-Good evening Mrs Kalemi.

-Good evening.

-Thank you for being with us.

-And I thank you for your invitation and for giving me the chance to be with you.

-You are also a member of the Association of Greek Women Scientists.

You are also a published writer, besides being a Mechanical Engineer.

-Yes, I have already started my first book, but I have other plans too.

-We will hear about your plans later in our show.

You have already published the book “Fire safety on Passenger Ships”, by Selka4M publications.

-Yes, Selka4M is one of the oldest and most reliable publications, on technical books .

-Tell us a few words on your education and how you decided to publish a book.

People of your profession don’t usually do so.

-That is probably true for the newer generation of engineers.

But the older generation is different, because the Shipbuilding and Engineer department of the university shared lessons up until the third year, so there was a lot of interaction between the two departments.

I happened to write my final essay on the issue Fire safety on Passenger Ships.

Of course, I have always loved ships and the sea.

Also, I come from an area that is by the sea and I have a good connection with it.

People ask me why I chose passenger ships and not other types like tankers, as they have a bigger market than the passenger ships and in general passenger ships are more restricted.

There are two reasons for that. The one reason is personal.

Every time I travelled by ship, ever since I was a child, I would wonder how does this work, how does it carry us on the sea.

And the other reason is my love and my interest for humans and their safety.

-That’s right.

-Safety is a greater issue when someone travels as a passenger, or when they have their vacations onboard a cruise ship.

Passenger ships are not only the ones that carry us from harbor to harbor, but also the cruise ships that people take their vacations on, and sometimes they might not visit a harbor for many days, therefore, it is like a floating hotel.

So the reasons for safety are even greater and more interesting.

And that is how I decided on passenger ships.

Following that I took a Master's degree on Marine Engineering Management of Greenwich, where I also put my focus on Fire Safety of ships in general, but with a preference on passenger ships.

At one point I met with Mr. Seludo who is the founder of my publishing house.

We were discussing about the things that I have done, so he suggested that I show him my work.

This book, besides the practical issues, for example: how we can prevent a fire from occurring or how we extinguish it, it contains the Greek and international legislation on the matter.

And it also contains a chapter with historical reference on ships legislation, from ancient times until today.

-That is very nice.

-History is a personal love of mine and I wanted to include it in my book.

I researched about it extensively and it starts from ancient Greece, specifically ancient Rhodes, which at the time had the strongest fleet in the Mediterranean Sea.

At that time we find the first indications of nautical legislation on safety.

It was forbidden to fry fish on the ship during storms, because, at the time, the ships were wooden, and the storm made it easy, for the ship, to catch fire and sink

An entire chapter follows the evolution of safety legislation through the centuries.

-Very nice.

It is very interesting how you described what a passenger ship means, what fire safety is all about, because some people don’t really have the knowledge

-The issue of fire safety more or less is well known, but yes the explanation on passenger ships is interesting.

There are several types of passenger ships of course, but this interview would not be enough

-So in this way we also protect the environment.

-Yes, it is a double and triple protection to the environment by being cautious with any type of ship from catching fire.

To begin with, during every burning, many harmful substances and gases for the environment are released whether it be in the sea or on land.

Also, where the ship is concerned, we have the fuels.

Fuels pollute both the sea bed and the air.

So, by protecting a ship, you protect human lives, the ship itself as an asset, and of course the environment.

By protecting the sea, we mean not only the plankton and the sea plants, but also the fish, which eventually return to the humans as food.

So you see a chain here through which these substances can harm us in many ways.

-It is important to find ways to attend to that as well.

-We need to have a spherical outlook on things

-What are the additional benefits for the shipping industry, through your book?

Besides what we have discussed already.

-The first goal of the book was to be comprehended by people who don’t have academic education.

In the shipping industry there is crew that does not have academic education the way officers do.

So, often, the safety of the crew and the passengers is a responsibility of the entire human power of the ship, regardless the level of education.

You understand that it is essential to educate each and every member of the crew, no matter their position on the ship, even the cook and the cleaning crew, on the dangers that lie and on issues of the prevention of those dangers.

The prevention is the most important thing.

Dealing with a problem that has already surfaced is another story.

Generally in life, preventing things from happening is the best attitude.

In that way, dealing with a problem that might occur is much easier, cause you are very aware of its origins.

This is the main thing that this book has to offer to the shipping industry.

Additionally, educationally wise, because onboard the ships the crew is attending many seminars on several issues, it is very simple to give the book to any member of the crew, for them to read.

Because there is a chapter about the reasons behind a fire on a ship.

-Could you name some reasons?

-A very common reason is a short circuit that can happen either from old facilities that have not been renovated, or from poor maintenance, like a naked cable that was not attended on time.

Another major issue is smoking. Even ashes can start a fire.

Also, the ship must be very clean everywhere. Not just the areas where people are concentrated, but even the engine rooms, the kitchens.

The kitchens are high risk areas, because of the fat in the food, the oils in the frying pans, many times the floors are not clean, the high heat, you understand that these are probable areas for the fire to start.

-The publication contains a CD ROM too, right?

-Yes, that is true. And in that CD ROM one can find the Greek legislation and its evolution, starting from the 60’s until today.

-Also included is the international legislation called Solas, the community’s guidelines on the fire safety of passenger ships and statistics, from cruise ships or transpacific ships that don’t exist at this point, that show that the main reason of sinking is the fire.

There is also a complete fire protection study of a passengers’ ship, the sprinklers and all the systems required, the fire protection systems, the fire extinguishers, a very comprehensive report.

-So this publication is very helpful for the crew.

-Indeed, I believe it is.

-For the shipping industry in general, and the protection of the environment.

And besides the shipping industry, it is also helpful for the coast guard

-Very important as well.

-The ships receive approval to sail by the coast guard that it is safe to sail out.

-Are you aware if your publications have tried to distribute this book or any similar books to the coast guard?

-I am not aware of another book, but for mine, yes, especially to the shipping experts. Because, besides the coast guard, there are also the shipping experts.

The shipping experts are a body that belongs to a country, thus the Greek shipping expert, the Norwegian shipping expert, who validate the ability of the ship to sail.

The validation includes the fire safety issue.

Whether the fire safety guidelines are followed, if the maintenance is accurate.

Besides the systems, there are also the people.

Every ship has its fire extinguishing team.

These teams must be very well trained, aware of the positioning of the fire protection systems, if they are functioning properly, and should know how to operate them.

So the shipping experts and the coast guard, when they approve the sailing of the ship, they check the fire safety issue.

Which is the fire extinguishing team, the people that make the team

There are also reporting sheets that are filled by the officers of the ship after each inspection or exercise on the ship

The officers report on these sheets what they noticed, which people participated, if everything was functioning properly, it is like a diary on the issues of protection in general.

-What about the ISO system, the quality insurance. Does it exist in this case?

-Yes, we do have quality insurance, plus the ISM insurance for the shipping industry.

The 14000 ISO concerns the environment.

The 9001:2008 ISO concerns the quality.

On the shipping industry we have the QSF which is about the working and hygiene insurance

We also have the ISM insurance which is similar to ISO, but specialized for the ships.

It concerns specific functional procedures of the ship that the officers attend to and make sure that are kept.

Such as quality, working and environmental protection, and the entire list of a ship’s functions

The way ships operate is unique.

For example, maintenance, the procedures and protocol followed for entrance or exit from the harbor

So, parallel to the ISO we have the ISM and every ship is ISM certified.

In my book I also refer to this subject, the quality matters, environment protection, all these issues.

-Has it been translated in other languages? Any thoughts about that?

-Yes, at the moment I am working on it.

Last January I was approached by All About Shipping, which is owned by Mr Faraklas, who lives and works in London.

All about Shipping is an e-newspaper about the shipping industry which is one of the most famous and most reliable newspapers on an international level.

-That is very nice.

-I had already put together a short English presentation, with pictures from the book’s official presentation last December, a year ago.

The presentation took place at the Greek Technical Chamber, organized by the Association of Greek Women Scientists,

- Of which we are both members.

-Also, representatives from the New York College were there, where I obtained my master’s degree, and many more.

So, I used these pictures, a comprehensive report of the book, some parts of the CD and I sent them to Mr Faraklas, who I had met from before.

He was very enthusiastic about it and made a big tribute in the All About Shipping e-newspaper.

Right now I am translating the book and I am trying to find the appropriate publishing house.

Because, my Greek publisher does not publish English books.

So now I am researching who will publish it.

-Very nice. You are very welcome to use this interview as well!

-I would love that, of course!

-Thank you very much for this discussion, and all the very useful information you gave us.

The audience rarely gets the chance to hear about these things, to learn about issues that are so specialized.

Let’s set a date for when you have further news from London.

We wish you best of luck on your book and its translated versions.

-Thank you very much!

And I thank you too for everything and for your wishes, and for your invitation, and I wish you all the luck as well.

-Thank you very much!