

International
Port of Piraeus

The International Propeller Club of the United States

Newsletter, January 2013 V. 14 | 29



AMVER



Antonios Stamos Faraklas

**President of the International Propeller Club of the United States,
International Port of Piraeus**

Much has been written about the state of the shipping market and its prospects. Are we at the bottom of the cycle? Will 2013 be the year when the market will start to come out of its recession? Market feeling is that it is not.

There is no notable reason to believe that the issues of 2012 i.e. excess tonnage capacity, limited finance and low growth and trade levels will substantially change during 2013.

The year that just ended has seen solid players of the industry unable to repay debt, others being on the verge of bankruptcy, shipping stock prices falling even lower than the already stagnating 2011 levels, on occasions below the one dollar mark. Companies have been operating at negative cash flow and negative equity, and the industry has been struggling to find a balance between falling earnings and increasing costs, while always raising safety and environmental protection standards across operations.

Of the main segments, dry, wet and container trades have been suffering, while only LNG rates and asset values have remained at good levels.

One of the biggest challenges for the industry remains lack of financing for investors and there is a constant move away from traditional financing to alternative sources of funding.

Speculation and increased ordering have contributed to the current low freights markets we have been facing. One good thing that the shipping community could do for itself in an ideal world would be to think and act collectively, as this would result in more rationalized decisions by investors.

Whatever the exact timing may be eventually, due to the inherently cyclical nature of the shipping industry the promise during bad times is that better times are ahead. Optimism is necessary but some caution can do no harm. Industry players should be realistic and never ignore lessons learned from history.

As a long term and low risk investment, it is our strong view that the industry in cooperation with the interested governments international Bodies, should be proactive in confronting the added threat of shortage of crew. Emphasis ought to be given on encouraging the younger generation to follow a seagoing career and ensure they are educated and trained properly through inspiring and innovative approaches.

To these objectives, consistent with its founding values the Propeller Club continues to promote cooperation and exchange of views among representatives of the industry.

**I wish all seafarers and shore based personnel of the industry
a safe and creative 2013!**

George Logothetis, CEO of the Libra Group Urges More Support for Greece's Youth June 1, 2012

The American College of Greece



Mr. Logothetis spoke at The American College of Greece, where Libra has established a pioneering international internship program. Pictured (right to left) are Mr. George E. Triantaris, Mr. George Logothetis and Mr. David G. Horner



LIBRA Internship Program at ACG A unique study abroad and international internship initiative

George Logothetis, Chairman and CEO of the **Libra Group**, called for greater involvement by those in a position to help Greek youth during the crisis. His appeal came in an address to a group of trustees, alumni, students, faculty and administrators of The American College of Greece (PIERCE – DEREΕ – ALBA) on June 1, at the College library on ACG's Aghia Paraskevi campus.

Mr. Logothetis, whose family company last year established the Libra International Internship Program at DEREΕ-The American College of Greece, said that "everyone has a duty to help; helping is actually doing things, and we all have a duty to help, however we can."

The Libra International Internship Program, which is administered by Libra Group and The American College of Greece, places top DEREΕ students, selected through a rigorous set of interviews, with Libra Group subsidiaries around the world.

Interns are based at one of the group's 22 international locations, which include New York, Miami, London, Athens, Beijing, Buenos Aires, Los Angeles and Riga. Libra also supports overseas study modules for students from DEREΕ – The American College of Greece.

The Libra Group program was launched officially

in January 2012, and its first alumni are completing their internships this summer. It is the only internship program of its kind in Greece. Among those gathered to hear Mr. Logothetis were several new Libra interns, who have been selected for the program's 2013 intake (up to 20 DEREΕ students are expected to participate).

Turning to them, Mr. Logothetis said that in these difficult times, when the image of Greece and Greeks is being battered, they have an additional responsibility as they head out into the world to work at various Libra companies. "You are going to be ambassadors for my family, the Libra Group, your college and for Greece," he said. "Being a good ambassador changes people's perceptions, and you have a responsibility [to do so]," he added. "I hope you will work very hard, I hope you will really benefit from this, but don't forget this ambassadorial responsibility!"

President **David G. Horner** of The American College of Greece expressed the College's gratitude for Libra's initiative, which, he remarked, is unique in Greece. He said that the long history of the College, and the trials it has faced, are an inspiration during these difficult times in Greece.

Dr. Horner also pointed out that internationalization is at the center of ACG's strategy

for the future. Offering international experiences for its students is a priority and the Libra International Internship Program is central to this mission.

George Triantaris, ACG's vice president of Development, opened the event by recounting key facts about the philanthropic history of The American College of Greece and stressing the non-profit nature of the College.

THE LIBRA GROUP (www.libra.com) is a privately owned international business group undertaking strategic investments around the globe.

The group was created in 2003 as a holding company for the diversified business interests of the Logothetis family. Today, the Libra Group has 22 offices across four continents and its subsidiaries are focused principally on aviation, shipping, real estate, hospitality and renewable energy.

THE AMERICAN COLLEGE OF GREECE is an independent, non-profit, co-educational institution founded in 1875. The College offers undergraduate and graduate degrees in the liberal arts and business, and is accredited by the New England Association of Schools and Colleges and several other major international accrediting organizations.

Propeller Club

Scholarships support Business Students

Since 1990, The American College of Greece has been the recipient of generous gifts from the Greek chapter of the International Propeller Club of the United States, based in Piraeus, for the purpose of supporting business students. In 2012 the Club designated a portion of these funds for an endowed fund at ACG that will provide annual scholarship awards to deserving students.

The College will permanently manage these funds and part of the income will be used annually to support students who have **excelled in the School of Business Administration**. This fund will be known as the «Propeller Club Endowed Scholarship Fund». The first scholarship award will be made in the 2012 – 2013 academic year.

In addition to the endowed scholarship, the Propeller Club furthers the mission and vision of The American College of Greece by making annual awards to a qualified School of Business Administration student who is both in need and from a seaman's family or from a family in which one of the parents works for a shipping company.

This award is given during the Club's annual Pitta Cutting Ceremony in the presence of The American Ambassador to Greece (who has traditionally been the Honorary President of the Club), C.E.O.s and top executives of Greek and multi-national firms in Greece, prominent Greek businessmen and professionals engaged in the maritime industry, ministers, members of the Parliament, government officials and senior foreign diplomats.

The Propeller Award has been a driving force for a number of DERE students and has allowed them to achieve an education that has been the cornerstone of their later career successes.

ACG President David G. Horner commented: *"The American College of Greece is very grateful for this relationship and for the support provided by the Propeller Club to our students. Scholarships are essential to the College's ability to ensure that talented students are afforded the opportunity to attain a quality education. Philanthropy has been an important part of the mission of the College since its founding in 1875. We hope other alumni and friends of the College will follow the generous example set by the Propeller Club."*



Sotiris Poulimenos, Recipient of the Propeller Award, Academic Year 2011-2012

Mr. Sotiris Poulimenos, noted *"In difficult times having true friends to stand by you is of utmost importance. Through the Grants and Scholarships programs the American College of Greece and its generous donors, helped me pursue a better future that would have otherwise remained an unfulfilled dream."*

The International Propeller Club of the United States, is a non-profit organization founded in 1922, by professionals engaged in the merchant marine industry who gather frequently to discuss common issues and the future of shipping.

The Propeller Club strives to promote and further the American merchant marine industry and international shipping in general. «Propeller» refers to the propulsion of ships, and is symbolic of the driving force required to achieve the Club's objectives.

Today there is a Propeller Club in almost every sea and inland port in the United States, as well as in 33 cities throughout the world, among them The International Propeller Club of the United States, Port of Piraeus whose objective is to:

- Actively provide a forum for the exchange of views and promotion of goodwill, social, cultural and merchant marine relations between citizens of Greece and the United States as well as other countries.
- Sponsor needy Greek students mostly coming from seamen families.

CHALLENGES within the SALVAGE INDUSTRY



The salvage industry faces unprecedented challenges. The world looks very different today to how it did at the end of the last century just 12 years ago. The 1970s and 80s were the decades which saw the emergence of the VLCC and subsequent ULCC, size clearly becoming a factor in the tanker fleets. It is in bulkers, container ships and cruise ships where the most recent dramatic changes have taken place.

There is no doubting the experience of professional salvors in general, but when it comes to large scale vessels of the kind which have emerged in the last decades, there is limited practical experience. The case of the COSTA CONCORDIA highlighted many aspects, not least that, despite technological advances, casualties will continue to happen and they can happen to huge vessels. The case of the RENA highlighted yet again the difficulty of handling a containership casualty in difficult conditions.

The economics of the industry have changed as well. Improvements in safety regimes have reduced the number of casualties. There are fewer cases for salvors and yet society's expectations in relation to protection of the environment have increased, shore-based authorities tend to be more heavily involved; that means modern cases may well be more complicated.

Commercial pressures...

Salvage is a highly capital intensive business. It cannot be done without large, powerful tugs and an array of expensive equipment. Collectively that equipment needs to be spread globally in order to be at the ready for casualties that, naturally, do not happen close by to salvors' wharves and depots. In most heavy industries, investment decisions are based on analysis of the return on capital employed. In classical market economics, if the capital in which a firm invests does not generate more profit than other opportunities, there is no entrepreneurial incentive to invest in that sector.

Yet the salvage industry does not lend itself readily to this kind of analysis, for the simple reason that its rewards are so variable. That means that increasingly we see, across the whole sector, a lack of investment in new kit, new technology and development activity. There are, of course,

commendable exceptions. It means that equipment kept purely on standby for salvage is seen by many as wasteful. The capital needs to be more "wisely" employed, so we see multi-purpose vessels pressed into service, perhaps inappropriately. We see the line between towage and salvage blurred. We see a corrosion of skills and experience with more "generalists" in the industry. We see the stockpiling of equipment at fewer, but larger facilities.

There is a gradual erosion of the "core" salvage expertise, which means that the industry might not be prepared when confronted by the challenges presented by a serious casualty of a mega ship in difficult circumstances.

Relations with authorities ashore...

The provision of Emergency Towing Vessels (ETVs) by coastal states is topical, not least following the UK's decision last year to withdraw its four ETVs. It has been a controversial decision with some critics fearing that the withdrawal exposes the UK coast to heightened risk. The commercial salvage and offshore sectors are indeed able to fill the gap either with their own vessels or with suitable vessels of opportunity, should the need arise even at very short notice. Society has adopted a virtual "zero tolerance" attitude to marine spills. While major spills are a rare occurrence they do still occur. It is one of the salvor's main roles to keep pollutants in the ship or safely remove them and thereby prevent an emergency turning into a pollution catastrophe. In this way the major focus of salvage activity over the last 25 years has shifted with pollution abatement now frequently taking priority over property salvage. And that helps to reduce the liability of insurers. The cost of salvage seems modest when compared to the eye watering costs that a major spill will cause.

Of course salvors do not achieve their successes in isolation. The outcome of many operations will depend on effective and efficient cooperation with many parties, including the authorities ashore. The threat or reality of pollution will almost certainly generate acute political concerns and sensitivities – at regional, national and, sometimes, international level. Response effectiveness is increased by detailed contingency planning and joint training. Prior planning should include the taking of response

inventories and include listings of salvage assets held at local, regional, national and international level. Best practice would provide for joint training, familiarisation and exercises involving response agencies and commercial salvors.

Criminalisation...

I believe strongly that salvors should be absolved from criminal prosecution unless they are grossly negligent in their response effort. At present in too many territories salvors are at risk from unfair criminalisation if some pollution occurs despite their best efforts to contain the risk.

It is against natural justice that someone should be prosecuted for trying to help and it undermines the incentive to intervene when it is often only the professional salvor who stands between a casualty and a catastrophe. The recent European Union directive on sanctions for ship-sourced pollution in effect offers legitimacy to this trend. Indeed, the EU legislation may have a profound impact upon salvage activity where there is pollution. The salvor might well find himself the target of a criminalisation action directed against his personnel, and/or his company.

The salvage industry faces numerous challenges in a world of shipping that has changed significantly in the past decades. Commercial pressures increase and society rightly requires good environmental outcomes and yet the current regime does not fairly reward salvors. There is increased involvement and demands from multiple shore-based authorities and incidents are played out in the full glare of the media with the risk of the salvor being made a criminal if some pollution occurs during the operation. Add the enormity of modern cruise ships, container ships, bulkers and tankers and it is clear that the salvage industry has much to contemplate. However salvors are problem solvers and will not hide from a challenge. They will continue to stand ready to assist casualties all around the world.

Article by: **Captain George Polychroniou**

Master Mariner (BSC), Head of Salvage Operations
Tsavlis Salvage Group

Member of the International Propeller Club of
The United States, International Port of Piraeus

TOUCH OF CLASS CAN MAKE SHIPPING GREENER, SAFER AND COST-EFFICIENT

The international shipping industry is currently experiencing very difficult times. The worldwide economic downturn has combined with a slump in freight rates and an over-supply of tonnage to create problems for owners, managers, charterers, shipyards and others.

Add to that the need to comply with stringent national and international regulations covering operational and environmental issues, and the extent of the difficulties confronting operators in today's global shipping industry can readily be appreciated. Now, more than ever, shipping must be seen to be safe and environmentally aware, and the responsibility for that must be factored into the planning of every company in the industry.

Of course, owners and operators are not facing these issues in isolation. They can call on the knowledge and expertise of their professional advisers and associates, including their classification societies. The role of a good, responsive classification society is to guide owners through the technical, commercial and regulatory issues they face and, where possible, to anticipate problems before they occur, and formulate effective solutions.

Class can help owners remain both environmentally compliant and commercially viable, improving both their carbon footprint and their financial bottom line. In order to achieve these objectives, it is vital to adopt an innovative and flexible approach to finding the right solutions.

There is no universal, common solution to producing safe, efficient ships that will be effective for all types of vessel and which will improve their energy-saving characteristics whilst meeting the very highest safety criteria. Underpowered new ships, for example, may burn less fuel, but might not be safe. And existing ships may be able to use less fuel by means of slow-steaming, but are not efficient. That is why it is necessary to employ a range of energy-saving services to achieve both regulatory compliance and commercial efficiency.

BUREAU VERITAS Certification



BV's energy efficiency services, for example, include voluntary conformity assessment, technical assistance, consultancy and training. This means that owners, operators and shipyards can identify the right service for a particular task and thus ensure both the safety and the fuel-efficiency of new and existing ships.

BV can deliver Energy Efficiency Design Index (EEDI) file preparation, verification and attestation, Ship Energy Efficiency Management Plan (SEEMP) preparation, validation, SEEMP notation, SEEMP monitoring and review, and ISO 5000 auditing and certification. It can also provide Energy Efficiency Operation Index (EEOI) calculations, with energy performance indicators, voyage consumption / emission simulation and reporting.

Retrofitting of energy-saving devices efficiency assessment is facilitated by BV's relationship with HydrOcean. Together, they provide high-level CFD calculation and modelling of design changes to a vessel's hull form or propeller to model the best energy-saving solution for newbuildings or retrofitting.

Energy Efficiency Performance prediction analysis can be carried out using BV's SEECAT (Ship Energy Efficiency Calculation and Analysis Tool) which provides a full model of a ship's energy flows and allows yards and owners to model and test the effect of different design and equipment and operational changes.

BV issued its first attestation of compliance with EEDI to the ultramax geared bulk carrier JS Amazon, the lead ship in a new generation of CROWN63 vessels developed by China's Sinopacific Shipbuilding Group with bulk carrier expert Setaf-Saget.

The 63,300 dwt vessel is designed for the carriage of bulk cargoes, including coal, iron ore, grain and cement, as well as a range of dangerous cargoes. Its GHG (Green House Gas) performance when measured in accordance with IMO's Energy Efficiency Design Index is twenty per cent better than the requirement under MARPOL Annex VI and already reaches the Phase II requirement set for the years 2020/2024. Its deadweight was achieved as a result of an advanced design fully compliant with the IACS Common Structural Rules. The vessel can carry 5.2 per cent more cargo than other bulk carriers of comparable size.

Compared to typical similar-size ultramax designs, the vessel's combination of increased deadweight and increased fuel efficiency reduces the loaded fuel consumption per tonne-mile per day by almost twenty per cent, without compromising safety. The power reserve is crucial. There is no point designing ships which achieve a good EEDI figure but which are underpowered and therefore unsafe. We have to ensure that ships have the power they need in difficult conditions.

It seems likely that shipping will remain under pressure on a number of fronts for the foreseeable future. By understanding and anticipating technical challenges now, the industry will be much better placed to take advantage of the upturn in the market when it comes.

Article by: **Mr. Lambros A. Chahalīs**
Bureau Veritas Greece (Piraeus)
Vice President, Regional Chief Executive for the Hellenic & Black Sea Region
Member of the International Propeller Club of The United States, International Port of Piraeus

Engineering Management

I N T H E P O S T - M O D E R N E R A

In just a few years, the evolution of technology achieved what was once fiction: the elimination of distances, the instant flow of information and seamless communications around the planet. The global market depends entirely on the standardisation of products, services and processes, where perfectly informed customers (corporate and private) can easily identify quality and make commercial decisions on the basis of their individual economic benefits without social or geographic constraints. Thus, we hope, the adaptation of 'global thinking' is the ticket to success for every citizen of the planet.

It should not come as a surprise that today, 'technocrats' and other members of the 'knowledge society' constitute the backbone of the world's economy. It is not a coincidence that Bill Gates as a true child of the post-modern era, created an empire based on knowledge and technology, unlike others before him, whose wealth came from the control of heavy industries or natural resources. His role as one of the world's greatest benefactor also follows logically, in the spirit of these new times.

The emerging post-modern or post-capitalist era¹ brings new concepts but, most importantly, also new principles and moral values that guide its operation, combined with the supporting knowledge basis that governs and regulated its evolution. Issues such as the protection of the environment, human equality and corporate governance become rules, not options in a game.

During the 1970s, 80s and 90s, the demand for 'business administration' education and for academic degrees in commercial studies soared, as they constituted the guaranteed road for the success of the enlightened graduates and the organisations that employed them. It is however interesting to note (in retrospect) that during this 'second wave period'² the single largest percentage of students attending high profile MBA programmes in Europe and the US were engineers and holders of applied science degrees. Their MBA titles reflected

entrepreneurship, in other words, the ability and competence of creating wealth through better administration of natural and other resources, products and, above all, the better management of money.

Without any doubt these skills were of great value at a time when competition had boundaries and customer decisions were directed by the availability and supply of goods, rather than by their proper preferences or their ability to impose their desires and demands on suppliers. Meantime, only a few years before, fellow engineers restricted their interests in the maximisation and/or optimisation of industrial production methods, studying what became historically known as 'management'.

In the new millennium, the focus is shifting from simply applying current technologies to the management of the technologies themselves and the planning of their evolution and progress, through which society will achieve the ultimate goal: a better quality of life for all. Even if we continue – perhaps for a further short period of time – to measure personal or public success in 'money', there is an urgent need to comprehend that knowledge and technology is the new wealth, the new capital, whilst the opposite is not any more valid: wealth without knowledge cannot create technology. The acceptance of this theorem leads to new avenues of intellectual independence and, most importantly, facilitates future strategic planning and helps in defining specific objectives in the third wave era.

During the past years there is a clear decline of R&D productivity. In the US for example, between 1993 and 2004 the increase of R&D expenditure in the Pharmaceutical Industry was of the order of 250%, while the number of new products that reached the markets declined by 71% (source FDA).

Have we reached the limits of science? The answer is no; simply put, the management of research has not followed the technological evolution and thus failed to take advantage of the new engineering tools available

to service its needs. As a response, InnoCentive, a web-based international net-work of independent researchers (about 80,000 scientists in some 173 countries) successfully offers pharmaceutical companies specialist expertise and solution in strictly focused bio-science areas, increasing speed and efficiency of research with yields, in some cases, in excess of 2,000%, expressed as a relation of cost/result!³

Technology thus facilitates research, multiplies knowledge and contributes directly to the production of new know-how and new technologies, which, in turn, improves global competitiveness and upgrades quality of life. This is the only true sequence of events.

The need that arises is the creation – through specialist education – of a new breed of skilled 'technology managers', who will take charge and successfully administer new technologies and who, in turn, will replace the 'business administrators' i.e. those historically assigned with the task of managing the profits generated from the sale of the products manufactured from the application of these technologies.

In a way we are reverting to the traditional objectives of management, with emphasis, this time, on the management of technical knowledge rather than the production processes or the products themselves. The title that best suits this new technology-based profession is **Engineering Management**.

Article by: Dr. **Alec D. Coutroubis**,
University of Greenwich, London.

Dr. Coutroubis is also the Director of the Marine Engineering Management Program at New York College in Greece in collaboration with the University of Greenwich"

¹Drucker P.F., Post-capitalist Society, Butterworth-Heinemann, 1993

²Toffler, A., The Third Wave, Collins, 1980

³M. Raynor, J. Panenta, A Better Way to R&D, 2005, Strategy & Innovation, Harvard Business School Publishing

WHAT WE DO

Misorders, Negligence of Duties and Responsibilities for which Remedies / Solutions are difficult but can be and must be done because are necessary.



What are the remedies and solutions.

- Politicians to change their habits and the people who chooses them, to pay more attention to the criteria by which they are choosing / elect them.
- People to pay more care, so to choose the right persons of Politicians and not the ones who offer favors to them, because favors ruin the good governance.
- Oil to be under International control and to be priced with right criteria and not how OPEC of Sultans of Oil producing countries want / desire and decide to price the oil.
- As so far the Green Energy has not been sufficiently developed / advanced up to now, that makes it necessary, to be contacted a study and research as to how it can be improved the safety and efficiency of Nuclear Power Plants.
- To my opinion, it is important to make smaller units so in case of malfunctioning, the damage to be small and remedy of the damage to be handled more easy.
- There is a need that more people to be educated about the Operation of Nuclear Power Reactors and Plants.

To be made known to people, how many other people die when driving, going to football matches, going on vacation and on entertainment places. Doing so it will reduce people's scare about Nuclear Power.

- Nuclear Power can produce energy with less weight of Fuel than the energy produced by Fossil Fuels and the Green Energy.

- The weight of combustibles is very important / serious factor because the high quantity consumed, is transferred from one part of the Globe to another. That, besides the Pollution, it affects the stability of the earth's balance, that results to the change of Environment, which causes the Earthquakes, Hurricanes, Storms and Tsunamis, with the tremendous damages, they cause. To my opinion, it seems that not many people have thought of it.

- Consumers must care on saving water as the World Reserves are getting less by the time passing by. Same care must be taken for consumption of energy that is becoming more expensive and by the time is becoming less.

- People must take more care for Forests, so no to cause FIRES, which the recent years is becoming a big Disaster.

- Referring to Fires, it may sounds funny but I want to point out that some Fires are put by people which mostly might be Immigrants who Hate and Envoy the country which gave them settler but to their opinion have not make them rich so much or so fast, as they wanted that to be, thus they retaliate that way. If that happens, it is very wrong and unacceptable.

- Solutions can be given by Courageous people who are not afraid to say the truth those must be committed to attempt to materialize the real methods for solutions though some of the solutions are really difficult and some people may dislike. That dislikness seems to be a common practice nowadays, think of Activists and Demonstrators who want to have the benefits of new lifestyle but oppose the solutions and the innovations.

I hope some of the Executives of the people governing the Globe take a note of the above and do something for improvement.

Article by: **Mr. Evangelos Zouppas**

Drasis Shipping Co. SA

Member of the International Propeller Club of The United States, International Port of Piraeus

2ND SHIP OPERATING

Cost Presentation

The International Propeller Club of the United States, International Port of Piraeus, along with Moore Stephens, Greece, organized on Wednesday 05/12/2012 the 2nd Ship Operating Cost Presentation under the title 'Ship Operating Costs: Current and Future Trends'.

Mr. Theodore Kontes, Secretary General of the Propeller Club along with Mr. Costas Constantinou, Managing Partner of Moore Stephens and Member of the Board of Governors of the Propeller Club welcomed the audience and the key speakers of the event, Mr. Richard Greiner from Moore Stephens LLP, London, Mr. Bob Maxwell V. Ships Technical Director, Mr. George Logothetis, CFO, George Moundreas & Company S.A. All three speakers referred to the ship operating costs and the restraints that the shipping industry faces due to the global economic difficulties. More than 120 participants from the banking and shipping industry were present and expressed their interest for a future Ship Operating Cost event.



Left to right, Mr. George Logothetis, Mr. Costas Constantinou, Mr. Richard Greiner, Mr. Bob Maxwell



Mr. Costas Constantinou, Moore Stephens, SA



Mr. George Logothetis and Mr. Costas Constantinou prior to the presentation



Secretary General of the Propeller Club, Mr. Theodore Kontes

International Conference on Containerization

The International Propeller Club of the United States, International Port of Piraeus announces that it is organizing a comprehensive Conference on Containerization that will be held in Athens, Greece in the Second Quarter of 2013

Details will be forthcoming when available

Kindly log in at www.propellerclub.gr for updated information



SAVE THE DATE!
Event Date:
2nd Quarter 2013
Greek Location
to be announced

AMVER AWARDS 2012

Once more the International Propeller Club of the United States, International Port of Piraeus in cooperation with the United States Embassy to the Hellenic Republic and the United States Coast Guard organized the AMVER Awards Ceremony.

The ceremony took place at the Athenaeum Intercontinental Hotel on October 23rd, 2012, among 850 members of the maritime community and a great number of distinguished guests.

One Hundred and Forty four (144) Greek controlled shipping companies received 1.066 awards on behalf of 1.066 vessels participating in the AMVER System.

Minister of Shipping, Maritime Affairs and the Aegean, Mr. Konstantinos Mousouroulis welcomed the audience and referred to the contribution of the AMVER System regarding provision of rescue and support to vessels and crew in danger as well as the contribution of the Greek controlled vessels. He noted that the number of companies participating and vessels' response to the system has comparatively risen the last year.

He also mentioned that now there is a new Maritime policy in Greece under the new Ministry of Mercantile Marine in order to bring more ships under Greek flag.

The President of the Propeller Club, Mr. Antonios Stamos Faraklas welcomed the attending guests.

The President remarked the importance of the AMVER System by stating that it is '...the only program designed and working for mariners to help mariners in the time of ultimate need irrespective of nationality, religion, etc. and which could not have been possible to operate as ef-

ficiently as it does without the involvement of the United States Coast Guard'.

Secretary General, Mr. Theodoros Kontes, Ceremony coordinator, invited the United States Ambassador to Greece, D. B. Smith who also emphasized the importance of the AMVER Program with Greek companies to be in the top of worldwide lists.

The representative of United States Coast Guard, Vice Admiral Peter Neffenger, Deputy Commandant for Operations, USCG welcomed the audience and referred to the Greek maritime contribution and referred to the rescue case of M/V Navarino of Costamare Shipping.

The Ceremony of the AMVER Awards continued with Governor John Kalafatides who called on stage Minister Mr. Mousouroulis AMVER Awards to present the first awards.

Following awards were presented by Ambassador Daniel Bennett Smith, Mayor of Piraeus Mr. Michaloliakos Vasileios, Commandant, Vice Admiral of Hellenic Coast Guard Bantias Dimitris, Vice Admiral, Peter Neffenger, U. S. Coast Guard Deputy Commandant for Operations.

Mrs. Despina Foros-Tsirozidis, 2nd Vice President of the Propeller Club, called all gold sponsor supporters included, Mr. Hadjieleftheriades, Tsakos Group of Companies, Mr. Houliarakis Dimitrios ABS, Piraeus, to present awards, Mr. Tsiftsis, Nippon Kaiji Kyokai (ClassNK).

Following Mr. Kontes presented the 'Propeller Club Special Rescue Awards' which were given by the Mr. Faraklas. Awarded were Captain Mayrogiannis Dionysios and the Crew of the fishing boat 'CAPTAIN DIONYSIS', to Captain Athanasios Pagkalos and the Crew of M/V NAVARINO of COSTAMARE Shipping Co and

to Captain Rafael G. DIONGSON and the Crew of M/V SEA FORTUNE of ATHENIAN SHIPMANAGEMENT Inc.

Prior serving the Gala Dinner past Propeller Club President, Cpt. Savas Kalafatides, closed the Ceremony announcing the Containerization Conference which is planned to be arranged by the International Propeller Club of Piraeus within 2013.

Honored by their presence, Mr. Boussounis, D.N.V., Mr. Tourkolias, National Bank of Greece, Mr. Markos Foros 2nd VP of International Propeller Club, Mr. Andreas Potamianos, Mr. Eran Epstein, ZIM Integrated Shipping Services Hellas SA, Mr. Nikolaos Tsavlis, Tsavlis (Hellas) Marine Corp, Cpt. Halas John, General Secretary of the Panhellenic Seamen's Federation, Mr. Vlachos George, Master and Mates Union of the Greek Merchant Marine

Also present were Mr. Zarvanos Bahamas Maritime Authority, Mr. Poulouvassilis Lloyds Register, Mr. Chahalidis Bureau Veritas, Admiral Theodoros Rentzeperis

Attended by Messrs: Mr. Michael Lambros, Majestic International Cruises Inc., Mr. Vasileios Mantzavinis, Unicredit Group and Governor of the Propeller Club, Mr. Apostolos Doukas - Regional Vice President of the Propeller Club for Northern Europe and Africa, Dr. K. Rokkos, Sicuro S.A. and Board member of the Propeller Club, Mr. C. Constantinou, Managing Director Moore Stephens Greece and Board member of the Propeller Club, Mr. Zorbalas, Mr. Besi, Representatives of International Registries, Chugoku Marine Paints (Hellas) S.A., Marichem-Marigases Worldwide Services, EPSILON, Hellas, Mr. Ventouris from Capital Maritime, Delta Sky, Fafalios Shipping, members and friends of the Propeller Club.

GOLD SPONSORS



TSAKOS GROUP OF COMPANIES



TEN LTD



FOUNDED 1852



SILVER SPONSORS

MOORE STEPHENS
CHARTERED ACCOUNTANTS



BRONZE SPONSORS



FAFALIOS SHIPPING S.A.



CHARTWORLD SHIPPING CORP.
CHARTERWELL MARITIME S.A.



MAJESTIC INTERNATIONAL
CRUISES INC.



epsilon Hellas®
CREW MANAGEMENT & TRAINING



BUREAU
VERITAS



RECEPTION-OPEN BAR SPONSORS



The Marshall Islands Registry



STAGE SPONSOR

KYVERNITIS
Travel & Shipping S.A.

REGISTRATION SPONSOR



VIP COCKTAIL SPONSOR



A.P.&A. Group of Companies

BOX SPONSOR



PIRAEUS PORT
AUTHORITY S.A.

HOSPITALITY SPONSOR



ATHENAEUM
INTERCONTINENTAL.
ATHENS

AMVER AWARDS 2012



Tsakos Group of Companies in a memorable photo with the AMVER flags



Mr. Antonios Stamos Faraklas



H.E. United States Ambassador to Greece, Daniel Bennett Smith with representative from OSG Shipmanagement



United States Coast Guard, Vice Admiral, Peter Neffenger



Mr. Theodoros Kontes
Secretary General of the Propeller Club
during the 2012 Amver Awards Ceremony



Mr. Bantias Dimitris Vice Admiral of Hellenic Coast Guard with representative from Kristen Marine



Mr. Kostas Mousouroulis, Minister of Shipping, Maritime Affairs and the Aegean
with representatives from TSKOS Group of Companies

THANKSGIVING 2012

The International Propeller Club of the United States, International Port of Piraeus and the American Hellenic Chamber of Commerce organized the 2012 Thanksgiving dinner at the Grande Bretagne Hotel on the 21st of November.

Guests were greeted by the Executive Director of the American-Hellenic Chamber of Commerce, Mr. Elias Spirtounias, by the Ambassador of the United States Daniel Bennett Smith, the President of the Propeller Club Mr. Antonios Stamos Faraklas, the President of the American Hellenic Chamber of Commerce Yanos Gramatides.

Addressing the audience, the President of the Propeller Club, Mr. A. Faraklas expressed his gratitude to the members present and referred to the background of the day. He expressed his wish for all members to reflect on such a holly day of the blessings that people enjoy everyday-the loved ones, the freedom of this country and that sometimes caught up in the pace of everyday life people do not appreciate the importance of them.

The event was attended by several hundred people, bringing one more time together members of the Club, leading officials and prominent executives of the business and maritime community.

Present also were: Ms. Virginia Bennett, Deputy Chief of Mission, Mr. Apostolos Doucas, Regional Vice President of the Propeller Club-Southern Europe and Africa Region, Mr. David Lippeatt, Economic Counselor, Mr. Costas Constantinou, Moore Stephens, SA, Mr. Constantinos Liadis, Carras Hellas and many members of the Propeller Club.

It was a very pleasant night and everyone enjoyed the traditional menu under the sound of live music.



Mr. Antonios Faraklas, President of the Propeller Club



H.E. the United States Ambassador to Greece, Mr. D.B. Smith

Propeller Club-Elepap

The International Propeller Club participated one more year to the fundraising of ELEPAP!

Proceeds of the fundraising benefited ELEPAP's program providing support for a year to a child with kinetic disabilities.



Propeller Club Charity

The International Propeller Club of the United States, International Port of Piraeus, within its actions of charitable contributions supported the everyday feeding program of more than 100 homeless or new poor citizens organized the church of Agios Nikolaos in Piraeus.

Head of the development and coordinator of such an important mission is Pater Andreas, the head priest, along with a dedicated group of volunteers.

The Secretary General of the Propeller Club, Mr. Theodore Kontes, the Governor Mr. Dimitrios Zorbalas and the Propeller Club member, Mr. Theodore Rentzeperis, worked together for the realization of such an initiative.

The Propeller Club extends its heartfelt thanks to all Propeller Club members as the above contribution was covered by the annual membership payments received!



SELECTION OF ARISTOTELIAN TEACHINGS

THE COURAGEOUS MAN

The courageous man, therefore, in the proper sense of the form, will be he who fearless confronts noble death, or some sudden peril that threatens death, and the perils of war answer this description most fully.

The courageous man then is he that endures of fears the right things and for the right purpose and in the right manner and at the right time, and who shows confidence in a similar way (for the courageous man feels and acts as the circumstances merit and as principle may dictate.

And every activity aims at the end that corresponds for the disposition of which it is the manifestation.

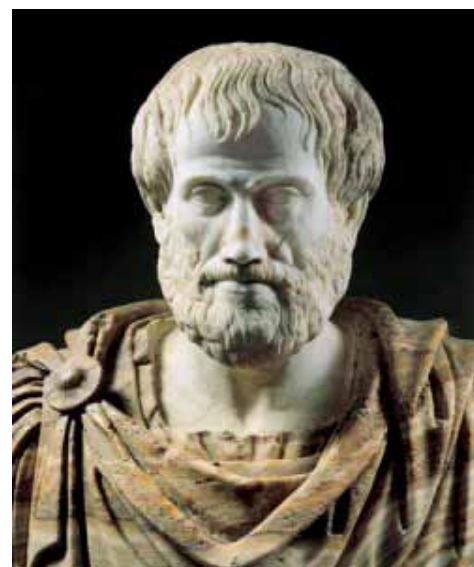
So it is therefore with activity of the courageous man his courage is noble, therefore its end is nobility, for a thing is defined by his end. Therefore the courageous man endures the terrors and dares the deeds that manifest courage, for the sake of that which is noble.

WHAT IS CHARACTERISTIC OF COURAGE

The courage if belongs to be undismayed by fears of death and confident in alarms and brave in face of danger, and to prefer a fine death to base security, and to be a cause of victory. It also belongs to courage to labour and endure and play a manly part. Courage is accompanied by confidence and bravery and daring and also by perseverance and endurance.

Selection submitted by: **Dr. D. Zorbalas**

Member of the International Propeller Club of
The United States, International Port of Piraeus



BRAVERY AWARDS

The Board of Governors of the International Propeller Club of the United States, International Port of Piraeus unanimously agreed on the 17th of December 2012, to adopt the proposition made by Mr. Nikolaos Tsavliris and the committee of the Propeller Club-Mr. Dimitrios Zorbalas and Mr. Theodoros Rentzeperis- for establishing the 'BRAVERY AWARD' along with the AMVER Awards Ceremony.

The 'BRAVERY AWARD' will be based along the lines of the International Maritime Organization (IMO).

Interested parties please contact the secretariat of The Propeller Club:

87, Akti Miaouli, 185 38 Piraeus

Tel: 210 4290237, Fax: 210 4290974

Email: propclub@otenet.gr

The Ships Medicine Chest

An overview of the current situation regarding medical supplies and facilities on board ship

The shipping community while performing its objective, that of transporting worldwide market goods and millions of passengers, plays a particular role of importance to international / national public health.

Unwillingly, it also transports possible disease carriers, mosquitoes, rats, sick people, polluted or unfit drinking water, spoiled food, etc. The ship is a floating community, organized to share common existence needs, ideal conditions for spreading of pollution and diseases. Both passengers and ships' crew are vulnerable and adequate measures and controls must be taken to protect them.

The negative advertising that will follow, after a possible disease outbreak onboard, will have an economic impact on the ships' owner and to his company's image.

Consequently the ship owner must not be indifferent, even in times when business is bad, on the quantity and quality of the medicines and medicinal facilities that must be on board ship in particular to category B and C ships and their sub categories.

The medicine chest

Medical assistance on board ship and concern for the health, safety and well-being of mariners, dates back to antiquity, the Greeks, Romans and even the large Chinese Junks, centuries ago. It is however, still even today, a serious and debatable issue even amongst experts. The issue: "Which medicines and medical facilities must be on board?"

The name "Medicine Chest" is still used and it implies the combined medicines and medical facilities, as regulated by international/national authorities to be available for treatment on board ship.

Our world has changed and modern technol-

ogy development, computer communication on board ship now offers video consultation between the ship and shore based doctors with various expertise. These changes are a continued added benefit to the mariners.

The problem

What is lacking is a combined effort of all concerned, via international law making organizations (WHO/IMO/ILO, etc.) deciding for all maritime nations, EU, state flag ships and the shipping community, agreeing to unified facilities and quantities, making the directive compulsory for all and incorporating new advances in medical treatment and available medicines.

We now have many lists, unfortunately too many, for medicines and medical facilities and international/national standards not necessarily contradicting, but certainly leading to confusion. In general we have too much expertise. Each expert tries to impose his view point and of course the interests each represents.

The International/ National authorities

There is most certainly a plethora of bibliography and regulations on the ships medicine chest.

-WHO/ILO/IMO, the 2nd edition publication IMGS-2, International Medical Guide for ships.

Although there is a newer edition, the IMGS-2 is still in use, because it also recommends the required quantities of each medicine. **Its weakness, it is outdated.**

-The WHO/ILO/IMO IMGS -3rd edition (2007).

Unfortunately it does not recommend medicine quantities. The result is confusion to the shipping community, the ship owners and downstream to the ships' Captain. The inspecting authorities are not sure of what medicines and the quantities that are required to be on board.

-IMHA, meeting, Athens Greece, Nov.14-15/2008 (Excerpt from original publication, paraphrased) International Medical Health Association experts with WHO Collaborating Centers for the Health of Seafarers published quantitative recommendations for the medical chest as given in the IMGS 3rd edition. This is an interim advice: available to ship-owners, masters, maritime authorities and pharmacists for use on merchant ships not carrying a medical doctor, for those flags that do not follow the EU Directive 92/29 [5] and do not have national requirements.....

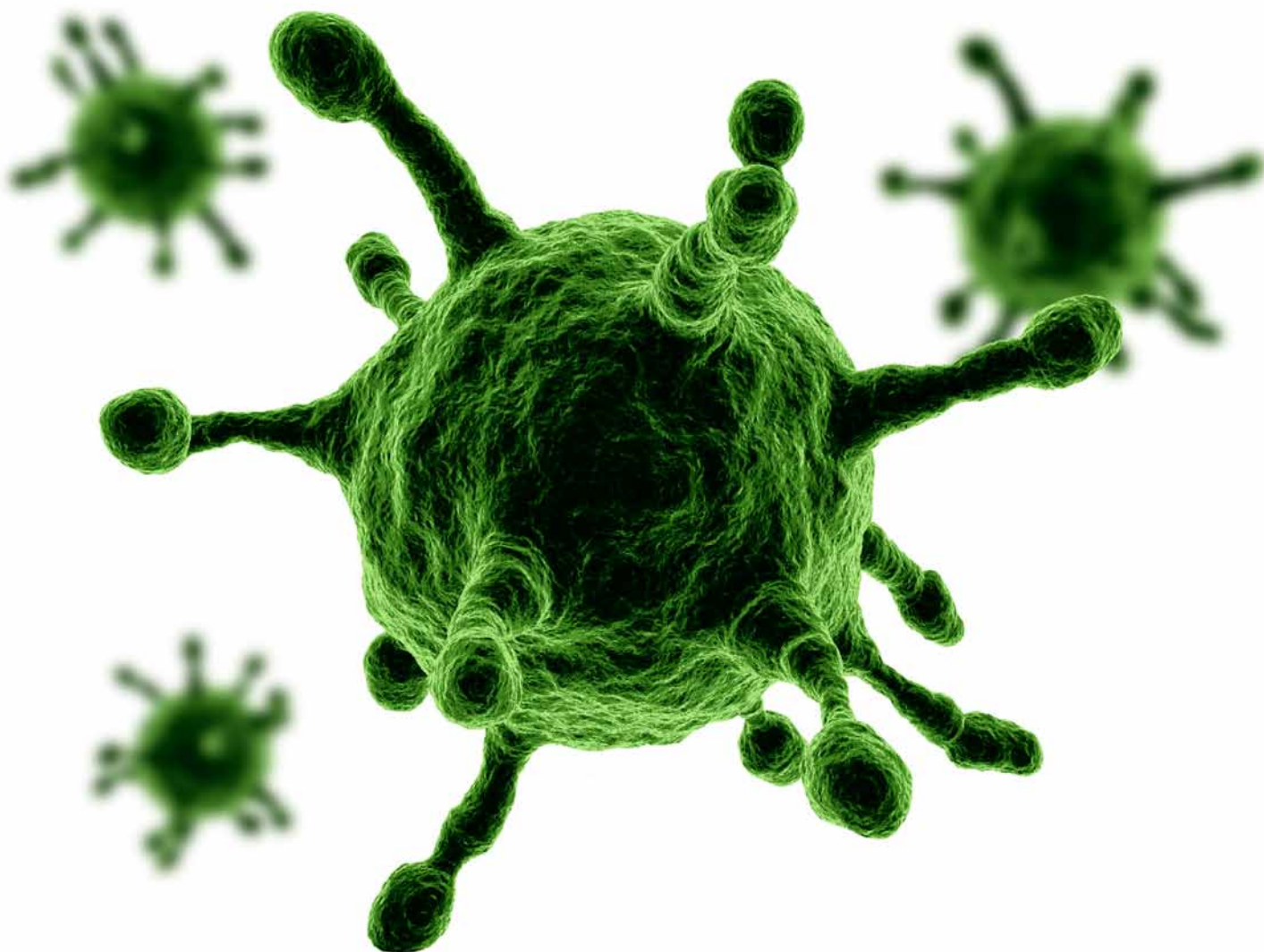
-The IMHA WGMC -Mandate

IMHA as a result of the Athens meeting, in 2009, established a workgroup the WGMC (on International Guidelines on medical Chest on Board). Subject work group, will be collaborating with:

- World Health Organization (WHO) - including the WHO Collaborating Centres on Maritime Health network
- International Maritime Organization (IMO)
- International Labour Organization (ILO)
- International Transport Workers Federation (ITF)
- International Shipping Federation (ISF)

Hopefully, this workgroup will be successful in agreeing to a unified publication of a 4th edition of the IMGS all inclusive with a mandatory signatory dateline for all maritime nations.

Note: For further information on the work of all these organizations a suggested further reading is: " the Ship Medicine Chest: by Alf Magne Horneland, Norway."



The shipping community

Greek flag ships

One would think that because of the size of the Greek Shipping interests, the medicine chest would be somewhat more updated. Granted, that Greek shipping has particularities because of the coastal trade business. This results in a diversified list of requirements in respect to medicines, medical facilities and of course quantities.

The requirements are based on a presidential decree passed in 1995 complying to EU directive 92/29, with a revision in 1997 for category ships A, B and C with each having its sub categories.

Even on the ship there is much confusion. In general, the routine is the Captain places his medicinal needs and obtains supplies through a local pharmacy. Then the medicines must be exported and sent to the ship, or wait for the ship to dock in Piraeus.

If the shipping company is large and well organized, the list is made by the Captain, sent to the home office, to purchasing, the safety manager,

or the DPA and it is processed further. In this case the responsibility is shared.

Inspection by the port authorities is usually once per year. It's a wonder how the state port authorities, even for their own flag ships, are able to conduct a meaningful control.

An on board ship study is necessary

For ships that have a doctor on board, it is his responsibility to assure that adequate and necessary supplies are available. Additionally he is in a position to make recommendations regarding the quantities and the pharmaceutical changes, medicine replacements, etc.

The prevailing status on other category ships

It's not good, improper use, lack of the necessary medicine, insufficient instructions, medicines that have expired without opening, insufficient pain killer pills, lack of sphygmomanometers, etc.

Surely the Captain and the designated person trained to use and apply the medicinal supplies during sickness and in time of crisis, accidents,

bad weather etc., is in a position to quantify current problems and make suggestions based on actual onboard incidents.

On shore, the home office can prepare a questionnaire to be given to the ships and the replies can be used to alleviate some of the problems. These surveys can be an input by the shipping community at the national level and can constitute a basis for evaluation by the WGMC study group for the coming edition of the IMGS-4.

Acknowledgements:

We acknowledge and offer our sincere thank you to the above organizations and to the persons mentioned for the use of their informative publications and published articles in the internet.

Article by:

Mr. Demetris Stamatopoulos

MD of ELSSI

Offering Drug/Alcohol Analytical Services Internationally to the Shipping Community.

Member of the International Propeller Club of The United States, International Port of Piraeus

FUTURE ACTIVITIES

Your View Matters!

Dear Member

You can remain updated of the latest events that the Propeller Club organizes through our official website <http://www.propellerclub.gr> / or through our Facebook link in our website.

Members who post press releases or relevant news on their companies' websites which include the Propeller Club, are highly welcomed to forward them at this office.



• INTERNATIONAL CONFERENCE ON CONTAINERIZATION (2nd Quarter 2013)

The International Propeller Club
of the United States,
International Port of Piraeus
87 Akti Miaouli Str. 18538 Piraeus Greece

Tel. 210 4290 237, Fax 210 4290 974
Email: propclub@otenet.gr
Website: www.propellerclub.gr

Newsletter Vol. 14, No. 29
Owner

Editorial Board
Newsletter Committee

New Members of the Propeller Club from June 2012 till today (alphabetical order):

- Mrs. Pavlina Destouni
- Mr. Grigorios Galanakis
- Mrs. Gortyniou
- Mr. Robert Kee
- Mr. Nikolaos Kosmatos
- Mr. Stamatios Neamonitis
- Mr. Papathanassiou
- Mrs. Christiana Prekeze
- Mr. George Skrimizeas
- Mr. Dimitris Tjimogiannis

MEMBERSHIP APPLICATION

Date: _____

I, (print or type name) _____, hereby apply for Regular Membership in 'The International Propeller Club, International Port of Piraeus, Greece' and agree, if elected, to abide by the Constitution of the Club and to assist in ways open to me in furthering its policies and objectives.

My business or profession is as outlined below:

Company Name			
Company's Business		Position	
Street	Number	City	Zip
Company Phone	Company Fax	Cell Phone	
Email Address			

Home (optional)

Street	Number	City	Zip	Home Phone
--------	--------	------	-----	------------

Check address to be used for mail:	<input type="checkbox"/> Home Address	<input type="checkbox"/> Company Address
------------------------------------	---------------------------------------	--

Sponsored by:	1. _____	2. _____
---------------	----------	----------

Signature of Applicant

MAIL TO: The International Propeller Club International Port of Piraeus 87, Akti Miaouli, 3rd floor GR 185 38 Piraeus Fax Number: 210 4290 974 Email: propclub@otenet.gr	For board use only: Received: _____ Approved by: _____ Date Approved: _____ Notified: _____
--	--



FAFALIOS SHIPPING S.A.



FAFALIOS SHIPPING S.A.

35 - 39, Akti Miaouli, GR-185 35 Piraeus - Greece

Tel: +30 210 4292268 Fax: +30 210 4292271 E-mail: fafpir@fafalios.com