



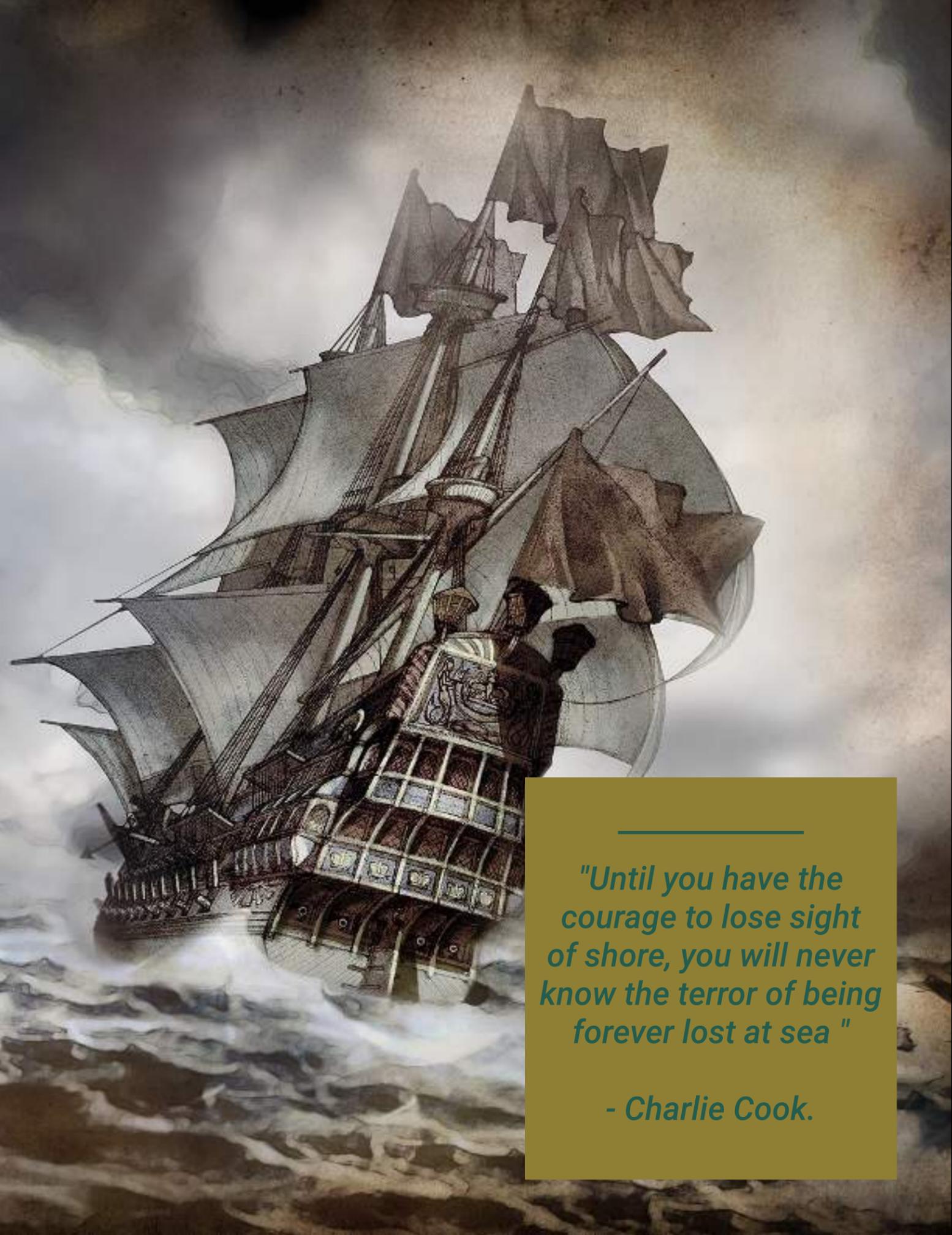
**Safety our Priority - Excellence our Commitment.**



# ***THE GANGWAY***

***Life On Board to Life Ashore***

***September 2018***



*"Until you have the  
courage to lose sight  
of shore, you will never  
know the terror of being  
forever lost at sea "*

*- Charlie Cook.*

## ***Message from the Editor***

The Campbell family is more than just an extension of the team ashore in Mumbai and Nassau or the team on board each and every one of the owned and managed dry bulk vessels. The Campbell brand is ever evolving with a growing number of entities ranging from the L.J.M Maritime Academy in Nassau, which caters to young Bahamian minds, nurturing and encouraging them while providing an opportunity to compete with the international shipping industry on the off-shore front, to Campbell Marine, which helps connect Bahamian and Asian talent to the cruise industry depending on their area of expertise and skill-set.

This first revamped issue of *The Gangway* aims to give you an insight into the on-board and on-shore life of the Campbell Shipping Group, explaining the initiatives of the organization and what we are all about. Each issue will give you a better understanding of the company and where it is heading. Our revised concept of *The Gangway* aims at a more interactive magazine involving not only the different groups under the Campbell umbrella but also our various verticals under each entity and aims to give every writer a platform to voice their view and help better the organization.

"Employee-focused, client-driven" is the philosophy that steers the Campbell ships forward. At Campbell, we always strive to make sure that we work as a team and strongly inculcate our management philosophy, which is centered on people—those we employ and those we serve. We believe that meeting and exceeding the needs of people is a key component to our success.

Today, the Campbell name is quickly gaining recognition as a rapidly expanding company. Our increasing success is directly attributed to the company's philosophy of building better lives for the people we employ. Although we are in the business of moving cargo, we never forget our commitment to our team members. Steered by sound leadership and supported by committed team members, our organization remains committed to the vision and values of the man who started it all so many years ago. Our undying passion is to make Campbell Shipping a household name in the industry, and we are well on our way to achieving this goal.

We hope to receive more feedback on the revamped magazine and we look forward to sharing more about the brand with you in the next issue. Happy reading!

**- Alain Pinto  
Chartering Manager**



**ON THE COVER - Our team on board**  
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 Safety Our Priority - Excellence Our Commitment.

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# Message from our C.E.O

Dear Campbell Team,

I take this opportunity to thank everyone on board the ships and ashore for your contribution in line with our core values system. I also take this opportunity to welcome our team members from Myanmar.

While we have made significant progress over the last year as per our Campbell Target Operating Model (C-TOM), we need to continue our endeavors. Your horse-power on an individual basis and our collective power continues to drive the Campbell business engine. I want you to feel this power and continue to relate your efforts to the company's growth. This will be important in order to position Campbell's efficient and competitive ship management services, to stand out in this competitive industry.

With an exciting future ahead of us, Campbell Shipping will be laying out its 5-year strategic plan that will see us as

- ▶ A growing organization
- ▶ Becoming a collective intelligent business unit
- ▶ A diversified services & revenue streams unit (converting cost centers to profit centers)



**Capt. Rajesh Dhadwal**

Here's welcoming everyone on this journey ahead.

It gives me great pleasure to present to you a new revamped issue of *The Gangway* to show what is going on in the Campbell world and around us. I thank everyone who has contributed to this issue and I look forward to future contribution from other team members.

Capt. Rajesh Dhadwal,  
Managing Director/CEO

# Training—The new way forward

One of the objectives of Campbell Shipping as a company is to develop and retain the best talent. Training and development is one of the most important aspects of human capital. It ensures that our seafarers are equipped to face the day-to-day challenges onboard the vessel effectively.

Traditional training requires a seafarer to attend classroom training, which involves them traveling during their leave period and attending these classes. This presents challenges in training and development, a few of which are enumerated below:

1. Training during leave period
2. Speed at which the entire target seafarers are covered
3. Budgets and logistics

With improvements in technology, specifically radical changes in communication, traditional methods of training, i.e., getting all students together in a classroom, are increasingly becoming redundant.

Technology now provides means and ways of delivering training solutions that ensure the challenges of learning and development mentioned above are eliminated to a large extent. Campbell Shipping has taken strides towards such solutions and has started imparting training via telephonic conference calls and through video conference calls. The use of technology ensures that training is imparted with speed and the issue of travel is resolved.

Campbell Shipping uses the portal "appear.in" for staff on leave and "Free Conference Call" for training on-board staff. These applications are easy to use and do not need any downloading for using them. We estimate that with the pace of progress experienced in communication technology, the day may not be far where the experience of learning over the Internet would only get better.



We value our training on board as much as we value our continued training ashore our vessel at Campbell.

# IMO 2020: What's Next?

The global 0.5% sulfur coming into force on 1st January 2020 will affect up to 70,000 ships according to IMO's statistic. Stricter limits on sulfur (SOx) emission already being enforced in the Emission Control Areas (ECAs) in Europe and the Americas and new control areas are slowly being established in parts of China. As a result of the increased international attention to air pollution, a growing number of shipowners are beginning to adhere to this rule. They face a choice of switching from heavy fuel oil (HFO) to marine gas oil (MGO) or burning ultra-low sulfur HFO/hybrid fuel, retrofitting vessels to use alternative fuels such as LNG or installing scrubber systems that allow them to continue operating on regular HFO. To assist in navigating both the regulatory landscape and the alternatives for compliance, this guidance paper aims to provide an introduction to the choices and challenges we will face on the road ahead.

## The Market View

Two commissioned studies concluded differently on the availability of low sulfur fuels in 2020, leading to an extensive debate regarding the assumptions and possible consequences for shipping. Despite the IMO's confirmation that the availability of low sulfur fuel will be sufficient, several stakeholders questioned IMO's stand. Hence, there is high uncertainty when it comes to both fuel price and availability, which remains the biggest unanswered question globally among the shipping industry.

## What are the options?

Shipowners and operators should start considering the following:

1. Which fuel should their vessel use?
2. Are the fuels available where the vessel will operate?
3. What will the cost implications be?

As there are a variety of options to consider, planning and implementing will be a company's first level of defense.

HFO (3.5% sulfur) will be available, though compliance will require the installation of exhaust gas cleaning systems. Compliant fuels and distillates will be on the market, but will be more expensive and have different operational implications on account of the uncertainties. Alternative fuels, such as LNG, are and will be available, but require investments, and the price fluctuations are different from conventional fuel. Other fuels such as methanol or ethanol may be an alternative where such fuels are available, and in the far future, a hydrogen fuel cell combined with battery technology could be viable for use in the marine industry. There is, however, some uncertainty in the industry whether there will be a sufficient amount of compliant fuels available, how this will affect fuel oil prices, and for the present, how the enforcement of the sulfur cap will be carried out.

If refiners indeed move to significantly restrict the sale of HFO if they foresee higher margins selling MGO, ships fitted with scrubbers and potential scrubber users would be left wondering whether there will be enough supply of HFO to use. The surge in use of MGO will then lead to the question of how will refiners deal with all the surplus of HFO, which is a natural by-product

of the cracking process. The double-edge sword is that refiners also worry that any extra production of MGO would go unsold if more ships continue to equip themselves with scrubbers and seek to purchase the less costly HFO. Refiners are certainly not taking the plunge first by investing in changing production configurations, while most shipowners are adopting a wait-and-see approach as they consider the options available to them. It's a dilemma for everyone who is invested in the industry. Eventually everyone in the industry will have to weigh their options and consider the most cost-effective, suitable, and commercially sustainable option for the long term.

## From Past Experiences

Experience from the SECA areas that came into force in 2015 shows that the majority of operators have opted for the fuel switch from HFO to MGO, with just a small percentage having chosen to use HFO with exhaust gas cleaning or LNG as fuel. This is expected, as scrubbers require a costly retrofit and the industry has questions regarding technological maturity and operational limitations. LNG is mostly relevant for new builds and is a very expensive affair. In particular, larger vessels



do not spend a significant amount of time in ECAs to justify an expensive investment. In addition, where charters are paying for the fuel, there is no or little incentive for an owner to invest in equipment for running on cheaper fuel, as they will see no return on the investment. In 2015, a distinct change in deliveries of international marine bunkers within Europe was observed. While demand for residue bunker oil fell by around 10%, marine gas oil deliveries grew by as much as 50%. Despite higher demand, the premium MGO prices remained unchanged, whereas the blended, hybrid 0.1% fuel oil was priced around 10% lower than distillates. This is why the increased cost of operating in ECAs was essentially driven by the increased cost of



**Who will take on the ultimate responsibility?**



switching from a lower-grade fuel (HFO 1% sulfur) to a higher-grade fuel (MGO 0.1% sulfur), rather than the price increase of MGO triggered by higher demand. Will there be a similar effect from the global cap in 2020, or will we see some other mechanisms influencing these prices? Only time will tell.

### Future Possible Implications

Over 90% of global trade is carried out by sea. This includes the world's energy, raw materials, and manufactured products. The looming 2020 sulfur cap presents numerous hurdles that have yet to be adequately addressed. Experts warn that the market appears unprepared and the results could be disastrous for maritime trade and consequently the global economy. With just over 15 months left before the single most influential policy change in decades takes effect, the shipping community is facing a difficult transition for many reasons.

### The Biggest Question. Who Will Pay the Price ?

Energy firms and shippers may face a squeeze on margins. But, ultimately, extra costs are likely to fall on consumers. Everything from household appliances to gasoline is shipped around the world since roughly 90% of world trade is by sea. Wood Mackenzie estimates that global shipping fuel costs are likely to rise by a quarter, or \$24 billion, in 2020. Others estimate extra cost for container shipping alone will be in the range of \$35 billion to \$40 billion. In addition, logistic cost would be affected, thereby affecting prices of consumer goods/consumer price index, and in turn affecting social-economic structure. The prices are predicted to rise by 8%, thereby hampering trade and improving domestic production according to available resources.

- Ranjit Nair  
Vessel Technical Manager



### Why Did We Choose the Baltic?

The Baltic Exchange is an exchange that provides maritime shipping information, facilitates trades, and settles shipping contracts and derivative shipping contracts. It was christened in London in the year 1744 and has operated continuously since. In 2016, it was acquired by the Singapore Exchange (SGX) and has been operated by SGX since the acquisition. It is headquartered in London, with offices in Singapore, Shanghai, and Athens. It currently has 600 members.

The Baltic Exchange website lists the following services offered:

- "Independent, high quality dry, wet and gas freight market information
- Self-regulated chartering, sale and purchase and freight derivatives markets
- Central forum for competing freight market interests
- Framework ensuring high standards of business practice and co-operation
- London-based business facilities for members "

Although it is an exchange, it does not facilitate trades the way securities exchanges do. Instead, it facilitates meetings of members who arrange their own transactions and provides information for members to use for shipping and trading. The exchange provides lists of shipping costs, published as the Baltic Dry Index, for members to use in making trade agreements by calculating the demand for shipping

relative to the capacity for shipping. The Baltic Exchange tracks these costs through a number of different indexes. It uses these costs to settle freight futures contracts called Forward Freight Agreements (FFA).

This information is crucial for anyone arranging shipping, because without knowing what the going rates are for different types of cargo, a shipper could charge too little or someone who needs to use a shipper could pay too much. Traders and researchers need this information to be able to invest and trade in the shipping industry wisely.

### Using the Baltic Exchange

Access to the website gives Campbell access to over 20 different indexes of shipping costs, information on fixtures, or finished agreements for shipping contracts, training programs, and *The Baltic Briefing*, a regular industry newsletter. Being a member of the Baltic Exchange also allows us to use their services to find shipping partners and to negotiate disputes, thus becoming an active tool for clearing any outstanding file. The Baltic Exchange also hosts social membership events to help spread our prestigious brand and develop new and reliable clients.

Not only does access to the Baltic give Campbell credibility in the market but also makes the organization advantageous and a key player in the global playground helping to strategically plan for the future and thereby increase revenue and profits for the organization.

# IMPACT ON CHARTERPARTIES – TIME TO ACT NOW

**The challenges introduced by the global sulphur cap are not exclusively technical. The new limits are likely to impact contracts and charterparties. Forward planning now could help to avoid painful disputes in the future.**

Time charterparties will require particularly close attention, with more challenges anticipated for vessels already in long-term charterparties that span the enforcement date of 1 January 2020.

Unfortunately, there is no single “magic” charterparty clause to deal with all of the issues that might arise. All bunker clauses will almost certainly need to be reviewed but other clauses might also need to be considered, depending upon the chosen method of compliance.

Below, we look at some of the issues that we anticipate will more commonly arise.

## **CARRIAGE OF NON-COMPLIANT FUEL**

It is likely that a prohibition on the carriage of non-compliant fuels will come into force on 1 March 2020 for vessels not fitted with Exhaust Gas Cleaning Systems (“EGCS” or “scrubbers”). Non-compliant fuels will have to be removed to avoid fines or the vessel being detained. Assuming such fuel is not consumed before 01.01.2020, who is obliged to arrange or pay for the removal of such fuel will depend upon the wording of the charterparty, so it will be important for this to be considered at the drafting stage.

There may be significant logistical difficulties in removing non-compliant fuel and it is likely that the re-sale value will be less than the original purchase price. Issues might also arise over who owns the non-compliant fuel and who therefore has the right to remove it.

## **DEFINITION OF ‘HIGH SULPHUR’ AND ‘LOW SULPHUR’**

At the moment, vessels burn either ‘low sulphur’ (0.1%S max) fuel in ECAs or ‘high sulphur’ (3.5%S max) fuel outside ECAs. In 2020, there will be three sulphur types (<0.1%S, <0.5%S and >0.5%S). This raises the question: what will ‘low sulphur’ mean in 2020? Will it be <0.1% or <0.5%?

It is therefore advisable to move away from the use of terms such as ‘high’ and ‘low’ sulphur but instead to specify the exact sulphur limit of fuel e.g. <0.5% sulphur content; <0.1% sulphur content etc.

## **BUNKERS ON REDELIVERY (“BOR”)**

When a vessel is redelivered by a time charterer, the charterparty usually requires that the vessel is redelivered with approximately the same quantities of ‘high sulphur’ and ‘low sulphur’ fuel as on board at delivery. The owner will usually be required to buy this fuel back at a certain price (often the same price as at delivery).

‘High sulphur’ fuel bought from the charterer at redelivery will have little value to the owner unless the vessel is fitted with scrubbers. BOR requirements in the charterparty might mean that the charterer can redeliver the vessel with insufficient compliant fuel on board to reach a bunker port. Therefore, Owners might want to ensure that BOR clauses are adjusted accordingly.

## **BUNKER QUALITY CLAUSE**

Some bunker quality clauses require the charterer to provide fuel that complies

with the international quality standard ISO 8217. However, not all fuels are covered by ISO 8217 (e.g. hybrids) so the bunker quality clause might need to be amended to ensure that the charterer is obliged to provide fuel of the correct specification, which is safe and suitable for the vessel, and in compliance with MARPOL and any other relevant regulations.

## **FUEL AVAILABILITY**

Although it is anticipated that there will be enough compliant fuel available to meet demand, it may be geographically fragmented. So a vessel might trade in areas where compliant fuel cannot be supplied or even be unable to trade in such areas, such that trading limit clauses might need to be reviewed. The same is likely to be true for new hybrids/blends, and LNG is already known to have limited availability.

## **BUNKER TANK CLEANING**

Bunker tank cleaning will be needed if switching from heavy fuels to hybrid/blends/distillates. Tank cleaning might also be needed before switching between different products, depending upon the advice given by the relevant fuel provider. Cleaning products will be needed, waste will need to be disposed of and time might be lost during the cleaning. Responsibility for all of this will depend upon the charterparty wording.

## **PERFORMANCE WARRANTIES**

Different fuels have different calorific values and energy densities. The performance of the vessel could be affected by any of the chosen compliance methods so the performance warranties might need to be amended. Owners should check with engine manufacturers.

## **COSTS OF INSTALLING AN EGCS**

It is unlikely that existing charterparties will expressly say who is to pay for a vessel to have an EGCS installed. If the charterer is likely to benefit in fuel cost savings then there may be scope for a commercial agreement as to who will pay.

## **CAN OWNERS BE COMPELLED TO INSTALL AN EGCS?**

The Court of Appeal considered this type of issue in the *Elli and the Frixos* [2008] 2 Lloyd’s Rep. 119. In 2005, new MARPOL regulations came into force, which made it unlawful for any ship to carry fuel oil as cargo unless it was either double-hulled or double-sided. Expensive modifications would be required to the ships in question to allow them to comply with the new regulations. The Court found that the owners were in breach of certain clauses in the particular charterparties for not having carried out the necessary modifications, namely; a warranty relating to compliance with MARPOL and a clause requiring the vessel to have on board documents required by any applicable law to allow the vessels to trade.

Installation of an EGCS is only one option for compliance and, as things currently stand, it will be possible to meet the new sulphur requirements without installing an EGCS. Therefore, the absence of an EGCS on a vessel will not necessarily put the vessel or its owner in breach of MARPOL or impact on the vessel’s documentation. Hence it seems likely that the *Elli and the Frixos* will not apply but it will depend on the facts of the individual case.

## **FINES FOR NON-COMPLIANCE**

In the first instance, the owner will be responsible for paying any incurred penalties but they might be entitled to be indemnified by the charterer depending upon the charterparty terms. It might be less clear who will be responsible for lost time and costs if the vessel is detained by port state control.

## **LOOKING AHEAD**

Early consideration of the above issues will be key to avoiding future headaches. The solutions will not be the same in every case and will be best considered in the context of the trade that the vessel is going to perform. Additional issues could arise as technologies develop and as we get an idea about availability of compliant fuels etc, which might necessitate further review of charterparties from time to time.



### Our company IT tool - The what and how

The SysAid Help Desk offers all the essentials in one place including a powerful ticket management tool, IT asset management, self-service, mobile device management, chat, password reset, mobile apps, industry benchmarking and more.

In Campbell, we have deployed the SysAid Help Desk Software so that we can help you, the end user, with all of your technological needs. As an end user, you access SysAid using the End-User Portal.

SysAid's IT ticketing system supports and helps you to better manage your help desk processes from first contact to resolution. SysAid's IT ticketing system includes everything you need for ticket management.

For Campbell users, by default Sysaid icon is available on the desktop for onshore as well as on vessels. For users having Campbell login can use their credentials to login to system and raise ticket. For vessel, a unique ID / password has been shared for vessels to login and raise tickets



The Login user interface

Where can I find SysAid?

On your desktop by Saving a Shortcut Icon or via your web browser:

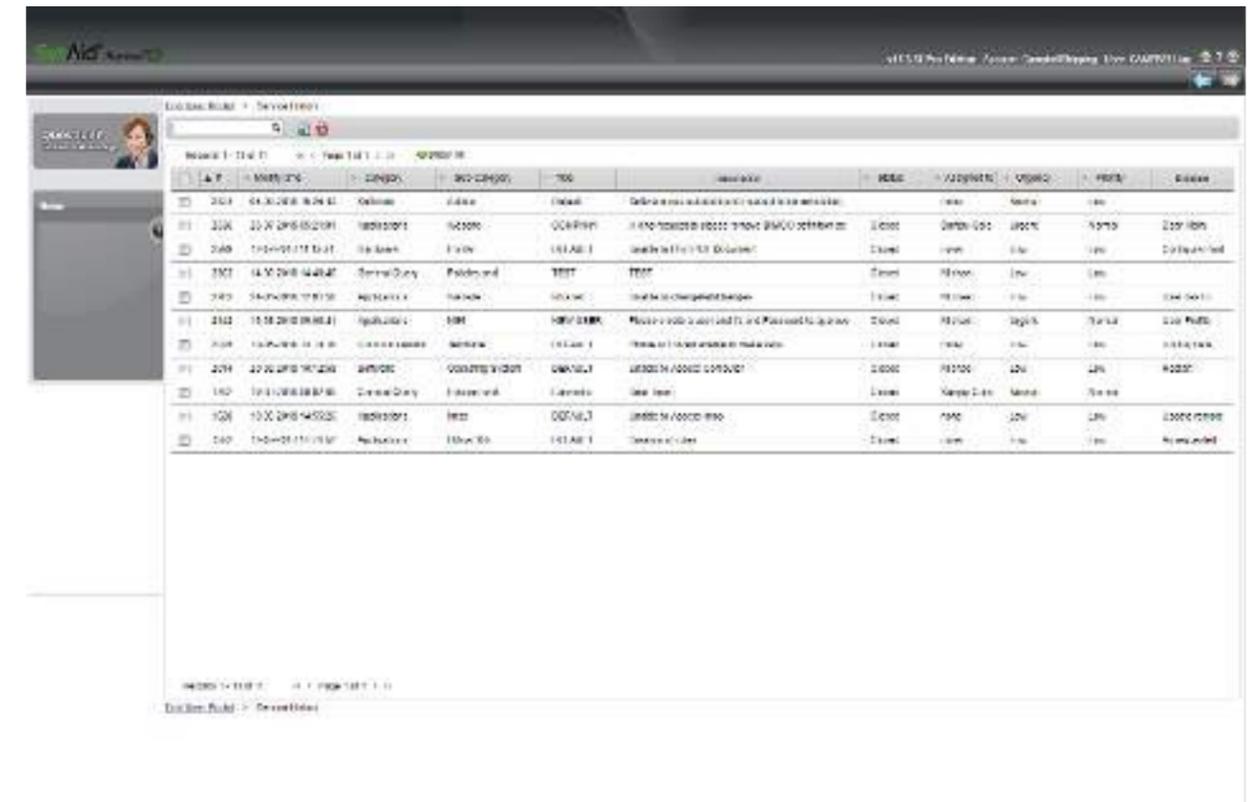
- ▶ <http://csnas-sp-datm2:8080/Login.jsp> (Internal)
- ▶ <http://24.244.142.221:8080/Login.jsp> (External)

### Submit an Incident on SysAid

If you need the IT department to help you resolve a problem, you can submit an incident on the SysAid platform which is continually monitored by the company's IT department. When you submit an incident, you first explain to your IT department the nature of the problem, specify what asset (computer, printer, etc.) is being affected,

indicate an urgency and send a screen shot of any error message you are receiving. A record of your incident is created for your IT department reference so that they can begin working on it immediately. You will even receive email updates as progress is made in resolving your incident (if enabled by your IT administrator).

- ▶ In the form, choose the relevant category, enter an appropriate title and description.
  - ▶ Add the relevant attachments (optional).
  - ▶ Click the Submit button
- ▶ You will be presented with the service record ID for future reference.



Monitor and control your ticket submission.

### View your service history

Any service record you have submitted will show up here. In this way, you can view statuses, notes, updates, and solutions for service records you've already submitted. You are able to add additional notes for your

IT staff and you can even close your own service records if you are able resolve them on your own (closing tickets must be enabled by your IT administrator).

Apart from the help desk software, SysAid has additional features to assist you with the following:

- ITSM : IT Service Management Solution
- Asset Management
- Analytics
- Tools

### ITSM : IT Service Management Solution

The SysAid ITSM includes everything you need for an effective IT service management (ITSM) in a single ITIL-aligned ITSM solution. SysAid ITSM includes a powerful incident and service request management module, plus other core ITIL capabilities such as problem management and change management. Beyond these, there is also network discovery and IT asset management including mobile device management and the modern-day IT support must-haves such as an end-user self-service portal, automated password reset, mobile apps, chat, IT industry benchmarking and advanced work flow and automation features.

### Asset Management :

View, secure, control and manage your assets in one place with SysAid IT Asset Management (ITAM) and simplify your asset tracking and inventory. Take action and efficiently manage your IT environment using a solution that is fully integrated with SysAid Help Desk. Get the right data where you need it, when you need it, with a solution that automatically displays relevant information on your tickets.

### Key Features Available with SysAid Asset Management

- Hardware & Software Inventory Management
- Help Desk Integration

- Patch Management
- Monitoring
- CMDB

### IT Analytics

SysAid offers a wide range of sophisticated and user-friendly analytics tools to help you obtain an accurate and holistic view of your IT service performance.

Some of the features of analytics includes

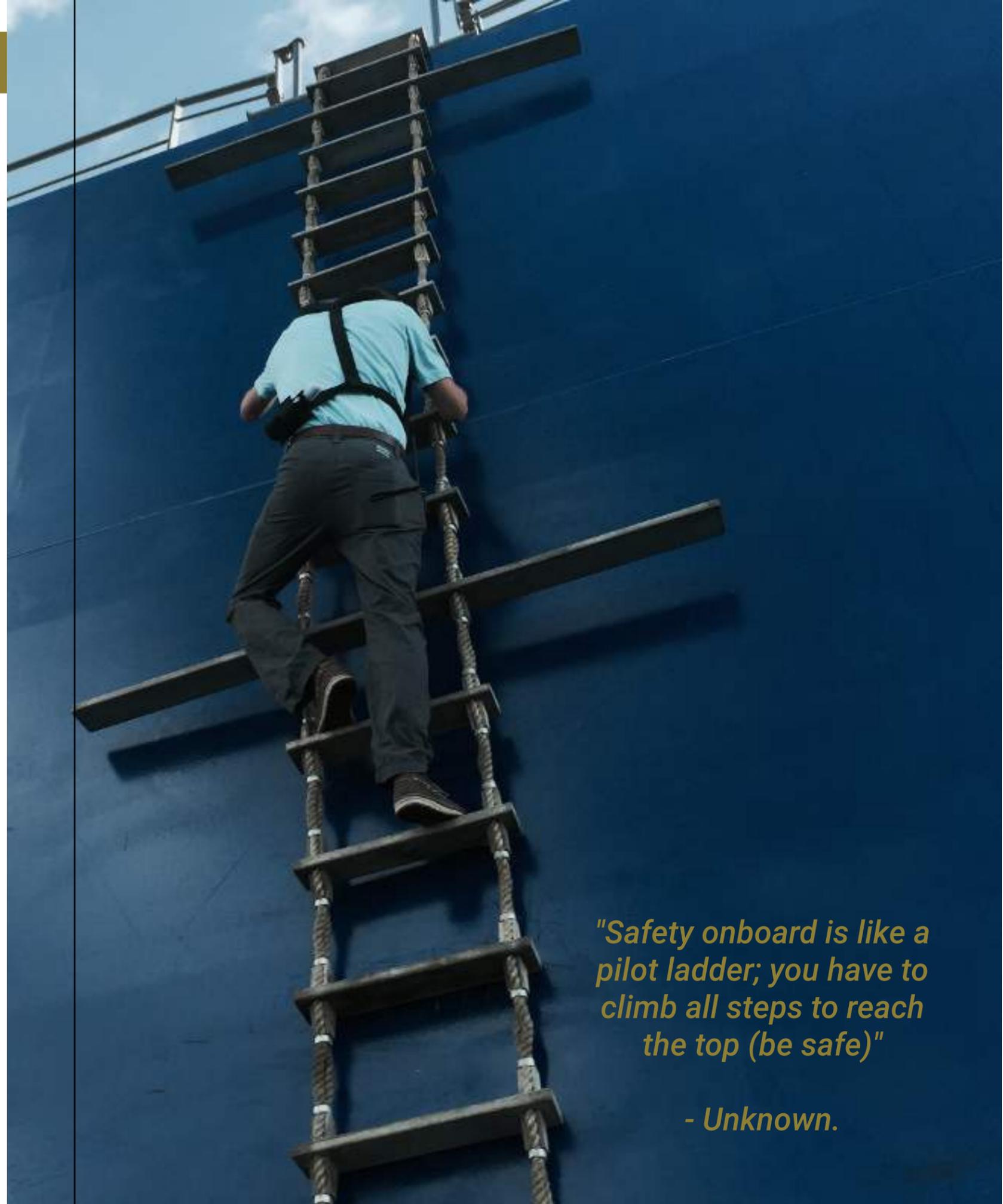
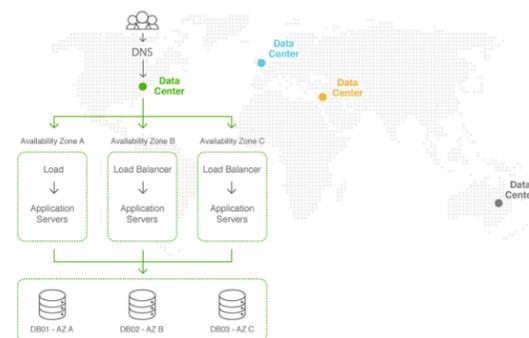
- Reporting
- Sysaid IT Benchmark

### SysAid IT Benchmark

SysAid reports also provides us with the reporting tools needed to quickly measure our help desk or ITSM performance, track our IT asset inventory and identify the issues and bottlenecks affecting our IT services and operational performance.



### SysAid Integration to Cloud Architecture



*"Safety onboard is like a pilot ladder; you have to climb all steps to reach the top (be safe)"*

*- Unknown.*

# Campbell entering the Drone-age

With the recent announcement from the Trans-net National Port Authority (TNPA) that drone technology will be employed at South African ports, it seemed an opportune time to investigate how drones have been used in the maritime industry. It is certainly an exciting development!

TNPA advised at the recent African Ports evolution conference that during a three-month trial in the port of Durban, a drone was used to deliver a package to a vessel, to monitor traffic congestion on the

drones could be used to supply vessels with spare parts, mail or medicine, replacing the more conventional delivery methods. While there are obvious cost benefits to using drones rather than helicopters, poor weather can hamper the operations of such a lightweight craft.

The trend has already taken hold in shipyards. For example, in September 2015 Poland's Remontowa ship repair Yard inspected the interior of a cargo tank using a



Cyberhawk Uses ROAV for First Maersk Oil Tank Inspection

roads leading to and from the port and to provide a bird's eye view of the port infrastructure and operations. Aquatic drones were also used to perform hull inspections. The scope of the technology seems to be infinite.

In March this year, Maesk Tankers announced that it has successfully completed its first drone delivery to a vessel. It was part of an experiment to test whether

drone to take videos and photographs of the tank surface to assess the condition of the tank's protective coatings and to identify any defects that required repair. The UK Royal Navy has also begun trial use of drones on the HMS Diamond – drones were able to get to hard to reach areas of the vessel while still at sea. In addition to the obvious time and cost saving, there is also a safety advantage in that drones can complete certain tasks that would be impossible or dangerous for human beings.

In addition, the Port of Busan in Korea advised in 2015 that it would use drones to monitor vessels anchoring in sea lanes, ensuring that they were not doing so unlawfully. The use of the drones is also intended to be expanded to monitor the condition of container stacks and the safety of vessels in port, as is already the case in the port of Abu Dhabi. There is even talk of fitting drones with emission sensors to enable monitoring of emissions from vessels and thus reducing marine pollution.

South Africa's drone regulations came into effect in July 2015 and while considered to be amongst the strictest in the world, they are also widely criticized for being impractical and lagging behind the rapid advancement of drone technology. For commercial use, the drone must be approved and registered by the South African Civil Aviation Authority while the operator of the craft requires a remote piloted aircraft license.

Drones are quickly becoming a regular tool in the maritime industry, although developed for government and military operations, over the next half a decade, growth in the commercial and civilian drone industry is expected to surpass defense industry, with an estimated value of \$127 billion. As the development of UAS (Unmanned Aerial System) technology gathers momentum, we're going to see UAS used more and more in maritime applications than ever before. Drones can safely go where humans can't. Improving safety, reducing costs, speeding up processes and making access challenges a breeze, are just a handful of the benefits of using drones in the maritime industry.

## Improving Ship Safety & Speeding up Maintenance & Repairs

Replacing the need for human inspections, routine maintenance can be monitored remotely in real-time by surveyors, providing instant feedback to the vessel or offshore Superintendent. This, in turn, reduces costs, increases efficiency and significantly reduces the risk to human life during essential maintenance. Tank inspections are a common task on-board vessels and are always a risk to the participating crew members. Dangerous gases are the biggest killer at sea: often, a crew member will enter an enclosed space – unbeknownst to them, that it contains a noxious gas. Unfortunately, often they will become unconscious and suffocate. However, this can be completely avoided by the use of a drone. Easy and quick analysis will determine the safety of the tank for entry – saving lives with just a matter of minutes of drone flight. Equally, video feedback can be used to identify if human inspection is even required, completely removing any threat to human lives.

Aside from the safety and efficiency aspects, shipping companies also want to avoid typically three things: whales, icebergs and pirates. Since the advancements of drones have allowed imagery from over 30km away, dealing with the task of hazard avoidance has become far easier for commercial shipping companies.

## Reducing Costs

Drones can be typically operated by one person without any extensive safety

equipment, meaning the costs associated can be significantly reduced. UAS are so quick to deploy in comparison to traditional methods, reducing downtime.

The use of drones for delivery has become a fast approached topic in the maritime industry, a topic that has now become a reality. The use of drones, rather than launch boats could help to reduce costs by up to 90% for vessel operations and ship managers. Research has shown that on average, the cost of a launch boat is \$1,500 per hire, however, it can be as much as \$4,000 depending on port locations, and it's been estimated to save the entire industry upwards of \$675 million.

### Making Access Challenges a Breeze

Drones can be flown into high up or hazardous areas to check the structural integrity of a vessel or of loaded cargo. Whereas previously this high-risk job was down to a crew member, now a drone can be flown to the inspection point, and with a high definition video feedback to the control centre, not only does this mitigate any risk, it is also far quicker.

Hoping to prove that drones are also disruptive to the maritime shipping industry, start-up Natilus wants its drones to be used as an alternative to cargo ships.

The company wants to build large autonomous drones that can carry around 200,000 pounds of cargo and transport goods 17 times faster than a cargo ship. The cost is, at present, significantly more, however; traditional ocean-based shipping costs \$61,000

for a 504-hour journey, whereas Natilus's AUVs cost \$130,000 and take 30 hours, but this is significantly cheaper than a plane (\$260,000).

### Wilhelmsen Ships Service's new drone delivery service

In May 2017, Wilhelmsen Ship's Service announced its plans to start a new drone-based ship delivery service for its clients.

The service will omit the need to launch boats to deliver essentials, such as critical documents or vital medical supplies, tank inspections, or monitoring cargo and stockpile levels, to vessels at anchorage. Along with cutting delivery times, the company said the drone flights slash costs as launch vessels typically cost around \$1,500, whereas a drone delivery costs around \$150.

The company plans to launch a working pilot project in a large port sometime soon.

Since the first trial in January 2016, when a drone made an at-sea delivery, the industry rut began to budge. Although, only traveling a distance of 247 meters and was launched from a smaller tug-boat rather than from the shore, the optimism and promising signs were ever present. However, there are still far more speed bumps to overcome, from improving the distance a drone can travel to its ability to handle heavy and large loads and until these progressions, UAS technology is currently primarily being focused on inspection and surveillance.

### Drones on Campbell ships

The technical team has already piloted the use of drones on-board one of Campbell's ship which is being used as a tool for training and testing for the purpose of monitoring and inspection inside the holds at locations which are inaccessible to the crew at the time of cleaning as well as to check the condition of the holds after the completion

of discharging to monitor the damages that haven't been traced during the time of discharging. They are also being used for checking the hull condition to monitor the bio-fouling of the vessel from time to time in case of an extended stay at a port. The scope is endless and its uses are being tested to reduce the company's risk and increase the vessel's productivity. Campbell will work to connecting a drone to each and every vessel under the Campbell fleet.



### Shore-to-ship drone delivery service to be set up at Singapore

Wilhelmsen Ships Service will cooperate with Airbus in the agency by Air project. This project aims to test shore-to-ship drone delivery services at the Port of Singapore. The project will be launched during the third quarter of 2018.

"Drones overall will be more impactful than I think people recognize, in positive ways to help society,"

- Bill Gates.

# The Good Ol' Days

"The most beautiful things are not associated with money, it's the memories and moments we create. If you don't celebrate those they will pass you by."

"Summer holidays" or "Summer vacation" is something that brings joy to everyone's ears but means different things to different people. For me, summer vacation was always one of the best times of the year during my younger days. Summer meant a season of adventure, fun, love and so much more.

The vast majority of my summers as I remember growing up were spent with my relatives in my home town. While each year has brought new changes, the summer heat is always something one can count on. Apart from having fun and being showered with love from the elders, I also learned a number of chores that I would otherwise be ignorant of during my schooling in the city. I quite enjoyed learning about the vast variety of food from my culture and the secret sauces behind them from the aunts. It is surely there that my love for cooking must have outshone my inexperience in the kitchen.

As access to the Internet was limited while growing up, the only way I learned was watching my aunt cook. You-Tube can teach you *what* to cook, but you need to actually experience it to learn *how* to cook.

While in school, I never really involved myself in sports or extracurricular activities. I was sort of timid and I had a very small friend circle, so I always looked forward to the summer vacations. The entire group of cousins shared similar interests and so I preferred spending most of my summer vacations in my hometown. Some of my friends usually joined swimming or dance classes during summer vacations, while others joined tuition classes to improve their capabilities in the subjects in which they were weak; however, I preferred to

choose something else, as I didn't want to burden my parents with having to pay for a class during my vacations. But not once did I experience boredom or loneliness during the holidays nor did I miss my parents by staying away. Summer time has always been time well spent—the time of simple pleasure and excitements.

April and May were the best 2 months of the year—a long deserved break after a year's grilling at school. These months would give me the rest I needed after a long year of studies that would help me recoup my health and vitality. Even though Mangalore (my hometown) was unbearable on account of the heat during the summers, it never really mattered, as I enjoyed staying with my relatives and playing and enhancing my skills and knowledge in areas other than studies.

I still have vivid memories of my childhood days, but unfortunately never had the opportunity or good fortune of capturing those memories and keeping them with me forever. The only thing we miss are the memories of the past. I still wonder if the younger generation will ever enjoy the way we did with their access to technology and the slaves it had made of us. The memories that I have made have always brought me a lot of happiness through the years, and it is that well-spent time that has helped further strengthen the bonds with my near and dear ones. But nowadays, the time to make these memories is being slowly taken over by social media, enticing people to spend more time online with no time to realize the simple joys of a meaningful conversation. My summer vacations... really brings back the old cherished memories.

- **Jonah Peris Bhatt**  
4<sup>th</sup> Engineer



## Re-branding Campbell

In keeping with our company vision and targets set by the board of directors, the senior management has set up new goals as per below, to ensure that we not only meet, but exceed our target for operational excellence in service delivery and financial performance. The intention behind this operation is to bring to the notice of all stake holders, third party co-operations as well as prospective ones that we mean business and are willing to go the extra nautical mile to achieve the same.

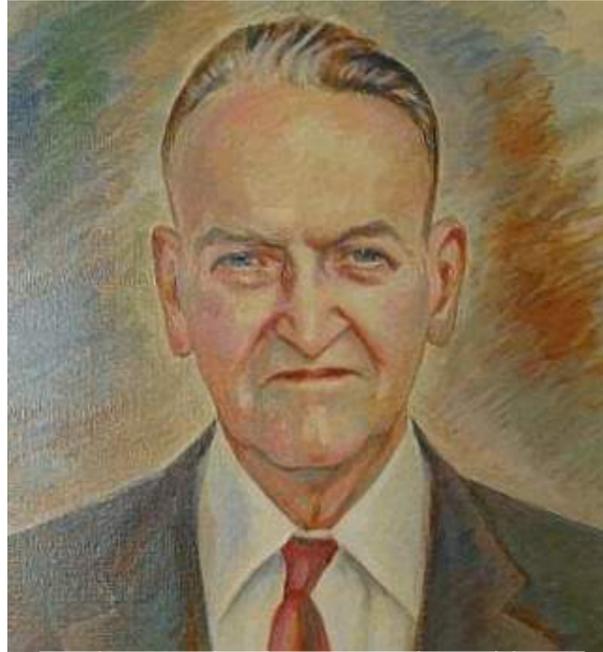
In order to signify this positive change and reinforce our renewed commitment to excellence, the Campbell re-branding exercise was undertaken.

Following are some of the processes

- ▶ The accommodation of the vessels will be white.
- ▶ The external hull of the vessels will be black
- ▶ The funnel will be re painted black with the monochrome Gold logo.

Onboard, the exercise in itself is an intensive process and is being made possible by the herculean task and efforts of our seafarers, this despite their busy schedule of day to day operations as well as support and behind the curtain work of the shore team.

# A tribute to our founder



**Mr. George T.R Campbell 1910 - 1993**

A Scotsman, Campbell was born in 1910 in Whitley Bay, located on the Northern Coast of England. He spent the majority of his formative years with his parents on his father's farm, then known as Dockendale Hall. While historical accounts reveal that he considered himself a "gentleman farmer", his contributions to the shipping industry far surpass his capabilities as a cultivator.

Campbell's success as an exceptional naval architect can be attributed in part to the years of foundational training he received working as an apprentice. During the 1940s he was afforded the opportunity to expand his knowledge in the industry. After he migrated to Canada he was hired as a ship repairer and salvager of war-damaged vessels.

An old adage reads "ambition is the path to success, persistence is the vehicle you arrive in." George Campbell's life exemplified both characteristics. His unwavering determination to achieve undoubtedly contributed to his success as a businessman. By 1941 he had established his first office in Halifax, Nova Scotia. He later transferred his operations to Montreal and from that point onward his business began to explode internationally. As time progressed he became an expert in the field, specializing in ship design, marine consulting and the supervision of new buildings for clients in prominent cities such as, London, New York and Tokyo where he eventually opened a number of offices.



**Prashant Madiwal**

**9 Nov' 1959 to 30 June' 2018**

"In the end it's not the years in your life that count. It's the life in your years."

- Abraham Lincon

On 30th June 2018, we woke up to the news that Prashant Madiwal was no more. Prashant suffered a massive heart attack at the wee hours of 30th June and passed away before he could be given medical attention.

A complete team man, Prashant was always eager to help out his team mates and always lived a "never say never" attitude. A cricket and Yoga enthusiast, Prashant was also a Reiki practitioner and was actively involved in social work during his spare time.

Prashant was an integral part of the Campbell family and was employed at Campbell from July 2012. In a career spanning 36 years, Prashant mostly worked with shipping companies in various capacity before coming over to work with Campbell Shipping.

Prashant was survived by his wife and two daughters Divya aged 24 and Saipoornima aged 21. Prashant's passing away was a shock to all his colleagues, he shall be missed. We pray that his soul rests in peace. As a tribute from Campbell shipping, a small poem that accurately defines the spirit Prashant was.

A limb has fallen from the family tree.  
I keep hearing a voice that says, "Grieve not for me".  
Remember the best times, the laughter, the song.  
The good life I lived while I was strong.  
Continue my heritage, I'm counting on you.  
Keep smiling and surely the sun will shine through.  
My mind is at ease, my soul is at rest.  
Remembering all, how I truly was blessed.  
Continue traditions, no matter how small.  
Go on with your life, don't worry about falls  
I miss you all dearly, so keep up your chin.  
Until the day comes we're together again.

## Celebrating the life of

# ABS Nautical System

## Steering Campbell to a safer future

For more than 150 years, ABS has been at the forefront of marine and offshore energy innovation. We work alongside our partners tackling the most pressing technical, operational and regulatory challenges so the marine and offshore industries can operate safely, securely and responsibly.

### Nautical Systems (NS)

The Nautical Systems (NS) Crew and Payroll Manager supports a comprehensive

- ▶ An interactive drag and drop visual crew scheduler allows easy assignment of qualified crew with a single click, including automated validation of crew qualifications
- ▶ NS Payroll Manager offers a fully compliant global gross-to-net payroll system developed specifically for the challenges of maritime industry pay.
- ▶ Easily adapts to international payroll requirements such as earnings and deductions, union contributions, tax deductions, provident fund contributions, and slops/bonded stores

## ABS NAUTICAL SYSTEM SOLUTIONS

### ASSET MANAGEMENT

Enable cost and operational efficiencies at every stage of the asset life cycle

### COMPLIANCE MANAGEMENT

Tools to facilitate planning and execution of all regulatory compliance activities

### PERFORMANCE MANAGEMENT

Expose the hidden value in operational data to drive performance and improve efficiency

### WORKFORCE MANAGEMENT

Enabling a process for delivering a properly trained, documented and certified crew.

workforce management process for scheduling and compensation of crew and tracking of training and qualifications. Onboard, sign-on and sign-off and integration with HSEQ Manager enables tracking of inspection, meeting and drill participation. NS Crew and payroll Manager makes it easy for owners and operators to schedule qualified crew at the right time to reduce cost and drive compliance.

#### Key Features:

- ▶ NS Crew Manager supports management and tracking of Licenses, Endorsements, Visas, Certifications and Training

- ▶ A complete employment history with performance review capabilities fosters successful and productive career management practices to increase retention

The Nautical Systems (NS) Maintenance Manager is a sophisticated and intuitive software platform that facilitates life cycle maintenance and survey planning for improved cost control, resource management and equipment reliability.

The Nautical Systems (NS) HSEQ and Vetting Manager links safety management systems, risk mitigation, inspection and manages change in a comprehensive compliance

management process to ensure safe and compliant operations.

The Nautical Systems (NS) Purchasing Manager provides unified management of procurement

and inventory control activities to deliver an efficient, cost effective and compliant procurement process. Procurement plays a strategic role in driving operational efficiency and cost savings in the organization.

## SOFTWARE MODULES



### HSEQ & Vetting Manager

Links safety management systems, risk mitigation, inspection and manages change in a comprehensive compliance process to ensure safe and compliant operations.



### Voyage Manager

Designed to streamline operations aboard the ship for voyage reporting, environmental compliance reporting, charter party compliance and vessel performance analysis.



### Work boat

A first-of-its-kind mobile solution designed specifically for the work boat sector to support day-to-day operations onboard and decision making onshore a turnkey package.



### Maintenance Manager

A sophisticated and intuitive software platform that facilitates lifecycle maintenance and survey planning for improved cost control, resource management and equipment reliability.



### Purchasing Manager

Provides unified management of procurement and inventory control activities to deliver an efficient, cost effective and compliant procurement process.



### Crew and Payroll Manager

Supports a comprehensive workforce management process for scheduling and compensation of crew and tracking of training and qualifications.



### Hull Manager

One-click access to structural health reveals inspection plans and history, current condition, and anomalies and gaugings to support a structural maintenance regime.



### Drydock Manager

Consolidates the planning, bidding and execution processes to deliver a well-planned drydocking for on-time and on-budget delivery.



### Vessel Performance

It is an innovative and comprehensive solution for vessels and environmental performance that unlocks the full value of all available technical information.



### NS Insight

Leads the industry in turning operational data into management information by exposing hidden value in existing data that enables money saving insights and visibility into safety, operational and financial trends.

## INTEGRATED CAPABILITIES

### MOBILE SOLUTIONS

Ease day-to-day operations with turnkey mobile applications.

### ABS NS AUTOLOGGER

Improve accuracy of data with automated data capture.

### DOCUMENT MANAGER

Automated document control, management and distribution.

### ON-DEMAND REPORTING

Support critical operational decisions with real-time reporting.

# 10 CYBER

## STEPS TO SECURITY

### Network Security

Shipboard computer network are critical to a ship's operation, especially when they lack boundary protection measures or segmentation. Implement simple security policies to prevent such attacks



### Mal-ware Prevention

A Mal-ware could seriously impact your ship's system or service. Organization should adopt an appropriate anti-Mal-ware policy to defend in depth their networks both onboard and ashore.



### Risk management regime

Communicating your organizational approach to risk management developing applicable practices aims to ensure that personnel is aware of any risk boundaries and how decisions are made.



### Secure Configurations

Eliminate the risk of compromise of systems along with the information; develop a strategy to remove unnecessary system functionality and fix any known vulnerability.



### Managing user privileges

A reasonable level of system privileges and rights is needed for each user. The granting of highly elevated systems privileges should be carefully controlled and managed.



Security of personal data and other sensitive information is becoming a key shipping concern as ships are increasingly using systems that rely on digitization, integration and automation. An effective response to cyber-incidents is based upon training and awareness of appropriate corporate policies and procedures. Here are some guidelines to help keep you data safe.

### Employee and training awareness



It is vital to establish a security-conscious culture within the organization. Awareness programs and training is suggested to deliver security expertise.

### Incident management



Identify any internal or external source of specialist incident management expertise. Improve resilience and reduce any impact by implementing effective incident management policies.

### Monitoring



Good monitoring is the answer to the question. "How do I detect any cyber-attack on systems?". Ensure that systems are being used appropriately, complying with any regulatory requirements.

### Removable media controls

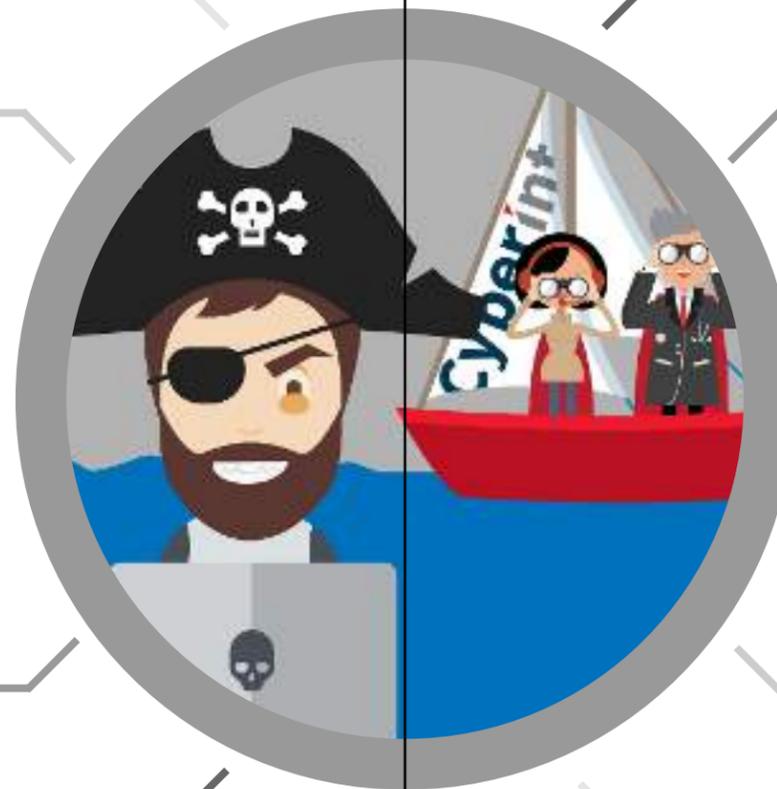


Implement removable media policies and practices in order to control / limit the use or removable media for the import and export of information.

### Remote system access



While remote system may offer great benefits, it also exposes new risk. Risk based policies and procedures should be established to support remote access to systems.



*"If you talk to a man in a language he understands, that goes to his head. If you talk to him in his language, that goes to his heart"*

*- Nelson Mandela.*



## ***The art of Communication***

I share this important information that I came across during my reading and this relates to the importance of Communication. This is particularly true for all senior managers onboard, who communicate instructions to their juniors and peers.

An important study was carried out in 1990, by a psychology student Elizabeth Newton at Stanford University. She conducted an interesting experiment called the "Tappers & Listeners" experiment.

In this experiment Elizabeth invited her peers in college to participate in the study. Each student was assigned one of two roles: 'Tapper' or 'Listener'. The tappers were given a list of twenty-five popular tunes, such as "Happy Birthday to you" and "Jingle Bells". They had to tap out the tune with their fingers on a table, and the listeners had to guess the song. As you might have guessed, this was not an easy task at all. Of the hundred and twenty times a tune was tapped, the listener could guess the tune correctly only thrice. That's a success rate of about 2.5%. But here's the interesting bit. Before the tappers began to tap the tune, Elizabeth asked them to predict the probability of the listeners being able to guess the song correctly. The tappers predicted a 50% chance that they would be able to get the listeners to guess the tune correctly. So while they thought that they would be able to get the listeners to guess correctly one out of two times, the reality was that listeners could guess the tune only once in forty attempts. How come?

Well, here's what was happening. As the tapper taps the tune, he can hear the song playing in his head, His fingers seem to be tapping the tune in perfect sync with what's playing in his head and he just can't understand why the listener is not able to pick up such a simple tune!

And what about the listener? Well, he doesn't have the tune playing in his head, without which, he has no idea what's happening. He tries as hard as he can to make sense of the bizarre Morse-code like tapping that he hears. Alas, to no avail. This results in utter frustration.

Moral: As leaders, we often fall into the tapper's trap! We give instructions which seem very clear in our heads but our colleagues may have no idea what we want them to do.

Has it happened to you that you called a young trainee to do some work, and when he got back the next day - having slogged all night to finish the task - you were disappointed? He hadn't quite done what you were looking for. You probably felt a bit frustrated too, that he didn't quite get it. The next time this happens, do remember that the problem is with the tapper - not the listener. Because you knew what you wanted to get done, you assumed it was clear to the young trainee too. That is seldom the case. The next time you are communicating with a colleague or juniors, think about the "Tappers & Listeners" experiment .... and remember, what's obvious to you may not be so to the other person. When the listener says he doesn't get it, that's not a signal to get irritated. It's probably telling you to put yourself in the other person's shoes, and try and be more explicit. Don't assume that knowledge levels are the same.

One more thing.....

Tapping harder or tapping repeatedly won't make it any easier for the listener!!!

Oh! You could do it better, run the experiment onboard and check out the results yourself!!

.....And share the results with us.

**- Capt. Anindya Dasgupta  
V.P. Human Capital**

# Safety Our Priority Excellence Our Commitment

**A motto** (derived from the Latin muttum, 'mutter', by way of Italian motto, 'word', 'sentence') is a maxim; a phrase meant to formally summarize the general motivation or intention of an individual, family, social group or organization. The motto adopted is directed according to the best industrial practice both in terms of results and effectiveness to ensure the health, safety, environment and quality. The Company's safety culture has seen extraordinary improvements for our commitment to continuously improve safety onboard our ships owned and effectively managed.

Campbell Shipping Private Limited or better known as CSPL's initiated "Campbell- Target Operating Model (CTOM) and STOPP- TAKE 5" aims to help take ownership of safety. We ensure the implementation and sustainability of corporate expectations as a key requirement to our processes. Our Core values are the foundation of the company's backbone providing clarity and an alignment of what is important to us and influence overall behavior of the organization.

CSPL is continually working to develop a competent workforce to strive and promote a sustainable culture for everyone to focus their efforts on identifying, monitoring and controlling all of the company's risks. Campbell ensures to meet regulatory requirements when and where we conduct our business and hold ourselves accountable collectively for our performance keeping in mind the company's expectations.

We trust, respect and support each other, promoting teamwork to successfully achieve our objectives. We take social responsibility and focus on prevention to protect human health and the environment. We meet all our legal and the company's requirements by adopting and making use of innovative technology in our operating business model. CSPL is committed to continually improve these standards.

CSPL's initiative to conserve the natural resources by utilizing raw materials and energy to the highest standards of efficiently and minimize our carbon footprint to make our small mark on the environment. Right from procurement to utilization, we monitor every aspect of sustainability, environmental compatibility and energy efficiency. Security is always given the highest priority and the company works by continually adapting its security measures to changing conditions to ensure the safety of our employees, business partners, contractors and secure our business and success at all times.

Review, action and appropriate feedback or communication received from our employees is monitored to ensure our systems and process remain suitable and effective, so that we meet our objectives.

The Company fosters a motivating workplace for all its employees through appropriate training, accountability, empowerment and fair treatment supported by a robust reward and recognition system.

CSPL works to continually pursue the goal of zero harm to people, its assets and the environment. Mitigation of foreseeable hazards through active risk management and ensuring HSEQ is an integral part throughout the planning, design, construction, operation, maintenance and at the disposal of our assets and services.

The Company standards comply with all applicable laws and regulations in the countries where it operates. The management of activities is carried out in a manner that meets or exceeds all applicable legal and statutory requirements, as well as

industry guidance; by establishing relevant operational procedures and ensuring compliance with these procedures by means of regular auditing, inspection and providing means for reviewing and revision – continuous improvement and setting the industry's best practice is our goal.

Highest priority is given to safety, health, environmental and quality management. We stress that standards can only be met with the total commitment of every individual within the organization. At all levels in the organization, shipboard and ashore, management shall lead by example and is responsible for ensuring that this policy is understood, implemented and maintained.



An annual Fire test as per SMS being conducted on board the CS JENNA

"In our motto and belief lies our strength,"

**Capt. Rajesh Dhadwal**, M.D and C.E.O. of  
Campbell Shipping Company Limited



*From life On-board to life Ashore,  
Campbell is always connected.*

Campbell Shipping has embarked on the upgradation of its communication equipment in 2018 and will continue to improve this technology.

Fleet Xpress takes maritime communications to the next level, delivering the high data speeds enabled by Inmarsat's Global Xpress Ka-band technology combined with the proven reliability of Inmarsat's flagship Fleet Broadband L-band service.

Fleet Xpress is powering the maritime data revolution. Guaranteed global bandwidth ensures that ship owners and operators can improve communication, enhance efficiency, performance and crew welfare and in turn run their businesses more effectively.

Campbell Shipping vessels rely on Inmarsat Fleet Express and Fleet Broad Band communication throughout the world.

**Continuous Connectivity**

Ultimate reliability through a dual satellite constellation using Ka-band with unlimited L-band back-up, ensuring seamless global mobility.

**Guaranteed Performance**

Committed data rates backed-up by service level agreements guarantee that the customer always gets what they pay for.

**Fully Managed Support**

Standardized plug-and-play service with 24/7/365 management, monitoring and support globally, for simplicity and complete peace of mind.

**Fleet Broad Band**

The reliability of the Fleet Broadband means it can provide unlimited back-up to our high-speed Fleet Xpress service, ensuring seamless global mobility. Vessels of all sizes and in all maritime sectors trust in Fleet Broadband for operational communications such as email, phone and applications that help them do everything from plotting the most fuel-efficient route to diagnosing mechanical faults remotely by video link.

It boosts morale onboard by enabling crew to stay in touch with family and friends, use social media and entertainment.

Fleet Broadband delivers safe services to unsafe life at sea vessels so that in an emergency vessels can immediately get through to a Maritime Rescue and Coordination Center (MRCC) by pressing the distress button or simply dialing 505.

**Inmarsat Crew Calling at Sea**

Crew members should not be in isolation at sea, this gives our crew members the freedom to stay in touch with family and friends, anywhere, anytime. With pre-paid calling cards/e-cards offer flexible and affordable calls, anywhere, anytime.

Credits can be topped-up anytime and crew only pay for the credit they use, with excellent rates offered 24 hours a day, 365 days per year.

No hidden charges – crew only pay for the airtime they use in Minutes or Data.

· **Full business separation** – calls made via a special access number – no charges

to the vessel

· **Extra caller security** – unique PIN numbers provide call security

· **Easy to use** – in just 3 simple steps, crew can be talking to their friends/family

· **Top-up online instantly**

· **Low balance warnings** – 60 and 30 second warnings and remaining balance announced on each call.

With voucher Chat Cards, ship owners and managers can create e-vouchers and email them to the vessel instantly, to avoid holding a large stock of physical phone cards.

" We are all now connected by the Internet,  
like neurons in a giant brain."

**- stephen hawking**



INMARSAT - Our communication partners.



To keep our crew always connected to the office and their loved ones back at home.



The LNG Carrier *Christophe de Margerie* that crossed the northern Sea

## LNG tanker sets new record via Northern Sea Route

The icebreaking LNG carrier *Christophe de Margerie* has set a new record for the fastest crossing of the Northern Sea Route for an un-escorted ship during the month of July, according to its owner. The vessel, which is owned and operated by Russian shipping firm Sovcomflot, set the new record while transporting a cargo of liquefied natural gas eastward through the NSR from the Yamal LNG plant at the Arctic port of Sabetta in Russia to the port of Tangshan, China. During the NSR crossing, *Christophe de-*

*Margerie* covered a distance of 2,360 nautical miles in just 7 days and 17 hours from Sabetta, northern Russia to Cape Dezhnev, marking the easternmost point of mainland Asia. The time makes for an average speed of an impressive 12.8 knots. Throughout the NSR passage, the *Christophe de Margerie* navigated independently without any icebreaker support. She docked in China on July 31 just 18 and a half days after departing Sabetta 30% quicker than the conventional route through the Suez canal.

Sovcomflot said the passage demonstrates the economic efficiency of the once fabled route. It also marks the first of many regular shipments of LNG from Russia's Arctic gas fields to the Asia-Pacific region. Ice conditions along the route were severe, especially in the East Siberian Sea, and the vessel experienced navigation in extended periods of limited visibility. The navigational and hydro-graphic situation within Arctic regions remains as challenging as ever.

"The crew of *Christophe de Margerie* was able to maintain a rapid yet safe speed for

to have as many as three azimuth propulsion units (Azipods), according to Sovcomflot, to allow for better maneuverability. The company mentioned the vessel was also "highly digitalized", with regular satellite access during the journey that gave it access to ice condition information prepared by the Russian's Arctic and Antarctic research institute, overlaid on the vessel's digital sea charts.

In addition, the vessel uses a remote diagnostic system that tracks the

"This remarkable, safe passage across the NSR has required the crew's utmost attention and concentration,"

**Tonkovidov**, Executive Vice President of Sovcomflot.

the tanker through effective organization of bridge watch-keeping, highly skilled navigation, slowing the ship when approaching challenging ice fields and passing them at a safe speed, and moving reasonably quicker in areas of reduced ice cover," Tonkovidov said.

*Christophe de Margerie*, with 172,600 cubic meter capacity, was delivered as the first in a series of fifteen ice breaking LNG carriers ordered to support the year-round transport of gas produced at the Yamal LNG plant. With 45 MW of power, the vessel can sail independently through ice of up to 2.1 meters thick. It is the first ice-class vessel

performance of key pieces of equipment and "prevent any problems before they even have the chance to occur and without the need to arrange a service engineer visit - which can be impossible on the NSR".

The vessel was delivered to Sovcomflot on the 27th March 2017.

# "We came, we quizzed, we conquered"

1. A bulk freighter of approximately 80,000 deadweight tons (DWT) size is called \_\_\_\_\_?

1. Capesize
2. Panamax size
3. Handymax size
4. Handysize

2. What do the initials "U. L. C. C." as a size of tanker stand for?

1. Unlimited Lake Crude Carrier
2. Unusually Large Crude Carrier
3. Ultra Large Crude Carrier
4. Uniform Lakesize Crude Carrier

3. What do the letters "LNG" on the side of a ship indicate?

1. Designed to transport liquefied natural gas
2. It is a training ship, "LNG" being from a Navy epithet for unseasoned crews, "Load of New Guys"
3. Using older LORAN navigational gear instead of Global Positioning (GPS)
4. It's sailing under Lithuanian National Government registry

4. How does a "heavy lift" vessel that is semi-submersible load its cargo?

1. Large cranes mounted on the dock
2. Special loading and unloading machinery
3. Partially sinking itself with ballast, floating the cargo over the ship, and then refloating the ship
4. Large cranes mounted on the ship

5. What is one of the primary weaknesses of the Pure Car Carrier (PCC) or Pure Car and Truck Carrier (PC/TC)?

1. Their slow speeds and high value cargoes make them a prime target for pirates
2. Loading and unloading doors in the bow have rubber seals that can fail and sink the ship
3. The large cargo hold with no watertight bulkheads causes the ship to become unstable and capsize relatively easily when water gets in
4. Their shallow draft design makes them unstable and prone to capsizing

6. Refrigerated ships are slowly being displaced by \_\_\_\_\_?

1. Container ships using refrigerated containers
2. Converted LP gas tankers
3. Bulk freighters fitted with removable refrigeration units
4. Air freight carriers

7. On container ships, what do the initials "TEU" stand for?

1. Terminating European Union (cargo destined for Europe)
2. Tonnage Effectively Underwater (cargo loaded below the ship's waterline)
3. Twenty foot Equivalent Unit containers (20' long standardized containers)
4. Tonnage Equal and Uniform (the ship's load is balanced in all directions)

8. A common use for a "RORO" vessel is a \_\_\_\_\_?

1. Livestock transport
2. Lifeboat
3. Car carrying ferry
4. Harbor tug

9. A "geared" bulk freighter is one that \_\_\_\_\_?

1. Runs its shafts through a reduction gearbox to help it go faster
2. Has its own onboard cranes for loading and unloading
3. Has gears driving the screws instead of shafts
4. Has large, gear operated cargo doors in the bow

10. A tanker of between 120,000 and 180,000 deadweight tons (DWT) size is called \_\_\_\_\_?

1. Suezmax size
2. Handymax size
3. Aframax size
4. Panamax size

1. (2) 2. (3) 3. (1) 4. (4) 5. (3) 6. (1) 7. (3) 8. (3) 9. (2) 10. (1)

Answers:

## Naval humor



"Skipper, according to the GPS, we are just outside the Corp."

**Why do seagulls fly over the sea?**

Because if they flew over the bay, they'd be bagels!

**What do you call the fastest sailboat in the world?**

Usain Boat.

A **Priest**, a **Minister** and a **Rabbi** are on a fishing trip. The Rabbi says he wants a drink, so he walks off the boat, across the water, and grabs the drink.

A few minutes later, the Minister wants a drink too, and also walks across the water.

The priest thinks to himself 'If God lets them walk on water, he'll let me too, and leaves the boat. The priest sinks like a stone into the lake.

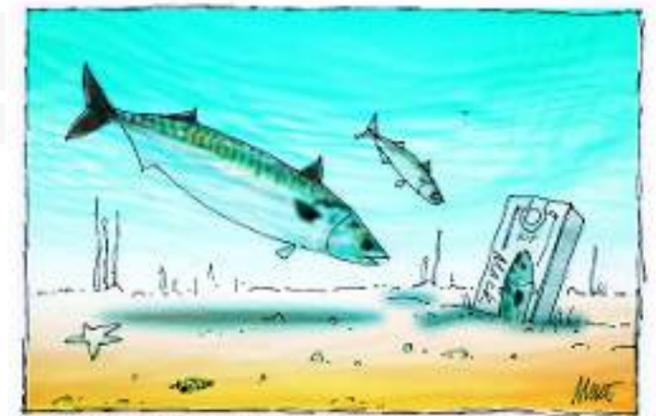
The Rabbi turns to the Minister and says "guess he didn't know where the stepping stones were."

**What lies at the bottom of the sea and twitches?**

A nervous wreck!

**How do you make a yacht look younger?**

Boat-Tox.



"Soddy, the fishing ban came too late for your father"



Mangalorean Chicken Sukka

### "Cooking is an extension of love"

The old recipes that we all love may be gone if we don't learn from our families. It's that storage of knowledge that will be lost if we don't learn and then pass on that culinary knowledge to others. I would love to share one of my favorite recipe I've learnt.

Mangalorean Chicken Sukka is a spicy dry Coconut Masala. Chicken Sukka is a dry dish made with a beautiful blend of spices and coconut. It is the most popular mangalorean non vegetarian dish probably made by all. The Mangalorean community prepare it for most of the occasions, however the degrees of spiciness may vary.

#### Ingredients:

You Need -  
 1 kg chicken  
 1 onion chopped  
 salt to taste

10 peppercorns  
 1/4 tsp fenugreek seeds  
 pinch of cumin seeds  
 marble size ball of tamarind or  
 1 tbsp tamarind paste

For the masala -  
 1/2 tsp poppy seeds  
 1 inch cinnamon  
 3-4 cloves  
 1 medium size onion finely sliced  
 1/2 tsp turmeric  
 3 cloves of crushed garlic with skin  
 7 long red chillies  
 7 short red chillies  
 1-1/2 tbsp coriander seeds

For the garnishing -  
 1 cup grated coconut  
 3 cloves of garlic with skin  
 1/4 tsp cumin

For the seasoning/tempering -  
 1 medium size onion finely sliced  
 2 tbsp ghee  
 1/2 inch cinnamon

## Method

1. Cut the Chicken into medium size pieces, wash and drain.
2. Heat a tawa/griddle and dry roast the poppy seeds, cinnamon, cloves, sliced onion, garlic and turmeric - roast it till the onions turn pale. Add red chillies, coriander, cumin, fenugreek, peppercorns and tamarind one after the other and toss. Allow to cool and then grind all these ingredients to a fine paste.
3. Place the chicken in a large pan/wok and add salt to taste, 1 chopped onion and 3/4th of the ground masala. Allow to cook on medium slow flame
4. On a tawa/griddle dry roast the coconut, 3 cloves of garlic and cumin on a slow flame for about 2-3 minutes till you get a nice fragrance of roasted coconut. Do not wait for it to brown. Allow to cool and grind it along with the remaining masala (which was retained) to a coarse consistency. Add it to the almost cooked chicken.
5. For the tempering, heat ghee in a smaller pan and fry the onions till golden brown, toss in the cinnamon and add this seasoning to the Chicken and then turn off the flame.
6. Enjoy the dishes with your friends and loved ones.

- A Recipe by Mr. Jonah Peris Bhatt  
 4 / E at C.S.C.L

# Make it! Bake It!



Bebinca and Vanilla Ice-Cream

## Ingredients:

600ml Coconut Milk  
9 Eggs Yolks  
400 gms Sugar  
1 cup all-purpose flour

1 cup all-purpose flour  
¼ tsp Nutmeg Powder  
¼ Tsp Salt  
2 tbsp Caramel  
10-12 tbsp. Butter

## Method:

1. Add Sugar, egg yolks and coconut milk in a bowl and mix well until the sugar has dissolved. To this mixture, slowly add the flour, salt and nutmeg powder and mix thoroughly.
2. This mixture has to be strained. Now divide the mixture into two equal portions, add the caramel to one portion and mix well. Now preheat the oven at 200 degree C before baking. In an 8 inch round baking pan add 3 tbsp melted butter, then add around ¾ cup of dark colored batter. Bake for around 15 mins on top and bottom flame.
3. Next brush the cooked layer with butter, then add the lighter colored batter and bake it for around 12-15 mins only on the top flame. Repeat the process of greasing with butter before pouring the batter. Use alternate color batter every time.
4. Once the last layer is baked, let it cool down to room temperature. Turn the bebinca on a plate.
5. Slice it, add a dollop of vanilla Ice-cream and watch your heart melt away!

- A Recipe by Mrs. Blossom Pereira  
Wife of 2 / E at C.S.C.L

## Promotions and available Position



Name of the Seafarer	Earlier Position	New Position	On Board Ships
Aswin Martin	Wiper	Oiler	CS JADEN
Shyamdas Koonari	Second Officer	Chief Officer	CS CRYSTAL

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