



Merry X'mas & a Happy New Year



03 A YEAR FOR AWARDS 2009 was a banner year for FML as we took home a bevy of awards.

05 GROWTH AT TOLANI MARITIME INSTITUTE FML's custom-built training system, TOLAS, and a dedicated training centre are brought online at the institute.

07 FROM THE SEAFARERS DESK Discipline and dedication are the backbone of a great army – and equally a great crew.

10 SHIP RECYCLING Responsible disposal of end-of-life ships is important for the health of humans and the environment

11 RESCUE AT SEA MT Pacific Condor comes to the aid of a sinking vessel in the Red Sea, saving all members of its crew.

ON MORAL GROUND

Top sailors must show character, knowledge, and attention to detail



KISHORE S. RAJVANSHY
MANAGING DIRECTOR

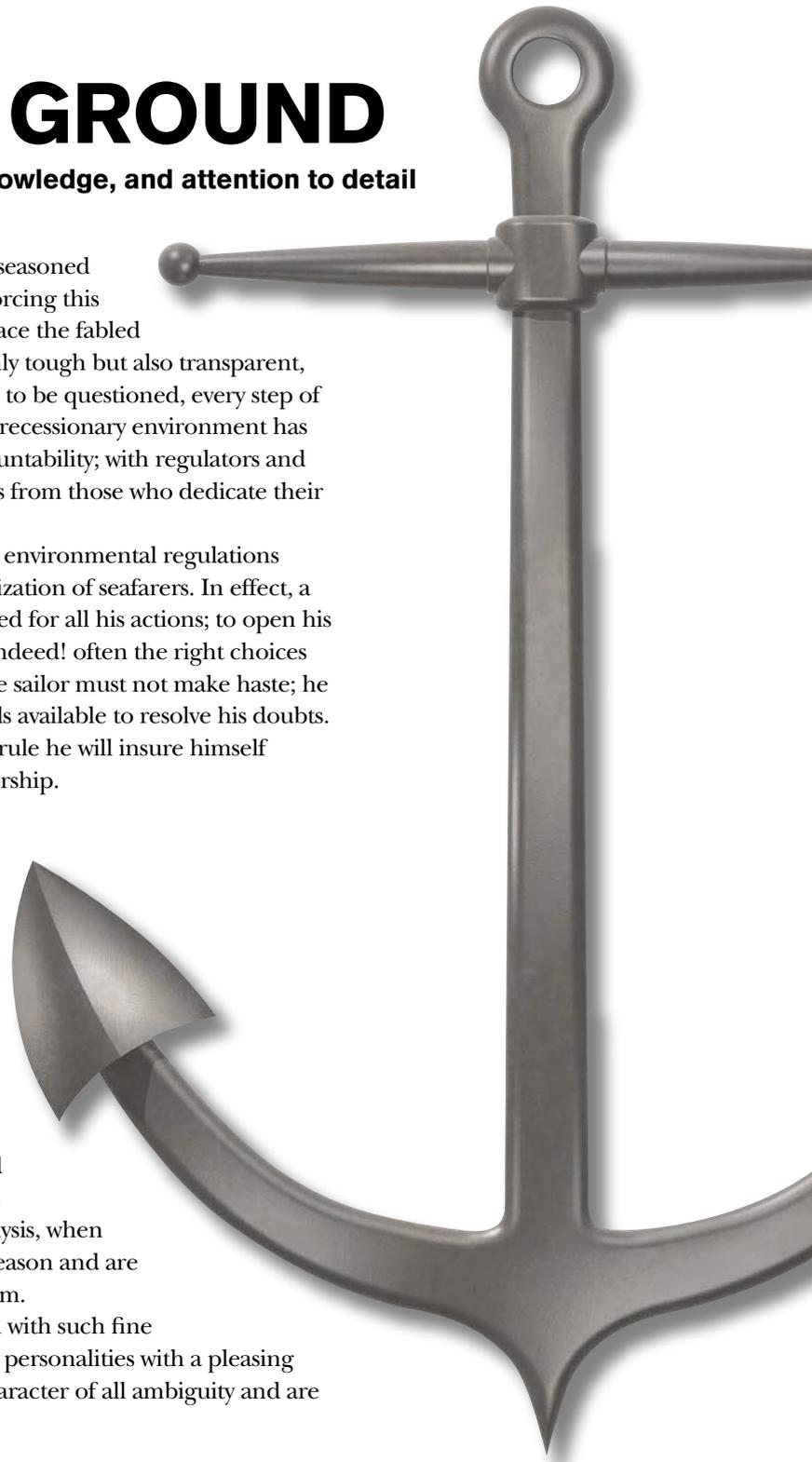
Each passing year brings in increasing demands to the sailors craft, some by virtue of technology, and others by procedural and regulatory rigor. In the midst of these new challenges the prudent sailor must not lose his bearing.

■ Operating ships today takes more than just seasoned sailors. In time, a rapidly evolving industry is forcing this amphibious breed to leap frog its ways; to replace the fabled 'Steel' toed sea boots with ones that are not only tough but also transparent, allowing every move to be logged, every action to be questioned, every step of the way. Slimming profit margins and a tough recessionary environment has only served to affirm the need for higher accountability; with regulators and operators seeking higher and higher standards from those who dedicate their lives to working on board ships.

In particular, a renewed sensitivity towards environmental regulations has witnessed a visible increase in the criminalization of seafarers. In effect, a sailor today must be ready 24x7 to be scrutinized for all his actions; to open his notebook, his personal diary, and his laptop. Indeed! often the right choices are not readily apparent, on such occasions the sailor must not make haste; he must instead share his concern and use all tools available to resolve his doubts. Importantly, in choosing to follow this golden rule he will insure himself against potential fines, investigation and censorship.

Each passing year brings in increasing demands to the sailors craft, some by virtue of technology, and others by procedural and regulatory rigor. In the midst of these new challenges the prudent sailor must not lose his bearings. He must not believe in anything just by virtue of having simply heard it, must not believe in anything spoken by one and rumored by many, must not believe in anything merely on the authority of his superiors and must not believe in any traditions, just because they have been handed down for many generations. He must question everything and only after observation and analysis, when he finds that his intended actions agree with reason and are based in law, must he accept and live up to them.

Looking forward we see our grounds flush with such fine specimen only; deep rooted and well rounded personalities with a pleasing demeanour. Free spirits, who have rid their character of all ambiguity and are ready to take us forward. ■





1. M T ALPINE MARIE

Feature: MR Product Tanker
Delivery: September 2009
from Iwagi Zosen Shipyard,
Japan
DWT: 48,005 MT
Engine: Mitsui Man B&W
6S50 MC-C, Mark VII
Service speed: 15.5 knots



2. M T TORM HELSINGOR

Feature: Product Tanker
Delivery: October 2009
from Shin Kurushima
Shipyard, Japan
DWT: 45,997 MT
Engine: Man B&W
6S50 MC-C, Mark VII
Service speed: 15.2 Knots



3. M V SEBRING EXPRESS

Feature: Pure Car /
Truck Carrier
Delivery: August 2009 from
MHI, Shipyard,
Shimonoseki, Japan
Car Carrying Capacity:
3,900 Cars
Engine: Mitsubishi
8UEC50LSII
Service speed: 20 knots.

4. M T BOW TONE

Feature: Parcel Chemical
Tanker
Delivery: September 2009
from Kitanihon Shipyard,
Japan
DWT : 33,600 MT
Engine: Akasaka 6UEC52
Service speed: 14.5 knots.



5. M T DIAMOND QUEEN

Feature: A 1998 built
Aframax Tanker
Takeover: September 2009
Engine: DU Sulzer 7RT A62
Service speed: 13.5 knots.



AWARDS

A YEAR FOR AWARDS

■ As we write this year end issue a pleasant surprise comes our way. At the 11th Lloyd's List Asia Awards held in Singapore on October 29, Fleet management was awarded the 'Shipmanager of the Year' award at a glittering celebration of the best in the Asian shipping business. Over 450 senior executives from across Asia gathered at the Marina Mandarin Hotel, Singapore for the gala dinner.

The fifteen-year history of Fleet Management Limited has been peppered with many moments of high-profile recognition. The year 2009, in particular has been unique with all top honors coming our way – We were adjudged 'Best Ship Manager' at Seatrade Asia Awards, 2009 held in Shanghai, were lauded by the Hong Kong, Marine department as the 'Best Ship Manager for Port State Control Inspection' and were also recognized by the Indian government as "Best Employer of Foreign Seafarers".

We are honored and humbly accept the challenge of maintaining our stable as one, deemed fit for recognition, year after year." ■



NAVIGATION SAFETY

USE OF ELECTRONIC NAVIGATION AID-RADAR

■ Over-reliance on a single electronic navigational aid has been the primary cause of many an accidents on board ships. Watch-keepers must always ensure that positional information is regularly cross-checked using other equipment, as well as visual aids to navigation. In other cases accidents have occurred where the watch-keeper was not fully conversant with the operation of equipment or was unaware of the equipment's limitations.

- Be aware that each item of equipment is an aid to navigation
- Be aware of the factors which affect the accuracy of position fixing systems

- Appreciate the need to cross check position fixing information using other methods
- Recognise the importance of the correct use of navigational aids and knowledge of their limitations
- Be aware of the dangers of over-reliance on the output from, and accuracy of, a single navigational aid.

RADAR PLOTTING AIDS

Information provided by radar and radar plotting aids in clear weather conditions can assist the watch-keeper in maintaining a proper lookout in areas of high traffic density. Even so, collisions have frequently been caused by failure to make proper use of radar and radar plotting aids in both restricted visibility and clear weather.

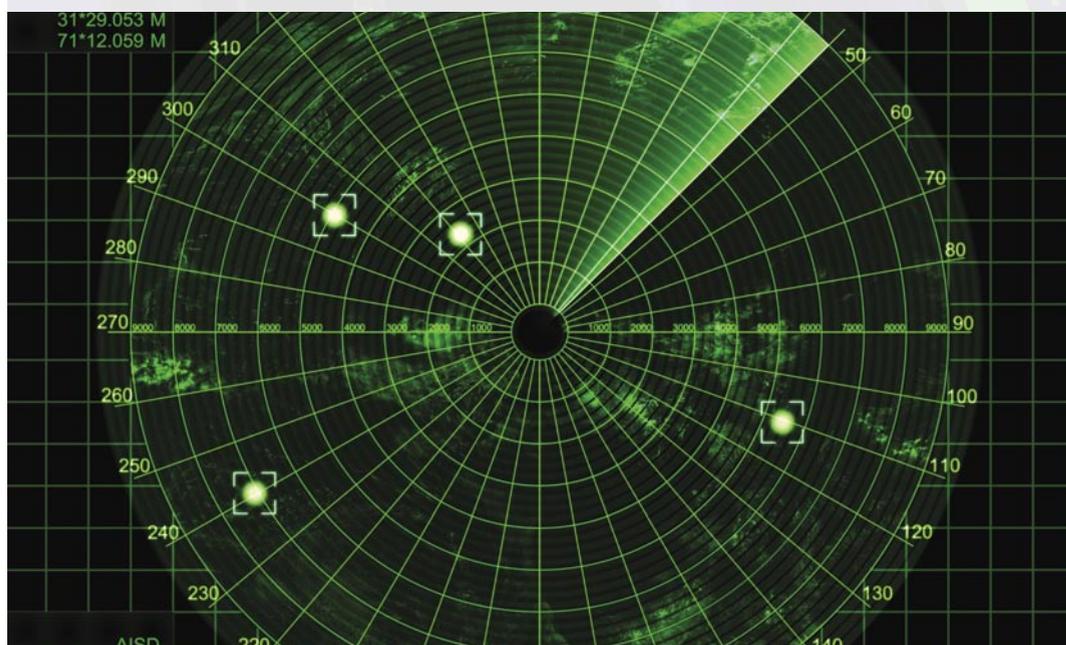
Common errors include deciding to alter course on the basis of insufficient information and maintaining too high a speed, particularly when a close-quarters situation is developing.

PLOTTING

To estimate risk of collision with another vessel, the closest point of approach (CPA) must be established. Choice of appropriate avoiding action is facilitated by the knowledge of other vessel's track using the manual or automatic plotting methods. The accuracy of the plot, however obtained, depends upon accurate measurement of own ship's track during the plotting interval. It is important to note that an inaccurate compass heading or speed input will reduce the accuracy of true vectors when using ARPA.

INTERPRETATION

It is essential for the operator to be aware of the radar's current performance which is best ascertained by the Performance Monitor. The echo return from a distant known target should also be checked. Be aware of the possibility that small vessels, ice floes or other floating objects such as containers may not be detected. Echoes may be obscured by sea- or rain-clutter. Correct setting of clutter controls will help but may not completely remove this possibility. When plotting larger targets on a medium range scale, the display should be periodically switched to a shorter range, and the clutter controls adjusted, to search for less distinct targets. ■





BUILDING KNOWLEDGE AND STRENGTHENING TIES

FLEET SEMINAR – CHENNAI

Hotel Le Meridien is usually abuzz with hectic activity. Even so the tempo seemed to have been raised a further notch on August 6th and 7th, the days when Fleet Management Ltd., held a seminar for their senior staff at the Le Meridien, Chennai. About 86 officers of different ranks participated along with 17 managerial delegates. The gathering served as a platform to strengthen ties between FML's management team and its Indian seafarers while simultaneously enhancing the participant's knowledge base.

The audience was treated to an array of topics ranging from 'Contaminated

fuel' and 'Root Cause Analysis' to 'Basic Salvage Techniques' and 'Commercial Awareness in Shipping'; all providing excellent food for thought.

The seminar was addressed by luminaries from Shipping Fraternity and FML's senior management team – Mr. K.S Rajvanshy, Managing Director, Fleet Management Limited, Hong Kong; Mr. Hideo Yamashita, Owners representative, Sumisho Marine Co. LTD. Japan; Capt. Arvind Karandikar, Director & GM, FML-Hong Kong; Dr R. Vis, Director, Viswa Lab, Houston; Capt. Vikas Malhan, Operations Manager, United Arab Chemical Carriers (UACC), Dubai, United Arab Emirates; Capt. P.S Rangnekar, GM, Ebony Ship Management (ESMPL), Mumbai; Mr. Robin Sathaye, Executive Director, Crowe

Boda & Co Pvt. Ltd, Steamship Mutual; Capt. Takehiko Ibusuki, Owners representative, K Line; Capt. M.S Nagarajan, Director & General Manager, FML-Hong Kong; Mr. Anil Kumar, Marine Operations Manager and Principal Surveyor, Lloyds Register, Colombo; Capt. Piet Sinke, Operations Manager, T & T Bisso Salvage Asia Pte. Ltd, Singapore; Dr P. Misra, Principal Officer, Mercantile Marine Department, Chennai; Mr. S.R Kannan, Technical Manager, FML-Hong Kong; Capt. R.S Rana, Operations Manager, FML-Hong Kong; Mr. K.S Padmanabhan, Deputy General Manager, ESMPL, Chennai; Capt. M. Sathyanarayan, Manager, Quality & Safety Division, FML-Hong Kong; Capt. S. Sudarshan, Manager, Fleet Management Training Institute (FMTI), Mumbai. ■



IN FOCUS

FMEL STABLE ADDS KAMSARMAX

■ M.V. Lily Altantic is the latest addition to Fleet Management Europe Limited, (FMEL) from our prestigious principal K Line Bulk Shipping UK.

This 82, 100DWT bulker was built at Tsuneishi

Shipyard, Japan. She was delivered into our management on 9th Oct' 2009.

Vessel is classed with NKK and flies Panama flag. ■

KNOW YOUR TEAM, TECHNICAL

WE BREATHE TANKERS – OUR TECHNICAL GROUP SIX

■ Featured here are the members of Technical Group Six, based out of Hong Kong. Led by General Manager, Sanjay Chandra, this 10-man team helps keep

a diligent tab on a modern tanker fleet, while still finding time to enjoy sports, read books and indulge in many other hobbies ■



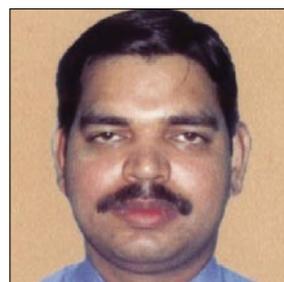
Name: Sanjay Chandra, General Manager
Hobby: Loves sport, both watching and playing. Likes to exercise in a gym as also to read.



Name: Kaushik Neogy, Marine Superintendent
Hobby: An avid football player. Enjoys poetry, non fictional prose and modern history.



Name: Jagjit Singh, Technical Superintendent
Hobby: Loves to drive, enjoys solving puzzles and is always ready for any sport.



Name: Samir Kumar, Marine Superintendent
Hobby: Playing cricket/ basketball, going on long drives and reading books.



Name: Vivian Chan, Junior Secretary
Hobby: Swimming, reading and listening to soft music.



Name: Alvin Hung, General Clerk
Hobby: Playing videogames and learning combat skills. Enjoys outdoor activities including wargames.



Name: Andrew Leung, General Clerk
Hobby: Soccer and meditation.



Name: Skin Shek, General Clerk
Hobby: Sports, singing and listening to music.



Name: Dipankar Mohan Keot, Technical Superintendent
Hobby: Enjoys playing and watching football.



Name: Brahma Mall, Senior Technical Superintendent
Hobby: Reading and spending time with friends.

LIGHTING THE LAMP

INAUGURATION OF TOLAS STATION AT TOLANI MARITIME INSTITUTE

■ Fleet Management Limited has presented its custom-built training system – TOLAS (Training on Land and Sea) – and a dedicated training centre to Tolani Maritime Institute (TMI), Talegaon, one of the world’s leading maritime training institutes, for their cadet development program. This is in line with FML’s continuous active contribution towards

the growth of maritime training.

The TOLAS station was formally inaugurated on 12 August 2009 by Capt. P.S Rangnekar (General Manager, India Operations) by lighting the ceremonial lamp. Mr. B.K Saxena (Principal, TMI), Capt. K.N Shingare (Senior Manager, Fleet Management

Training Institute), Mr. C. Maheshwar (Manager, Fleet Management Training Institute) and Capt. R. Razdan (Provost, TMI) also lit the ceremonial lamp.

This is the second TOLAS centre installed by FML. The First TOLAS Centre was inaugurated on 27 December 2008 at the Marine Engineering & Research Institute (MERI), Kolkata. ■





BEST PRACTICE

TO AVOID CARGO SPILL

■ The horseshoe shaped stainless steel apparatus as seen in these images is constructed in the ship's own workshop, and is a requirement in some Dutch ports.

This device fits over the manifold connection of a tanker to prevent spraying of the chemical cargo in the event of a pressure surge and subsequent failure of the gasket between the hose and manifold reducer. ■



STORY BEHIND THE PICTURE

BIRD NAVIGATION

■ Two pigeons joined M V Saturnus off the east coast of Taiwan while on passage from Paradip, India to Jingtang, China. Thereafter the ship went to many other Chinese and Korean ports, where it continued to play host to the gentle birds. Finally these natural navigators flew off when passing Taiwan on the vessel's southerly passage towards Singapore Straits.

JBU ANSARI, A LABOR OF LOVE.

With smooth lines and fresh paint, the JBU Ansari stands out as a pearl in the sea. A creation of AB, Mr. Shamsher Ali Ansari working aboard the MT JBU OPAL, this model ship was made especially for Fleet News.

We salute this novel effort with pride. ■



IN APPRECIATION

Sir(s),
I am Michael Fernandes from Goa, cousin of Gilbert Marcos Pereira who is a E/O in your good company (FML). I had sent mails to you by getting the email id's from your website regarding the Loss of Gilbert's father and I am very happy to say and to thank you for the Quick and Responsible action taken by everybody at FML, as it was not only

about Gilbert but also about all the family members at home. I work as a Boatswain and I have seen the response at other company's, the funeral was held on the 19th of Oct. and on behalf of all the family members I want to thank you for doing the needful.

Michael.



AGREEMENT

MORE THAN FLEETING GROWTH

■ Thanks to a recent purchase, Noble will more than triple its fleet after ordering five bulk carriers worth about US\$320 million from a unit of Cosco Corp Singapore Ltd. and another Chinese shipyard. The new ships will help Noble meet the increased demand for iron ore deliveries to the Chinese market.

Cosco Dalian Shipyard will build four 92,500 deadweight-ton bulk ships while China Shipbuilding Dalian will construct one capesize vessel. The vessels will be delivered between January 2010 and December 2012. ■

FROM THE SEAFARER'S DESK

**AS THEY SAY
IN THE ARMED FORCES**



SANJEEV KUMAR GUPTA
CHIEF OFFICER
MT PACIFIC APOLLO

■ “I fight those I haven’t seen
I kill those I don’t know
I protect those who are strangers
Yes I am a soldier, and I promise
If death comes between me and my
dedication I shall kill death”

I have been reading and listening to this couplet since my childhood, such that it turned verbatim for me. Yes, the understanding always remained unclear, but as I grew into my shoes, the in between lines started to make more sense.

One need not be a soldier, to follow this ideal. In time, I realized that it reflects my seemingly ordinary actions

just the same. Infact, I perceive the couplet best by replacing the ‘I’ with, “We” and “Us”.

As Sailors, we too are as much an epitome of this very thought process just as a soldier is; equally dedicated with a fine military bearing and dedication to carry out our routine tasks. We run the show and are at the helm of our ship that takes us places; we are the seamen and love our selves for what we are; we are christened by lord Varuna – the mighty lord of ocean.

There are other similarities too. At sea every day is a challenge to accept with hurdles to clear, yet life is so beautiful; each day a new beginning. Shipping today is strictly regulated, stream lined and professional. It is governed by vast set of regulations with as many annexures to follow. Whether its safety or security, each aspect is well taken care of.

Its only human nature when we complain about every thing less and something more. As a disciplined industry we too have overburdening issues against which we may raise our discontent, but then fine understanding makes us accept the facts and guides us to a safer life and work culture. We sincerely appreciate the concern and commitment from all stakeholders deciding the best possible way to make our life much safer and secure.

I sometimes liken our world to a

United Nations, peace keeping force, one of the finest example for unity in diversity. People onboard span vast cultures, languages and religion; a ship is no less than a global village. As you stream down from the monkey island to the engine room bilges or from the fore peak tank to the shaft spaces, you will be pleasantly surprised to see the entire world smiling with a trace of grease on the face or a sprinkle of oil everywhere, still nothing to complaint about; living for and with a cause.

So much to share and express; the joy of professional team work, the pleasure of small happiness, the pinch of separation from loved ones. We are all this and more, just like a soldier. In the back of our minds there is a constant desire to achieve our goals with valor and confidence.

We miss our loved ones every Christmas, Diwali, Eid, but still feel bright and confident in the dawn of each day. We pray for all, we pray to god to grant us strength and confidence, to guide us towards the fulfillment of our goals and to achieve the best in the most professional way. And did you say ‘pirates’, in Gulf of Aden,well we have learnt to overlook them. We don’t play hide and seek. We have conquered the typhoons and roaring oceans and shall keep doing so with the same dedication for centuries to come.

May that spirit of a soldier never die! ■

We love hearing from you. Please send your comments/suggestions/contributions, to the editorial team at msathya@fleetship.com, vikasgrewal@fleetship.com and spaul@ebonyship.com

KNOW YOUR TEAM, MANNING

**DELHI DAREDEVILS – OUR MANNING OFFICE
IN NEW DELHI, INDIA**

■ Headed by our very experienced Mr. R.P Singh, the Ebony Delhi team juggles between meeting the manning requirements of our principal’s vessels and pursuing their varied personal interests.



Name: R.P Singh,
Dy. General Manager
Hobby: Loves morning walks and watching sports.



Name: Tushar Sharma,
Sr. Manager
Hobby: I like travelling and reading philosophy



Name: Jaybir Singh,
Sr.PERS. Executive
Hobby: Playing cricket, swimming and sourcing



Name: Pankaj Saxena,
Sr.PERS. Executive
Hobby: Riding bikes and watching cricket.



Name: Deepti Kakkar,
PERS. Executive
Hobby: Reading, playing sports and listening to music.



Name: Md. Ekram Khan,
Sr. Travel Executive.
Hobby: Playing football and reading.



Name: Varun Sharma,
PERS. Executive
Hobby: Making friends, long drives, go-karting and river rafting.



BEST PRACTICE

BULK CARRIER

Recently, there have been reports of vessels loading nickel ore with high water content, notably from ports in the Philippines. It is worthwhile to remember that liquefaction of bulk ore can occur during a voyage. The normal vibration of the vessel causes the solid ore to transform into fluid form, with potentially serious consequences for ship stability. The problem is particularly acute in ports that stockpile the ore in open conditions, such as those in the Philippines.

Master's must ensure that Shipper's Declaration, in IMO format, and cargo test report is obtained prior commencement of cargo loading. It should be remembered that moisture content certificates can be unreliable and it is recommended that tests on the cargo are carried out by ship staff to determine the risk of liquefaction. Such tests should be carried out prior to loading. In the Philippines loading often takes place from barges, so there is plenty

of opportunity to carry out the tests.

The 'Can Test' is a simple method of determining whether a sample is liable to liquefy. For the test, a sample of about a kilogram of the cargo to be loaded is placed in a suitable tin can (empty paint or food cans are ideal). The can is then slammed down against a hard surface 60 times over a period of two minutes. If the ore sample remains unaltered in form, it may be considered safe. If signs of liquefaction are noted, the ore should not be loaded.

A recent warning from BIMCO reports that three ships have had problems when carrying cargoes of iron fines. All three vessels loaded the iron ore fines in India and encountered serious stability problems at sea when the cargo shifted in the holds due to cargo liquefaction. Two of the ships had to be beached when they began to list (by up to 20°) as the cargo began to shift. ■



Ore taken from a barge seen prior to a can test



The same sample after 60 strikes of the can on a hard surface. Note flat surface and free moisture visible in the surface layer indicating liquefaction

HEALTHY VIEW

DIET FOR A HEALTHY HEART

Cholesterol is an essential component of our body, but too high an amount often leads to heart disease. High cholesterol levels are often thought to be hereditary, but can be acquired by unhealthy lifestyles just the same. There are several ways in which cholesterol may be reduced, but the most effective first step begins with a disciplined diet.

Low Cholesterol Diet

A diet low in cholesterol should be planned with the following points in mind:

- Plenty of fruits (especially seasonal fruits) and all types of leafy vegetables should form an essential part of one's diet. Fruits and vegetables are not only full of vitamins and minerals; they are also very low in calorie and fat content.

- Consumption of saturated fats should be brought down to a bare minimum.
- Partially hydrogenated oils have trans-fat which increases cholesterol; these too should be avoided.
- High intake of carbohydrates also increases cholesterol. Refined flour must be substituted by whole grain flour.
- Milk and dairy products must be low fat or skimmed.
- Lean meats such as chicken and turkey are a healthier option than red meats such as beef and goat. However giving up meat altogether is the best option.
- Olive oil and canola oil are high in unsaturated fats and thus healthier oils. These should be used for cooking and salad dressings.

Foods to Avoid – High Cholesterol

Some of the many high cholesterol food items are: Butter, cream, cheese, whole milk dairy products, shrimp, organ meats like kidney and brain, duck, goose, and all foods containing saturated fats such as beef, veal, egg yolks, fried food, fast food items, coconut, commercially baked foods, processed meat, palm oil, margarine, and ice-cream. ■



CYPRUS SETTING TRENDS

**360 QUALITY:
M.V. WIND FROST SCORES
A PERFECT 10**

■ FML Ship Management Limited initiated the 360 Quality programme for its Reefer fleet and were one of the first third party managers to get their vessels certified under this novel concept. After a regimental process which included strict supervision and earnest preparation, the first vessel was awarded with a 360 Quality Certification in 2007. Other ships followed suit and achieved similar certification soon thereafter.

The bar was further raised in 2009 when “Wind Frost” cleared the 360 Quality certification, with a 100% test result. By following uniform standards for equipment maintenance and practices on board ships, as also by raising the standards in cargo handling, FML

Ship Management Limited was able to effectively respond to the dynamic Reefer market, with an emphasis on food quality and safety.

360 Quality certification is an initiative taken by Quality focused participants in the Specialized Reefer business and applies to Specialized Reefer ships and Terminals serving those ships. Increasingly, modern day ship management finds it extremely necessary to implement 360 Quality on Reefer vessels. The process serves to satisfy customer demand for a consistent high quality and an extended shelf life for their product; delivered from an environmentally sound production process and transported in a safe and sound manner. ■



DELIVERY OF VESSEL

STATE OF THE ART

■ Early August 2009, Fleet Management took delivery of the 180,000 dwt capesize bulk carrier, MV Caecilie Bulker, the largest-ever vessel built to our esteemed principles J. Lauritzen. This Cape Size Bulker was built at Hyundai Heavy Industries, Ulsan, Korea and delivered into our management

on 10th August 2009. The vessel flies the Maltese Flag and is classed with Class NK.

Pictured bottom left – Ms Caecilie Iverson, flanked on either side by, Capt. Naresh Kumar (Right) and Mr. Ravindran G. Menon (Left), take over Master and Chief Engineer for the good vessel, ably supported by the beaming crew in the background. The vessel along with her sister vessel Camilla Bulker has the

distinction of being one of the most modern vessels in our fleet fitted with a state of the art Hull Stress Monitoring System. Both vessels are managed from Fleet’s Hong Kong office, under the able leadership of Mr. Dilip K. Beura, Technical Manager, Group 1.

Pictured below – The Mighty vessel just before the unfurling of her name. ■





ENVIROMENTAL FOCUS
SHIP RECYCLING

■ In developing countries, ship breaking has earned a good reputation for being a profitable industry. Depending on their size and function, scrapped ships have a light ship weight of between 5,000 and 40,000 tons (the average being 13000+), 95% of which is steel, coated with between 10 and 100 tons of paint containing lead, cadmium, organotins, arsenic, zinc and chromium.

Ships also contain a wide range of hazardous wastes – sealants containing PCBs, various types of asbestos and several thousand liters of oil. Tankers additionally hold up to 1,000 cubic meters of residual oil.

In countries such as Bangladesh where currently more than 60% of the world's fleet of end-of-life ships are broken, ships containing these harmful wastes are regularly cut up by hand on open beaches, with no consideration given to safe and environmentally friendly waste management

practices. Some have likened Ship Breaking ventures to a mini version of a city that discharges every kind of pollutants a metropolis can generate - liquid, metal, gaseous and solid pollutants.

Recently, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, was adopted in May 2009. It is aimed at ensuring that ship re-cycling, does not pose any of the forementioned hazards and will enter into force 24 months after the date on which 15 States, representing 40 per cent of world merchant shipping by gross tonnage have agreed to implement the convention. A few more years, for a largely unregulated industry to flourish!

Besides pollution by oil, listed herewith are some of the lesser known pollutants which the ship breaking industry must contend with -

Persistent Organic Pollutants (POP's)
POP's are chemicals that are highly toxic, remain intact in the environment for long periods, bio accumulate through the food web,



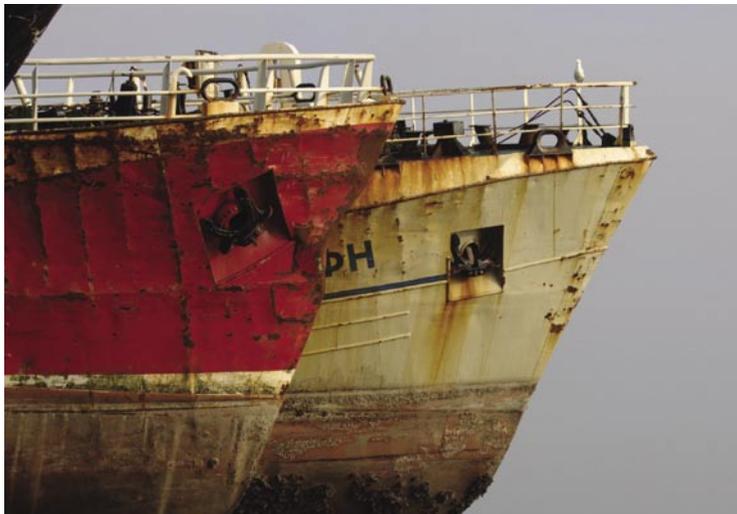
and pose a risk of causing adverse effects to the human population, wildlife and the environment.

Asbestos:

Asbestos were used in old ships as a heat insulator. Exposure to asbestos fibers especially through inhalation may cause cancer and a wide range of pulmonary problems. On many ship breaking beaches, where workers take out asbestos insulation materials with their bare hands, asbestos fibers and flocks, fly around in the open air.

Heavy metals:

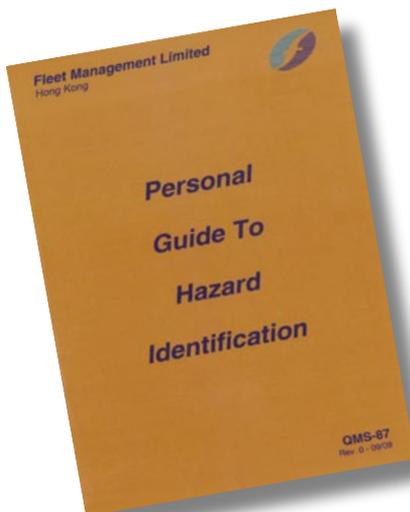
Heavy metals are found in many parts of ships such as in paints, coatings, anodes and electrical equipment. When taken apart with no protective measures in place it can result in lung cancer, cancer of the skin, intestine, kidney, liver or bladder. It may also cause damage to blood vessels. ■



BEST PRACTICE
HAZARD IDENTIFICATION

■ At Fleet we have always believed in the importance of the family and of taking care of our near and dear ones. As part of our constant endeavour to meet this goal, Oct 2009 saw the release of 'Personal Guide to Hazard Identification', a 30 page pocket book to help our seafarers hone their personal safety skills in a different light.

The guide aims at making the seafarer aware of the dynamic inter-play of various competing energy sources which cause accidents to occur and to arm him with a simple 4 step rule to take necessary precautions to mitigate the risks. ■



The 10 energy sources behind every possible hazard

RESCUE & RECOVERY OPERATION

M T PACIFIC CONDOR – RESCUE AT SEA



■ Good things come in large measures too; the MT Pacific Condor, a 115,577 dwt, Aframax Crude Oil Tanker under the command of Capt. Ashutosh Karkhanis, was on its voyage from Sikka, India to Bashayer, Sudan, when it received a distress alert from the MV Sea Star. What promised to be a routine humdrum voyage except for the recently concluded passage through the pirate infested Gulf of Aden, soon turned into a daring rescue mission.

The initial VHF alert from the Sea Star, a 28 year General cargo ship came in, just after midnight and informed of her engine room taking in water. At this time the Pacific Condor, was at a distance of 25 miles from the Sea Star, in fresh South Westerly breeze and with a 2 meter swell. The Pacific Condor, heading for her load port advised the Sea Star to send a distress message which was relayed to MRCC Jeddah & all other Ship/Shore stations in the vicinity. The Pacific Condor stopped her engines & remained in the vicinity of the Sea Star to provide assistance. About a hundred and fifty mile away, Jeddah MRCC, advised of its intentions to dispatch a tug in 3 to 4 hours; the effort would soon

prove futile in face of the worsening situation on the Sea Star.

At day break, despite valiant attempts by her crew, the situation on the Sea Star, seemed increasingly out of control. With the Sun reaching its zenith and rising water in the engine room indicating an imminent blackout,

the Sea Star's Syrian, Master along with his Indian, Sri-Lankan and fellow Syrian crew, began contemplating, abandoning ship.

Finally, at 13:40 hrs, some 13 hrs after their ordeal began and after a total blackout took hold of the ship, the Sea Star, Master regrettably announced his decision to abandon ship using one Liferaft and one Lifeboat. To add to their misery, the lifeboat engine failed to start, making it difficult for the boat to move away from the sinking ship. The 244 meter Pacific Condor swung into action, advising the Sea Star crew to try and drag their boat towards the Sea Star's stern. The purpose of this advice was to take advantage of the prevailing winds for separating the survival craft from their sinking ship and allow the Pacific Condor to safely approach the survivors.

The Pacific Condor prepared her rescue boat and cranes, rigged nets on both sides of the vessel, and kept drinking water, medicines, first aid, stretchers, harnesses, etc on standby. Capt. Karkhanis, maneuvered his vessel and approached the survival craft, passed lines which were tied to the craft and moved astern on her engines bringing both the craft clear of danger. The Sea Star crew which was earlier seen to be drained out of all energy, now seemed full of vitality.

Eventually at about 1730 LT, 3 hours after the Sea Star crew had abandoned ship and in challenging conditions, Capt. Ashutosh Karkhanis and his team succeeded in rescuing all the 21 crew of the Sea Star. Once on board Pacific Condor, the Sea Star crew was provided with first aid, food, blankets and other necessities. The Pacific Condor resumed her voyage to Bashayer, Sudan where the rescued crew was safely repatriated to be re-united with their families.

We congratulate Capt. Ashutosh Karkhanis, crew and Owners of the M.T Pacific Condor for their laudable efforts and support in rescuing the MV Sea Star crew.



CERTIFIED

LEADING WITH TRANSPARENCY

■ Noble Group has been recognized by Singapore's investing community with the awarding of the Most Transparent Company Award 2009 at the SIAS Investor's Choice Awards.

Also named as Runner-Up in the Commerce category, these worthy achievements are a sign of Noble's recognition in the region. Noble was

selected from nominations submitted by analysts, fund managers, financial journalists and retail investors represented by SIAS.

This prestigious award is endorsed and supported by SGX, PricewaterhouseCoopers, SID, ICPAS, CFA Singapore, IMAS, IIA, SAS, The Straits Times, The Business Times and Lianhe Zaobao. ■



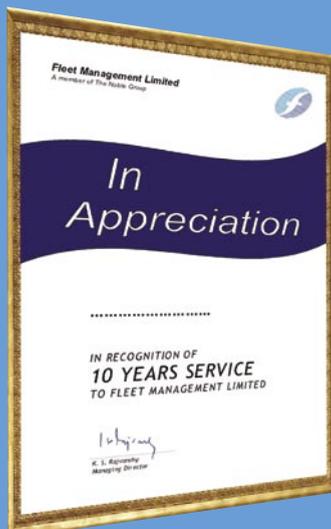
■ Our heartiest congratulations to the following senior staff, who have recently achieved their career growth with Fleet Management.

MASTERS

- Anurag Sharma
- Yadu Bassi
- Orion Bhanot
- Rohan Devdatta Masurekar
- Rajneesh Ranjan
- Dilip Vijaykumar Narsian
- Ghansham Kumar
- Harinatha Raju
- Yaduraj Singh Tyagi
- Amit Simon Tirkey
- Alankar Ramesh Jule
- Sameer Phadke
- V.M Sabu
- Manu Tomy
- Naqeebuddin Salahuddin Kassmi
- Titto Mathew Kuttikadan
- C.M Krishna

CHIEF ENGINEERS

- Damaramadugu Kishore Kumar
- Rajeev Singh. Rana
- Victor B. Fernando
- Deep K. Bisla
- Rajesh Prasad
- Kalicharan.
- Jayamurugan Ayyanasamy
- Lawrence Benny A. Menachery
- Jemsil M. Cheriyan
- Samrat Banerji



5-YEAR SERVICE

AWARD FOR SEA STAFF

- | | | |
|-------------------------|-----------------------|-------------------------|
| Adonis M. Fabul | Noel O. Tumulak | Venurajan Pillai |
| Philip J. Clemena | Lonappan Jaison | Zarakh Khan |
| Aniceto M. Miranda | Dilip Narsian | Srikrishna Sarkar |
| Rummel N. Rull | Vivek C. Gupta | Jethalal Jiva Solanki |
| Dante A. Nacuna | Lakshmi Narayanan | Dinesh Singh |
| Donald S. Sumalacay | Sanjay Chauhan | Rajendra Laxman Bamania |
| Sulpicio C. Panique Jr. | Harinderpal Kang | Dason Fernando |
| Joylinao G. Dayon | Kapil Sehrawat | Rohitkumar N.Solanki |
| Joey U. Aranaydo | P.S Radhakrishnan | Uttambhai P. Tandel |
| Jose T. Migar | T.N Suresh Babu | Indranil Pandey |
| Wilfredo F. Villasenor | Vijay Kiran | Menino Barreto |
| Maximino R. Prado | NamburiRama K. Lella | Syed Bava |
| Enrico R. Accad | Badri Eri Neelamegam | Ramesh Chander Pant |
| Ralph A. Lumacad | Makesh Muthusamy | Rajmani Paul |
| Carlos E. Pajarillo | G. Kamalakannan | Subir Pal |
| Ramonito L. Jao | Vijaykumar Ramalingam | Premkumar G. Nair |
| Alexis S. Liboton | Anant Kamble | Selvaraj Magesh |
| Celestino B. Boloron | Mula Srinivasa Sastry | Gupta Gulab Chand |
| Gaspar M. Garancho | Raja Ramachandiran | Ritesh Kumar |
| Christopher J. Lado | Rajasekar Subramanian | Kirtikumar G. Kolakkar |
| Arnold Y. Gloriana | M. Rajarathinam | |

10-YEAR SERVICE

AWARD FOR SEA STAFF

- | | | |
|-----------------------|----------------------|-------------------------|
| Radhakrishna Alevoor | Jonifer C. Nuevas | Florencio C. Vinas |
| Ramakrishnan Manoj | Andres I. Rena | Bevis Emilio T. Casco |
| Liju Kurian | Roderick P. Babaran | Vincent Jr. B. Vismanos |
| Shabbir Ahmed | Ariel Q. Hernandez | Ronald L. Acero |
| George Joseph Miriala | Jesus C. Fuentes | Awdesh Mai Tripathi |
| Yogesh Kumar Tandel | Diosdado A. Cabiling | Narendra K. Sharma |
| Vishnu Nathu Solanki | Juan Jr. C. Lameda | Vijay Kumar Singh |
| Vinod Kumar Shukla | Reynaldo P. Yanes | |
| Swaminadhan P. Thodi | Raul S. Nepomuceno | |

5-YEAR SERVICE

AWARD FOR SHORE STAFF

- C. Venkateswarlu
- Samit Chakravarty
- K.P Deepak

10-YEAR SERVICE

AWARD FOR SHORE STAFF

- Narayana Venkata Subramanyam
- Naveen Loch

