



17
Seminars
conducted



118
Seafarers
trained



97,5%
Seminars'
Success Rate



1
Masters'
Assessment



1
Chief Engineers'
Assessment



2
Forums



[#SeafaringCommunities](#)

Meeting our local seafaring communities – Breaking a record in Forums' participation

In a period of less than a month, three Crew Forums took place in Manila (20 & 21 November), in Chios (4 December) and in Athens (10 December), bringing together in total, more than 370 Minerva Seafarers.

It was an opportunity for the Management Team to meet our professional seafarers and praise them for their hard work when onboard, their loyalty, and the key role they play to the sustainable development of our company.

One of the new things tested in the last two Forums was to further promote the bi-directional discussion through several pre-defined questions asked by almost each Department, to which our seafarers openly replied sharing their experience. Very good discussions on a range of topics including safety management, employment issues, training, reporting to and from the head office, vessels' communication, maintenance and inspections.

Once again, the value of family was projected as a foundation for the progress of our company, making mutual trust, security and sincere communication, priorities for its members.



Graduation of first ETOs in Manila

Thanks to our Marine Personnel Depts and the Manila Agency Office, the ETO Cadets Program is progressing well.

The first (3) candidate Electrotechnical Officers have just graduated after a 5-month, successful, training program delivered in the United Marine Training Center in Manila. The ETO Cadets, holders of a B.Sc. on electrical engineering were given first the opportunity to be employed in our vessels, to understand their future seafaring profession and evaluate the working and living conditions on an ocean-going ship.

Full of satisfaction and personal dreams, they successfully completed their studies, covering specific areas of training and especially marine engineering, shipboard safety, power generation and distribution, high voltage and ship instrumentation.



Testing of the new S-100 ENC's by Hydrographic Agencies



Testing of S-102 depth data
in a Kongsberg Bridge Simulator

Port approaches, narrow channels and high-traffic areas are more frequently surveyed to assist in the development of S-102 bathymetric data. S-102 data refer to how the seafloor will be displayed on ECDIS and several national Hydrographic Agencies are currently testing these data either in real ship trials or in ECDIS simulators.

In our ECDIS seminars, we are discussing the importance of having a high-resolution bathymetry in the above areas, a requirement to ensure safe navigation. At the time, the Electronic Nautical Charts were first introduced, information from paper charts was simply transferred in a certain way to the ENC's, including the depth contour lines at certain intervals.

Depth information on a nautical chart is displayed as: a) depth soundings, b) depth contours and c) depth areas between the contours. Depth contours are used to connect soundings of equal elevation referenced to a specific sounding datum.

One of the things that we look forward to seeing after the above-mentioned testing is how the line of safety contour - separating the no-go areas from the safe to navigate waters - will be displayed in the new generation of ENC's and ECDIS, as there will be a number of options for the Navigating Officers to select.

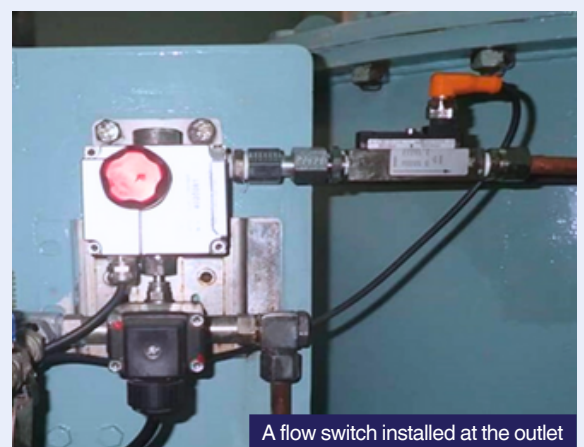
Oil Content Meter in Bilge Separators

In a recent Environmental Compliance seminar and in our Crew Forum in Manila, we discussed the issue of the activation of an alarm when no sample water enters the 15 ppm Oil Content Meter of Bilge Separator.

This case might relate to the possible blockage of sampling pipe or to the use of a manual stop valve that interrupts the flow of sample. Such a manual stop valve is prohibited between the outlet of bilge separator and the entrance to the measuring cell.

The possible discharge of untested bilge water overboard at sea has led in some cases to the installation of flow or pressure switches at the outlet of the measuring cell. On the agenda of ongoing discussions at IMO it is the mandatory installation of a "sampling interruption sensor" through a new requirement in the bilge separator specifications.

In addition, the capability of oil content meters in bilge water consisting of biofuel blends, new fuels or synthetic hydraulic oils is currently evaluated together with the need to modify the test fluids used in the type-approval process.



A flow switch installed at the outlet
of the Oil Content Meter