

Administration soft peddling piracy attacks on Indian seafarers > December 2011

Administration soft peddling piracy attacks on Indian seafarers by **Joseph Fonseca**

Dec 28, 2011, 12:35PM EST



Indian Administration yet to rise to the occasion

The seafaring community, seafarers' union, ship owners and the trade appear to have reached the end of their tether as a result of the apathy of the Indian administration towards continuing piracy and mere lip service being paid to the plight of the unfortunate hijacked Indian seafarers. The last straw has come by way of the hijack of the Italy-flagged MT Enrico Levoli which was attacked some 30 nautical miles off the Omani coast probably by Somali Pirates at about 0300 UTC on 27th Dec'11 while the vessel was sailing from Fujairah (UAE) towards the Mediterranean Sea.

The 138 meters hijacked vessel was carrying about 15,750 metric tonnes of caustic soda. The hijacked seafarers numbering 18 in all onboard comprised 6 Italian, 5 Ukrainian and 7 Indian. The 7 Indian seafarers have been recruited by Andheri (W), Mumbai based Marnavi Shipping Management Pvt. Ltd. on behalf of its principal Marnavi S.P.A, Napoli, Italy. Italian Foreign Ministry confirmed the hijacking stating that the vessel was off the coast of Oman. He said that situation is being closely watched and declined to provide further details. Simultaneously, Italian Foreign Minister Giulio Terzi di Sant' Agata wrote on his Twitter account that he is following the hijacking of tanker Levoli closely and he intends to maintain a strict confidentiality on the incident to favor a successful conclusion. Agency quoting Domenico levoli, the managing director of Marnavi, the ship's Naples-based owner said that the captain of the hijacked vessel, Captain Agostino Musumeci while speaking on Tuesday on phone said that that pirates had boarded his vessel off the coast of Oman and were probably

commandeering it towards Somalia. And further added that the condition of all the seafarers is good and they are being treated well by pirates.

Various seafarers' unions in India have been seeking the intervention of the Director General of shipping and the Government of India to prevent similar incidents taking place. The unabated piracy attack and the Indian seafarers being taken hostage in ever big numbers has got many in the field apprehensive expressing fears of piracy acting as a deterrent to new comers into the sea career.

Capt D. K. Singh Marine Consultant to the Forward Seamens' Union of India stated stridently, "The Indian Administration has generally been pussyfooting the whole issue and taking a soft approach towards the Indian seafarers who have been involved in the attack or have been taken hostages."

According to a release issued by FSUI informed that in the last week Somali pirates had freed another Italian tanker **MT Savina Caylyn** and its crew of 22 - five Italians and 17 Indians. **MT Savina Caylyn** was under Somali pirate's captivity since February 2011. In October another Italian ship the **Montecristo**, with seven Italians, 10 Ukrainians and six Indians on board hijacked off coast of Somalia was also freed by successful joint rescue operation conducted by British and US Naval Commandos.

According to the International Maritime Bureau, there were 352 reported hijackings worldwide between January and September - more than half of them carried out by Somali pirates, who often operate far from Somalia's shores in the Red Sea or the Indian Ocean. The EU's anti-piracy mission NAVFOR said earlier this month that Somali pirates were holding 199 people hostage as part of their ransom business. IMB further added that since the start of the EU NAVFOR mission in December 2008, 2,317 seafarers have been held hostage for an average of nearly five months and adding that this humanitarian tragedy is especially pertinent over Christmas, a time when families normally gather to celebrate while on other hand pirates torture, abuse and sometime kill innocent seafarers. According to the International Maritime Bureau, there were 352 reported hijackings worldwide between January and September – more than half of them carried out by Somali pirates, who often operate far from Somalian shores in the Red Sea or the Indian Ocean.

With hijacking of Italian Tanker **MT Enrico levoli** a total 43 Indian seafarers are under custody of Somali pirates. Other vessels in which Indian seafarers are under Somali custody are **MV ICEBERG 1** which was seized on March 29, 2010, a Roll-on roll-off vessel captured 10 miles from Aden having six Indian crew, **MV ALBEDO** which was seized on Nov. 26, 2010, a Malaysian-owned cargo vessel taken 900 miles off Somalia as it headed for Mombasa from UAE having two Indian crew.

Marshall Islands-flagged tanker managed by Mumbai-based Anglo-Eastern Ship Management which was seized on Aug. 20, 2011, an Italian chemical

oil tanker with its 21 Indian crew. This is the first vessel which was hijacked by pirates from south of Salalah, within territorial water of Oman. And lastly seven Indian seafarers of ***MV Asphalt Venture*** which was released by pirates' long back but these seven Indian seafarers are still under Somali pirate's captivity as a reappraisal against 120 Somali pirates captured by Indian navy and held in custody in Taloja, Navi Mumbai jail.

Judges special award for outstanding services to Seafarers' Welfare

Friday, 16 December 2011 10:05:20



Dr. Suresh Narain Idnani

This year the judges of the International Committee on Seafarers Welfare have decided to present a Special Award for Outstanding Services to Seafarers' Welfare to Dr. Suresh Narain Idnani.

Dr. Idnani's career spans three decades of practical experience and training in the areas of seafarers' health and welfare. He was elected the President of the International Maritime Health Association (IMHA) for a second term and is responsible for developing international relations for the Association. With the IMHA team, he is also working to develop a quality assurance accreditation scheme in maritime health. For four years he ran the South Asia Programme of the International Committee on Seafarers' Welfare. Roy Paul of the MPHRP said, this honour is well deserved. Suresh has dedicated his life to the health and welfare of seafarers and he along with his wife Coriene have played a very active part in promoting the aftercare of seafarers who have treated so badly by pirates especially for the Indian seafarers involved.

Dr. Idnani is a trained and certified ship visitor from the Nautical Institute. He was a workshop leader at the Lloyds Conference in Manila in Nov 2006. In 2009, he organized the 10th International Symposium on Maritime Health (ISMH10) in Goa India, which addressed important issues in seafarers' welfare and health including the Global Partnership on HIV and Seafarers along with the ILO, IOM, ITF, ISF and UNAIDS. He is also assisting with the implementation of the ILO MLC 2006; and more recently, with the 2010 IMO STCW

revision on matters relating to seafarers' health and welfare.

He holds academic positions with the University of Tarragona in Spain, Lloyd's Maritime Academy and the National Sea Training Centre. He has written a chapter on seafarers' welfare in a textbook on maritime medicine.

Dr. Suresh Idnani, winner of the Special Award for Outstanding Services to Seafarers' Welfare Said:

"Thank you for honouring me with this most special Award. I would also like to thank the ICSW, the IMHA, the ITF, the ISF, the ILO and the IMO. I accept this great honour with humility.

I have an abiding faith in seafarers and a great belief in the seafaring industry. After three decades of working in maritime medicine, the well-being of seafarers, their good health and welfare, and the welfare of their families remains my driving passion. The lure of the sea and the endurance of its men and women continue to inspire me every day. But this is not the end of our voyage. If anything, it's the beginning. Everywhere, our culture is fragmenting. Much still needs to be done, especially, in the key areas of work stress, piracy, ship-visiting, counseling and maritime education. None of us should rest our laurels.

Finally I would like to thank my beloved family, my wife Corinne and my two sons Nikhil and Varun. They are the strength behind my dreams and the wind beneath my sails."

Corporate Social Responsibility in India: No Clear Definition, but Plenty of Debate

Published: August 02, 2011 in India Knowledge@Wharton

The problem with corporate social responsibility (CSR) is that nobody is very clear about what exactly it encompasses. The Indian government has been trying to make it mandatory for companies to spend at least 2% of net profits on CSR. Facing strong criticism, it gave up the effort in mid-July and made the spending voluntary. But the debate continues.



If the proposed rule had come into play, the government would have had to spell out what constitutes CSR. That would have gone some way in removing the vagueness that exists about the term. Today, CSR to some companies means providing lunch to employees. To others, it's about tackling global warming and environmental issues. Instead of defining CSR, the Indian government recast it as "responsible business" in a set of voluntary guidelines for firms released July 8 by then Union minister of corporate affairs Murli Deora.

The recent unsuccessful effort isn't expected to be the last word on mandatory CSR spending, however. In meetings with industry, Deora has repeatedly expressed the personal view that CSR should be compulsory. In the latest round of recommendations, the government asks that companies keep tabs on CSR spending and disclose it to their principal stakeholders.

The CSR measures are actually part of a new Companies Bill that has been in the works for several years. The Companies Act of 1956, which is currently the rule of law, has several clauses inappropriate to the current business and economic environment. A revision process was started in October 2003 and a Companies Bill 2008 was tabled in Parliament. That legislation lapsed with the dissolution of the Lok Sabha (the lower house of Parliament) in 2009. A new bill -- the Companies Bill 2009 -- has been tabled. It is wending its way slowly through various committees.

While the Companies Bill contains many provisions that are of great importance to industry, it's the CSR piece that has created the most debate. Deora's predecessor, Salman Khurshid (now Union minister for law), at one time supported making the spending mandatory. Later, he veered around to the view that if CSR spending figures are made public, it will put adequate peer pressure on the corporate laggards.

Industry has been almost totally against a mandatory clause. The Federation of Indian Chambers of Commerce & Industry (FICCI) has suggested tax breaks instead for those who meet the voluntary targets. Rival chamber the Confederation of Indian Industry (CII) says that compulsory corporate responsibility would be counterproductive. "Companies may resort to camouflaging activities to meet such regulations, particularly during recessionary periods and economic downturns," argues the lobbying group.

India's philanthropic community is also against compulsory CSR. "It is a crazy idea," says Dhaval Udani, CEO of non-governmental organization (NGO) GiveIndia. "Once you make it mandatory, people will find ways and means to get out of it. The rules will be so vague that the reporting will be even vaguer." Deval Sanghavi, co-founder & CEO of Dasra, a strategic philanthropy foundation, agrees. "I am not in favor of mandatory CSR. When you make things mandatory, the chances of their not being done are greater," he notes.

Industrialist Adi Godrej adds, "It's good to say that [CSR] is desirable. Then people should decide [what to do] on their own." Philanthropist Rohini Nilekani is more critical. "I just don't get it," she says. "This is outsourcing of governance. This is taking the failure of the state and the corporates and trying to create a model out of it. If you want, you tax the corporates and put the money into social programs. But you can't dictate CSR."

The world over, very few countries have a CSR requirement; Saudi Arabia is possibly the only exception. "The laws in developed countries do not stipulate mandatory CSR contributions," according to KPMG partner (development sector practice) Sudhir Singh Dungarpur. "In the recent past, many European countries have specified that companies must include CSR information in their annual reports."

Blurred Boundaries

India has a tradition of corporate philanthropy. The trouble is that somewhere along the way, the lines between giving and CSR have grown hazier. "Corporate philanthropy and CSR are really two different things, but get blurred, particularly in India," Dungarpur notes. "CSR should actually relate to the way you conduct your business, whereas it gets confused with giving to the local communities in which you operate." He, too, is against a government mandate. "Generally the carrot approach -- where corporates understand the value in focusing on philanthropy and act upon it in that regard -- is better than the stick approach. It is not necessarily the quantum of funds spent that matters, it is how

you spend it." Adds Parul Soni, executive director and practice leader at Ernst & Young (India): "CSR is a journey and not a destination."

"I don't think there is a clear distinction," between philanthropy and CSR, says Arpan Sheth, Mumbai-based partner with Bain & Company and the author of Bain's recently-released "India Philanthropy Report 2011". "It's like a Venn diagram where there's overlap between the two. I think in many ways, in India in particular, CSR is almost a 100% overlap with whatever the promoter family's passions are."

Recently, the government also sought to include vocational training for employees as part of CSR. But that term, too, is difficult to define. Would Infosys, which runs a huge university of sorts for entry-level employees, qualify? Or is would the vocational training umbrella only include those who are taught manual skills? The first government paper on CSR -- released by the ministry of corporate affairs in 2009 -- also talks of health, cultural and social welfare, and education coming under the CSR head.

Indeed, just about everyone sees CSR through a different lens. When Bill Gates and Warren Buffett came to India earlier this year to popularize their Giving Pledge, which asks the wealthy to commit to giving the majority of their fortunes to philanthropy, they told Indian companies that the effort was not CSR but CSC -- corporate social compulsion. An Ernst & Young white paper titled, "The Emerging Role of Business -- Not Just for Profit," offers other options: "CSR could be and is used synonymously with terms like corporate responsibility, corporate citizenship, sustainable responsible business, corporate social performance and corporate sustainability."

Stepping into the breach is the Institute of Chartered Accountants of India (ICAI). The accounting regulator has set up a subcommittee to identify what should come under the CSR umbrella and what shouldn't. But that effort has spawned its own debate with some others questioning ICAI's right to be heard.

The arguments will likely continue because, as a white paper by KPMG and the Associated Chambers of Commerce and Industry of India (ASSOCHAM) presented at the first International Summit on CSR held in New Delhi in 2008 put it: "CSR is comprehended differently by different people." The report -- titled, "CSR: Towards a Sustainable Future" -- noted that until the 1990s, CSR was dominated by the idea of philanthropy and that business efforts were often limited to one-time financial grants. "Moreover, businesses never kept the stakeholder in mind while planning such initiatives, thereby reducing the efficacy and efficiency of CSR initiatives," according to the report. "However, over the past few years, the concept of CSR has been changing. There has been an apparent transition from giving as an obligation or charity to giving as a strategy or responsibility."

The View from Delhi

When former minister of corporate affairs Khurshid released the 2009 guidelines he noted that though India's business sector has generated wealth for shareholders for decades, the country continues to grapple with problems of poverty, unemployment, illiteracy and malnutrition. "Corporate growth is sometimes seen as widening the gap between India and Bharat [rural India] through its income-skewing capability," Khursid said. "This gap needs to be bridged. While the government undertakes extensive developmental initiatives through a series of sectoral programs, the business sector also needs to take the responsibility of exhibiting socially responsible business practices that

ensure the distribution of wealth and the well-being of the communities in which the business operates."

A report from global accounting and consulting firm Grant Thornton that used data collected in late 2010 and early 2011 noted that CSR activities across the world have increased dramatically in recent years as "businesses realize their value not only commercially, but also in terms of boosting employee value, attracting staff and cutting costs." Incidentally, "Saving the planet" came in sixth in the survey of drivers of CSR. The Grant Thornton International Business Report was launched in 1992 and now covers over 11,000 respondents per year in 39 economies.

Despite this seemingly irreconcilable divergence, some management thinkers feel a meeting of minds is possible. In a 2006 Harvard Business Review article titled, "The Link between Competitive Advantage and CSR," authors Michael E. Porter and Mark R. Kramer argue that creating shared value (CSV) should take precedence over CSR. "CSV should supersede CSR in guiding the investments of companies in their communities," they wrote. "CSR programs focus mostly on reputation and have only a limited connection to the business, making them hard to justify and maintain over the long run. In contrast, CSV is integral to a company's profitability and competitive position. It leverages the unique expertise and resources of the company to create economic value by creating social value."



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Total Comments: 2

#1 A Deadly Combination?

How to govern both CSR and the business? A deadly combination in India?

On one hand in this competitive world, running a business itself is a challenge. It can be compared with sitting on a lion. If you get down, the lion will eat you. If you keep riding, there is constant fear. Thus, in my opinion, providing jobs to many is also CSR.

If you govern the lion, it either has to be caged or has to be in the open forest with confinement and precincts ... or it could be in the circus. At the end we'll have to select such options for CRS as well.

By: Ashish Urkude, UPES, India

Sent: 06:39 AM Thu Jul.21.2011 - IN

#2 A Tricky Question

How to define CSR, particularly in India, is clearly a tricky question. CSR can mean different things to different people -- and in many cases, companies engage in a portfolio of "responsible" activities. In India, many companies support health and education in their local communities, and increasingly companies are looking to mitigate harm by establishing Health, Safety and Environment (HSE) guidelines. Unfortunately, as ITC Chairman Y. C. Deveshwar adroitly noted in a recent speech to shareholders, today's typical company is not seeing the full potential of CSR but is instead looking through "a very narrow lens that concentrates only on its ability to extend financial support to socially relevant projects."

At FSG, we believe it is important for companies to minimize harm caused to society and the environment from

business operations. We also believe that fulfilling obligations to the community through charitable acts is a critical component of most corporations' CSR portfolios. Thus traditional forms of CSR will continue to have a place in the toolkit of most companies (in India and elsewhere). Yet there is another form of CSR that we believe has the power to generate deeper and more long-lasting social change - while also strengthening India Inc.'s competitive advantage. These opportunities tend to be strongest where business opportunities, social needs, and corporate assets intersect. We call this "Creating Shared Value" (CSV), and outlined the basics of the concept in a Harvard Business Review article of the same name (co-authored by our co-founders Michael Porter and Mark Kramer. The CSV article was published earlier this year, and is a follow-up to "The Link between Competitive Advantage and CSR," the article mentioned at the end of the original post above; see <http://www.fsg.org/tabid/191/ArticleId/241/Default.aspx?srpush=true> for a free download). Chairman Deveshwar eloquently made the point that the more traditional approach "ignores the immense transformational capacity of business in innovating business models that can synergistically deliver economic and social value simultaneously." Business, after all, is about identifying a problem and finding an economically viable way to solve it. Trying to actually solve social issues may seem too daunting to even make an effort. But as we will share in a forthcoming FSG publication, there are many exciting examples of the ways in which Indian businesses are doing exactly that - finding viable ways to solve social problems, and creating economic value and competitive advantage in the process.

In response to the comment posted by Mr. Ashish Urkude: running a business and engaging in corporate responsibility may imply choices in the short term, as it is true that gestation periods for creating shared value projects typically take more time and large margins are tougher to come by. Yet in the longer term, the truly deadly combination comes from a company that is shut down by regulators due to engaging in corruption to gain market access; or that fails to recognize opportunities for cheaper, more innovative products (inspired by meeting Bottom of the Pyramid needs) and therefore loses market share; or that finds itself trying to do business in a society imploding due to wide divides in economic and social inequality. Healthy economic progress depends on the health of the underlying social system, and lasting competitive advantage comes from defining success by both economic and social impact. Defined at its best, CSR should not have to be imposed by the Government of India - it should be readily recognized by business leaders as a business imperative. Many corporate leaders in India are beginning to agree that failing to address India's dire social problems could slow down the country's future growth. It is our sincere hope that more such leaders will begin to seriously examine how they can maximize India's chances for a bright future by engaging in the most strategic form of CSR possible.

By: Veronica Borgonovi, FSG/Consultant
Sent: 08:04 AM Sat Aug.13.2011 - IN

Ships still held by Pirates. Thursday, 22 December 2011 06:45:05

Please spare a Christmas thought for the seafarers and their families held on the following vessels and also those still cruelly held captive ashore.

Also for the seafarers and families of the released Italian-owned oil tanker Savina Caylyn and its 22 crew on their way home we hope.

* SOCOTRA 1: Seized on Dec. 25, 2009, in the Gulf of Aden. The Yemeni-owned ship had six Yemeni crew.

* ICEBERG 1: Seized on March 29, 2010. Roll-on roll-off vessel captured 10 miles from Aden. Crew of 24. Two reported to have died.

* OLIP G: Seized on Sept. 8, 2010. Maltese-flagged merchant vessel with 18 crew - 15 Georgians, three Turks.

* CHOIZIL: Seized on Oct. 26, 2010. South African-owned yacht hijacked after leaving Dar es Salaam.

One crew member was rescued by an EU anti-piracy task force but two others were taken ashore as hostages and have not been heard from since.

* ALBEDO: Seized on Nov. 26, 2010. Malaysian-owned cargo vessel taken 900 miles off Somalia as it headed for Mombasa from UAE. Crew of 23 from Pakistan, Bangladesh, Sri Lanka and Iran.

* ORNA: Seized on Dec. 20, 2010. The Panama-flagged bulk cargo vessel, 27,915 dwt, owned by the United Arab Emirates, was seized 400 miles northeast of the Seychelles. Somali pirates rescued 19 crew members of the Orna after their hijacked ship caught fire last June.

* FAIRCHEM BOGEY: Seized on Aug. 20, 2011. The empty chemical oil tanker with its 21 crew was seized south of Salalah port in the Gulf of Oman. The 52,455 dwt Marshall Islands-flagged tanker is managed by Mumbai-based Anglo-Eastern Ship Management.

* LIQUID VELVET: Seized on Oct. 31, 2011. The Marshall Islands-flagged Greek-owned chemical tanker was sailing from Suez and heading to India when it was seized in the Gulf of Aden. The 11,599 dwt, owned by the Greek firm Elmira Tankers, was carrying 22 people on board.

* ARIDE: Seized November 2011. The fishing vessel was captured 65 miles west of Mahe. Two Seychelles crew are being held hostage by Somali pirates.

Source: Reuters

Pre-departure Piracy Awareness Training. Tuesday, 20 December 2011 16:05:25

Hosted by Aboitizjepsen MPHRP was given the opportunity to pilot their Pre-departure Piracy Awareness Training this week in Manila.

MPHRP's Toon van de Sande led this course attended by 16 seafarers including 4 female seafarers working on Cruise-ships. The course, being developed with support from many of the industry partners, highlights the Best Management Practices 4 so that participants learn about the vulnerability factors for the ship. Elements of the MPHRP Good Practice Guide are used to show the vulnerability of the crew when a ship is in danger of being attacked by pirates. Also they discovered the best way to cope during a crisis and how to survive during a hostage period. They were informed about the reassuring measures taken by the manning agency before, during and after a period of piracy and also reflected about their responsibility towards their families.

After the course the participants evaluated the course positively and they were given a Certificate of Completion approved by the Philippine Overseas Employment Administration Resolutions. The course was observed by representatives of other Shipping Companies and Manning Agencies who also gave positive feedback.

Toon van de Sande said, "We are very grateful to all those seafarers who took part in this pilot which allows us to develop this course. We are sure though that 'A seafarer prepared for piracy will turn out to be a better seafarer' ".





Fire Safety Issues

For the next edition of Shipping World & Shipbuilder, I am working on an article about fire suppression systems. Have members of the group had any negative experiences with systems using Pyrogen? Also what do members think about CO2-based fire extinguishing systems? With the industry looking to curb its CO2 emissions, have CO2 based fire systems had their day? Anyway, please feel free to offer comment or highlight any other issues either on the group, or privately to patrik.wheater@imarest.org. Members of this group are reminded that they may receive a free introductory copy to Shipping World & Shipbuilder. To receive this and subscribe contact lorraine.small@imarest.org

Patrik Editor, Shipping World & Shipbuilder.

Patrik Wheater, Niamh Smith and 2 others like this.



Follow Fabio Fabio Cigoj • Patrik,

For a number of years I have had exposure to the selection and implementation of firefighting systems on passenger vessels, and I can offer some comments mainly on the CO2 systems, as follows:

CO2 is extremely effective, but rules and common sense require to account for all engine crew members, and certainty that the engine room is perfectly sealed before discharge. In many cases the rush of the moment has brought casualties, and conversely accounting for all crew members on a ship with a large engine rooms, and a high number of emergency exits, has taken long enough to decrease significantly the effectiveness of CO2. In other cases fire doors or ventilation ducts were not sealed at the time of discharge, thus rendering it useless or greatly reducing efficiency.

Again sometimes the CO2 has been vented to atmosphere before the space had cooled down enough to prevent re-ignition. My very personal conclusion is that the use of CO2 requires a disciplined mind that most people do not possess in an emergency, and this hinders its power greatly besides increasing risk. At present there are other options that are able to suppress fire without endangering human life and can therefore be used extremely lightheartedly in an emergency situation. Hi pressure water fog is one of them. Phasing out of CO2 systems as a consequence of CO2 emission limitations is certainly a good excuse, but in my opinion it's a drop in the sea, much in the same way emergency diesel generators have been forced to comply with environmental regulations, forgetting their extremely seldom use, and having them adopt electronic injection modules that greatly decrease their reliability.



Follow Jayan

Jayan Pillai • I agree with Fabio on the CO2 issue. CO2 is given a Global Warming Potential (GWP) value of 1. All other gasses are either greater or lower than this value. The "man made" hydrofluorocarbon chemical alternatives may be safe in ambient temperatures, but are extremely hazardous at high temperatures. Halon (now banned) releases Hydrogen Bromide at high temperatures (electrical fires) in sufficient doses to be fatal. Other Hydrofluorocarbon (FM200, Halotron IIB, etc) gases release Hydrogen Fluoride at high temperatures which are fatal. FM200 has a GWP of 3300 and Halotron IIB has a GWP of 1600 times more than CO2 gas. They are also 10 or more times more

expensive than CO2. CO2 is a natural product - so the CO2 systems used on 90 percent of large ships is still a drop in the ocean. CO2 and other inert gases used for fire fighting on ships are an asphyxiant gas (they can kill and have killed). But CO2 has been in use on ships for 100 years or more - and pragmatic and prudent use make the gas very effective for fighting fires in enclosed spaces like ships' engine rooms. It is important that the space is sealed before the CO2 is released. Pyrogen evolved from the Soviet Space program. They are fine powder aerosols. It is very effective for rapid fire fighting in small enclosed spaces, enclosed engine compartments, small boat engine spaces, etc. They are not really effective in large spaces. When dormant they are safe. When they are set off or explode accidentally, they can be lethal for anybody in their direct line of fire. A bit like my wife ! Patrik do contact me if you require an unbiased experts opinion. I do not represent any manufacturer.

Follow Mark Mark Bridger • Maybe a slip there Jayan, it is important that the space is not sealed before release....This arose during an oral exam whereby the surveyor related the tale of a perfectly sealed engine room that split the casing when CO2 was released. There is some merit to the argument that no spoave will be perfectly sealed however it was recommended that a TOP level vent be left open to allow pressure release? Any comment?



Follow Jayan

Jayan Pillai • Hi Mark - I think we met in December 2003. I would like to make contact with you. My phone number is 01329 846656 (Titchfield). Please call me anytime. You are right about having suitable pressure release in the sealed space. I made this a condition, in all the certification I issued during my tenure at the MCA. This is a basic principle any competent engineer should be aware off. My email address is jnmagic@hotmail.com Enjoy the Festive Season !!



Follow Paul David

Paul David Cardona • There is another alternative system which is NOVEC 1230, I believe by TYCO. It has an advantage that it is delivered in liquid state and propelled by nitrogen. Please double check this. Pyrogen. To date, I have only found approval, and test reports, for it's use for vessel's under 24m. The information I have received is that the triggering system is via an electric cable, which could be damaged in case of fire. In our region, and other ports, we have unfortunately found marketing of this product less then straight forward, it may be their representatives or incorrect 3rd parties, but I have found it installed on vessel's above 24m as the miracle solution to space issues. To date I have not come across an engine-room fire where pyrogen was deployed, so I cannot comment on it's effectiveness. We have handled damages were CO2 and FM200 were deployed, with success. I would appreciate any feed-back on Pyrogen being approved for vessels above 24m, as it would solve a case in hand. Pyrogen never returned any answers to my queries. Copies of approvals would be great, as the only approvals readily available is by ABS which is expired.



[Follow Bob](#)

Bob Wittkower • Hello - I am a water advocate. I have installed many fire extinguishing systems that cover large areas which are typically 3 to 20 times the size of the largest engine room that you can envision. I have witnessed CO2 system testing for very large systems in rooms typical the size of engine rooms for ships as these rooms were 4 stories tall and 200 feet long. So all person involved in the testing which were about 10 people were in SCBA. As you can image the CO2 was in a huge horizontal tank outside the building. I would suggest super high expansion foam. I have installed it in rooms 3 stories high and 40 meters in depth and 30 meters in height but also in an aircraft hanger that held a Boeing 747 jumbo jet and have know of an installation that was done for a hanger that holds to Boeing 747 jumbo jets and avaiation gas is far more flammable than diesel.

High ex foam will extinguish easily all the diesel on fire and all electrical wiring on fire. It is breathable as you can walk around it. You will get disoriented in it as you cannot see but the solution is yellow or orange floor marking to exits throughout the area and drop to your knees or duckwalk out of the room by following the strips. It is reasonable cost and not expensive like the modern halogen gases. It will not extinguish a deep seated fire in the sleeping couch hidden behind the controls' panels or in a stack of storage boxes of ships paper hidden in a corner. You have to follow up with hand held hose with these dense class A materials that should not be there anyway. The other choice is fine water spray and the air remains breathable. Water spray will absolutely hold a diesel fire in check and water is carred to a cyclone separator which follows the water flow out of the scuppers and the fuel is carried away and separated from the air where is goes out. True fine water spray is much more effective if all diesel tank areas, day tanks, lines , engines circumfernces are bermed and the water/diesel localized and carried to scuppers into the cyclones. I recommend a major fire protection company in Houston, TX that can deal with every known fire system aspect and installation and to which I have absolutely no financial interest but are just great Fire Protection engineers that I strongly recommend and have recommended to others for the last 35 years.



[Follow Duncan](#)

Duncan Cameron • I too prefer water, BUT I was on an Italian built ferry (about 12 months old) and we had problems with the pipes pinholing with the resultant mess in the passenger accommodation. On investigation we found that the yard had, for reasons best known to themselves, carried out the pressure test with sea water rather than the specified deionised water with a corrosion inhibitor. Something to watch out for on new builds!! Slightly off topic I was involved in a project for a paper mill that wanted to go away from steam humidification and fire suppression on the webs, adiabatic humidification was no problem and I persuaded the Site Chief Engineer to try micro mist for the suppression - a complete success with substantial energy savings.



[Follow David](#)

David Hopwood • My tuppence worth...We operate 3 small vessels with 3 different suppression systems -Pyrogen, C02 and FM200. I am in the process of removing the CO2

option due to a risk of accidental release cause by the installation set up; replacing it with Pyrogen. The hold up at the moment is correctly sizing the Pyrogen unit against the size of the ER space so we might have to revert to FM200. The only downside to the Pyrogen units that I have heard is that, as with a dry powder release, there is an awful mess to be cleaned up once the unit has been released. Thus may necessitate the strip down and re-build of engines and motors and the like.



[Follow Alan](#)

Alan Cartwright • Hello Guys - just joining this interesting discussion. I have some experience of fighting fires (had a big engine fire in a previous diesel/electric ship). Halon was great - put it out in seconds and left the engine and turbo undamaged so, with instrumentation changes (to replace the melted stuff), we were up and going in short time. However, Jayan explains why we can't use those now. In small ships, we have used FM200, MicroK (a dry aerosol, like Pyrogen but derived from the US space programme) and CO2. The latter is bulky, heavy and requires expensive regular maintenance (pressure vessel regs). Our FM200 system is now 5 years old and we're told the bottles (pressure vessels) have to be tested (so emptied, tested and refilled) - more expense. The dry aerosol systems are best, as annual maintenance is really just a condition and integrity survey. Snag with MicroK is that the containers (not pressure vessels) are considered explosives, under US shipping rules, so are difficult to get hold of, across this side of "the pond". They also corrode. All our MicroK systems are now being replaced with StateX - another dry aerosol but comes in beautifully crafted stainless steel containers. Very good and now a standard installation in our patrol, pilotage and marine services vessels. When discharged, there is a bit of dust to vacuum up but nowhere near the mess that you get with dry powder. For vessels larger than 24m load line, Hi-Fog is the preferred system. Puts fires out, causes least damage but also gives engine room staff the chance to get out. Hope that helps.



[Follow Mark](#)

Mark Bridger • A very good discussion but of course Jayan is the authority on this and can guide us all I am sure Both Jayan and myself had extensive experience of fire fighting systems and legislation although he is more up to date than myself. I think the critical consideration is the space to be covered hence the different rules for different vessel types. In fact much discussion was had at IMO when deciding what form the "engine room" test area should take when the various systems were tested. All systems had their advantages whether it was cost based, (Capital and maintenance) effectiveness based or the type of fire to be extinguished. I too had the experience of trying to find my way out of a Fire engine shed in Plymouth which had been filled with Hi Ex foam and I was surprised at the amount of panic in some students when they realised they were entirely disoriented in an unfamiliar space.



[Follow Geoff](#)

Geoff Cartin • Who we are. As an established provider of special risk fire suppression solutions, our team have extensive experience in providing bespoke solutions to a vast array of clients.

What we offer We offer land and marine based galley fire suppression. The Nobel K-Series Wet Chemical fire suppression system is designed to protect against fires involving cooking appliances, cooking facilities and their subsequent extract/ventilation systems. Systems and packages of systems can be tailored to meet the specific demands of each risk. An ability to design, supply and install products from a vast array of advanced technology fire suppression products also means that unbiased advice can be proffered. The K-Series fire protection systems are electrically controlled, with no moving mechanical parts. Three basic stainless steel cylinder sizes make up the family and consists of 5 ltr, 15 ltr. and 30 ltr. capacity. These can be used as single units or in combinations for complete flexibility.

Wet Chemical Liquid fire fighting agent. All the systems are charged with a wet chemical liquid as the suppression agent. Nobel-K has been specifically formulated to react chemically with "class F" (K) burning oils and fats. A near neutral pH value of 7.8 ensures that the liquid does not cause any harm to the galley equipment and is safe and easy to clean up after discharge.

Nobel K-Series System Concept.

The K-Series fire protection systems are fully engineered and as such are designed to meet the individual requirements of the galley facility being protected. The Nobel concept is simple and provides the customer with a tailored package to offer the greatest protection, integration and flexibility at a price that offers real value for money.

Control Every system has an NFS IIIS stainless steel electrical control panel manufactured to the latest BS and EN standards. The panel receives a signal from the detection device and automatically actuates the discharge circuitry. It is equipped with a manual actuation facility to override automatic detection and discharge the system manually. Wet Chemical Liquid **Suppression Medium**

All the systems are charged with a wet chemical liquid as the suppression agent. Nobel-K has been specifically formulated to react chemically with "class F" (K) burning oils and fats. A near neutral pH value of 7.8 ensures that the liquid does not cause any harm to the kitchen equipment and is safe and easy to clean up after discharge.

Gas Generator Technology

The gas used to propel the liquid through the pipe work and onto the fire is produced by a "Gas Generator". This unique device provides the fire system with a controlled constant flow of gas resulting in a constant pressure /time profile within the cylinder. In turn the nozzle is also provided with liquid at the optimum performance pressure. This feature gives increased efficiency over other methods of expellant production as the system remains at Zero pressure until a fire condition occurs. (The possibility of stored gasses leaking prior to actuation is eliminated).

Fire Detection

The fire suppression system can utilise all types of detector. The type predominantly used in the galley environment is the Linear heat sensor. The 4mm diameter, chemical and abrasion resistant cable is placed in the canopy/hood behind the filters and runs in a continuous uninterrupted loop to detect a fire throughout the full length of the canopy and over all cooking appliances. This method gives a very reliable, unobtrusive and easy clean method of detection. In addition when protection needs to be extended into the duct, spot heat detectors can be used to supplement the linear heat sensor.

Installation

The K-Series is installed using only high quality stainless steel fittings, pipework and nozzles as standard. Each nozzle is protected using a metal or rubber blow off cap to ensure no blockages occur in the harsh galley environment. Contact me if you would full data



[Follow John](#)

John Fahy • Fire Safety Issues

Patrik §It appears you have really let the cat out of the bag with this one. Personal preference is for high expansion foam or a fresh water sprinkler system. CO2 systems are single shot systems and some of the less than positive aspects are:

1. Storage of CO2 i.e., high pressure cylinders required.
2. Knowing that you still have sufficient full cylinders to discharge in the event of a fire.
3. They tend to be limited to use in engine room fires.
4. Space to be used in requires evacuation of all personnel.
5. Space requires sealing and a vent system to allow displacement of enclosed air.

Various chemical systems are available, which tend to use a smother effect to exclude the flame from the fuel all seem to have some positive and negative effects.

*Another source of concern with fires on board ship, "is, are there sufficient personnel trained in fire fighting and familiar with the layout of the vessel?"



[Follow Thomas F.](#)

Thomas F. Gibson MPH • I also like water systems, but there are times when water will just create more problems, like electrical equipment damage and vessel stability. 100% carbon dioxide fire suppression systems are extremely dangerous due to the inherent toxicity of the gas; PEL 5,000 ppm and IDLH 40,000 ppm or 4%. There is another alternative known as INERGEN (Ansul, 2011). The product is a blend of 52% nitrogen, 40% argon and 8% carbon dioxide. Read the White Paper #1005 on the Ansul site. It discusses the relative safety of INERGEN. This sounds like a viable alternative to traditional CO2 systems.

Reference

Ansul. (2011). INERGEN. Retrieved from:

http://www.ansul.com/en/products/clean_agent_systems/inergen.asp



[Follow Duncan](#)

Duncan Cameron • Patrik mentions that removing CO2 systems may help reduce the industry's CO2 emissions, as the vast majority of commercial CO2 is captured from other industrial processes (brewing being one) rather than being emitted straight to atmosphere this is something of a canard.

Thomas suggests that water systems may cause stability problems, whilst this was certainly the case with traditional water deluge systems it is not so with micro mist systems that use much smaller quantities of water as the system works by interfering with the chemical nature of the fire rather than by cooling.

John quite rightly points out the difficulty of determining the amount of CO2 in a fixed installation, traditionally this was done by weighing the bottles (time consuming and runs the risk of inadvertent discharge or at temperatures below the critical temperature using either a ultrasonic or radioactive level indicator which required a good deal of experience and led to a deal of frustration. As CO2 will be with us for sometime yet perhaps I could suggest a simpler way of determining the level? This only works at temperatures below the critical temperature (31.1 Celsius). Wet the side of the cylinder and using an infra red heat tracer scan the bottle vertically, as the liquid and

gas CO2 have vastly different SHCs the liquid level will be indicated by a change in temperature.



[Follow Jayan](#)

[Jayan Pillai](#) • Merry Christmas to all who read this - and lets hope we have fewer fires to deal with in 2012 !! We have had some wealth of advice on fire fighting products from the comments above. Depending on the fire, basically one can use almost anything to fight a fire - I try to use my mother-in-law, but she refuses !! I have produced a simple document with very brief discription, which gives some guidance of some of the main products available for the marine market. The table at the end of the document gives a comparison of pros and cons of the products available. Email me if you wish for a copy jnmagic@hotmail.com

Carbon Dioxide gas is used on 90% of all commercial ships. It has been in use for over 100 years and is a product available all over the world. Yes it is a dangerous gas, but as long as the right procedures are followed, it is a very effective and clean fire fighting medium. Many of the newer "man made" chemical products also do the job, but are more expensive and not available in many ports. One of the biggest enemies in most emergency situations is "panic". Ongoing training and regular practice drills on board ship may reduce the "panic" element. This also applies to knowledge - like sex - the



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more we repeat - the better we get at it.

[Mark](#) **[Mark Bridger](#)** • and like fires, the idea of sex makes me panic!!



[Follow Dennis](#)

[Dennis Wilson](#) •

The topic of Fire on board ships has always been of interest to myself. One of the interesting issues is often not the medium used for fire fighting, as this decision is usually made at construction of a vessel and can be dictated by cost and available space as the case maybe. The interesting point to me as a marine engineer and now as a marine surveyor is how few ships personnel I come across on a daily basis that have little or no idea on maintenance of fixed fire fighting equipment. I often find controls bolcked by non essential items, fire alarm systems isolated and/or no functioning, ships personnel that do not have or have little training in proper fire fighting techiques. The number of vessel I have found where fire fighting equipment is located in its own compartment, and by all appearances no maintance is carried out in the space only to find the deck full of small corrision holes has surprised me, and no one on board seems to look for these type of problems. I am coming to the opinion that the fixed fire fighting medium is not going to be the problem of the future, as there are number of test required for approval are now in place before a new medium can be used. The problem of the future is going to be the operational readiness of the ship staff and the ships equipment that will be the problem. Ship maintenance will continue to be a problem while poorly (practically) trained personnel still operate ships, poor maintenance as a rule of thumb will increase the risk of an occurance of a fire on board any ship

Confusion remains on first call after fire

Jayanta Gupta, TNN | Dec 24, 2011, 03.37AM IST

KOLKATA: A fortnight has passed after the AMRI tragedy, but it is still not clear who actually made the **first call** to the fire brigade and the police on that fateful day.

A few days after the disaster, sources in the fire department provided a mobile number from which the fire emergency helpline 101 had received a call at 4.10am on December 9, alerting them of a fire at AMRI. This mobile number belongs to Susanta Goldar of Hooghly's Adisaptagram. But was there another call to the Lake police station and the local fire station at Gariahat barely two minutes before this?

The FIR that has been lodged at the Lake police station mentions that the fire brigade and the police received calls at 4.08am from Sanjib, the night administrator at AMRI. Sanjib Pal is the assistant general manager in charge of maintenance at AMRI, who has been charged with culpable homicide not amounting to murder and is presently in police custody. Apart from the directors, Pal and his senior **Satyabrata Upadhyay** are the only two persons to have been arrested in this case. When a fire department official was asked about this confusion, he said it is possible that Goldar called up 101 barely two minutes after Pal got in touch with the local fire brigade and Lake police station.

"The FIR will naturally be filed on the basis of the first call that the local fire brigade received. It is possible that by the time Goldar's alert reached Gariahat fire station, they had already received Pal's call and were on the move. What matters is that the call was not made fast enough. Otherwise, several more lives could have been saved," the official said.

The sequence of events that led to the delay in summoning the fire brigade is still unclear. According to the police, Pal or Upadhyay were not present at the hospital on the morning of December 9. They may have been alerted by those on duty at the hospital. A police officer said that Upadhyay was called up by an on-duty employee but ordered that an attempt be made to douse the flames internally. Pal may have been called up after employees realized that the fire was beyond their control and could have made the calls to the police station and the fire brigade.

"It seems that Pal was the one who assured the fire department that the basement of the hospital would be cleared of all inflammable articles by the end of November," the officer said.

Brazil fines Chevron a further \$5.4mn for spill

SAO PAULO: Brazil's environment inspector fined **Chevron Corp** 10 million reais (\$5.4 million) on Friday for breaching the terms of the US oil giant's environmental license when tackling an offshore spill at a well the firm drilled in November.

The fine is on top of a 50 million reais charge the inspector, Ibama, slapped on Chevron for causing the spill at the Frade field when rock gave way due to a pressure surge. Chevron estimates 2,400 barrels of oil spilled into the sea.

The fines pale into insignificance compared to the \$11 billion lawsuit **Rio de Janeiro** state prosecutors are trying to bring against the company for a spill analysts consider fairly minor and one that never washed up on the country's shores.

That action has raised concerns that unpredictable regulatory oversight could deter big oil companies from investing in Brazil just as it starts to tap vast new oil reserves of up to 50 billion barrels discovered in 2007.

The so-called subsalt reserves lie about 7 km (4.4 miles) under the sea, making them technically challenging to reach as well as having potentially greater risks of causing a spill.

Ibama said the latest fine was for the company's failure to adhere to the Individual Emergency Plan set out in the environmental license it needs to operate. Ibama said Chevron lacked necessary equipment and was slow to respond to the leak.

Federal police have also recommended the indictment of several officials from Chevron and rig operator Transocean for environmental crimes and withholding information from investigators. (\$1 = 1.8612 Brazilian reais)

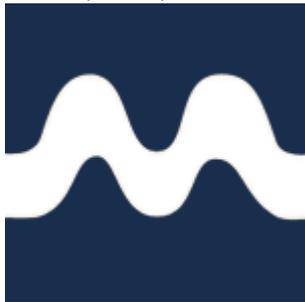
Report: Valemax Vessels Could Call Other Ports
Wednesday, December 21, 2011

Vale SA, the iron-ore producer building a fleet of the world's largest commodities ships, said its Valemax vessels carrying the raw material can stop at other countries if not allowed to enter Chinese ports, according to a Bloomberg report. The fleet, which will have the capacity to transport about 60 million metric tons of iron ore per year once fully in operation, can serve alternative ports including those in Malaysia and Oman. Vale is spending a reported \$8.1b on the valemax vessels, including buying 19 very large ore carriers and leasing another 16 in long-term contracts, as it seeks lower freight costs from Brazil to China, its biggest market. The China Shipowners Association, whose members control about 80 percent of the nation's shipping capacity, advised companies not to use the vessels, according to the news service.

The Profound Implications of Supporting Maritime Training

by **Murray Goldberg**

Dec 14, 2011, 3:18PM EST



How we think about and how we conduct maritime training has the potential to change the course of the maritime industry now, for all, and forever. Do we give it the respect it deserves? How SHOULD we think about it?

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The Profound Implications of Supporting Maritime Training

Please pass this along to anyone you know who is involved in maritime training

How we think about and how we conduct maritime training has the potential to change the course of the maritime industry now, for all, and forever. Do we give it the respect it deserves? How SHOULD we think about it?

The holidays are almost upon us, and this will be my last article until January 11th. Rather than close off the year with an article on training theory or practice in the maritime context, I wanted to briefly reflect on the profound importance of training and education which I have come to recognize after 25 years as a university faculty member and developer of educational technologies. If you have ever felt cynical about training, or gotten tired or bored of taking or delivering maritime training, please read on.

For most of us, when asked why it is important to train and train well, we answer that effective maritime training is required to ensure that our mariners and vessels make it from A to B, everyday, efficiently and safely. There is no denying that this is the most immediate and concrete argument for effective training. But as important as this is, you may not realize that the efforts of our trainers and training organizations have a far more profound effect.

A reason to **APPRECIATE** your maritime trainer

This is the obvious one. Good trainers produce a new generation of qualified, competent seafarers. They keep us safe, they provide a critical service, they instill a love of the sea. If one **GOOD** trainer trains 10 trainees, **we now have 10 qualified competent seafarers**. We all know this, and that is why we appreciate our maritime trainers. But there is more ...

A reason to **LOVE** your maritime trainer

But really good trainers do more than just train well. They instill an attitude of best practices, professionalism and responsibility in their trainees. This is powerful - because when a trainer is able to do this, it affects not only his or her direct trainees, but it also affects the people that ultimately work with those trainees when they become mariners. Nothing creates excellence in performance more than a culture of excellence. So when a really good trainer trains 10 trainees, and those 10 trainees each support a culture of excellence on a vessel with 10 other seafarers, **then one REALLY GOOD trainer has impacted 100 seafarers**. This is why we love our really good trainers. But there is more ...

A reason to **GIVE YOUR MARITIME TRAINERS A RAISE**

But a great trainer does even more than that. A great trainer exhibits a level of professionalism and competency that effects not only his or her trainees, but also all the other trainers that this trainer works with. They create a culture of excellence among other trainers and provide mentorship and support for these other trainers. Other trainers are improved by association.

So now, when a great trainer works with 10 other trainers, those trainers are improved by his or her demonstrations of excellence. Each of these improved trainers then impacts 100 seafarers (as above). Therefore, **one GREAT trainer has impacted 1,000 seafarers**. This is why you might consider giving your great maritime trainers a raise. But there is still more ...

A reason to nominate your maritime trainers for **SAINTHOOD**

But a really great trainer goes beyond delivering great training and supporting other trainers in his or her organization. A really great trainer also works ON the training process to continually push the boundaries of effectiveness. A really great trainer is always experimenting and looking for ways to improve the training he or she delivers. They are involved in continuous improvement - knowing that we can always do better.

What are the implications of the improvements made by this single really great trainer? Obviously each improvement impacts his or her direct trainees. These trainees become better seafarers (10 impacted). Each of these better trainees better instills a culture of professionalism and performance as mariners (100 affected). Additionally, each training improvement spreads to other trainers who better prepare their trainees affecting them and the seafarers they encounter (1000 affected).

But most profoundly, some of these better prepared trainees are going to become trainers one day. This one small improvement made by this one really great trainer is going to result in a whole new crop of not only better mariners, but a whole new generation of better trainers - each affecting thousands of seafarers themselves (tens of thousands or more impacted). And that better prepared second generation will go on to better prepare a **third** generation of trainees - some of whom will also go on to become better trainers - who will, in turn better prepare the next generation. **That one improvement by that one really great trainer will live on forever, improving generation after generation of maritime professional**. They have achieved training immortality. This is why you may consider nominating your really great trainers for sainthood. As profound as this is, more still is possible ...

A reason to **WORSHIP** your maritime trainer

Not only that, but as Albert Einstein has taught us, "If I have seen farther, it is because I stand on the shoulders of giants". What does this mean? It means that every advancement made by you paves the way for additional further advancements which are only possible because of the one you made. One great idea builds the foundation upon which a further great idea is possible. The result is that

progress is not linear. Instead it is constantly accelerating because each progressive step makes more progress possible, which in turn paves the way for yet more progress. It is this continuously accelerating positive cycle which has changed our world more in the last 30 years than we saw in the preceding 10,000 years.

Thus each time one improvement is made by one trainer, it not only reaches all future trainees, but it has now paved the way for future training advances which we cannot even imagine at this time. We have added one more step to further accelerate the trajectory of excellence in maritime performance.

In this way, **one truly great trainer who makes one small improvement to maritime training affects millions of mariners** both directly and with all other future improvements now made possible. The course of maritime training is changed. This is why we need to worship our very best maritime trainers.

Conclusion

The efforts of our trainers and our training organizations, no matter how small they might seem, have the potential to truly change the maritime industry, now, for all, and forever.

So to all of you involved in maritime training - next time you question the importance of your training efforts, think again. What could be more important?

Wishing you a happy and safe holiday, and a healthy and successful 2012. I will resume my articles on maritime training on January 11th. Please click "Follow this blog", below, if you would like to be informed when the next article comes out.

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Let me write about your story so we can all learn from it! Is your organization leading the way in job and familiarization training? I'd like to write about it. Or, do you have an example of a poor familiarization experience or practice that we can all take lessons from? I would like to write about that too (without naming you or your company, in this case). Contact me by email at Murray@MarineLS.com. You have a familiarization tale to tell. You can benefit everyone by sharing it.

About The Author:

Murray Goldberg is the founder and President of Marine Learning Systems (www.marinels.com), the creator of MarineLMS - the first learning management system specifically for maritime industry training. Murray began research in eLearning in 1995 as a faculty member of Computer Science at the University of British Columbia. He went on to create WebCT, the world's first commercially successful LMS for higher education; serving 14 million student in 80 countries. Now, in Marine Learning systems, Murray is hoping to play a part in advancing the art and science of learning in the maritime industry.

TNN | Dec 15, 2011, 05.17AM IST

NEW DELHI: The Navy is all set to dazzle the country with its maritime might in all its three-dimensional glory when 81 warships and 44 fighters, aircraft and helicopters take part in the Presidential Fleet Review (PFR) off Mumbai next week.

The warships on display will range from the country's solitary aircraft carrier INS Viraat and Shivalik and Talwar class stealth frigates to Kilo-class submarines and guided-missile destroyers when

President Pratibha Devisingh Patil takes the salute on December 20.

Except Zakir Hussain and Neelam Sanjiva Reddy, all the presidents have reviewed the naval fleet during their tenures. The last PFR, during APJ Kalam's tenure, was held in Vizag in 2006.

The forthcoming 10th PFR will include warships from Navy and Coast Guard lined up in a 20-square nautical mile-area off Mumbai, with Patil embarked on "a presidential yacht" to inspect the naval parade.

It will also include a fly-past overhead, with the center of attraction being the new MiG-29K fighters. "The fleet review, a long-standing maritime tradition, is as important to the Navy as Republic Day is to the nation," said a senior officer.

Build your stamina

TNN | Dec 9, 2011, 12.00AM IST

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Regular cycling helps boost cardiovascular health

It is generally seen that people who possess higher endurance and stamina levels go through their daily life routine without getting easily tired. And this doesn't happen because they are dependant on performance drugs to achieve this feat of sorts. In order to avoid feeling fatigued and exhausted from the hum-drum of daily life, one needs to build up his/her physical stamina and endurance levels. And this happens through proper exercise and diet. Here are some ways:

Warm-up and stretches

Before undertaking any rigorous physical activity one must indulge in a basic 10-minute warm-up routine and stretch routine, before and after the main strenuous activity respectively. Warming is imperative as sudden jolt of strenuous physical activity can cause a catch or a sprain. Also, stretching is equally important because it prevents the muscles from getting a cramp and recoiling.

Running

Jogging and running are the basic and simplest ways to build stamina and increase endurance levels as its boosts cardiovascular health. Gradually increase the time and distance of your jogging/running schedule day by day and bit by bit. However, if you find this to be more challenging to do on a daily basis, then do it on a weekly basis.

Skipping

n Skipping is a fun yet a rigorous form of physical activity that is very beneficial for building one's stamina and gets the heart pumping. Skipping can help you burn around 700 calories per hour.

Swimming

Swimming is an excellent way to stay fit and build one's endurance levels especially for those who love water. There are different swimming strokes that require different levels of stamina to perform them. Swimming will also help to build your shoulder muscles.

Hiking

If you are an adrenaline junkie and wish to satisfy that adventurous streak in you, then hiking is good to build your endurance levels and is the perfect choice to put it to the test . Remember, any physical activity that get your heart pumping is good however, if it makes your heart thumping in your rib cage, you need to slow down.

Yoga

Yes its true that yoga can help one build one's mental as well as physical endurance. This is because yoga enables one to regulate his/her breath to gain maximum results for their health. Breathing properly while exercising will help you improve your physical stamina.

Cycling

Both the young and old enjoy cycling in the open. Cycling serves as a good cardiovascular activity. Your initial focus should be on covering a larger distance and later, increasing your intensity of cycling to cover that distance within a shorter time to build stamina.

Climbing steps

This is another quick way to increase one's physical endurance levels. Initially climbing a fleet of stairs repetitively might seem tiring and leave you out of breath. However, gradually as you push yourself harder little by little, you will realise your stamina has increased.

Simple tips to avoid skipping exercise

TNN | Oct 19, 2011, 12.00AM IST

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Be realistic: Set achievable goals

Even the most dedicated among us sometimes feel lazy to exercise. You may have the intention of exercising, but may come up with a number of excuses to skip gym. Keep in mind these simple motivational tips to inspire yourself whenever you're tempted to skip your exerciseregime.

Get your priorities right. Fitness should be important to you not only because you want to lose weight or get into shape, it should also be because you love exercising. Don't let working out seem

like a chore. Make it a habit.

Don't just stick to one fitness program. This is your chance to try out different things. Take a break from weight training and treadmills. Try out yoga, kickboxing, pilates or even Tae Kwon Do till you discover something that you truly love doing.

Keep some variety in your workout. Doing the same things everyday will seem monotonous and boring. When you try something new, don't give up if you find it difficult. Give yourself time and woth practise you're bound to improve.

Don't go overboard when you start something new. Begin slowly and pace yourself accordingly. Similarly, don't push yourself too hard. Give yourself a rountine that you can mange even on days when you're absolutely down. Accept your limits and work within them.

Try to workout with a friend. This way, you can inspire each other when you want to skip your routine and also while you're woking out.

Don't set goals that are seemingly impossible to attain after some time. If you set a gruelling pace, you won't be able to keep up with it over time. Instead keep your goals simple and gradually increase them after you accomplish each one.

Exercise improves memory in older adults

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Exercise improves memory in older adults (Thinkstock photos/Getty Images)

A new study-conducted by researchers at the University of Pittsburgh, University of Illinois,Rice University, and Ohio State University-shows that one year of moderate physical exercise can increase the size of the brain's hippocampus in older adults, leading to an improvement in spatial memory.

The project is considered the first study of its kind focusing on older adults who are already experiencing atrophy of the hippocampus, the brain structure involved in all forms of memoryformation.

The researchers recruited 120 sedentary older people without dementia and randomly placed them in one of two groups-those who began an exercise regimen of walking around a track for 40 minutes a day, three days a week, or those limited to stretching and toning exercises.

Magnetic resonance images were collected before the intervention, after six months, and at the end of the one-year study.

The aerobic exercise group demonstrated an increase in volume of the left and right hippocampus of 2.12 per cent and 1.97 per cent, respectively. The same regions of the brain in those who did stretching exercises decreased in volume by 1.40 and 1.43 per cent, respectively.

Spatial memory tests were conducted for all participants at the three intervals. Those in the aerobic exercise group showed improved memory function, when measured against their performance at the start of the study, an improvement associated with the increased size of the hippocampus.

The authors also examined several biomarkers associated with brain health, including brain-derived neurotrophic factor (BDNF), a small molecule that is involved in learning and memory. They found that the increases in hippocampal size were associated with increased amounts of BDNF.

"We think of the atrophy of the hippocampus in later life as almost inevitable," said Kirk Erickson, professor of psychology at the University of Pittsburgh and the paper's lead author.

"But we've shown that even moderate exercise for one year can increase the size of that structure. The brain at that stage remains modifiable."

"The results of our study are particularly interesting in that they suggest that even modest amounts of exercise by sedentary older adults can lead to substantial improvements in memory and brain health," said Art Kramer, director of the Beckman Institute at the University of Illinois and the senior author.

"Such improvements have important implications for the health of our citizens and the expanding population of older adults worldwide."

The study appears in the Jan. 31 *Proceedings of the National Academy of Sciences (PNAS)* .



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Swanland sinking ! The Master comments here regarding loading are frightening.

QUOTE

"While the ship was being loaded, it would cave in a little and while it was being unloaded, it would bulge out," he said. "So the middle of the ship would always be subject to pressure, which meant that in the end it became weakened. [Lloyd's List - Ship Operations - Swanland master blames loading for fatal casualty](#) UNSAFE loading techniques may have contributed to the loss of Swanland in the Irish Sea last month, which claimed the lives of six seafarers, the vessel's former master has told a BBC radio documentary. The Marine Accident...



Marine Professionals - Institute of Marine Engineering, Science...

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How important is it to you that the products you procure come from reputable manufacturing companies?

Our second Barometer Report suggests that, although there is a great awareness in the market of the fact that lower quality products are offered by low cost suppliers without manufacturing capability, this does not necessarily mean that those responsible for procurement in ports are investing in a better quality products. Although it is understandable that customers want to obtain cost savings, this cannot be at the risk of compromising quality. Specifiers that procure products from low cost, non-manufacturing suppliers are risking quality, service and, ultimately, putting port facilities at risk, by not considering lifetime costs and aftercare available.



TESTING TIMES: DON'T COUNT THE COST OF SUPPLIER SHORTCUTS

By Mishra Kumar, Global Technical & Market Support Manager, Trelleborg Marine Systems
As with all industries, some manufacturers follow acceptable practices, others don't, so it probably comes as little surprise that – despite...

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[Trevor Nicholaidis](#) • I believe that any self-respecting individual with even a moderate amount of experience in his field, whatever that maybe, engineering or otherwise - provided it is nothing to do with counting beans - will always choose the tried and tested, quality products over the cheaper, untested and even "dubious" products. Price will always play a role in the decision making but that should only be a consideration of "durability" or "working life" as opposed to "will it or won't it do the job?".

On the other hand, if a bean counter is to make the decisions - we all know what the major consideration will be !! And unfortunately - that is the way things are going these days and some other poor devil is left holding the baby when that decision proves to be wrong.

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[John Fahy](#) • Are the suppliers in compliance with ISO 9001?
You only get what you pay for!

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[Richard Hepworth](#) • Hi Trevor, thanks for the response. It seems from the comments I'm getting on this topic that the "bean counters" as you call them, are being given too much control over the procurement process. Engineers need a stronger voice in specifications so that they are able to act in the best interests of the port.

John, thanks for your comment too – and the comment I noticed from you on our blog! I completely agree that you get what you pay for. With the issue of the ISO standard – that's an interesting point. How do these third party suppliers prove their credentials? They have been known to mislead purchasers on the issue of PIANC accreditation. Are you finding that financiers have too much control over specification?

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[Andy Hatton](#) • John,

ISO 9001 means nothing. You can manufacture the worst piece of junk in the world but as long as you conform to ISO documentation procedures you can be an ISO 9001 company.

The company I used to work for dealt with companies all over the Far East, most notably in Korea, where banks of people were employed to ensure their "procedures" were up to scratch and as a result were ISO 9001 approved yet the materials being produced were cheap, of inferior quality and prone to failure within 12 to 18 months.

ISO 9001 has been the bane of my life for a long time with people making the assumption that a "quality procedure" means a quality product. It doesn't.

As an engineer on the "business end" of keeping a ship running it was always important to

ensure that the equipment we got was reliable and only came from reputable suppliers. These days, now I'm in the supply business myself I get so deeply frustrated with the marine industry when we lose out on contracts where we know the competitors offer is not only poor quality but often actually below specification. But when a competitor is bidding \$20-\$30k less and it's down to a buyer who neither knows nor cares, no matter how much we try and educate people about long-term costs and reliability it seems no one cares that much. It's all about price... and the lower the better.

Worst case scenario I personally encountered was a superintendent who told me he knew he was buying sub-standard equipment that would probably fail within 18 months but he was the "new build" Super' and it was his job to get the ship built as cheaply as possible. When the ship went into service it became the "problem" for the operational Super'. Scary stuff.

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[Duncan Cameron](#) • Suffered for years with "Grey Market" spares, examples that spring to mind are..

Purifier "O" rings that failed after a couple of blow down cycles, contrast with genuine parts that were still working faultlessly after several hundred hours in excess of the specified overhaul period (left running whilst we fixed the other stuff that had been supplied cheaply)

Cylinder liners that failed after a few hundred hours (appeared to be made out of cast iron with the durability of Plasticine, manufactured in the back streets of Taiwan, supposedly by a Sulzer agent!!)

Fluorescent tubes that were dimmer than the ones removed for the annual replacement

PT100 probes that were not vibration resistant leading to a number of embarrassing slowdowns under pilotage - no warning of impending failure

Exhaust valves rewelded in Singapore by non B&W agents - wrong profile and stem oversize for guide

As Andy points out above at least 3 of the suppliers were ISO 9001 accredited their audited procedures allowing them to produce items of singular unfitness for purpose.

The sad fact is, however that often the cost of labour to do the job far outweighs the cost of the genuine component.

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[Marinna Martini](#) • Huge. The time wasted by people chasing problems is always worth more than the \$ saved on the "cheap" initial buy. The concept is called life cycle management.

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[Paul Welling](#) • Marina, "Life cycle management " does not exist in many procurement manuals.

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[Marinna Martini](#) • Indeed.

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[John Fahy](#) • I think we all agree that spares procurement does not work on the cheap. However, as a young lady who was kind enough to give a group of professional people a seminar a few years ago, pointed out business, finance etc., will only change when the pain of change is less than the pain of pursuing the same old failed purchasing procedures. i.e., we will do it cheap regardless of cost.

We have all suffered from this in various forms; we have this first class supplier of piston rings, very cheap, etc.

Hence, it may be in order to suggest that business schools modify their curriculum and suggest to their students they need to consider are the parts being purchased on the cheap going to produce a satisfactory result?

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[Jayan Pillai](#) • As a competent Marine Chief Engineer, at the age of 40 I obtained a Masters Degree in Ship Production Technology - the real aim was to try to bridge the gap between competence and intelligence. As engineers we can make the world "more perfect" if we succeed in combining the two. This will only happen in heaven - which must be a very boring place. We live in a real world and even some of the best manufacturing companies resort to very unsavoury marketing and sales. So one can also buy expensive and get cheap quality.

Statistically good manufacturers and suppliers give you a quality product - but there will always be opportunities for cheap and unreliable products on the open market.

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[S. Karthi](#) • Most reputable companies make procurement decisions based on Technical and Commercial evaluations. ISO 9001 companies are suppose to evaluate the suppliers (including subcontractors) based on the latter requirements and maintain credible ones. I always believe having a Standard is better than "No Standard". Like any other standards 9001 prescribes good practices to achieve quality of product to meet customer satisfaction but some errant companies abuse it by not truly following what they preach in their procedures. Who to be faulted? Some Certification Bodies are utilizing unqualified auditors who indiscriminately issue Compliance Certificates without a proper audit being carried out for their own financial gains. Thus, degrading the standard. However it may not be appropriate to only deal with reputable suppliers and not considering emerging SME's who maybe striving to provide the same quality for a more affordable price creating a healthy competition. End users may still need to way the consequences (based on risk) and make purchase with possibly requesting proper test certificates, warranty and a factory visit (if required for major purchases).

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[John Bradshaw](#) • ISO9001 has nothing to do with the quality of the end product, it is concerned with management systems and auditing against a standard that is not derived from an evaluation of the actual worth of the end product. If you appreciate that then there is nothing wrong with ISO9001 however what is wrong is that people use it to try and market

their end product as being of high quality. This is the problem with most of these standards, I have experience of installations that were fatal accidents waiting to happen getting splendid ISO18001 results as the auditor was working from an audit check list that was only concerned with management systems, not whether the installation and corporate culture was actually safe or not.

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[S. Karthi](#) • ISO 9001 is a generic standard which can apply to any industry. Thus, it cannot be product specific. There are clauses such as 7.2 Customer related process - determines customer, unspecified customer expectations, statutory and regulatory and additional requirements considered necessary by the organization to fulfill in the delivery of the product/ service 7.3 Design and Development - The design process should include inputs, outputs, review, verification and validation by competent personnel., 7.5.1 Control of production and service provision - These include the availability of information that describes the product/service, the availability of work instructions, the use of suitable equipment, the availability of monitoring and measuring devices and the implementation of monitoring and measurement in the delivery of it. Certainly, there is a product certification requirement which the company may choose to establish depending on the customer requirements or any regulatory requirements as per clause 7.2,

We must appreciate that customer have varied requirements base on needs and affordability. Thus, it is not appropriate for the company to ignore certain customer unless there is regulatory controls in place to produce standardized product/service. 7.5.3 Identification and traceability - requires proper product identification throughout the realization process 7.5.5 Preservation of product - preserve the conformity of the product/service during internal processing and delivery to the intended destination. This preservation include identification, handling, packaging, storage and protection. In my opinion a customer requested product/service originating through such clearly established processes should meet quality requirements unless the retailers or untrained sales personnel are marketing second grade products as first grade.

The current OHS standard is OHSAS 18001. It is not the duty of the auditor to verify the safety of the installation but more so of the Factory inspectorate and/or Designated Safety Officer/end user. Nevertheless, the auditor during his site audit should take note of observations and verify the related hazards have been addressed by the management in their Hazard and Risk Assessment (HRA). We all know, to instil safety there is a cost to incur. Unless Regulated most companies may choose to establish safety based on HRA to meet

minimal requirements. Auditors may not raise non-conformities unless there is a provision due to legal or the company's HRA being not complied. However, we cannot fault the standard as it certainly addresses most issues pertaining to Occupational Health and Safety and leaves the stringent application of the requirements to the National Authorities of the country and company because it is a generic standard applicable all company.

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[John Bradshaw](#) • And that is the whole point, 9001 doesn't tell you anything about the quality of the product, it just tells you the supplier has a management system for quality assurance. Which is fine, except companies market their product and services as being of high using a 9001 certificate. 18001 is worse, if health and safety is the responsibility of competent national authorities and recognised organisations, who have their own auditing and verification tools, then what is the point of 18001? Sorry if the following makes me sound a cynic, but some examples of 18001 accredited installations;

- engines with no exhaust hot surface screening
- engine rooms awash with oil and sludge
- defective access arrangements
- plants where management had made numerous complaints that staff were incompetent and incapable of operating the plant
- a person who broke a leg slipping on ice while trying to put up a safety sign in readiness for an 18001 audit (really, you couldn't make this one up)
- impaired alarm and shut down systems

All of them got their 18001 certificates despite having these major defects at the times of their audits. However, in fairness the plant with no engine exhaust screening did get a non conformity because the auditor didn't like the way they'd stored their domestic cleaning materials. If 18001 isn't about safety then what is it about? I'd recommend anybody who hasn't done so to read the Haddon-Cave report into the loss of Nimrod XV230, a lot of the learning points are very relevant to shipping, uncomfortably relevant. Another point is the proliferation of these systems, we now have 9001, 14001, 18001 and will soon have PAS55 reborn as 55001 from what I've been told, all of these systems are expensive (particularly when many of the people who set them up equate value with weight and think 20 ring bound folders full of stuff is a good 18001 system) and they're just making an existing problem of "tick box" culture worse. Apologies if this is a bit blunt, but in my experience the purpose of these systems is corporate ego/vanity and marketing, not quality, environmental improvement or safety.

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[S. Karthi](#) • In the Marine Industry we have International Safety Management (ISM) which is similar to 18001. The intention of such codes and standards are to have a structured and standardized Health and Safety program in place that can be monitored and maintained and continually improved upon. The true gist of it is to address the management system leading to the failure that John has mentioned above eg the engines with no exhaust surface screening. If the Hazard is Hot Surfaces and the risk is bodily harm due to burns or fire when hydrocarbons come in contact with the surface. This can be considered as high risk and the system would require mitigating and control measures to be put in place to bring the risk to as low as reasonably practical. Thereafter, it is the duty of end users, safety officer and internal auditors to make rounds to verify that the this controls are in place at all times. The external auditor of the standard can only carry out a random sampling of all Hazards and associated risk present due to the short duration of time provided for audits. This does not mean that the Standard is not useful as it has provided a structured way of identifying current and future (contributed by legal requirements, due to plant changes or modification) issues and how to mitigate them. Certainly, if an auditor finds that a company do not fully implement and maintain its practices as per their procedures they have the right to raise major non-conformities or even revoke the certification. There are companies who live up to their challenges in meeting the standard and other who may not.

The mere fact that a person breaking his leg slipping on ice putting a safety sign for a audit shows the expectations in audits apart from unfortunate mishap. If the companies top management are not committed to the implemented standards there is no one external inspection that can prevent incidents or accidents from happening from 247/365 operations. Today we can critically discuss the loss of Nimrod XV230 even though we cannot access the wreckage because of records maintained due to requirement of standards. Certainly, P & I clubs statistics will proof most accidents are caused due to human negligence than due to compliance to any such QHSE standards.Perhaps one may argue to go away with external audits due to the lack of competency of some auditors but not necessarily the standards. The standards are here so that we can do it right the first time and every time.

Sorry Richard and friends to slightly deviate from the subject but I still believe we have not loss focus on the issue. Cheers!!

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[John Bradshaw](#) • I'm certainly not against audits, a class or flag state survey is an audit. However, as you say an effective audit depends on the auditor having a degree of competence. My experience of 9001, 14001, 18001 and PAS55 audits is that the auditors are management systems auditors, not technical auditors. Which is what these systems are about. If they are taken as evidence of a management system then that is fine, but what they do not offer is any assurance of product/service quality, safety or environmental low impact. In each of the cases I mention the defect was there at the time of the relevant audit. The reason XV230 is interesting (if tragic) is that superficially the MoD appeared to have a high quality safety and management system in place, however it was found to be lamentable and a tick box exercise by Haddon-Cave. This is part of my concern, all of these systems are breeding a culture of complacency based on a misunderstanding of what they represent. Audits are auditing the management process, not the actual reality of plant operations (or product quality), the skill of a good surveyor is verifying that management systems match the reality outside the paper work environment, something that tends to rely on a combination of technical competence and intuitive feel. Certainly, if you see the engine room is a mess but the ISM folder looks great then it should set alarm bells ringing. I spent time in the nuclear industry, where management, quality and safety systems are several orders of magnitude more stringent than anything I've seen in shipping (and pre-date any of the xx001 standards) and something worth noting (other than the fact they're certainly not perfect) is that their systems are very much linked to technical process. I'm not actually against any of these standards (although I'm not a fan either) but they have to be recognised for what they are.

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[Andy Hatton](#) • Where I worked previously it always made me laugh come Lloyds ISO audit day... they would run around selecting a few key job files for the auditor to look through that had been "sanitised" by the QA manager... always deliberately leaving a couple of obvious mistakes that would be picked up so we could "improve" upon them for next time.

It was the only time they ever solicited client feedback by frantically e-mail/fax'ing out as many as 6 questionnaires the day before (always to the same people every year) and harass

them into returning them to "prove" that we complied with the new customer satisfaction element of 9001-2000

On inspection day my departmental head, who was an entertaining gentleman and good talker was tasked keeping the Lloyds guy in his office talking about nothing for four hours whilst plying him with coffee & biscuits so he had no time to conduct a proper audit except to look at what was put under his nose.

I saw this train events of events played out with regular monotony. An incredibly cynical, yet effective, manipulation of the system. And this from a company that bills itself as the leading and largest specialist in it's field in the world.

And despite their ISO9001-2000 status they were still sending gear out into the world that quite frankly, as an engineer, I would have been ashamed of.

As much as I would dearly like to believe this was an isolated case, I strongly suspect it isn't and these days I have little faith in so called "standards".

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[John Fahy](#) • It seems we all agree on the following:

1. You only get what you pay for!
2. Purchasing will buy anything that makes them appear to be saving the firm money, regardless of cost.
3. Companies still flog the log and the auditors tend to go along with it.(You must realize we cannot upset the customer(if we do it may result in a loss of income))

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[Gavin Menzies](#) • I think youve all lost the plot, the less you pay for parts and services the lower the cost and quality of these services have be to provide a solution and no standards or ISO audit will get you out of an offhire major, equipment failue or loss of charter, as your doctor or dentist will tell you when you are sick, for doing nothing no charge, for knowing to do nothing we will send you an invoice.



[Chandran Peechulli](#) • Well said by Mr.S. Karthi with explicit details. In general, one should not compromise with quality and hence consider branded products which have an established image. At the same time, many new better quality competitive products could reach out, into the market after due research and development which could be tried, during the innovated changes we see, during the surge of scientific developments, but not take unwanted risks for out at sea use in the marine discipline, which angles out to alarming risk management. Much thought be given to decide products considering reliability, downtime for service and consideration of related bitter consequences. Blindly compromising quality for cost-reduction would jeopardize the smooth and good performance. Keep abreast, viewing the history of the behavioural running machineries, to ensure no bottlenecks in the future, for preparedness to face any consequential eventualities. Thought be given to situation specific needs.



[Chandran Peechulli](#) • One need to be wise enough in taking good decisions not hasty decisions but for calculated risks, more particularly not to take blind chances for out at sea affairs, areas prone to accidents owing to unstable physical state of mind and body. One need to think reasonably the acceptable limits and tolerances, with a good foresight rather than some Ship Managers blindly applying cost-reduction to please the owners, resulting in frequent breakdowns on the deep seas. Such blunders result in frequent opening up of units to replace the defective non-genuine parts and boxing-up. Calls for wider thinking not hasty decisions. Discretionary powers be given to only those who have the subjective expertised knowledge i.e. those who are thorough on the subject, theoretically and practically. Required thought be given to decide products considering reliability, viewing quality of service, consideration of related bitter consequences. Blindly compromising quality for cost-reduction would jeopardize the smooth and good working performance. Engineers onboard need to keep abreast, viewing the past history of the behavioural running machineries, to ensure no bottlenecks in the future, by preparedness to confidentially face any consequential eventualities. Due thought be given to situation specific needs. Being street-smart, thinking to recover from the Insurance companies making good their loss neglecting the human-loss without a sense of humanity is a grave unpardonable commitment of crime.

