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Why training is key to safety – we all have a part to play.

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Safety comes first in all parts of operations. Here is how we will do it!

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Find out more about how fruit and vegetables can aid health.

## WITH MARPOL – PLAY SOLO

Being safe is all about strengthening the system



KISHORE S. RAJVANSHY  
MANAGING DIRECTOR

*Every time you do great work the system is elevated. Every time you do poor work you damage your system's reputation. You are the system – the whole and the part of it.*

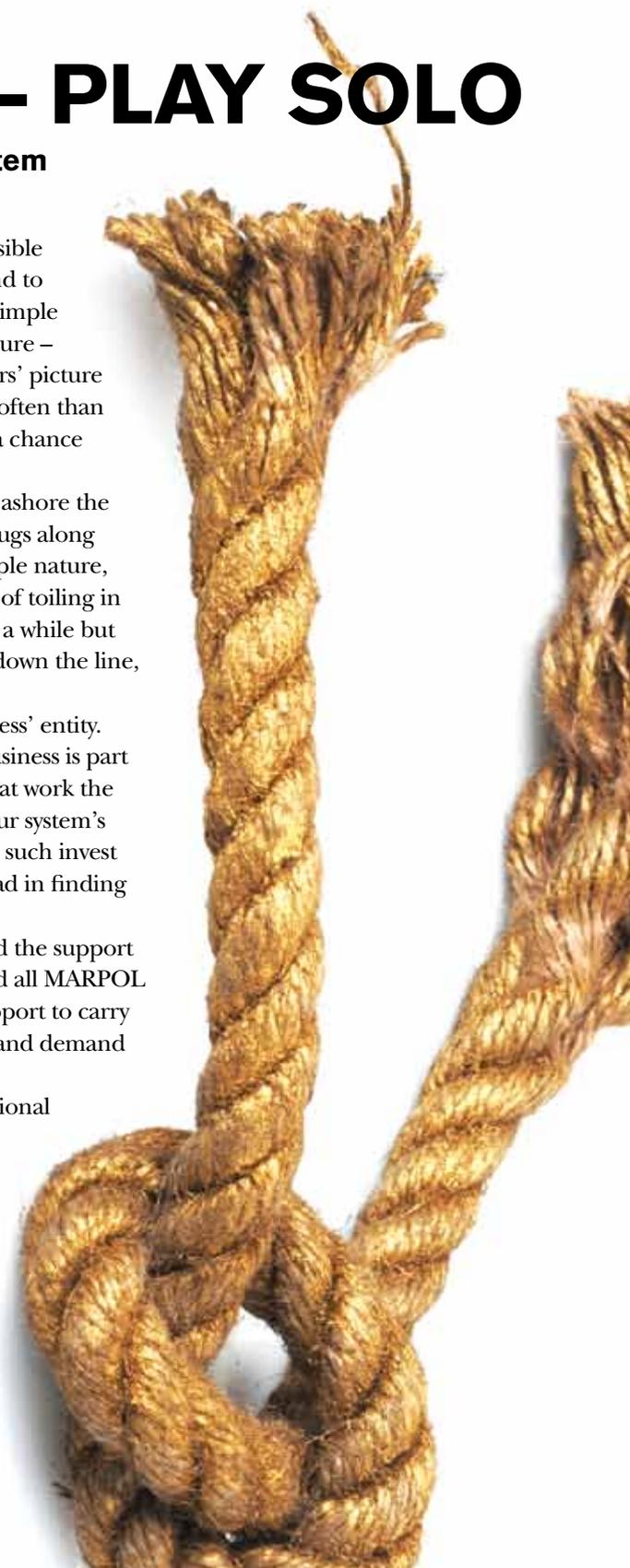
■ As I see it, at its heart Shipping is a low-tech industry made visible only by mammoth ships and run by men who toil away from land to secure their family fortunes. The average sailor starts young, is simple at heart and works up the ranks – learning to trust man and nature – through umpteen storms. But in a fast changing world the sailors' picture perfect seascape is finding itself increasingly in conflict – more often than not in long drawn trials involving seafarers who choose to take a chance with non-accidental MARPOL violations.

Why? You see despite all the formal education and training ashore the sailors psyche is shaped at sea. There with his team mates he chugs along oblivious to the myriad laws of distant lands. Sometimes his simple nature, false pride and remote location dim his senses to the possibility of toiling in jail for a seemingly innocent short cut. He may breathe easy for a while but what about the pain and misery he'll experience several weeks down the line, when the authorities track him down?

When people talk about safety systems, they refer to a 'faceless' entity. 'If I cheat the system, who do I harm?' Truth is everyone in a business is part of the system. They're one and the same. Every time you do great work the system is elevated. Every time you do poor work you damage your system's reputation. You are the system – the whole and the part of it. As such invest your energies not in finding ways to bypass the system but instead in finding ways to improve it – the satisfaction gained is guaranteed.

At Fleet Management, the hardware on board our ships and the support system in Fleet's offices allows sailors to comply and even exceed all MARPOL requirements. Furthermore sailors are assured of our 100% support to carry out their obligations. Even so the responsibility to be proactive and demand assistance remains with the sailor.

In the world we inhabit the law does not excuse any professional for finding ingenious ways to cheat it. Moreover in times where media frenzy does not even allow an allegation let alone a guilty verdict to go unnoticed, the sailor must learn to shun his dependency on others to act right. He must now Play Solo – taking responsibility for his actions and making sure that no member of his team acts in ways which can spoil his life. ■





**1. M V LE MANS EXPRESS**

Feature: PCTC  
 Delivery: March 2010 from Hyundai Mipo Dockyard, Ulsan, Korea  
 DWT: 11,174 MT  
 Engine: Hyundai-MAN  
 B&W 7S50 MC-C8  
 Service speed: 19.5 knots



**2. M V FIVE STARS BEIJING**

Feature: Cape Size Bulk Carrier  
 Delivery: March 2010 from Sasebo Shipyard, Japan  
 DWT: 181,417 MT  
 Engine: Mitsui-MAN  
 B&W 6S70 MC-C  
 Service speed: 15.3 knots



**3. M V CHANG TAI HONG**

Feature: A 2009 built PCTC  
 Takeover: April 2010  
 DWT: 12,282 MT  
 Engine: Wartsila Sulzer 7RT50 FLEX  
 Service speed: 20.0 knots



**4. M V SPAR RIGEL**

Feature: Handymax Bulk Carrier  
 Delivery: April 2010 from Yangzhou Dayang Shipbuilding Co. Ltd, China  
 DWT: 48,276 MT  
 Engine: Doosan-MAN  
 B&W 6S50 MC-C  
 Service speed: 14.0 knots



**5. M V BELGIAN EXPRESS**

Feature: 1794 TEU Container Carrier  
 Delivery: May 2010 from Koun Shipyard, Taizhou City, China  
 DWT: 25,860 MT  
 Engine: STX-MAN  
 B&W 7S60 MC-C, MK-VIII  
 Service speed: 20.5 knots



**6. M T MALHARI**

Feature: Parcel Chemical Tanker  
 Delivery: May 2010 from Sekhwang Heavy Industries, Ulsan Korea  
 DWT: 13,094 MT  
 Engine: MAN B&W 6S35 MC, MK7  
 Service speed: 14.0 knots

FROM THE HEART

THE STORY OF A SHIP

■ *It was a thought, a word an emotion,  
A lady that could conquer the entire ocean.  
Made on request by a skillful master  
This ship could sail through any disaster*

*Along with the rising of the golden sun,  
The noble task with this dream was begun.  
Throughout the ship-yard the sound was heard,  
The workmen followed the master's word.*

*And when the day faded into the night,  
Memories of the past would come to light,  
Of the magic and charm of faraway land  
Of snowy weather and of golden sand.*

*And everyday that the vessel grew,  
The little dream came into view.  
Behold, at last, she was ready the world to face,  
Made in this magical and wondrous place.*

*Perfect and done in every part,  
A marvelous piece of expert art.  
Strong and stanch this lovely vessel  
Through waves and wind she would wrestle.*

*"Whatever is sound, and all that is strong,  
To this magnificent ship shall belong  
Through stormy weather and wintry sea  
By the goddess, blessed she'll be"*

*With these words his maiden he gave away,  
To the sailors young and gay.  
Then as marvelous as it could be,  
She became the beautiful bride of the sea...*

*Michelle D'silva  
QMS Department*



TRIPLE A HONOURS

■ Noble bagged two honours at the Asset Asian Awards 2009, including Best M&A and the Best Syndicated Loan. The Group was recognised for carrying out a US\$349 million takeover of Australian-listed Gloucester Coal, a successful preemptive strike against a possible merger between Gloucester Coal and another Australian player, Whitehaven Coal, which would have diluted Noble's share in Gloucester Coal. Noble was also honoured for successfully launching a US\$2.4 billion three-tranche revolving credit facility last year. It was the largest completed US dollars syndicate corporate loan in the Asia-Pacific region in 2009, due to substantial oversubscription and a much larger loan than the planned US\$1.8 billion. ■



SUPPORTING NEEDY CHILDREN

■ Noble Group is a proud supporter of the Singapore Children's Society, which aims to protect and nurture children and youth who are suffering from abuse or neglect. Each year the charity reaches out to about 46,000 children, youth and families in need, and has been in existence since 1952. The charity works in several sections, including Caregiving, Preventive, Developmental, Remedial, Community and Public Education.

Noble was the first organisation to provide seed money for "1,000 Enterprises for Children-in-Need", a project to rally 1,000 or more businesses to recognise Singapore Children's Society as their official charity and donate on a yearly basis to support children.

Noble Executive Chairman Richard Elman says, "helping children is absolutely in the culture of our company." The project has raised SG\$870,000 in its first year, with more than 270 companies involved. ■





IN CONVERSATION

A BALANCING ACT

■ Training is an integral part of any growing industry and no sailor or shipping professional could argue otherwise. It is quite likely though that people may not see eye to eye on the subject of training on board ships. Who must train young lads and how much training is adequate? How much of what we train on ships must be done ashore and that done ashore reinforced on board ships? These questions are finding more flavor with each new training program which gets added in our midst.



Today, anyone selected to join ships has the same basic schooling that any senior professional had and in fact undergoes much more extensive shore based training than what any of us did. The time and money that one spends on grooming and follow up – with dedicated staff ashore – on cadets and TMEs, never existed in our times. In the good old days we used to get very little training ashore and much of it was done on board in the company of seniors whom we saw as a ‘role models’. Good values and professional pride were inculcated in the company of such seniors. Today it is the other way around, wherein shore based training has augmented multifold by way of simulators, CBTs and classroom sessions while the ‘real training and mentoring’ which used to be done on board has wilted.

Had our seniors not been patient enough to nurture us and thrown us away at the first sign of weakness, many of us may not have reached where we are today and quite some more would have left in fear of the ‘unknown’. Our seniors operated the ships, tolerated our in-experience and trained us at the same time.

Call it the perennial chicken and egg question if you like but do answer this – Who will bring the change we want to see? If we as seniors feel it is not our duty to change ourselves, our juniors and in doing so change the system; then who takes the lead?

I am well aware and willingly agree that running ships today with more stringent rules, faster turnaround and lesser manpower at hand, makes it more challenging than in years gone by; but the shore support by way of ease of communication, greater infrastructure, readily available shore support and transparency has gone up tremendously as well.

There is lot of behavioral change and training being given to shore staff and you may not see this from where you are but believe me this is happening. What we did or were perceived to be doing is history, we are changing every day for the better and there is no better way to appreciate life than to improve our own lot. YOU are as much part of that WE as anyone else in this organization.

Every accident and abuse of the environment builds a momentum for change that the industry then tries to patch up with various regulations, checks and balances, and training programs. The price for increased globalization and the prosperity it brings along is added accountability and it must be respectfully paid by every one of us. So far as the net gain to society is positive it is a task we must gracefully accept.

I look forward to your support for more meaningful onboard training. ■

CAPT. P. S. RANGNEKAR

STORY BEHIND THE PICTURE

A Fantastic Record



The MV OCEAN SHANGHAI team proudly dons its INJURY FREE DAYS placard. The vessel has clocked “4 YEARS” of zero incident days from 31 MAR 2006 to 31 MAR 2010.

A 1000 days



The MV TRITON STORK team is all smiles with their 1,000 Days INJURY FREE DAYS placard.

A Safe year



The MT Vidden and MV Triton Gannet teams look forward to more INJURY FREE DAYS.

Vancouver Diaries



Capt. Ranish P. Raveendran, Master on board the MV Spar Rigel was presented with a Memento for the vessel's maiden voyage to Port of Vancouver.

A few good men



From Astronauts to Priests and Aliens to Pirates. The OOCL Kaohsiung team puts their creative heads to test in a fancy dress event.

When two fleet ships met



The Sakhara Lotus and Diamond Queen at Whangarei, New Zealand.

Encouraging Near Miss reporting



Some novel ways of awarding safety consciousness shared by Capt. Daniel Joseph, Master, LPG/c JBU Maas.



DELHI SEMINAR REPORT

EXCELLENCE IS AN ATTITUDE



Over 130 participants attended a 2 day seminar on the 11th and 12th of March in the plush Hotel Hilton in Janakpuri, New Delhi which included sailors from both the nautical and engineering sides and the management from Hong Kong, Mumbai and Delhi.

Mr. Kishore Rajvanshy, Managing Director of FML Hong Kong took the opportunity to give a brief synopsis on Fleet’s operations and the numerous initiatives it was undertaking to add value to the seafarer’s life. Captain Arvind Karandikar, Director and General Manager, FML Hong Kong later spoke on one such initiative – the Safer+ Program of which he

gave an overview, followed by a terse talk on the importance of MARPOL compliance and how one can avoid hazardous situations.

Edifying the relevance of near miss reporting was Mr. Bjorn Haugen, Operations Manager, Seven Seas Carriers AS in Norway. He explained that reporting of near misses was essential as it enabled the organisation to gain qualitative information about how minor failures or errors developed into near misses and maintained a certain level of alertness to danger. Mr. G. K. Venkatasubramanian, Technical Manager FML Hong Kong, presented case studies of machinery breakdowns and emphasised on what one could learn from these breakdowns

and prevent them from occurring again.

Captain Ashish Dandona, Manager ESMPL, Delhi stressed on the quintessence of following good tanker practices onboard. Also included were presentations of some dos and don’ts of navigation and mooring operations. Mr. S. R. Kannan, Technical Manager, FML Hong Kong, made a small presentation on the EU directive on LSFO and the various challenges associated with it.

Furthermore, Captain Karandikar conducted leadership and team building exercises which were thoroughly enjoyed. Fleet followed its old custom of appreciating its sailing officers with awards over a cocktail & dinner banquet.

NEWS FROM MUMBAI  
CRICKETING DELIGHT

The Ebony Cricket Team won two cups in a span of just one week.

- Sailor Today Cup 2010 – Declared ‘Runners up’ on 14th Feb. Total 20 teams had participated.
- Bhartiya Navik Sena Union cup 2010 – Declared ‘WINNERS’ on 20th Feb. Total 8 teams had participated.

We are proud of their sterling performance and wish them the best for all future events to come. ■





**BEST PRACTICE**

**HEALTH AND SAFETY – ACCESS TO THE SHIP**

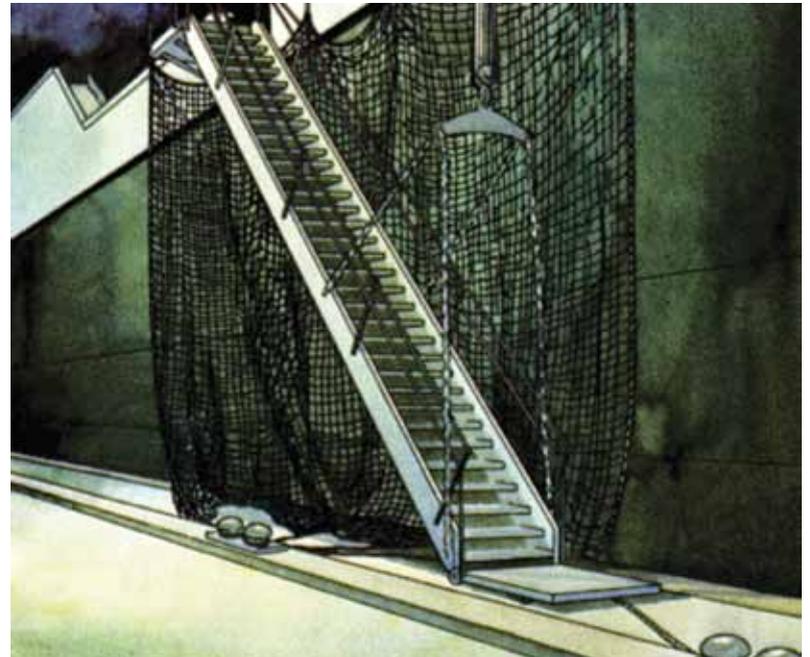
■ Statistics show that seafarers are more likely to drown in port than at sea and this danger is greatest when returning from a night ashore.

Accidents may happen at any time, if gangways or accommodation ladders are not properly rigged, secured and fenced, with adjustments made to take account of tidal movements or changes of trim and freeboard.

Safety Net has to be correctly rigged at all times. If the means of access goes over the rail, firmly fix the bulwark steps, with its fencing continuous from the gangway so that there is no gap to fall through. Do not use portable ladders and other makeshift arrangements unless absolutely necessary.

If these are required, discuss with the port/terminal, carry out a risk assessment and take great care in their assembly and use. For example, ladders should extend at least one meter above the upper landing place; you must secure them against slipping sideways.

There also are hazards on the dock, especially in container berths. Avoid the dock edge as much as possible. Where designated routes are marked out, use these; avoid shortcuts underneath straddle carriers. ■



**BULK CARRIER**

■ Whenever a bulk carrier is discharging her cargo, due to a combination of the shore grabs not closing correctly, wind, or just plain carelessness on behalf of the crane driver, the ship's decks and savealls usually get covered with cargo resulting in hours of crew cleaning.

Ships should use two pieces of hardboard cut to fit the saveall and keep the cargo out as per below picture. Covers should be used during cargo operations only and at no other time. ■





**SafeR+**  
Safety Leadership

# Program & Review

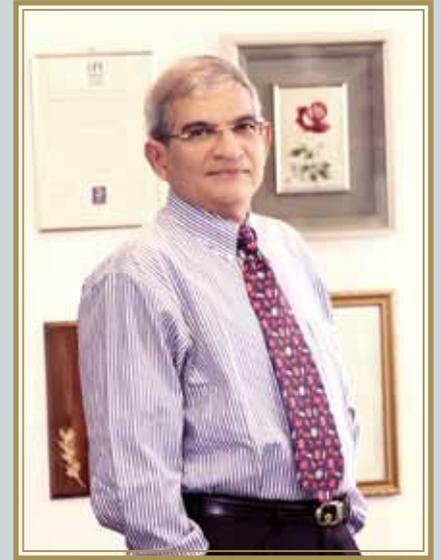
## FROM THE MD'S DESK

■ If I were to ask each of our employees – some 8000 of them – what their basic goal was and if each of them was to reply differently I would respect their individuality but would conclude that we have a serious problem. You see misaligned interests can make or break a team and shared understanding of goals is imperative to success but really effective teams must go a step further. – Its members must be COMMITTED to the goal.

Commitment is separate and distinct from Understanding and it is the former that we aim to develop. Simply put Understanding is akin to flesh and bones while Commitment is the autonomous nervous system which controls your heart beat and breath – working relentlessly even when the going gets tough.

SafeR+ is a philosophy we are trying to imbibe so that individually, as members of a team and as an organization our interests are aligned. And then, if I were to ask any number of men what their goal was, I would hear only this – ‘To be Safe’.

**Kishore Rajvanshy**



## SHARING WINS

■ The positive change individuals bring to an organization's working culture is a qualitative function - difficult to put down in hard numbers. However, positive change can be noted by observation. A small example of this is – ‘Observing people’s willingness to share their wins’. The lessons they think can help us improve ourselves as a person and a professional.

From the innumerable interactions between superintendents and ship staff a few lessons were learnt. Collectively more than 100 suggestions were articulated and shared with us. Let us share with you the essence of these 100 suggestions in a few thoughtful lines...

### ENCOURAGE SAFETY

#### Let's play Cops and Robbers

- Step 1 – Test your colleagues’ safe practices
- Step 2 – Praise colleagues when they catch you doing something wrong.
- Step 3 – The interaction will make you both Wise and Safe...

### USE YOUR TOOLS

#### Lead by example and Let others lead

- Step 1 – Personally demonstrate how an effective Tool Box meeting is done
- Step 2 – Let people who will do the job take the lead – Guide them when they need
- Step 3 – Colleagues will appreciate your sincerity and carry out their job with their Heart and Mind.



### GETTING PEOPLE ON THE SAFER+ SIDE

#### Give responsibility so that people may take it

- Step 1 – Ask personnel across ranks to send in safety suggestions
- Step 2 – Give people a chance to express their opinion on safety
- Step 3 – Active participation by juniors encourages seniors to contribute even more.

### NO EXCUSE FOR BEING UNSAFE!

#### Excuses help no one

- Step 1 – Listen to RAIN people make excuses for not being safe

- Step 2 – Then ask them to explain how those Excuses are helping them be safe

- Step 3 – This simple technique often works to make RAIN people realize – Excuses mean nothing!

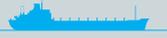
### BE A LEADER

#### Be the First to exhibit safe ways

- Step 1 – Lead by example – talk of safety and importantly exhibit safe behavior
- Step 2 – Keep in touch with people, build relationships and share success stories
- Step 3 – People follow ‘Leaders’ not ‘Fakes’.

**S.U.N** people put **S**afety first. **U**nderstand safety processes and **N**ever walk by when they see something is wrong.

**R.A.I.N** people **R**ush into jobs, adopt an **A**ttitude of it'll do and **I**njure themselves and others.



### TAKING STOCK -100 DAY REVIEW

■ The SafeR+ program kicked off in March 2010 by us defining our collective and individual vision. While our collective vision was to 'Work as a team to reduce personal injuries and Navigational incidents by

at least 50%', the vision for every crew member was 'To return home safely'. In these pages we share with you a glimpse of the SafeR+ philosophy and snap shots of workshops and individual success stories.

## THE 100 DAY WORK SHOPS – JUNE 22ND TO JULY 1ST

### HONG KONG



### SINGAPORE



### MUMBAI



PHOTO FINISH

**FIRST SHIP – SUPERINTENDENT TEAM TO EXERCISE 10 Safer + TEMPLATES**



Mr. Sanjay Kumar receiving the Green belt award from Mr. Kishore Rajvanshy.



OOCL Kaohsiung Team beaming with pride.

**FIRST GROUP HEAD DUO TO LEAD THEIR TEAM TOWARDS – FULL “GREEN BELT” ACCREDITATION**



Mr. Dilip K. Beura, Technical Manager for Group 1, Hong Kong.



Mr. G. K Venkatasubramanian, Technical Manager for Group 2, Hong Kong

**“GREEN BELT” ACCREDITED SUPERINTENDENTS – 100 DAY WORKSHOPS**



Mr. Issaq Ansari, Group 5, Hong Kong



Mr. Ashish Sanyal, Group 1, Mumbai



Capt. Rohit Malhan, Group 7, Mumbai



Mr. Sanjeev Singh, Group 7, Mumbai



Capt. Makesh Sivaramakrishnan, Group 7, Chennai

**FIRST SHIPBOARD TEAMS TO ACHIEVE BRONZE STANDARDS**

<b>TECH 1</b>	TH Symphony Canada Express Emerald Queen Bahamian Express
<b>TECH 2</b>	Spar Orion Spar Scorpio
<b>TECH 5</b>	Radiance
<b>TECH 6</b>	Chem Star Chemical Marketer Stolt Vanguard
<b>TECH 7</b>	Alpine Marine Freja Baltic
<b>TECH 9</b>	Cala Paguro MCC Sandigan Tenki Maru Tenmyo Maru
<b>TECH 11</b>	Fortunato Wawasan Sapphire Chem Ssa



Emerald Queen – Tech 1



Chemical Marketer – Tech 6



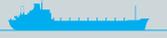
Alpine Marine – Tech 7



TH Symphony – Tech 1



Freja Baltic – Tech 7



PROGRESS CHART

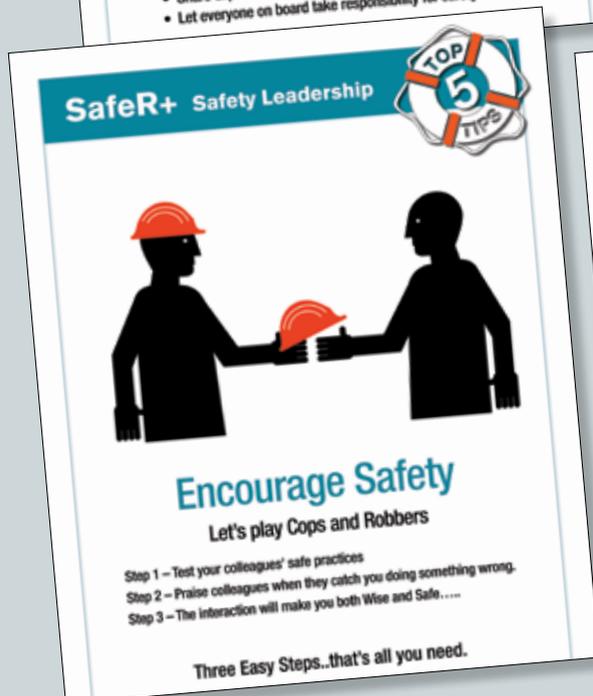
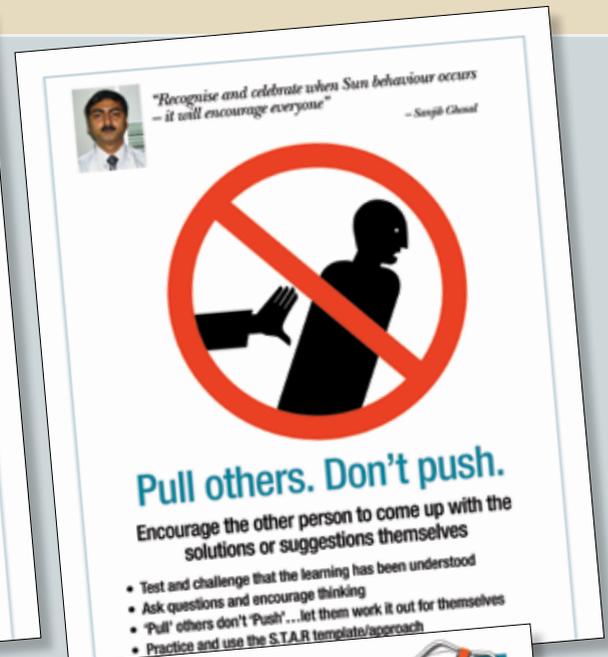


PARTING NOTE

■ No business team operates in a vacuum – Teams not only draw from their own strengths but also from other organizational clusters that provide them with resources, information and assistance. The extent to which organizational clusters are supportive or hostile to a team naturally affects the score card of that team. With SafeR+ we proclaim our desire to remain safe and support safe behavior in others.

We look forward to learning and sharing more S.U.N behavior techniques in the 200 Day follow up workshops scheduled in October 2010 in Hong Kong, Singapore and in Mumbai.

Thank you for your commitment to the SafeR+ program.



**BEST PRACTICE**

**BEST MARPOL PRACTICES**

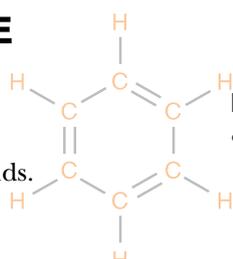
■ All ships should retain and store bunker samples in accordance with IMO MARPOL 73/78 Annex VI. Bunker collection, sampling and storage guidelines have been defined by MEPC.96 (47), which states that a retained sample of all fuel oils as supplied, is drawn at the ships receiving manifold, sealed, signed and then retained under the ship's control until the subject fuel has been substantially consumed, and for at least 12 months from the date of delivery. ■



**TANKERS – HANDLING BENZENE**

**WHAT IS BENZENE:**

Colorless liquid hydrocarbon; highly inflammable; carcinogenic; the simplest of the aromatic compounds.



**IMMEDIATE SIGNS AND SYMPTOMS OF EXPOSURE TO BENZENE**

- People who breathe in high levels of benzene may develop the following signs and symptoms within minutes to several hours:
  - Drowsiness
  - Rapid or irregular heartbeat
  - Tremors
  - Unconsciousness
  - Dizziness
  - Headaches
  - Confusion
  - Death (at very high levels)
- Direct exposure of the eyes, skin, or lungs to benzene can cause tissue injury and irritation.
- Showing these signs and symptoms does not necessarily mean that a person has been exposed to benzene.

**EXPOSURE TO BENZENE**

Exposure to benzene can have very serious health effects. High levels of exposure can cause breathing disorders, dizziness, drowsiness, headaches and nausea. If one were to eat food or drink liquid containing benzene, a rapid heart rate, vomiting and stomach irritation may result. Very high levels of exposure to benzene can ultimately lead to death.

**HANDLING OF BENZENE REQUIRES PPE LEVEL 4 WHICH IS:**

- Gas tight Chemical Resistant Suit
- Chemical Resistant Gloves
- Chemical Resistant Boots and
- SCBA

**ACCEPTABLE LIMITS**

The acceptable level of Benzene is 1 PPM (Long-term exposure) in the workplace during an 8 hour period and 5 PPM (Short-term exposure) for 15 minutes for airborne Benzene.

**LONG-TERM HEALTH EFFECTS OF EXPOSURE TO BENZENE**

- The major effect of benzene from long-term exposure is on the blood. (Long-term exposure means exposure of a year or more.) Benzene causes harmful effects on the bone marrow and can cause a decrease in red blood cells, leading to anemia. It can also cause excessive bleeding and can affect the immune system, increasing the chance for infection. Long-term exposure to high levels of benzene in the air can cause leukemia, cancer of the blood-forming organs. ■





**RESCUE AT SEA  
TH SYMPHONY**

■ On 30th April 2010 at 1410 Hrs SMT, the TH Symphony was on passage to Yanbu, Saudi Arabia when she received a call from RCC Australia informing of a vessel in Distress – the Velankanni Matha – with 60 persons on board, North of Cocos Island. The Velankanni had run out of fuel, water and food and was in need of immediate assistance. The request was to only provide the distress vessel with the above supplies and not to take passengers onboard.

The Symphony was at this time some 30 NM from the Velankanni and post consultation with the DPA confirmed its ability to assist the vessel by providing food, water and fuel as could be safely provided. In wind force 5 our vessel made headway towards the Velankanni and after 3 attempts and a few parted ropes succeeded in transferring the necessary supplies.



The complete operation from the time of receiving the call to resuming our passage to Yanbu took 4.5 hours. Vessel kept owners, managers, and charterers informed during the rescue operation and proceeded on her passage to Yanbu, informing RCC Australia of the successful delivery of provision and fuel to the Velankanni. ■

**CAPT. NISHANT MEHTA**  
MASTER, M/T TH SYMPHONY

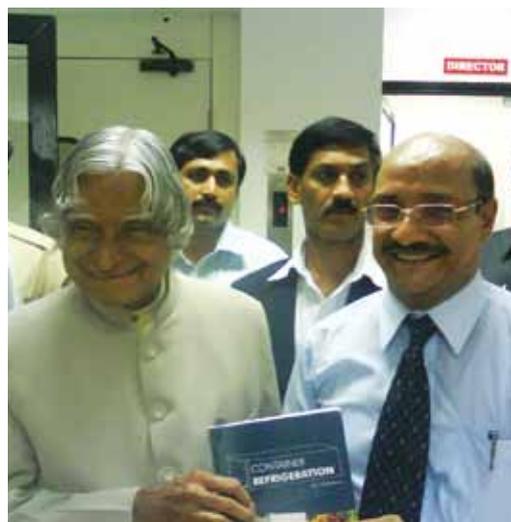


**CONTAINER REFRIGERATION  
CONTAINER REFRIGERATION**

■ CONTAINER REFRIGERATION, a book written by Mr. C. Maheshwar part of the team at Fleet Management Training Institute (FMTI), Navi Mumbai, India was published by Witherby Seamanship, a UK based Marine book publisher and was launched formally at the CooLogistics Conference Venue at London. Furthermore Mr. Maheshwar had the privilege of presenting his book to Dr. APJ Abdul Kalam, ex President of India.

Reefer Containers are used for transporting perishable cargoes like fruits and vegetables for export across oceans. Today, a new build Panamax containership of 4,600TEU will typically have capacity for 700 reefer plugs. With a growing global refrigerated trade of 50M tons per annum and with few dedicated reefer ships on order, growth in the available refrigerated capacity on container ships is imminent. However, increased reefer cargo claims point to a lack of knowledge by both ship and shore personnel.

This book aims to close up the gaps in that knowledge and to dispel some of the myths surrounding reefer cargoes. In



Dr. APJ Abdul Kalam with Mr. C. Maheshwar

addition to providing detailed information on various components in reefer container machinery, the book also deals with various types of reefer cargo, cases of reefer cargo losses, stuffing procedures, care to be taken on board for preserving the freshness of the cargo and the documentation involved in successful transport and export of reefer cargo. It also dwells on maintenance of a gap free integrated cold chain with

emphasis on maintenance of quality at every stage of the export process with responsibility and accountability of various players at each stage.

This book is written essentially keeping the personnel involved in day to day operation of refrigerated containers on board ships as well as ashore. It is a must keep and must read book for everyone involved in the reefer logistics activity and worth keeping at all technical and university libraries.

The book is available in India at Sterling Book House, Fort, Mumbai, E Mail: sbh@vsnl.com

The book can also be ordered directly from Witherby Seamanship International Ltd, United Kingdom.

E Mail: info@mailws.com

We congratulate Mr. Maheshwar on this commendable achievement and wish him all success for his future literary endeavors. ■



**GREENHOUSE GASES**

**FACING THE GREATEST ENVIRONMENTAL THREAT OF THE CENTURY**

Human induced climate change is, as governments and most scientists working in this field now acknowledge the greatest environmental threat of this century. It is also an issue with dire implications for humanity.

The vast majority of related scientific research confirms a direct relationship between human activity, the rising levels of greenhouse gases (GHG) in the atmosphere, and climate change in the form of global warming. When we burn fossil fuels to generate energy or heat, GHG are emitted into the atmosphere. These gases (principally carbon dioxide or CO2) trap some of the sun's energy within our atmosphere – like a greenhouse roof – increasing the temperature at which the earth achieves energy balance. This phenomenon is commonly known as the Greenhouse Effect.

The Earth's average temperature has risen by around 0.6°C over the past century due to human activity. Although it may not sound like much, this slight

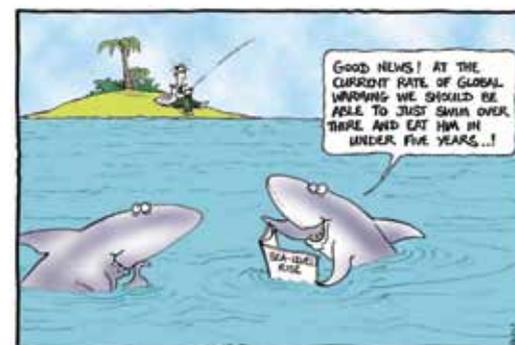
change has already altered rain and snowfall patterns, and has resulted in a rise in sea levels and the gradual retreat of most non-polar glaciers.

The rate of climate change is increasing. According to the Third Assessment Report of the Intergovernmental Panel on Climate Change (IPCC; 2001), GHG emissions are likely to raise global temperatures somewhere between 1.4 and 5.8°C during the 21st century, depending on the efforts made to combat climate change.

In August 2005, the Max Planck Institute for Meteorology in Germany predicted that a temperature increase of 2°C above the pre-industrial level could trigger the melting of the Greenland ice sheet, which would have considerable consequences for sea levels and biodiversity. At the current level of climate change, this scenario could become a reality in 10-15 years.

**ENCOURAGING DIALOGUE**

What is needed is not only a dialogue among environmental experts, NGOs, and



governments, but also the engagement of individuals around the world who are concerned about the potential global and local effects of climate change. Only through broad participation and cooperation we will be able to find innovative solutions. Solving global warming will improve our lives by cleaning up air pollution while investing in clean energy, green jobs and smart energy solutions. We need to drive smarter cars, save money with energy efficient homes and offices, and build better communities and transportation networks. ■

**KNOW YOUR TEAM**

**TECHNICAL GROUP 1, HONG KONG**

Operating from Hong Kong, our Technical Group 1 operates feeder containers to post-panamax container ships, Handy to Cape size bulkers and Aframax crude oil tankers. As we found out this bright team headed by Mr. Dilip K. Beura has interests as varied as the ships that they manage.



Name: Vikram Singh, Senior Superintendent  
Hobby: Playing golf.



Name: Prateak Tiwari, Superintendent  
Hobby: Music and cricket.



Name: Sanjay Kumar, Superintendent  
Hobby: Gardening and music.



Name: Achilles Tsang, Technical Assistant  
Hobby: photography, cooking and wine tasting.



Name: Dilip K. Beura, Technical Manager  
Hobby: Hiking in Hong Kong mountains.



Name: Morris Singh, Technical Assistant  
Hobby: Field hockey and soccer.



Name: Jason Lai, Technical Assistant  
Hobby: Hiking and playing squash.



Name: Jason Cheung, Technical Assistant  
Hobby: Basketball.



Name: Dicky Ting, General Clerk  
Hobby: Photography.



Name: Fiona Leung, Secretary  
Hobby: Travelling, listening to music and shopping.

**TECHNICAL GROUP 1, INDIA**



Name: Rajneesh Saklani, Senior Superintendent  
Hobby: Playing football and watching movies.



Name: Asish Sanyal, Superintendent  
Hobby: Computer hardware repairing and music.



Name: Ashish Dandona, Marine Superintendent  
Hobby: Reading books and gardening.



Name: Amit Joshi, Marine Superintendent  
Hobby: Music, reading and autocar magazines.



## NEWS FROM CYPRUS

### ON THE ROAD TO MLC COMPLIANCE

■ MV Western Oslo, Supramax Bulk Carrier technically managed by FML Ship Management, has been awarded with the Maritime Labour Convention (MLC) Certificate, consistent with a voluntary Declaration of Compliances (Part 14) with the MLC. The Western Oslo is one of the first few vessels in the world to be awarded with this certificate and first with NIS flag. Incidentally FML Ship Management Limited is the first company in Cyprus to achieve this distinction and honor. FML Ship Management has gone one step further after attaining OHSAS 18001 last year by embracing the requirement of MLC in to their system.

The so called super convention was established in 2006 and brings together all the diverse global regulations on seafarers welfare rights in one package. It mainly sets out seafarers rights to a decent conditions of work and helps to create conditions of fair competition for ship Owners.

We are very proud to receive such certification, commented Mr.



Mr. Sunil Kapoor, Director of FML Ship Management Ltd and Mr. Frantziskos Kamizoulis, DNV lead auditor

Sunil Kapoor, Director and General Manager of FML Ship Management Limited, as it reinforces our philosophy that the safe running of all the vessels is more than just a priority but an integral part of the total Quality System. This will not work until unless we take care of our dearest assets – our seafarers. Mr Kapoor further advised that such certification shows our seafarers that company actively protects and has stake in their welfare.

The MLC 2006 will be the fourth Pillar of the International Regulatory regime for Quality Shipping, complementing the key conventions of the IMO such as Safety of Life at Sea

(SOLAS), The International Convention on Standards of Training, Certification and Watch Keeping (STCW) and the International Convention for the Prevention of Pollution from Ships (MARPOL). While MLC is not expected to come in to force before December 2011, Fleet has worked for some time to develop services for handling the convention, including the development of effective procedures and certification ahead of compliance deadlines. ■

## NAVIGATION SAFETY

### USE OF ECDIS

■ **ECDIS** – Electronic Chart Display and Information System

**Date of coming into force** – Estimated 2012.

**CHARTS USED IN ECDIS SYSTEMS ARE:**  
**Electronic Navigation Chart (ENC)**

These are vector charts (Digitized database stored and handled according to the object class and its attributes) produced by National Hydrographic offices.

**Raster Navigation Charts (RNC)**

These are raster charts (Imagery database by means of optical scanning of paper charts) produced by National Hydrographic offices. It serves as a softcopy of paper charts without most of the abilities of vector charts.

Both ENC s and RNC s conform to applicable standards laid down by the International Hydrographic Organization (IHO).

Any other Vector or raster chart is unofficial and must not be used for navigation.

Only a type approved ECDIS operating with up to date Electronic navigation Charts (ENC's) and with appropriate backup meets the carriage requirements of nautical charts as per Chapter V of SOLAS.



### A FEW FEATURES OF ECDIS

- The position of the vessel is continuously and automatically displayed along with other moving targets.
- Can display information as Base, Standard Display and All Other Information.
- Simple to plan routes, safety parameters can be set for route checking.
- Radar, ARPA and ECDIS data can be overlaid on the ECDIS display thus giving a complete view of the situation.
- Various alarms and alerts can be set such as safe depths, safe distances, off track etc.
- Voyage information is recorded. Automatic records when an event occurs such as an alarm, sensor failure etc. The OOW may also record data whenever he desires.
- Easy to update.

### RISKS/CAUTIONS WHILE USING ECDIS

- The quality and source of the Chart data.
- The ability and reliability of the various sensors (hardware failure).
- The reliability and defects of the software in use.
- The reliability of the system as a whole.
- In case of ECDIS failure the back-up must take over for continuing the safe navigation.
- Ensuring correct parameter settings, selection of display and interpretation of the information.

The OOW must always be aware of the above and should be able to distinguish a real situation as against the system's display screen. Overreliance on ECDIS must be avoided at all cost. ■

**MUMBAI MATTERS**

**OUR MANNING OFFICES IN MUMBAI, INDIA**

■ The backbone of Fleet Management Limited is without doubt its Fleet Personnel Division (FPD). Featured here are members of FPD’s India corporate head office nestled in Andheri, Mumbai engaged in the selection of Officers and those of its Nerul, Navi Mumbai office engaged in the recruitment of Ratings; both serving under the banner of Ebony Ship Management Pvt. Ltd.

At the helm of FPD affairs in India is Capt. Prashant Rangnekar, a dynamic and versatile leader who is constantly striving to maintain our FPD on the path of success. FPD strongly emphasizes on the quality & efficiency of each crew placement. The sourcing, selection and supply of the seafarers and the entire crewing responsibilities are carried out by a highly experienced and extensively trained staff with established procedures and under a controlled process. As a value addition the FPD team also conducts seminars and road shows with full participation of our valued principals and seagoing staff. ■



**HEALTH TIPS**

**NATURE’S PHARMACY**

■ At a time when our dependence on modern medicine is increasing it’s always a pleasure to discover the sweet ways in which nature has left cues for us to heal ourselves.

A sliced Carrot looks like the human eye. The pupil, iris and radiating lines look just like the human eye... and YES, science now shows carrots greatly enhance blood flow to and function of the eyes.



Grapes hang in a cluster that has the shape of the heart. Each grape looks like a blood cell and all of the research today shows grapes are also profound heart and blood vitalizing food.



Avocados, Eggplant and Pears target the health and function of the womb and cervix of the female – they look just like these organs. Today’s research shows that when a woman eats one avocado a week, it balances hormones, sheds unwanted birth weight, and prevents cervical cancers. And how profound is this? It takes exactly nine (9) months to grow an avocado from blossom to ripened fruit. There are over 14,000 photolytic chemical constituents of nutrition in each one of these foods (modern science has only studied and named about 141 of them).

Figs are full of seeds and hang in twos when they grow. Figs increase the mobility of male sperm and increase the numbers of Sperm as well to overcome male sterility.



A Walnut looks like a little brain, a left and right hemisphere, upper cerebrums and lower cerebellums. Even the wrinkles or folds on the nut are just like the neo-cortex. We now know walnuts help develop more than three (3) dozen neuron-transmitters for brain function.

Celery, Bok Choy, Rhubarb and many more look just like bones. These foods specifically target bone strength. Bones are 23% sodium and these foods are 23% sodium. If you don’t have enough sodium in your diet, the body pulls it from the bones, thus making them weak. These foods replenish the skeletal needs of the body.



Kidney Beans actually heal and help maintain kidney function and yes, they look exactly like the human kidneys.

Oranges, Grapefruits, and other Citrus fruits look just like the mammary glands of the female and actually assist the health of the breasts and the movement of lymph in and out of the breasts.



Onions look like the body’s cells. Today’s research shows onions help clear waste materials from all of the body cells. They even produce tears which wash the epithelial layers of the eyes. A working companion, Garlic, also helps eliminate waste materials and dangerous free radicals from the body.

Sweet Potatoes look like the pancreas and actually balance the glycemic index of diabetics.



Olives assist the health and function of the ovaries

A Tomato has four chambers and is red. The heart has four chambers and is red. All of the research shows that tomatoes are loaded with lycopine and are indeed pure heart and blood food.



The next time you gulp down a banana smoothie, crunch on some walnuts or your eyes water when slicing an onion stop to think about nature’s wonderful cues. ■



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



**MASTERS**

- Drison Francis Almeida
- Ankur Aggarwal
- Nishant I Mehta
- Jeevan Chandra Joshi
- Ajay Kumar
- Pramod Kumar Bhuyan
- Ryan Sequeira
- Nelson Natividade Dias
- Nelson P. Regencia
- Rodolfo A. Gabor

**CHIEF ENGINEERS**

- Vasanth Subramanien
- Santosh K. Singh
- Jagadeesan Sadasivam
- Walter P. Fernandes
- Nanda N. Palienkar
- Pramod Kumar
- Om Prakash
- Ajay Gautam
- Praveen V. Sambukumaran
- Jagmohan Singh
- Debjit Basak
- Manas K. Pramanik
- Shinfo C. Fernandes
- Alex G. Triana



**Fleet Management Limited**

A member of the Noble Group

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Website: www.fleetship.com



**5-YEAR SERVICE**

**AWARD FOR SEA STAFF**

- |                       |                           |                           |
|-----------------------|---------------------------|---------------------------|
| Vikas Sehrawat        | Santosh Bahirat           | Martinvaz K. Vas          |
| Abhishek Verma        | Walter Fernandes          | Beatriz Severino Dias     |
| Namit Kumar           | H. S. Bajwa               | Bosvey Luis Siqueira      |
| Sudhanshu Bajpai      | Ahmed Yamohideen          | Mahendra Prasad Tiwari    |
| Jaisimha Sharma       | Sreebineesh V. K.         | Rajeev Kaushik            |
| Swapan Kumar Chandra  | Gagandeep Singh           | Adonis V. Donasco         |
| Raman Kapoor          | Sivaramakrishna           | Daniel Donato B. Cruz Jr. |
| Vivek Khanna          | Muraleedaran              | Reynaldo C. Escalante     |
| Surinder Singh        | Sanjeev Kumar Bedi        | Angelito L. Alkuino       |
| Romey Roy             | Rana Kashmir Singh        | Joel S. Seno              |
| Nitin Das             | Sethuramalingam           | Sherwine M. Sumalinog     |
| Deepankar Mukherjee   | Poniface Vincent Danan    | Pedro A. Lumabi           |
| Jalindar Ashok Ghodke | Opendra Kumar             | Romulo B. Bonjan          |
| Mohammed Abbas Sattar | Miteshkumar A. Tandel     | Manuel B. Rama            |
| Chandan Dey           | Sujil Swapnanivas Dharman | Monsito C. Cabaya         |
| Amitabh Tiwari        | Alexhino Adwin Dcosta     | Ronelito P. Casinillo     |
| Elias Paily           | Ananth Gaspar Victoria    | Romeo S. Marbella Jr.     |
| Kundan Lal Roy        | Appa Rao Dummu            | Edgar C. Manalo           |



**10-YEAR SERVICE**

**AWARD FOR SEA STAFF**

- |                        |                            |                           |
|------------------------|----------------------------|---------------------------|
| Vimal Kant Chaudhary   | Manminder Singh Gill       | Reynold D. Villahermosa   |
| Sangam Rele            | Rama Krishna Rao Ganagalla | Ferdinand E. Falcon       |
| Narendra Sharma        | Yacoobji Peeran Sheikh     | Danilo P. Estanislao      |
| Clifford Dias          | Mrinal Kanti Das           | Arnel R. Macahilig        |
| Pushendra Kumar Saxena | Jivanbhai S. Patel         | Jimmy M. Lucido           |
| Rajesh Manovihar       | Solanki Pravin Jeraj       | Romualdo T. Temporaza Jr. |
| Ajay Kumar             | Vashisth Narayan Tiwari    | Niel B. Bones             |
| Suresh Sukumaran in    | Antonio V. Suarez Jr.      | Jovy M. Cardiel           |
| Pushpender Kumar       | Angelito G. Serra          |                           |
| Bhaidas Sakar Bamanian | Jim P. Cuevas              |                           |



**5-YEAR SERVICE**

**AWARD FOR SHORE STAFF**

- Ashish Dandona
- Rohit Malhan
- Randhir Mahadik



**10-YEAR SERVICE**

**AWARD FOR SHORE STAFF**

- Vivek Sawant
- Vinay Kumar Gupta
- Ashok Batta

**ON A LIGHTER NOTE**



NOW WE'RE GOING TO STAY HERE UNTIL WE REACH OUR SAFETY GOAL!