were separate tabs. The 'Careers' tab is re-designed to give access to application forms for 'Starting At Sea', 'Sailing Staff' and 'Ashore' as also featured jobs under 'Job Openings'. The 'Owners' tab which gives access to PARIS – our virtual office management suite for ships - remains on the Navigation bar as before. We hope you enjoy the new look of our website and that it meets your needs more readily. ■



TOP TIPS

HEALTH AT SEA

One simple home remedy for diseases we come to live with:

■ **OIL PULLING:**

Dr. Med. Karch, a Russian, introduced a simple process to deal with some common ailments.

THE PROCESS:

1. Take one spoon of refined oil in the mouth on an empty stomach early in the morning, before eating or drinking anything.
2. Without much effort or speed, slowly suck and pull the oil – swish the oil in the mouth – with mouth closed for 15 – 20 minutes.
3. During this process, the oil becomes

milky. Spit the liquid out and wash your mouth thoroughly, preferably with warm water.

4. **DO NOT SWALLOW** the oil as it contains toxins and harmful bacteria drawn from the body through the saliva. Continue this process everyday for better results.

THE CURE:

The process of Oil Pulling can give relief and cure Headaches, Asthma, Bad Breath, Nose Block, Tooth Pain, Acidity, Ulcers, Cracked Feet, Joint Pains, Stomach Problems, Problems related to Lungs, Liver & Nerves.

WHO CAN PRACTICE THIS:

Oil Pulling can be practiced by all from the age of 5 years onwards for any type of health problems. People who are in a habit of taking a lot of medicines should try this, as it will release a lot of toxins from the body.

WHICH OIL TO BE USED:

Any cooking oil can be used, but the most preferred is Sesame Oil. Olive oil is also preferred for its pleasant taste. ■



FROM THE SEAFARER'S DESK

THE SAILORS DIARY

■ Riveting shores, unfurling waves, widening skies and adventurous escapades are not the only things a seafarer is delimited by. At the risk of speaking for a community which may or may not have time to jot down their retrospective thoughts, I wish to illuminate some facets of this profession a common man is usually not privy to.

A simple but grave anguish felt, is on the occasion of Diwali and Christmas, when most of our sailing community misses out on traditional festivities. In sailors folklore, the traditional *DIYA, LIGHTS AND CRACKERS* are usually replaced with shuddering and clattering of rusty busters, welding machines and engine room hustle bustle. Thankfully or not so thankfully, one inimitable celebration the sailors can vouch for is the crossing of Equator.

It has been speculated that since men first went to sea it has been quite natural for seafarers to call upon the land lubbers (the ones who have never crossed the equator) aboard ship to prove themselves not only capable of standing the terrors, strains and stress of sea life, but also to prove that they have the courage and strength of character to gracefully accept the rowdy humor encountered in daily shipboard life.

A common man could have never imagined a celebration at the mercy of King Neptune which starts from a thorough wash down with sea water, followed by a bizarre haircut, a shampoo with uncooked eggs, leading to a dress up with multi-colored oil paints, and having to drink an ostentatiously potent mixture of saucy beverages. A certificate is awarded at the end of the ceremony for having faced the chaos of disorder.

Such are the ways of the naval fiesta. Some of us may even call it the uncanny charm of the sailor's book of occurrences. The profession of shipping teaches you a lot, but what it teaches you the most is the importance of being correct. Who else would understand the importance of 'a second' or just 'a few meters' better than the shipping fraternity? When you are a part of the



universe which is forever daunted with vicious weather conditions, relentless piracy attacks, machinery breakdowns, occasional encounters with egoistic crew members and the unpredictable commercial world, life is anything but easy.

After being torn by innumerable rages of the sea, sailors still dare to go back to face it every year. Their wives still hold their ground strong and extend shores every month. Despite the hitch, challenges are taken up after every contract. That's what makes us the men we are - sailors - epitomes of endurance, muted patience, fortitude and humility. ■

Capt Deepak Kapur
Master m/v Harkripa



**5-YEAR SERVICE
AWARD FOR SEA STAFF**

Harendra Limbachia
Sanjit Kumar
Manmohan Jit Singh
Onkar Nandkumar Sawant
Ravikant Venkata Addanki
Frank Fernandes
Sajith Abraham
Ravi Shankar Kaliki
Kistu Francis Dantas
Amit Tripathi
Samson Arsen Fernandes
Ernesto Jose De Mello
Girish Rakkenchath
Premnath H. Tandel
U Min Thein
Tanveer Abdul Sattar Kazi
Raj Keshav Singh Yadav
Senthilkumar Chidambaram
Glastin Jacob
Sandiyya Sivakoti
Ranjan Oswalt
Jacob Kochuparampil Jery
Ramesh Nagaiah Jagga
Manoj Kumar Narayana
Thomas Antony Guberaraj
Ismail Edugothi Gafalige
Jeginthan Martinjebamalai
Jubilee Rajan Albin Lobo
Bharat Kumar tandel
Ibrahim Valumathige
Yesudas A. Michael
Ibrahim Aouvaludoruge
Alphonse Maria Judes
Jaidev Singh
John Aldrin Herbert Fernando
Srinivasa Rao Pappu
Sobanaraj Suresh Vrayan
Vinod Kumar Mishra
Musthafa Veerankutty
Shashi Kant Kumar
Wilson Gerry D'souza
Dhaneshkumar J Tandel
Ray Sahab Yadav
Jangamayya Tai
Rajesh Kumar Mishra
Jitendra Sarju Chauhan
Samson Gracias
Anand J. Lawrence
Subin Jose
Chiranjeevi Komara
Rameswara rao Pappu
Appala Raju Bondi
Laxmana Rao Perla
Pavel Ponomarev



**5-YEAR SERVICE
AWARD FOR SHORE STAFF**

Vinay Asthana
Brahma Mall
Avinash Kaur
Seeta Pilkhwal
Smita Nair
Ganesha Puthran
Vikas Gupta

Peter Fernandes
Tanaz Vaghaiwala
Uday Sanil
Shyam Rudrapati
Rajinder Thakur
Jitendra Murudkar
Shaiju M.J.

Nitin Rawool
Krishna L. Rao
Olinda Chandran
L.Ravikumar
Navin Kinger
Sanjeev Kumar Singh
Pradeep Maheshwari



**10-YEAR SERVICE
AWARD FOR
SEA STAFF**

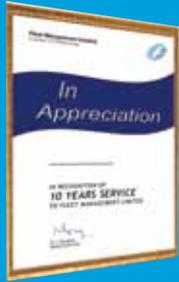
Rakesh Rawat
Ajay Kumar
Narayan Chougale
Milton C. Joseph
Nedugattu Shabu
Glastin Jacob
Hasmukhbhai P. Tandel
Velji Punja Solanki
Xavier Anto Fernandez
Peter Fernandes
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Arnel R. Macahilig
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Steven D. Arguelles
Niel B. Bones
Jovy M. Cardiel



**10-YEAR SERVICE
AWARD FOR
SHORE STAFF**

Anshul Rajvanshi
Sarita Mohite
Janardan Bahirat
Shivram Shetty
Sangeeta Thakur
Pawan Kedia
Lea Fernandes
Rajesh Kumar Nanda

■ Our heartiest congratulations to the following senior staff, who have recently achieved their career growth with Fleet Management.



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Vijay Tukaram Hatekar
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