

Performance, Outcomes and Results  
The MET Network with NGO Observer Status at IMO

# GlobalMET

## NEWSLETTER



To promote, develop and support in the spirit of cooperation, the common interests of its members in all matters concerning the development and quality of maritime education and training.

[www.globalmet.org](http://www.globalmet.org)

### Inside this Issue

Editorial	2
Commentary	3
Manifest Greatness, Personal Power, Service to Others and Business Results: In Support of GlobalMET	4
Short Story: The Marine Engineer's Wife	5
Loss Prevention	6
Cloud Computing	7
2018 IMO Award	

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# Editorial

It was intended that the Newsletter would undergo some form of change for 2018. Suggestions and recommendations however, were not forthcoming from the reading public and members. So, its status quo for now. Meanwhile members are urged to send articles, comments and observations of interest from the maritime industry, their work places and innovations taking place within their sectors.

In this issue, Rod Short and the Marine Engineer's wife made some very interesting observations on the social activities and sensitivities on board ships when "wives on board" was a rarity. Makes me remember how it became commonplace in NOL for wives and family to be sailing with their husbands. We have come a long way since those early days.

Iman Fiqrie provides an insight into core values and inspiring others to greatness and service.

Mahendra Singh returns with a short story on how best to prevent loss.

Richard Teo sends a message in his Commentary. Where is the industry heading; what and how do we address these critical needs for the "future development and training" of the seafarer?

Capt Richard Dunham has unfortunately decided to leave his position as Executive Secretary and is in the process of preparing handover to Capt Richard Teo. We will persevere.

GlobalMET in association with MARINA Philippines will formulate the MET Teaching standards in Manila this year. We thank TK Foundation and their funding organisation Orange County for assisting with a small grant for GlobalMET to facilitate the project. VADM Eduardo Santos, Vice Chair of GlobalMET and President of the Maritime Academy of the Asia Pacific, will host and chair the project. Capt Richard Teo will co-facilitate with MARINA. A small effective work group will be nominated to work with VADM Santos and Capt Teo.

With best wishes to all members

By

**Capt. Richard Teo**  
FNI FCILT MAICD  
Director



Members and their staff members are encouraged to submit their thoughts through authoring articles for publishing in our Newsletter. Articles should reach the Secretariat by the Friday of each month. Publication usually will be in the 3<sup>rd</sup> week of each month. GlobalMET reserves the right to reject any article that may be deemed inappropriate for the promotion and well-being of MET.



**A** year has passed leaving us mindful of various incidents at sea, with tragic fatalities and loss of entire crews. In the wake of all this there has been much discourse on the lack of standards and competences of seafarers. However, the bow waves bring about a sense of urgency that all is not well in the maritime industry where ship operations and people development and associated skills training might be lacking. Racing along with somewhat disregard for human endeavour, the notion of autonomous ships and artificial intelligence (AI) looms as a desired alternative in the science and arts of seafaring and vessel operations.

Autonomous vehicles are emerging as the innovative-disruptive interventions for several years now. Artificial Intelligence, AI has become a very clever expression bandied around, most fearfully by non-practising seafarers who operate shipping and transport businesses. Perhaps maritime has lagged railways and air transport systems in commercial practice but not quite so in military applications. The ugly head of accidents and death has reared up in rail in recent times where trains (mass rapid transport systems) transporting thousands, even millions of people daily are almost completely remotely controlled.

Maritime joins the race (see link) with Rolls Royce

<https://youtu.be/vg0A9Ve7SxE>



Image source: Rolls Royce

Please pay very careful attention to the outcomes and surmise what conclusions may be most applicable in the future of seafaring

### Future of Seafaring – is there a problem?

Harvard Business Review (HBR), of February 5<sup>th</sup> this year, in their management tip of the day expressed that one should “solve a

problem by thinking about the worst possible solution”. HBR goes on to say,

If you need to come up with a new idea, stop trying to think of the best one. Instead, imagine the worst idea possible: What would be the wrong way to solve this problem? What do our customers absolutely *not* want? How could we make all of our stakeholders angry? Try to come up with ideas that would get you laughed at (or maybe even fired), and then work backward from there to find new ways of solving the problem. This process, called “wrong thinking” or “reverse thinking,” isn’t always easy to do. You can start by trying to see the problem as a beginner would. What would someone who knows nothing about the context suggest? When you give yourself permission to have bad ideas, you often come up with the best ones. (Ayse Birsel. August 16, 2017)

How many worst-case scenarios can you imagine? With cyber attacks becoming reality and not someone else’s sci-fi hallucinations as suspected causes of recent collisions at sea. How will autonomous ships perform against the new climate of business, in war and peace?

As we kick off 2018 with this issue No. 70, let us put our minds to work. How do we apply all this new intelligence and disruptive digital interventions to work for us the seafarer, rather than we become slaves to them? Or worse become displaced as redundant resources or materials that will reduce in importance and usefulness. Such is the law of machines, discard when no longer useable or of economic use!

On the other hand, how must we prepare the new generation of people who will work at sea on ships and machines? Many questions and many answers before we no longer can think or do.

Start by thinking the worse and contemplate what sort of “animal” will be required. Indeed, I use the dreaded “a” word. Will that tool be animal, vegetable or .....?

Happy New Year dear friends, colleagues and friends of friends.

By

**Capt. Richard Teo**, FNI FCILT MAICD  
MSc MIM GDBus BEd TAE Reg Teacher MM Dip(QA)  
Business and Education Proponent  
Competency Based Education, Training & Assessments

## Manifest Greatness, Personal Power, Service to Others and Business Results: In Support of GlobalMET



Google search, 29/01/2018

### If You Can't Tell It, You Can't Sell It!

On 27 January, I had the pleasure of attending Toastmasters International™ Club Officer Training (COT) 2 as ALAM Toastmaster Treasurer. The club's (TM) mission is to help empower member self-confidence and personal growth in the areas of communication and leadership. The idea of attending TM meetings is to acquire those skills as evidenced by the different titles, rankings and skills from both communication and leadership competencies; i.e., from Competent Leader (CL) and Communicator (CC) all the way through Advanced Bronze, Silver and Gold (ACB, ALB, ACS, ALS, ACG, ALG, etc.); the ultimate goal being the elusive Distinguished Toastmaster (DTM). For more information, please see <https://www.toastmasters.org/about/who-we-are>

Founding TM member in Malaysia, Distinguished TM (DTM) and accredited speaker Mr. Gerald Green, used to always say— "If you can't tell it, you can't sell it!" Our objectives that weekend at the COT2 training was to FOCUS (Follow-through, Optimize, Connect, Unleash the Little Giant within and Speed-up Results) on increasing club quality standards, results and the new set of competencies or "Pathway". The lessons from the session we can all learn from and apply at work as well.



### Core Values and Inspiring Other People to Greatness and Service

The TM's core values of Integrity, Respect, Service and Excellence (IRSE), got me to thinking in general about just what it is we're doing in this life, what are our expectations of ourselves and the people we purport to represent and serve—are we representing their best interest whole heartedly? This also got me to thinking

about the lack of articles and inspiration from the maritime community which the newsletter serves; to promote, develop and support its members in developing quality education and training. "Where's the beef?" The TM training led to further enquiry on inspiring people to service—I think now also in terms of touching, serving and inspiring others to manifest greatness and personal power; reflection does that. Helping to empower people can help them achieve almost anything they put their minds to. Two inspirational videos on the Law of Attraction site I came across on Youtube during my quest are in-line with supporting and developing personal power that I'd like to share with you:

<https://www.youtube.com/watch?v=o8ky8PDLBRw> and <https://www.youtube.com/watch?v=7XXbyvdLgVM>

The videos address helping to increase our physical, mental and spiritual power (personal power), unleash the little giant within and manifest that within us to accomplish great things in this world; and by definition, GMET. But then again, portions of the videos also suggest that not all people have high expectations about this life, some have low expectations about this thing we call life and expect not much. This necessarily isn't a bad thing—only a fact! Is this why we don't have more support from the GMET members in the way of touching, serving and inspiring its members through the contribution of articles. What are our thoughts on service to others? Looking beyond the mirror at oneself seeing those millions of people who need us to "fix it"; solving the world's problems through touch, service and inspiration. We have more than our share of problems and issues in maritime, just check out the news. No one else is going to fix it— you must do and as Yoda always says, "...Do or Do not, but Do Not Try...".

### Last thoughts: Touch, Serve, Inspire, Focus

In the first video, Jim Kwik (please Google him) suggests that we often give away our sovereignty and power first thing in the morning by switching on our smart phones and tuning into the noise and distractions. I can relate to that. He recommends that the first and last hour in the morning and of our day—that we be focused on managing our day (life). Together they (videos) ask very important questions like, "What are your expectations from this thing we call life?"; "Are you upfront about what you expect from other people?"; "What is the 'might cause' of your life?"; "If you're not making a difference in some else's life, then you're wasting your time"; "How have we touched, served and inspired other people"; "How is your health?" and "What is Your Personal Power?". These and 4 full pages of questions (which helped me to develop my own personal power system) like these are more than enough material to focus on in the morning and end of day than switching on our smart phones first thing in the morning. The video also suggests, the we – "Get out of your own way"; "let your light shine through" and "move into your own greatness!" Manifest greatness. Touch, serve and inspire in support of GlobalMET, industry and world; by putting others first, we truly have the personal power to do almost anything. Thanks for reading, what are your thoughts and service to others?

By

**Iman Fiqrie@ William E Hamilton**  
CPLP, MBA, B.S, A.A., ACB, CL  
Lecturer

## The Marine Engineer's Wife



**T**he truth of the following story and whether the incident occurred on the 'Hinnites', one of the 18,000 tonners, is not known, but it was told in the Shell fleet when I worked for them in the early sixties.

He was appointed Third Engineer on the 18,000 ton deadweight Shell tanker 'Hinnites'. His younger brother, only two years his junior, was also on board, as Fourth Engineer.

The 3/E was happily married, but they had no children. His wife was familiar with the 'H boats' as she had been on a coastal voyage between UK ports on another 'H boat' when he was 4/E. She enjoyed being with him on the ship.

'Hinnites' was bound for the Persian Gulf to load crude for Singapore. While her husband was away she lived alone in their apartment in Liverpool, doing secretarial work, and eagerly awaiting his return.

She was overjoyed when, some three months later, she received advice from him stating that 'Hinnites' was coming to Rotterdam on a certain date and inviting her over. However the ship would just be staying long enough to discharge the cargo and ballast and would then be heading across the Atlantic to load another cargo of crude in Venezuela.

She was also pleased to read that, as a result of sickness, the 2/E had paid off, her husband had been promoted to take his place and his younger brother had been promoted to 3/E.

The day before 'Hinnites' was due to arrive, she was aboard the ferry across to Rotterdam. She saw a Shell tanker, too far off to read the name, outside the entrance to the port waiting for the pilot. She guessed - correctly - that it was the ship with her husband on board. She was thrilled!

Late in the afternoon of the next day she was on the jetty at Pernis watching 'Hinnites' tie up. As soon as the gangway was rigged her husband came down on to the jetty in his boiler suit and greeted her very warmly.

He took her to his cabin and told her the engineers had to work on a repair job in the engine room, but that it would only take another four hours or so and they would be able to spend time together.

She went back ashore, enjoyed a meal, wandered around looking at the sights and returned to the ship after a couple of hours, to find that the engineers were still working in the engine room, but her husband would soon be finished and he would then have a shower and get cleaned up.

It was now dark. The alleyway in the engineer's accommodation had several cabins, the rank of the occupant being marked on a small notice above the door. All the doors were open and a curtain drawn across the entrance.

She decided to have a shower in the bathroom used by ladies. When she had finished she dried herself, arranged her hair, applied her makeup and emerged from the bathroom with just a towel wrapped around her.

She crept silently along the alleyway and entered one of the open doors. In front of her she saw the rear of a male figure just out of the shower, drying his back with a towel and facing away from the door. She crept silently across and put out her hand to tickle him between the legs. The man turned around with a look of surprise. She had approached her husband's brother!

By **Rod Short**



## Loss Prevention



**T**o put it very simply, losses can be prevented if we check and re-check everything.

Some time back I was on a ship carrying bundles of aluminium sheets from Kolkata to Chittagong. We had a home trade master who was a thorough gentleman. In the afternoon I was lying on my bunk when I heard soft knocks on my door. "Bada sahib - can you come with me" he said. He took me to the cargo hold and asked "Please tell if you see anything wrong. I looked carefully and said "Sir, these bundles will shift." He jumped with joy. I joined him in forcing the stevedores to lash the bundles. We sailed and on reaching Chittagong we found that several bundles had shifted.

My experience of crossing the Pacific many times has been that we have faced rough weather at least once on each trip. On one

trip the weather started becoming boisterous about 40 hours before the ETA. I went up to the bridge, say the Captain and said "Captain, shall we slow down". He responded with "yes, reduce and inform me when ready" We had HRC in the holds. During the night we were on slow ahead and going backwards. [Does this mean steel?]

As they say in the military "veer sipahi woh hai jo sage badhna hi nahin, peeche hatna bhi janta hai". Tactical retreat to save cargo.

By **Mahendra Singh**  
Chief Engineer



Few things help an individual more than to place responsibility upon them and to let them know that you trust them.

—Booker T. Washington

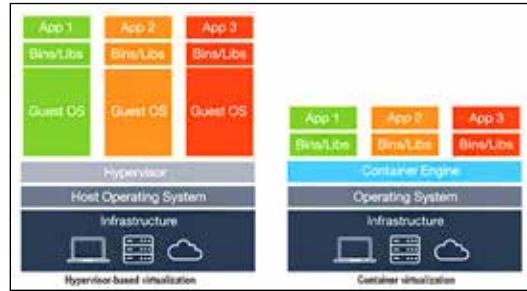
# Cloud Computing

By

William E Hamilton@Iman Fiqrie

As we move from a more IT driven and big business environment to the democratization phase of technology and “data-tech” or “Big Data,” many changes for the better are happening in Cloud Computing. Previously I had suggested that by allowing others to host applications and services in the cloud—the price of infrastructure, access to technology and big data has now become possible for the masses. These cloud services are basically virtual computing services, virtual machines (VM) or computing engines (CE) in the sky. Enter now, container engines (CE) (Amazon), docker containers (Docker) or kubernetes (Google). The concept is simple and game changing; instead of having to have a Guest Operating System (OS) in each CE or VM, containers do away with this requirement and therefore, also does away with the virtual hypervisor or interface between the host machine (computer or device) and the guest operating system of the VM.

What these amounts to is a massive 25, 50 or 100Xs savings in storage space and costs! Again, exponentially democratizing, solving small business problems and providing access to ordinary people for technology previous only available to big business.



The difference between a traditional virtual machine and container. Source: CRMTrilogix, <http://crmtrilogix.com/Cloud-Blog/AWS/Docker-Containers-VMs-and-ECS---an-overview/219>. January 2018

# 2018 IMO Award



# for Exceptional Bravery at Sea

## Calling for nominations!

(submissions open until 16 April 2018)

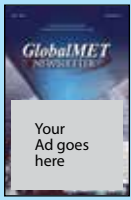
Guidelines – Circular Letter No.3781 (PDF)

Nomination form (Word)

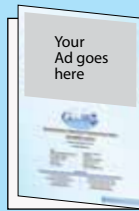


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