



## From the MD's Desk . . .

### Prevention is better than cure!

**G**reetings to all our readers. Summer months are setting in and hopefully vessels are sailing in smooth seas giving crew good opportunity to catch up on the deck maintenance. With better weather prospects I hope the staff on board are in a relaxed and peaceful frame of mind.

I would like to take this opportunity to share with you my thoughts on avoiding serious problems on board by taking timely action. We all know that all big problems start small and if they can be attended early most of the disasters can be avoided. Due to constantly increasing work load on the ship's staff caused by never ending stream of new regulations and endless vetting inspections it is felt that normal day to day care and basic seamanship practices get neglected sometimes. It is at these instances that damage to cargo and vessel occur which is normally totally avoidable.

Cases of flooding of forward stores and cargo damage in the holds due to improperly secured booby hatches and hatch cover cleats in rough weather are typical incidents which

are totally avoidable by due care.

I think that it is important for senior staff on board to keep a good overview of ship-board activities and see to it that normal seamanship practices are followed at all times and routine

basic care is not dispensed with at any cost. Staff should be encouraged to follow safe working practices on board to avoid cases of personal injuries, that seem to occur so frequently.

We seek your cooperation in making our Fleet a zero incidents company.



**K. S. Rajvanshy** *Managing Director*

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### Stolt Vanguard - *Launching*

M. T. Stolt Vanguard, a 25,000 MT, DWT state-of-the-art fully stainless steel, Chemical Tanker was successfully launched on 18th May 2004 at Watanabe Shipyard, Japan. She is the second in a series of four vessels being built for Japanese Owners which will be on time charter to Stolt Nielsen. She is scheduled to be delivered on or around 26th August 2004 and will join her sister the Stolt Valor in the highly specialised and demanding Parcel Chemical trade.





Some of the additions to the Fleet



M. T. Sarla and M. T. Devsi - 1985 / 1986 built, Aframax Crude tankers



M. T. Bow Asia and M. T. Bow Singapore - 9,900 MT DWT Type II/III Chemical tankers delivered from Fukuoka Ship yard in 2004.



M. T. Chemical Marketer - 14,000 MT DWT, Type II/III Chemical tanker, delivered 2004 from Asakawa Shipyard.



M. V. Scandinavian Express - 2001 built, 53,000 MT DWT Handymax, bulk carrier.

# ISPS for Fleet - Well ahead of the pack

The entire shipping industry has only one thing on their mind now . . . how to ensure compliance with the ISPS Code before the 1st July 2004 deadline. With a fleet size of about 100 ships, we too had a gigantic task and we took the matter very seriously.

Fleet created a select **task-force** dedicated to ISPS implementation. They underwent proper and approved training courses and we designated our *Company Security Officer*. All this was the easy part! Each ship now had to be visited and an on-scene security assessment carried out. Based on this assessment, for each vessel, a ship-specific Ship Security Plan was generated and submitted to the appropriate Flag Administrations or their RSO for approval. In the meantime, the actual implementation of the Plan was commenced early this year on the entire fleet.

Training of the staff on board ships and the Ship Security Officer was another major concern for all. We tackled this issue by developing a training course module and obtained approval from DNV. The approved Training Course is now conducted at our own Training Institute in Mumbai, India where most of our SSO's have undergone the necessary training.

With the implementation process in place for a couple of months, we began offering vessels for shipboard verification audits by the middle of April 2004 and we are extremely pleased with the results. At the end of May 2004 we had completed the certification and full compliance of more than 80 vessels and we expect to complete our entire fleet by 10th June, well before the deadline . . . and way ahead of the pack!



# "PARIS" - Virtual trip for the Captain

One of the most important aspects of efficient and cost-effective ship management is availability of information.

Traditionally, the exchange of most of the required information was by paper mail. This of course had severe limitations, the most dominant being the time delays. With the advent of e.mail, the info-exchange became easier and faster. But because it became easier and faster, **we kept wanting more!**



Screen Shot of the "Event Calendar" which provides an easy user interface for Master and Fleet's staff to monitor events / tasks that are due.



Mini-server and Hub

To provide real time ship information to our shore based staff managing the ships and to the Owners, Fleet launched a web-based **Vessel Management System** about three years ago. The system has been a great success, has

allowed us to manage our operations much more effectively and with greater transparency. Fleet has also **won several awards** for its ingenuity, design and utility.

Specific formats were created for the Master to send messages directly to the office server via Inmarsat C or by e-mail. While this system is effective, it has certain drawbacks such as wastage of time formatting the messages, typo errors made in formats, additional work for ship's staff.

Thus was born "**PARIS**" - Planning And Reporting Infrastructure (Ship).

In layman's terms, **PARIS** is a replication on each vessel of the Fleet ship office server. It provides the ship's crew with a pseudo web-based system that allows them to maintain their PMS, Crew details, Portage Bill, Inspection Reporting, Incidents Record, Reports and Surveys onboard. Automatic synchronization with the office database over the Inmarsat-link allows for two-way swapping of data between Ship and Office computers.

The system has already been implemented on 5 vessels with great success and implementation on the rest of the fleet is expected to be completed within the next two months.

We believe we are one of the first companies in the world to have such a system and we are confident that this will help reduce the burden of documentation for ship's staff while at the same time increasing operational efficiency.

# Our Training Department

**Capt. H. Swaminathan** who joined the company in June 2003 as Training Manager is in charge of Fleet's state-of-the-art **Full Mission Navigation Simulator**. In addition he is also responsible for the planning and development of course modules for the training of deck officers and ratings.

**Capt. K. Shingare**, joined the company in 2001 as a Training Superintendent and is responsible for the training and follow up of our deck cadets. He is also responsible for carrying out pre-departure orientation of all officers and ratings joining our vessels.

Completing the team is **Mr. S. Ray**, who joined the institute in November 2003. An ex-graduate from DMET, he was sailing as a Chief Engineer in our fleet prior joining the Training Institute.

He is in charge of the **Full Mission Engine Simulator** and also takes care of the training of our trainee marine engineers.



L to R : Capt. K. N. Shingare, Capt. Swaminathan, Mr. S. Ray



## A Sad Farewell to Four of our Light Vessels

The months of April and May saw us bid farewell to four vessels which have been very dear to us, their Owners and our floating staff who have sailed on them over the years.

The following are excerpts from messages sent by Mr. William G. Swigart of Santana Shipping Services Ltd to the ships at the time of their handover, and conveyed the strong feelings we all share for these fine vessels:



### Waglan Light

When she joined our fleet at the end of January 1996, she was our first vessel under FML technical management, which was the start of a very important and proud relationship for us. She was in Dilip Nair's group and her first master was Capt. Girish Phadnis who has since moved on to FML Kolkata and her Chief Officer was Capt. A. Adarsh who at this moment commands the Bolivar light.

We named her after the lighthouse at the eastern approaches to Hong Kong where Santana was started, and Mr. Loyning and myself have been working for 20 and 22 years respectively. And we're sorry to see her go from our fleet.

### Angel Light

She was the first vessel in the Santana fleet so will always enjoy a special spot in our history. As her first superintendent Mr. Pereira knows, I always considered her my favorite vessel. She was named after the Angel's Gate lighthouse at the entrance to the main channel of Los Angeles harbour in Southern California, where I had my first exposure to commercial ships.

As it happens, we signed her MOA for purchase on 28 April 1994, ten years ago to the day we handed her over.

The Angel Light enjoys the distinction of being the first Hong Kong Registered ship to enter Taiwan after the reversion of Hong Kong to Chinese Sovereignty in 1997, and in November 2002 she was the first vessel to carry Agriprods from the PRC to Taiwan more or less directly since 1949.

The Angel Light has played a central role in our success as a company, and Fleet Management taking over her management in January 1997 was something of a life saver as well.



### Jupiter light

Firstly, of all the vessels in our fleet, we have had the longest connection with this vessel, which goes back to her years 1991-94 as the M. V. Vinstra under the control of Mr. Loyning and O. Ditlev Simonsen, Jr. Where he was the managing partner. We took her over again, in Santana, at the end of January 1996.

For the past eight plus years, she has been far and away the most problem-free and scclaims-free vessel of any we have owned. We have had only the most minor of crew injury cases (apart from an unfortunate accident befalling a stevedore in Durban), no material cargo claims, no hull claims, a minor incident once with stowaways. From an Owners perspective, the sole material problem we ever had was a case – I'm tempted to say, a stupid case – involving crew intimidation by shore authorities in 2001. I don't believe we have ever had a performance claim from charterers, and the total off hire in eight years has been a matter of a few hours in total. In short, she has been a veritable Ship Owner's dream.

From the outset, she was in Dilip Nair's group, and later evolved into Vinod Sehgal's. Sanjay Shesh has always expressed pride at his involvement with the takeover when we changed management to FML, and K. V. T. Radhakrishna, was her first chief engineer under FML.

We are sad to see her pass out of the Santana fleet but wish her every success as M. V. Zefyros Breeze.



### Isaac Light

She was the second ship acquired in the Santana fleet and she is named after the Great Isaac Light at the northern extension of the Grand Bahama Bank, which my colleague Mr. Loyning and I sailed by in spring of 1993 aboard my small yacht en route from Stirrup Cay to Port Everglades.

Since coming into FML in spring '96, she has always been in Mr. Pereira's Group and for the most part under the watchful eye of K. V. T. Radhakrishna.

Capt. Adarsh currently commanding Bolivar Light, Capt. Ghosalkar currently on Highland light, and Capt. Sailopal currently on Raffles Light, have all done their command turns on the Isaac Light.

It may just be the commodious owners stateroom which none of our ships except arguably Bonita Light can match, but I almost certainly spent more time on this vessel than any of our others, as prior to the shift to FML, she was something of a problem child with two potentially serious cargo claims out of her first three voyages in 1995.

In any case, it is with considerable sadness we see the Isaac Light depart our fleet, as over her career she has stood her owners in good stead, and she and her crew have always risen to whatever challenge we have asked.

We wish the Issac Light a fond farewell and all our best wishes as the M. V. Ostria Breeze.

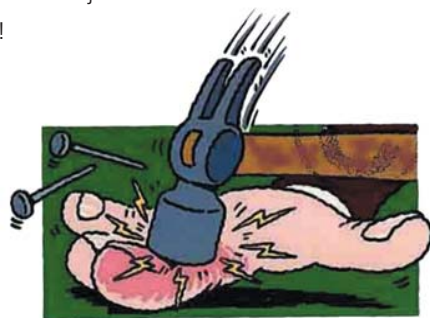




**Tips & Toes**

Looking back at the year gone by, we are more than pleased to declare that overall there has been a significant reduction in the total number of incidents on board our vessels.

At the same time, the analysis shows that – incidents involving injuries to ship personnel accounted for almost **30 percent** of all recorded incidents during the year! It was also noted that about 65 percent of all personnel injuries occurred to the person's **hand, feet, fingers and toes!!** Surprisingly a large number of the injuries have occurred when the seaman was off-duty!



This fact points an accusing finger (before it gets hit by a hammer!) at the **Safety Culture** on board. But what is this safety culture? Various definitions have been used but is perhaps most succinctly expressed by most as . . . **the way we do things around here.**

Unfortunately, safety is not something which can be taught in a classroom, or something that can be imparted through books. Minor injuries are often neglected, not reported and not taken seriously by the senior shipboard management. On the contrary, they should realize that these small incidents could slowly evolve into major accidents.

We must strive to create a safe work environment on board every ship.

Remember, **safety is a journey, not a destination.**

**Spar Seminar**

Spar Shipping AS and Fleet Management Ltd conducted a joint seminar on 19th & 20th of February 2004 at The Leela, Mumbai.

Spar Shipping was represented by Mr. Bjorn Haugen, Operations Manager and the highlight of this event was a table-top exercise on contingencies and emergency preparedness by Mr. G. Skoglund of the Norwegian Hull Club. The seminar was attended by more than 40 senior members of our floating staff who serve on Spar vessels.



**Kolkata Ladies Meet**

A seminar for **“Merchant Navy Officers Wives”** was organized by FML to promote and spread the word that Fleet also exists in Kolkata. The invitation was open not only to staff sailing with our company but other companies as well.

It was the first seminar organized by any Shipping Company in India to discuss and try to address problems faced by Merchant Navy Officers wives and their families .

Mrs. Rewari, Chairperson of ARI, Delhi, was the main speaker and the topic which invoked most interest was the role of a Merchant Navy Officers wife in the Life of a Seafarer and Awareness of Life on Board and the pressures of sailing.



**Virus Attacks**

A computer virus is a computer program that can infect other computer programs by modifying them in such a way as to include a copy of it. Computer viruses are called viruses because they share some of the traits of biological viruses. A computer virus passes from computer to computer much like a biological virus passes from person to person.

**Protection :**

The best protection against a virus is to know the origin of each program or file you load into your computer or open from your e-mail program.

Since this is difficult, you can buy anti-virus software that can



screen e-mail attachments and also check all of your files periodically and remove any viruses that are found.

In order to avoid the spread of viruses, you should keep the following in mind:

- Do not open any attachment if you are not sure of the sender.
- Do not allow your computer hard disk to be shared on a network.
- Avoid using floppy disks, flash drives for data transfer.
- Backup all your files regularly on disk or other storage medium.
- Update your anti-virus software everyday and scan your computer on regular basis.

**Cricket Fever**

TradeWinds 23rd April 2004

Shipping's great and good may flock to Hong Kong for the famed Rugby Sevens but the local industry talent are saving themselves for something far more dynamic.

Asian commodity-trading and shipping giant Noble Group invited 12 teams to participate in the annual Noble Group Cricket Sixes, now in its third year, at the Kowloon Cricket Club.

Teams drawn from the ship owning, legal, ship broking, logistics, surveying, banking, ship management and liner communities took part in two days of sizzling cricketing action. The standard of play proved alarmingly

high. Vijay Chowgule brought a team comprised of Noble's Indian iron ore suppliers. Its squad included former Indian test legend Anshuman Gaekwad, who commented on just how competitive the event was. There was a truly international gathering of players. Anders Pedersen and Cameron Waaler boasted that Denmark could be a great cricketing nation after their brokers put in stellar performances.

But even with such talent on their side, the Indian Diggers were unable to stop Liner Shipping's march to the trophy, which was won in a tense final against one of the two Noble teams. The Indian Diggers team scooped the Bowl trophy after defeating Logistics, last year's winner. The host team

from the Kowloon Cricket Club narrowly pipped the brokers to the plate.

And the "Sixes" look set to rock on to even dizzier heights in 2005. As the post-event party was winding down. Noble Group vice chairman Harry Banga promised that next year will see the tournament grow even stronger.



Twelve Teams drawn from shipping's many sectors participated in the annual Noble Group Cricket Sixes at the Kowloon Cricket Club in Hong Kong.

**Fruit Facts...Mango**



- The mango is known as the “King of Fruit” throughout the world.
- The name ‘mango’ is derived from the Tamil word ‘mangkay’ or ‘man-gay’. When the Portuguese traders settled in Western India they adopted the name as ‘manga’.
- There are over 1000 varieties of mangoes.
- Legend has it that Buddha found tranquility and repose in a mango grove.
- There are over 20 million metric tons of mangos grown throughout the tropical and sub-tropical world.
- India remains the main producer of mangoes in the world with very little export as most are consumed within the country. Did you know that India grows more mangoes than all its other fruits combined?
- Mangoes are loaded with Vitamin A and high in Vitamin C, calcium, iron and potassium.
- Mangoes are good for the immune system and have carotenoids which help to ward off colds and reduce the risk of cancer and heart disease.
- Only one serving, that is 1/2 medium mango, contains 40% of your daily vitamin A and 15% of your daily vitamin C requirements. Mangoes won’t even interfere with your diet because a ripe mango contains water, but little carbohydrates and no fat, so a medium sized mango has an average calorie count of only 95!

**No wonder mangoes are so popular – they are deliciously healthy!**

**Sunil Kapoor – Technical Manager**



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# Additions to the FML family

## Hong Kong

- Mr. Balbir Garia – Technical Superintendent
- Ms. Gogo Lam – Travel Executive
- Ms. Evie Suen – Travel Assistant
- Ms. Carol Lee – Accounts Clerk
- Mr. Tiger Cheung – Accounts Clerk
- Ms. Polly Cheng – Insurance Assistant
- Mr. George Au – General Clerk
- Mr. Ricky Chung – General Clerk
- Mr. Alexander John Choi – Technical Assistant

## Mumbai

- Capt. Sanjay K. Sinha – Marine Superintendent
- Capt. Pappu Sastry – Marine Superintendent
- Mr. Rajesh Ranjan – Technical Superintendent
- Mr. Sharad Mohapatra – Technical Superintendent
- Ms. Dimple Mayers – Technical Executive

## Delhi

- Capt. R. S. Rana – Marine Superintendent

# Career Growth

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

## Masters

- Capt. A. K. Sarma
- Capt. G. K. Upadhyay
- Capt. V. K. Tyagi
- Capt. S. K. Prabhakaran
- Capt. K. K. Arundev
- Capt. A. K. Thapliyal

## Chief Engineers

- Mr. K. V. Subbaraju
- Mr. S. Chakrabarti
- Mr. A. Kumar
- Mr. A. D. Moghe
- Mr. B. Thawal
- Mr. S. Dey
- Mr. S. Sahoo
- Mr. J. Karumathil

## The Bottom Line!

