



SAFETY TALK

Message from the Managing Director

Dear Captains, Chief Engineers, and Colleagues at Sea,

Trust this edition of safety talk will be as interesting as the previous editions. The fear of Corona virus has not faded away and still lingers in our minds in the form of new variants. While the risk may have reduced considerably, we cannot ignore the fact that the pandemic is still there. So please do not let your guard down and follow the procedures mentioned in our covid management plan. The DPA is reviewing the possibility of starting shore leave in ports of low risk. If there is any change in guidelines, ships will be advised soon.

The Russian invasion of Ukraine has added extra burden on our Industry & trade. Many MTM ships were carrying cargo from the ports in Black Sea to various parts of the world. This has stopped now. We have one ship stranded in the port of Nikolaev. The crew has been evacuated safely by special task forces employed by MTM. The ship is now manned by 3 seafarers from Ukraine. Many seafarers and families are facing inhuman atrocities and losses due to the war. This is very disturbing. Let us hope this war comes to an end soon.

In my previous editorials, I have been proudly writing about our on-time relief planning and execution. Sorry to see the delayed reliefs on ships manned by Indian seafarers. Corrective action is being taken to ensure the relief program is back on track on those ships.

Captain Myo Min Khaing has contributed an article in this edition. Heartfelt appreciation and thanks. All seafarers are encouraged to send articles and photo stories for the forthcoming series of safety talks. The families of seafarers are welcome to write articles too.

April 2022
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We have been reading about seafarers being frontline workers and the how maritime organizations and companies must work towards their welfare and thank them for their contribution to the industry. We in MTM have taken several initiatives in this direction and if there is something more we can do, please write to me.

I would like to end my editorial by thanking all readers and those who have contributed articles to this edition.

My heartfelt thanks and appreciation to the MTM family at sea as:

- They run the global economy.
- Sacrifice their social life.
- Face tough seas and rough weather bravely.
- Face health hazards.
- Follow tough regulations and laws.
- Work round the clock with monotonous routines.
- Face risks of criminalization and victimization due to various factors in Maritime trade.
- Manage risks of corona virus.
- Manage risks associated with global political crisis.
- Restricted shore leaves these days.

Notwithstanding the above, the seafaring community is proud of themselves and their profession as without them half the world would starve to death and other half would perish due to non-availability of energy. So, thank you MTM seafarers for this noble cause and delivery service respectfully and professionally that instills trust and confidence among ship owners, charterers, shippers and receivers.



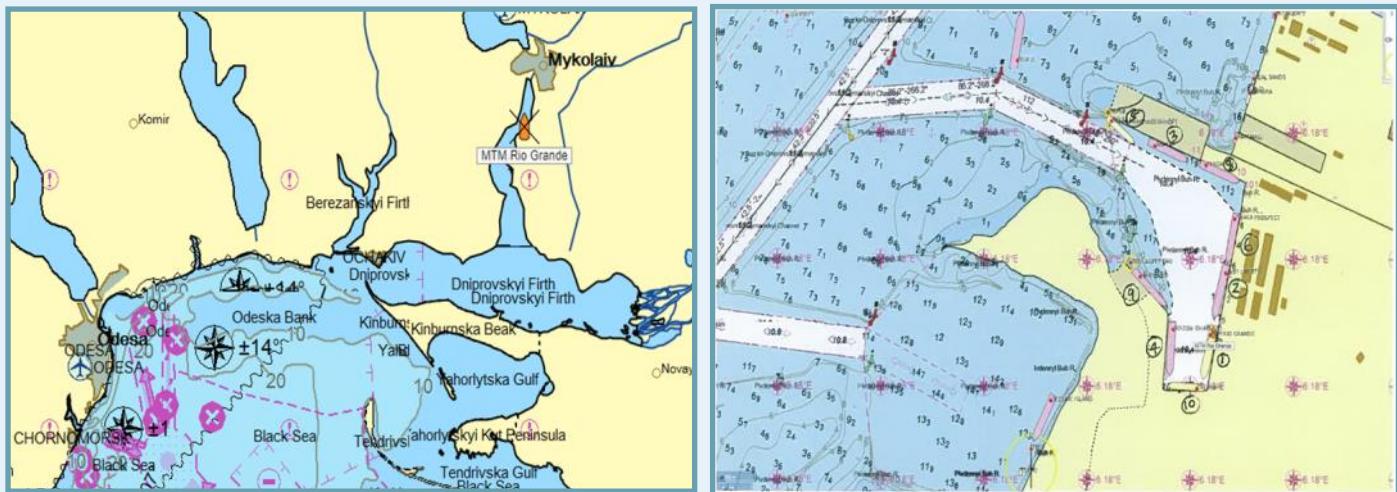
From your Captain ashore,
Rajiv Singhal

MTM Rio Grande - Trapped by Ukraine War Zone

On February 24, the first day of the Russian assault on Ukraine, newspaper headlines read “**Hundreds of Ships trapped by Ukraine War Endangering Seamen of all Nationalities**”.

Among those seamen were 22 Filipino crew members trapped on ‘our’ vessel the **MTM Rio Grande** in Mikolaiv Port. The vessel was all fast Nika Tera berth in the early hours of the morning and ready to load a full cargo of Sunflower Oil.

Nika Terra dock basin is situated on the East side of the Pivdenny Bu River, 15 miles downstream from the port of Mykolaiv. She was trapped on the River along with 19 other foreign flag Bulk Carriers and Tankers.

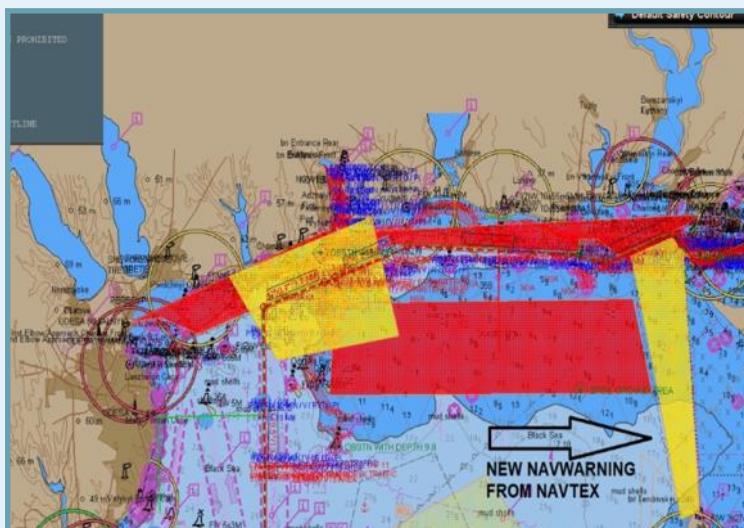


MTM Rio Grande at Nika Tera Berth

The loading hose was already connected when the word came through that the cargo was not to be loaded. Later that day, the Ukrainian Government shut down operations at all of its Terminals as the Russian forces advanced. That same morning the Master reported hearing explosions and seeing clouds of smoke in the distance.

In the next 36 hours it was reported that the river had been mined, no Pilots or Tugs were available and the entrance to the river, in the Black Sea, was to all intents and purposes blockaded by the Russia Navy.

On the basis of status reports and updates being vague, frantic efforts were made to sail the vessel. The stumbling block besides permissions from the authorities was the ship needed tugs to get out of the dock basin where she was blocked in by other vessels.



River and adjacent Black Sea areas had been mined.
The vessel was trapped.

The situation was grim. The vessel, together with its Captain and Crew, was well and truly stuck in what is referred to by various authorities as a ‘War Like Operations Area’.

The days went by in far from normal fashion for our trapped team onboard. With an estimated 4 weeks of food and water on board, rationing commenced. The accommodation was turned into a citadel – no cabins in use that had external bulkheads (buffer cabins), gangway raised, Security Level 3, no going outside the accommodation, blackout conditions, AIS switched off, lifeboat swung out, fire-fighting appliances rigged ready, routes to nearest bomb shelter mapped out, etc.

Up until March 2 the Master daily reported all well on board – ‘Crew and Vessel in a safe condition, no military activity observed’.

Captain Jason and Ch Eng Torres, reportedly in ‘good cop bad cop roles’, had excellent control of the onboard situation with all Crew remaining calm and composed. Raffles, games and singing/guitar sessions were all used to maintain a semblance of normality.

Crew thoughts of their families at home worrying about them were never far away. Internet access was ‘boosted’ so that they could stay in touch with each other. Our Philippines office handled communications with the families and kept them updated with the news on a regular basis.

On March 2 circumstances became more worrying with the sighting of a Bangladesh Flag vessel, anchored in the River only 8 cables from the MTM Rio Grande, being hit by a missile. It was later reported that one crew member had died.

From this point onwards everything stepped up a notch. News reports were showing severe bombing of many Ukrainian cities, Mykolaiv itself had been attacked. NATO Shipping Center and Flag Authorities were sending out Advisories which added to everybody’s worries:

“- Be on high alert with the highest readiness in place until considered safe. Shelter on board and minimise exposure to potential fire.

- Follow the orders and directions of warships, Coast Guard and Police. Do not try to fight back.

- Be aware that ships have been redirected, detained and even attacked in the area or struck by collateral damage.

- Be aware that you can end up in a situation where no one is able to assist you”



Bulk Carrier in nearby anchorage struck by rocket

On the next day news filtered through there had been successful evacuations of Indian Crew vessels berthed in Odesa and Mikolaiv. MTM Owners and Management started discussions at the highest level with Authorities and Security Companies. A plan, independent of any Government assistance or bureaucratic process, was formulated with an Intelligence Company and subsequently a contract was signed to evacuate the Crew.

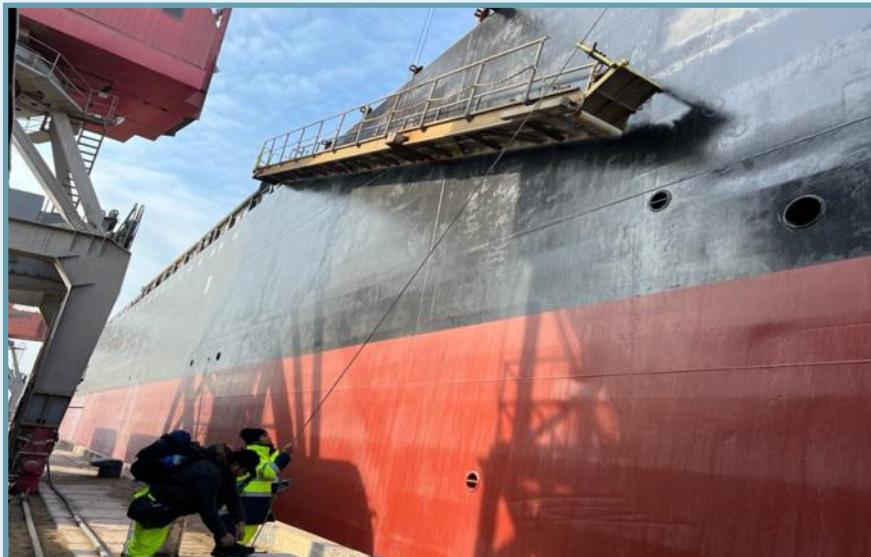
The plan basically was to Bus the Crew from the ship in Nika Tera across the bridge at Mykolaiv then by road to Odesa then onward to Moldova and Romania and fly home to Manila from Bucharest.

The 20km stretch of road between Nika Tera and Mykolaiv was expected to be the most dangerous part of the journey and lived up to expectations. The Russian line of advance was just East of the river and bombardment of Eastern Areas of Mykolaiv was well under way on March 7.

A hasty decision was made to evacuate the ship on the night of March 7. Three hours notice was given to Management which in turn was given to the ship. The shutting down of the ship in preparation for cold lay-up had already commenced.

This first attempt to evacuate failed on the basis of lack of permissions/transport. New plans were made for the Crew to be at the Dock Gate for a pickup time of 1100hrs on the next day, the 8th.

The Captain and Crew spent the best part of the night securing and shutting down the vessel – cold lay-up condition.

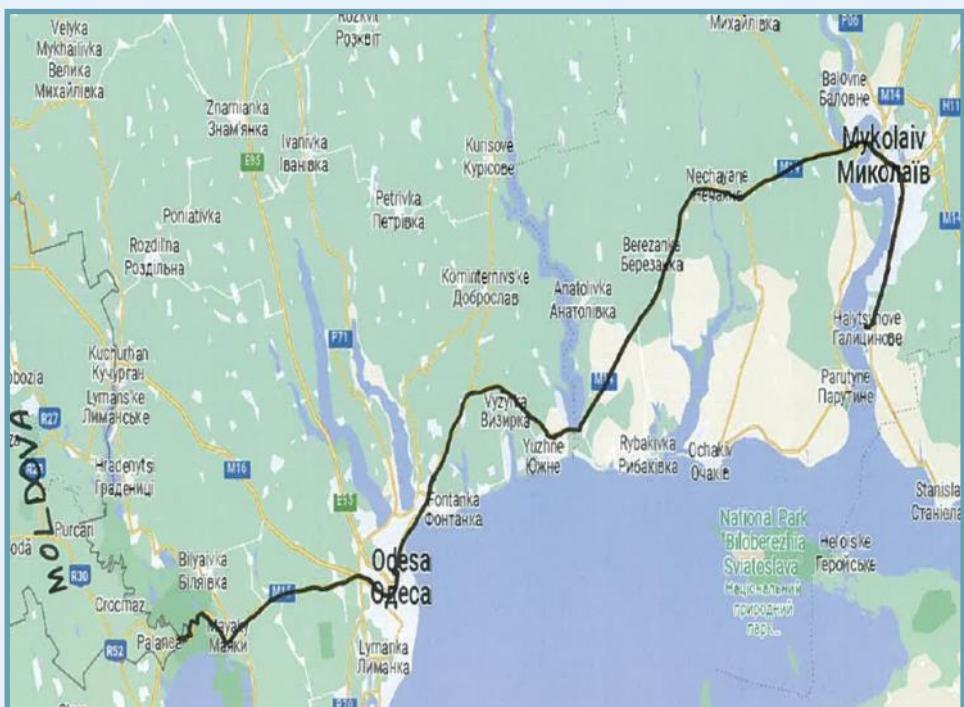


How did the Bosun raise the gangway and get it to halt in that position?

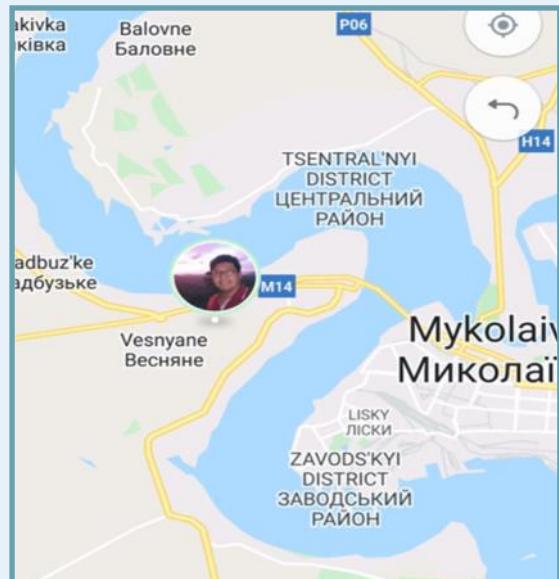
After leaving the access key in a secure, hidden location they left the vessel – in traditional seafaring fashion the last man down the gangway was the Captain – and made their way to the dock gate.

We have received a video of the last crew members singing as they were leaving the vessel – they were singing not because they considered themselves lucky to be getting off or that they were being overconfident, but probably because they were frightened, and the Master started singing to try and take their minds off the journey that lay ahead.

The Captain explained later the song he roused them to sing was called the Liberty Song which was apparently sung in Nautical Colleges in the Philippines by the students when they go home for the weekend or holidays. Very appropriate.



This photo of a burning apartment block which was in the same area the bus had to pass through to get to the bridge at Mykolaiv



The journey to Bucharest.
WhatsApp Tracker in use.

The first leg of the journey to the Bridge in Mykolaiv caused the most anxiety and there was a great sigh of relief from everyone involved when the Crew had safely transferred to a bus for their onward journey to Odesa.

The route was heavily protected by the Ukrainian military and there were many checkpoint stops. Document interrogation at these stops was aggressive and conducted at gun point in some cases. It was a very tired and weary Crew who arrived in Odesa to find make-shift sleeping arrangements in a Hotel basement/bomb shelter.

Up bright and early the next day for a short bus trip to the Moldovan border crossing. Crossing the border involved a 7km walk along the side of a narrow muddy road congested with traffic and people fleeing for Moldova and safety. The walk was necessary to meet the waiting transport which would have been missed if they waited in the queues of traffic.

The border out of Moldova was subsequently crossed into Romania and a bus boarded for the 7-hour leg to Bucharest. This was followed by a well-deserved night in a good Bucharest Hotel before boarding a flight the following night for Manila. The 'adventure' that the Crew never signed up for was finally over.



Bucharest Hotel



Manila International Airport

Captain Oclares and Chief Engineer Torres have been commended by the Owners for maintaining their composure and displaying excellent leadership qualities.

The full Crew have shown great discipline and resilience in difficult times. Well done to all.

WE ARE MTM!

*By: Capt. Robert Ord
Sr. Marine Manager*

Onboard Emergency Response Team—Safety Drill



At MTM in Singapore we are always delighted to receive photos from our Fleet. Even more so when we can share them with our wider family.

We particularly enjoyed viewing this series of images from Capt. Myo Min Khaing on MTM NEWPORT showing the Onboard Emergency Response Team in Safety Drill action.

The Drill, "Fire on Deck – Cargo Sample Locker", was conducted during the vessel's transit in the North Pacific Ocean – sailing from Putian, China to Mejillones, Chile.

The Drill Team on this occasion consisted of (left to right), Myo Thuya Kyaw (Oiler), Kyaw Win Thein (A/B), Aung Aung Moe (A/B), Kyaw Kyaw Htun (A-3A/E).

Thanks to all onboard MTM NEWPORT for sharing these with us.



*Photos from MTM Newport
Capt. Myo Min Khaing*

Propeller Shaft

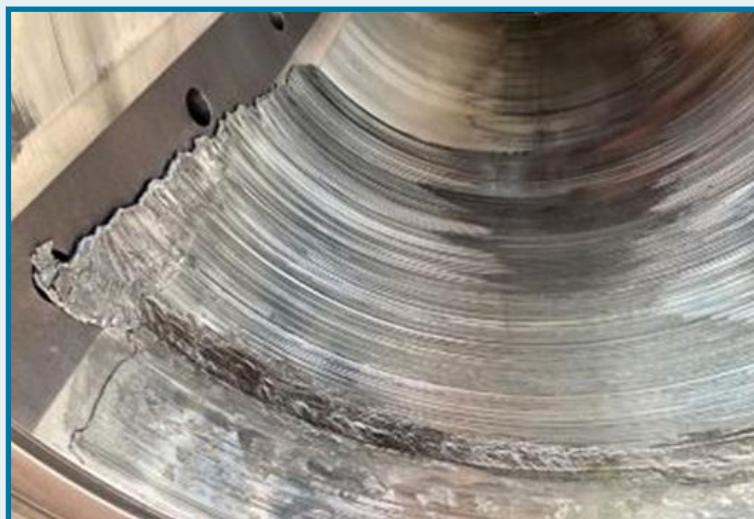
Recent operational experience reveals an increasing trend of reported propeller shaft bearing damage on older vessels, typically above 10 years of age, operating with environmentally acceptable lubricants (EALs).

This technical news provides a summary of our experience with such damage cases and some considerations on how to minimize the propulsion safety risk and avoid costly damages.

▼ Probable causes of reported damages

The latest trend of bearing damage observed on older vessels is in contrast with the previous trend reported between 2013 and 2018, which involved damage on newer ships younger than 5 years of age.

Partial or complete wiping of aft bearings has been more prominent (see Figure 1), concurrently with leaking propeller shaft aft seals in many cases either as a contributory factor or a consequential event.



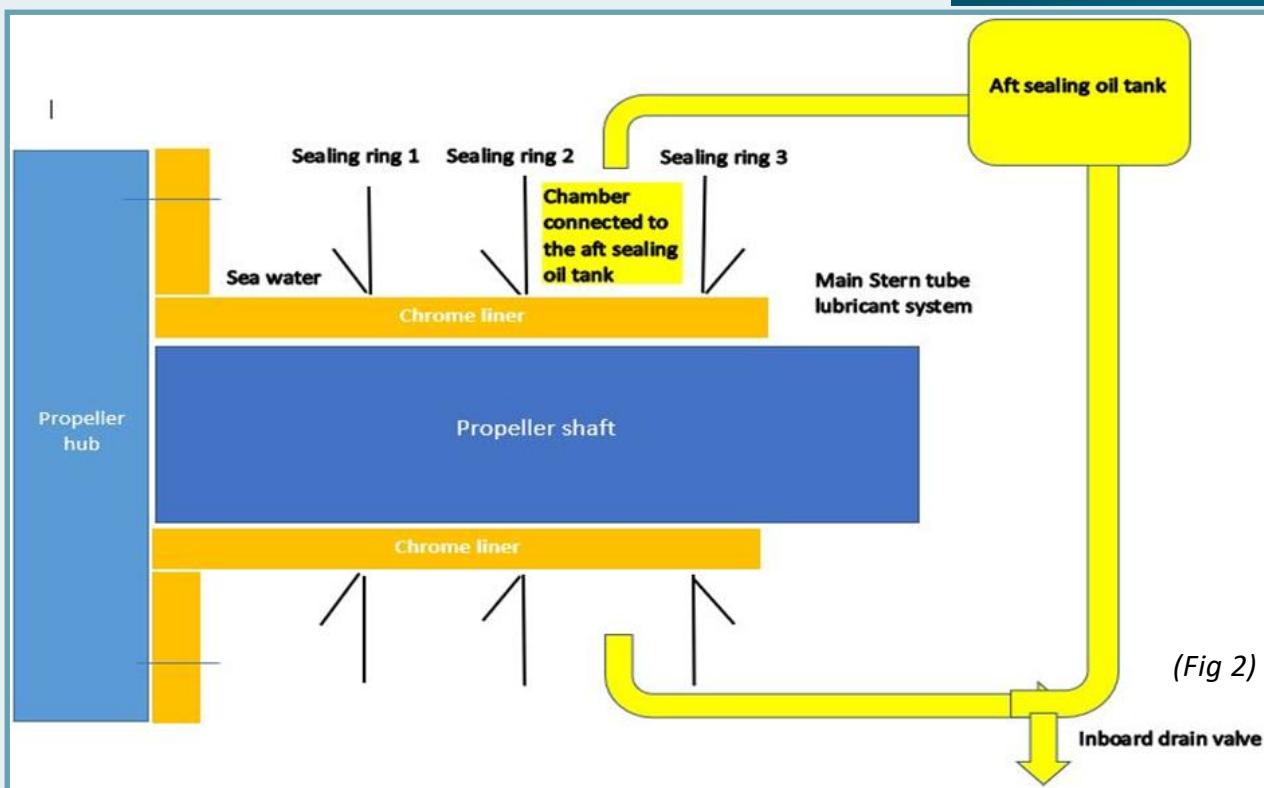
(Fig 1)

Damage to propeller shaft bearings which have been performing well over a long period of time may typically arise out of one or a combination of:

- ▼ Continued operation with contaminated and/or degraded lubricant, typically arising out of a leaking aft seal.
- ▼ Lowering of design and/or operating margins, i.e. shaft alignment sensitive installations operating with EALs (inferior EAL load bearing performance).
- ▼ Operational factors, e.g. incomplete propeller immersion.
- ▼ Life cycle fatigue.
- ▼ Other events adversely influencing shaft alignment, e.g. grounding.

Aft sealing arrangement – additional challenges with EALs

Figure 2 shows a typical shaft aft sealing arrangement where the proportion of seawater content in oil in the tiny barrier chamber space between sealing rings 2 and 3 and in the associated aft sealing system can be inherently high even during normal operation. When operating with EALs, this may increase the risk of probable biodegradation and accelerated deterioration of the lubricant quality in this system beyond the oil maker's recommended limits for continued use.



Typical signs of deterioration of EAL quality may also involve elevated levels of TAN (total acid number), most commonly resulting from hydrolysis of unsaturated esters.

Consequently, the compatibility of the sealing ring material with the deteriorated lubricant is challenged, which increases the risk of damage of sealing rings 2 and 3. Deterioration of ring 3 and the sealing function opens the gateway to water contamination of the main stern tube bearing lubricant system, risking bearing/shaft damage and/or leakage of oil to the sea.

The comparative risk of similar issues is lower for mineral oil installations, i.e. mineral oil in the chamber between rings 2 and 3 is not prone to a similar degree of deterioration under similar operating conditions. Besides, mineral oil properties also allow better water separation and drainage inboard.

Note that oil analysis and trending of bearing and shaft wear elements in a non-tight main stern tube lubricant system are not considered fully representative due to the exchange of contents between the system and the sea. There is a high probability that one of the key signs of underlying or developing bearing damage may go undetected under these conditions.

* Recommendations

Monitor and regulate the EAL quality in the aft sealing system to fulfil the oil maker's and seal maker's recommendations for continued use, in addition to the main stern tube bearing lubricant system.

Ensure that the samples are representative so that lubricant analysis results reflect the actual condition of the system.

Investigate and undertake prompt actions if main stern tube system lubricant analysis reveals elevated levels or an increasing trend of water content, TAN, bearing and/or shaft material wear elements, etc.

As a proactive measure for EAL applications on older vessels, consider the use of oil with the next higher viscosity grade above the design oil viscosity

Boiler Maintenance Onboard

Good boiler maintenance onboard is critical in view of our vessels regularly carrying heated cargoes, any breakdown will result in huge commercial and financial losses to the company.

Other essential heating services like bunker tanks heating/accommodation heating/Calorifiers/Purifiers/Engine heating, etc. are also hampered when there is a boiler malfunction onboard.

Boiler maintenance is a vast topic and Maker's guidelines along with company PMS routines must be diligently followed. However, some basic good engineering practices discussed below will ensure trouble free boiler operation.

- Boiler Water Maintenance:** Ensure boiler water condition is maintained in accordance with Maker's guidelines and the boiler water pH, Alkalinity, Chlorides, clarity, Hot Well temperature, etc. is maintained within specified limits by dosing with the recommended boiler water treatment chemicals and regularly carrying out bottom and scum blowdown. Weekly boiler water test to be carried out and reviewed by a Senior Engineer. Boiler water test result to be sent to Wilhelmsen Ships Service for monthly analysis and corrective actions to be taken in case of any observations noted.
- Boiler Feed & Circulating Water Pumps Maintenance:** Ensure boiler feed and circulating water pumps and motors maintenance is carried out as per Maker's recommendation and company PMS. Also, all critical spares ROB to be always maintained onboard and any consumption should be immediately replenished.
- Boiler Mountings & Accessories Maintenance:** Ensure all boiler mountings (feed valves, drain valves, safety valves, relief valves, gauge glasses, etc.) are routinely inspected and maintenance carried out as per company PMS.
- Boiler Condenser/ Hot Well / Pipes / Steam Traps:** Boiler condenser seawater side should be routinely cleaned to ensure full efficiency and the hot well temp and oxygen scavenger chemical dosing to be properly maintained. Ensure all pipe insulation is intact to avoid heat loss. All steam traps filters to be regularly cleaned. Any steam leakages in the steam system should be immediately attended to.
- Boiler Burner Maintenance:** This is the most critical component of the boiler and any malfunction will result in boiler downtime. Boiler Maker's clearly define the burner maintenance procedure and interval which is aligned in company PMS and should be diligently followed up. All critical spares for burner assembly should always be maintained onboard and immediately replenished when consumed. Ensure vessel has spare Forced Draft fan motor onboard.
- Boiler Alarms, Trips & Automation:** Ensure all boiler alarms and trips (low level, lowest level, high level, flame failure, etc.) are tried out weekly and confirmed in good working condition for the safety of the boiler. Boiler automation for burner control, air damper control and feed water control are working satisfactorily, and manual mode operation is tried and tested for emergency operation.
- Boiler Water Side & Fire Side Maintenance:** Condition of the boiler furnace and refractory should be regularly checked and any damage to refractory should be immediately repaired. Ensure sufficient refractory material is available onboard at all times. Routine soot blowing and boiler tubes water washing should be carried out to ensure there is no excessive soot deposits accumulation in the boiler. Boiler water side and tubes internal inspection is necessary to ensure no cracks in the tubes or tube plates. Ensure sufficient tube plugs are available onboard to plug the tubes in case of emergency. Ensure manhole and mud hole doors packing is maintained well and no leakage. Ensure boiler insulation is intact and no damage. Ensure there is no flu gas leakage from the exhaust pipes, joints or bellows.

*By: Rajneesh Atre
Sr. Fleet Manager*

Near Miss Reporting

MTM's Near Miss reporting scheme is primarily designed to improve safety onboard. By identifying unplanned, unexpected events that have potential to injure, but in fact do not, we can all learn important safety lessons. But it's not just injury close-calls, a Near Miss can also apply to potential environmental harm, equipment damage, damage or loss of cargo, a breach of security or an interruption to normal vessel operations.

Our 2022 KPI for Near Misses is 4.25 per vessel per month. But it's not just the quantity of Near Misses that should be our interest, we must also consider the quality and the potential for fleetwide 'lessons learned'. Near Misses, properly analysed, can point to problems and possibly broader trends which, if not adequately resolved, may result in actual serious accidents in future.

We do need to keep reminding ourselves what constitutes a Near Miss particularly when we compare it to an Unsafe Condition or Act. Remember the key to this distinction is the Near Miss does actually happen but the injury, damage, loss, breach or interruption doesn't.

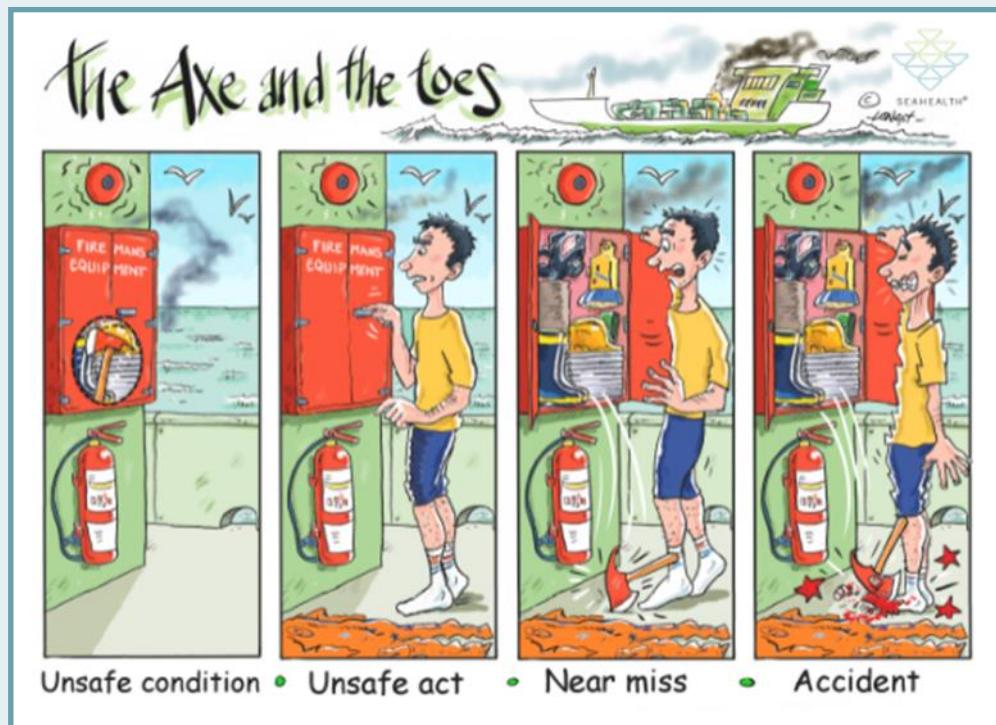
For example, a patch of oil on deck is an Unsafe Condition, standing on it an Unsafe Act, slipping on it but no harm resulting is a Near Miss. Slipping on it and injuring an ankle is an Accident.



Now, it is important that we continue to submit Near Miss reports every month. The cumulative impact can only be positive. So if you are in any doubt about whether your report is a Near Miss or Unsafe Condition or Act please send it anyway, we can filter these in the office.

Here are some examples of Near Misses submitted by the Fleet in December. Take a minute to decide if you would classify them as Near Misses or Unsafe Conditions or Acts (see if you agree with my answers below):

- (a) *Door was opened and secured in that position for a job. After job completion, lashing not removed and door not closed. Left open. (Property Damage)*
- (b) *Crew found in anchor stations without wearing safety goggles. Immediately advised crew to wear proper PPE when proceeding to the station. (Injury)*
- (c) *During unmooring operation of Bunker Barge one of taut Mooring Rope from Bunker Barge was stuck and bounced off the Ship's side. No injury to Person and no damage. Bunker Barge Cast off from Ship. (Injury, Property Damage)*
- (d) *While CO was taking photos for Deck cosmetic job, found the opened Ballast Tank Manhole without sufficient barriers (rope). (Injury)*
- (e) *While tightening nut bolt one of the crew was using the open end, instead of the ring end, of the spanner. The spanner slipped abruptly and crewman narrowly missed knocking hand on bulkhead. (Injury)*



(a) Unsafe Condition (b) Unsafe Act (c) Near Miss (d) Unsafe Condition (e) Near Miss

By: Allister Nisbet
Group Training Manager

Next Wave Culinary (NWC) and NWC Training

①

Food is more than just survival. We win friends with it, build lasting relationships around it, and count our blessing through it.

Tasty Cooking has always been an important part of the human condition. A combination of good friends and great food onboard means life will always be better.

Mealtimes are part of the rhythm of life on a ship, a chance to down tools and meet with colleagues in a less formal environment. It provides an opportunity for casual conversations: we make connections, discuss news from home and by sharing nutritional food, take good care of ourselves. All values we're familiar with from Partners in Safety!

And also Gratitude. We're grateful to the many Cooks who provide us with such great meals. At NWC we understand the complex needs of our vessels' crews and our culinary teams onboard are determined and dedicated to their professional duty despite the many challenges.

In this COVID time, without the distraction and downtime of shore leave available, catering onboard takes on even more significance. The Cook's role is central to the successful operation of the vessel and NWC provides comprehensive support to ensure it happens.

We provide recipe, menu and nutrition advice as well as conducting regular training sessions. We constantly strive to improve the skills of our Catering teams and the quality of the food they provide.



Prior to COVID we were able to conduct training sessions inhouse and externally, broadening the specialist skills that our Cooks can take to their vessels. Now, in the COVID-era, to remain safe, NWC elected to temporarily go online to teach and polish our Cooks on different culinary topics: menu variations, international cuisine, hygiene and sanitation, store management, catering paperwork among others. Our Cooks from India, Philippines and Myanmar have participated with great enthusiasm and positivity and while the online training was initially a bit difficult, like everyone else we all got used to the process and the technology. It is truly a user-friendly experience and an opportunity for Cooks to meet, talk and share ideas when previously they wouldn't have.

Training imparts the industry-best standard practices in culinary fundamentals. Classical preparations and strong fundamental techniques provide the basic knowledge for most Chief Cooks. You'll learn to slice, dice, and chop in a professionally equipped kitchen but that's just the beginning. NWC is looking forward to training our Cooks in a standardized way, to establish solid fundamentals that can be built upon with specialties and mastery of multinational cuisine. This will sustain and develop our ability to create consistently good food, using proven techniques.

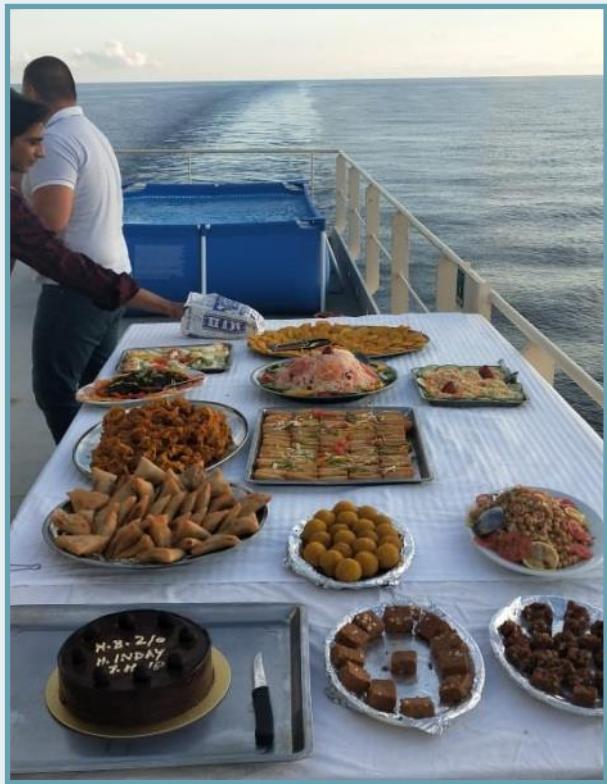
Culinary Technique

Cooks develop fundamental culinary techniques and practices through viewing a variety of food demonstrations and recreating these onboard. Topics of study include tasting, kitchen equipment, knife skills, classic vegetable cuts, stock production, thickening agents, soup preparation, mother and derivative sauces, and breakfast cookery. This training also introduces cooks to fundamental concepts and techniques of basic protein, starch, and vegetable cookery.



The Theory of Food

Cooks learn to identify different quality food ingredients, explore principles of cooking, recognize a variety of cooking methodologies and examine food flavor pairings. Topics we explore include: kitchen safety and sanitation, stocks, soup, sauces, breakfast, vegetables, potatoes, grains, pasta, legumes, poultry, meat products, fish and shellfish.



Nutrition and Wellness

Variety and nutrition play a vital role in selecting menus for ships. Keeping the body healthy is good for the mind as well – an important consideration in this high-pressure environment. With this introduction our cooks will gain an understanding of nutrition as applied to dietary concerns, menu selection and specific needs onboard. Cooks will also acquire knowledge of basic nutrients, food labeling, nutritional principles and analysis and the application of these to recipes and menu development. We're also able to introduce ideas for immunity boosting recipes.

One MTM Cook said it all: "**Food inspires us. We love that! Cooking is more than our passion!!**"

*By: Gurdip Singh
Sr. Manager NWC —India*

MTM Cyber Security Awareness Campaign

Phishing Scam

Do not believe everything you see. Learn to spot the clues that identify Phishing Scams. Stay alert!

Even if an email appears branded from a familiar company and the language reads well without obvious errors, look for other potential clues, especially if you are not expecting any correspondence from this person or company.

The Threats of Internet Of Things (IOT)

The Internet of Things (IoT) is the concept of connecting any device to the internet or to each other. IoT includes everything that is with internet capability such as mobile phones, coffee makers, washing machines, headphones, IP cameras, wearable devices etc. IoT is growing rapidly and in the rush for convenience, our privacy and safety are often an afterthought.

◆ Tips on using IOTs:

- * Don't connect your device unless needed.
- * Make sure you have the latest firmware.
- * Pick a good password for every device.

Good Security Practice

It is our responsibility to create a culture of security and vigilance in the workplace. When each employee understands the common attacks and follows security best practices, they become strong links in the defense against cyber threats.

Mobile Phishing

Mobile and SMS scams are on the rise. With the proliferation of social media usage on mobile and with smartphones that are capable of accessing web content, users are increasingly likely to be phished using methods that involve their phones.

◆ Few tips to safeguard your phone:

- * Stick to the official app stores.
- * Check out app reviews before use.
- * Keep your phone's software updated.
- * Be cautious when sharing your mobile number.
- * Always check the web link or URL and close the session if it looks suspicious to you.

Cryptojacking

Cryptojacking is the unauthorized use of someone else's computer to mine cryptocurrency. Hackers do this by either getting the victim to click on a malicious link in an email or running off on a website that loads the malware on the computer to do cryptocurrency mining in the background. The warning sign of Cryptojacking is a sudden spike of memory usage and computing power and sluggish computer performance is observed.

◆ Tips to safeguard against these threats :

- * Use and update antivirus software on your computers.
- * Stay vigilant against malicious URLs from emails or social media.
- * Keep your computer's operating system patch updated.

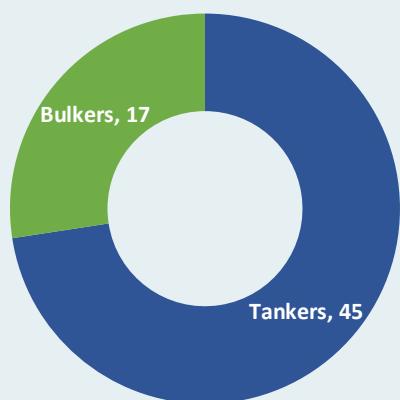


By: Mingquan Li

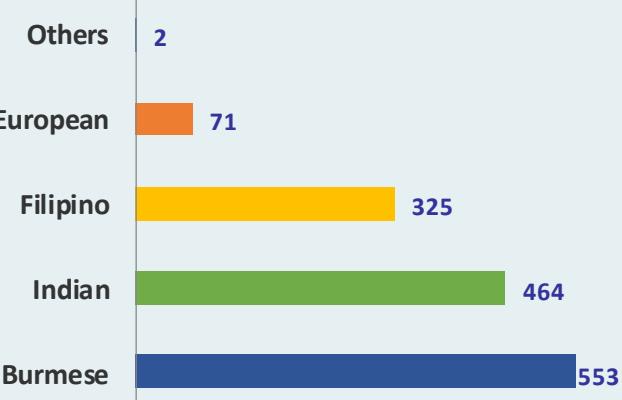
IT Head

MTMSM Updates

FLEET SIZE



CREW ONBOARD



SHIP STAFF PROMOTIONS



CAPT THAN WIN HTUN
joined 2003



C/E NAY HLAING KYAW THU
joined 2006



C/O KYAW ZIN LINN
joined 2014



C/O MIN MIN OO
joined 1993



C/O FAROOK H MOHAMMED M
joined 2016



C/O DENE GEORGE
joined 2016



C/O PRANIT MARCHANDE
joined 2016



1A/E HRISHIKESH GOKHALE
joined 2013



1A/E HARISH HARIDASS
joined 2015

SHORE STAFF MOVEMENT

MUMBAI to SINGAPORE



AMOL KULKARNI
Vessel Manager
Joined March 2022

SHORE STAFF PROMOTIONS

MUMBAI



SAGAR PATIL
Sr. Accounts Manager
From January 2022



GURDIP SINGH
Sr. Manager—NWC
From January 2022

MTM Notice Board

Learning about Ships – Back to Basics

What is a Ship?

According to Encyclopaedia Britannica a ship is any large floating vessel capable of crossing open waters, as opposed to a boat, which is generally a smaller craft.

The term formerly was applied to sailing vessels having three or more masts; in modern times it usually denotes a vessel of more than 500 tons displacement.

What is the purpose of a Ship?

A ship is a floating vessel that transports cargo or passengers from A to B. (Don't believe Jolly Jack who thinks the ship was built to take him 'around the world in 80 days' or the person saying the purpose is to carry the engine from A to B).

The questions get harder - Why do ships float?

The principles of density tell us that wood, oil, paper, plastics etc float because they have densities less than the density of water.

When applying this principle to ships, it is natural to question how a ship that has a hull made of steel, which has a density eight times greater than that of water, can float.

A steel bar would sink, so why don't ships ?

Although ships are made of materials that are much denser than water, the density of a ship itself is its total weight (including, cargo, bunkers, stores, crew, etc.) divided by the external volume of the hull.

This means that the hull must have an external volume that is big enough to give the whole ship a density that is just less than that of the water in which it floats. Ships are therefore designed to achieve that.

Much of the interior of a ship is air (compared with a bar of steel, which is solid), so the average density, taking into account the combination of the steel, other materials and the air, can become less than the average density of water. When the metal hull of a ship is breached, water rushes in and replaces the air in the ship's hull. As a result, the total density of the ship changes and depending on the extent of the change, the ship may sink.

Pilot Ladder Safety

Pilot Ladders are once again in the news. In October 2021 the Maritime Pilots Association was asked by IMO to conduct a world-wide safety campaign.

Recently released Survey results were disappointing, they found high levels of failure in ladder safety -

- * 30% of defective ladders had poorly rigged retrieval lines.
- * 14% had steps that were not horizontal.
- * 27% of reported cases there was no lifebuoy visible on deck.

Perception is that there are two main issues that explain the lack of compliance:

- * Lack of training in basic seamanship skills.
- * Poor outfitting of vessels and provision of non-compliant equipment.

The end result of this survey is likely to be a worldwide concentrated inspection campaign which hopefully will ensure Pilots' safety when climbing ladders.

In the meantime we all must play our part in ensuring Safety. It is simple to identify cracked or splintered steps or worn tatty ropes, steps not horizontal, or poor securing arrangements.

Seafarers are the last line of defence, we must be willing to speak up and take responsibility. If the ladder is in poor condition or not rigged properly then it must be reported immediately.

SPEAK UP, PREVENT ACCIDENTS

Words of the Sea

There are many words and phrases in the English language which illustrate the importance that the Sea and Seafaring have had in the recent past.

'Enjoying 'three square meals a day' – Olden day Royal Navy mess plates were square shaped.

'Hold out to the bitter end' – On old wooden sailing ships the end of the anchor cable was made fast to a set of bitts – these bitts were the end of solid vertical timbers that provided an anchor point.

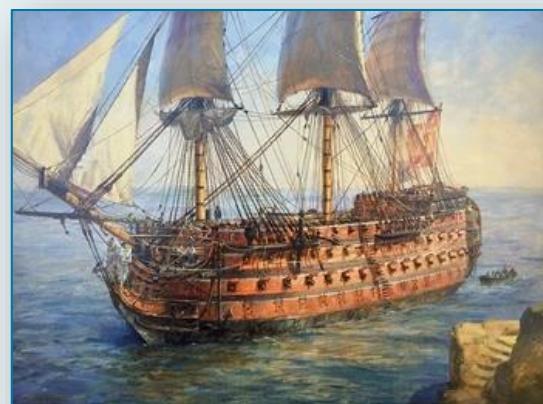
The space is 'too small to swing a cat in' – refers to the cat of nine tails (nine tailed whip) that was used to administer floggings

'Let the cat out of the bag' – the cat of nine tails was stored in a red baize bag.

Other expressions still used in modern day English language and needing no explanation -

'take the helm', 'know the ropes', 'high and dry', 'give a wide berth', 'wait until the coast is clear', 'pass with flying colours', 'run a tight ship', 'another day another dollar'.

'Shove off', which is what I will do now.



*By: Capt Robert Ord
Sr. Manager, Marine*

MTM SHIP MANAGEMENT

VISION

To achieve excellence in Ship Management.

MISSION

MTM's mission is to provide high quality value-added services to our customers through operational excellence and dedicated, empowered people working together. We deliver safe, reliable, and sustainable services and promote continuous improvement of our systems, standards, and culture to enhance customer satisfaction.

CORE VALUES

- ❖ **COMMUNICATION** - We encourage open communication and value feedback to build a healthy work culture and ensure employee satisfaction and engagement.
- ❖ **TEAMWORK** - We are stronger together as a team and work collaboratively.
- ❖ **ACCOUNTABILITY** - We believe in delivering our best and holding ourselves accountable for results.
- ❖ **TRUST** - We build open and honest relationships with transparency in decision making and fearless communication.
- ❖ **EQUALITY** - We treat people with a standard of performance that is consistent and equal.
- ❖ **APPRECIATION** - We recognize and appreciate our employees to create a unique company culture and strengthen employee relations.

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To contribute or be featured in the next issue, send your articles & photos to melissa.canilang@mtmsm.com