

# iMélange

April 2024



Monthly Magazine of The Institute of Marine Engineers (India)





# The Institute of Marine Engineers (India)

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## From the Editor's Desk

Dear Esteemed Readers,

As we embark on another voyage through the pages of iMélange, we are greeted by a sea of new developments, insights, and reflections that paint the vibrant picture of our maritime world. This edition, much like the waves, brings forth a diverse array of news, events and contemplations, each adding to the embroidery of our industry's narrative.

Branch News sets sail with the recent Marine Automation Seminar, a gathering that illuminated the latest advancements in automation technology within the maritime sector. From autonomous navigation to smart vessel management systems, this seminar showcased the cutting-edge innovations reshaping the future of maritime operations.

Additionally, the seminar on SIRE 2.0 provided a platform for industry stakeholders to delve into the latest updates and enhancements to the ship inspection programme, paving the way for more effective risk management and compliance in vessel operations.

We also extend our heartfelt congratulations to Shri D. K. Sanyal for his outstanding contributions to the maritime industry, recognized through the prestigious Varuna Award during National Maritime Day Celebration. His dedication and leadership serve as an inspiration to us all.

Last month, the National Maritime Day was celebrated with great fervour across the country. From Kolkata to Kochi, and Chandigarh to Mumbai, maritime communities came together to commemorate this auspicious day. Seminars, technical paper presentations and discussions on sustainable shipping underscored our collective commitment to building a more environmentally responsible maritime industry.

National Maritime Day was marked by various events aimed at honouring the dedication and sacrifices of our seafarers. From the inauguration of Merchant Navy Week celebrations by the Maharashtra Governor to the 'Sagar Mein Yog' initiative promoting seafarers' wellness, these events highlighted the integral role of our maritime workforce in global trade and prosperity.

In Industry News, Indian Register of Shipping celebrated a significant milestone with the unveiling of its 50-year logo, marking five decades of excellence in maritime classification and certification services. Meanwhile, the unfortunate incident involving MV Dali serves as a reminder of the importance of safety and vigilance in maritime navigation.

Our Student's Corner delves into the intricacies of boiler mountings, shedding light on fundamental aspects of marine engineering essential for the next generation of maritime professionals.

In Cohort Reflections, we explore the theme of "The First Day," inviting our readers to reflect on the significance of beginnings and the journey that lies ahead in their maritime endeavours.

As we navigate the currents of change and progress, I encourage you to share your thoughts, insights, and reflections with us at [editornewsletter@imare.in](mailto:editornewsletter@imare.in) by 7th May 2024, ensuring your voice resonates in our upcoming issue of iMélange.

Your continued support and engagement propel us forward as we chart a course towards a brighter, more sustainable future for the maritime industry.

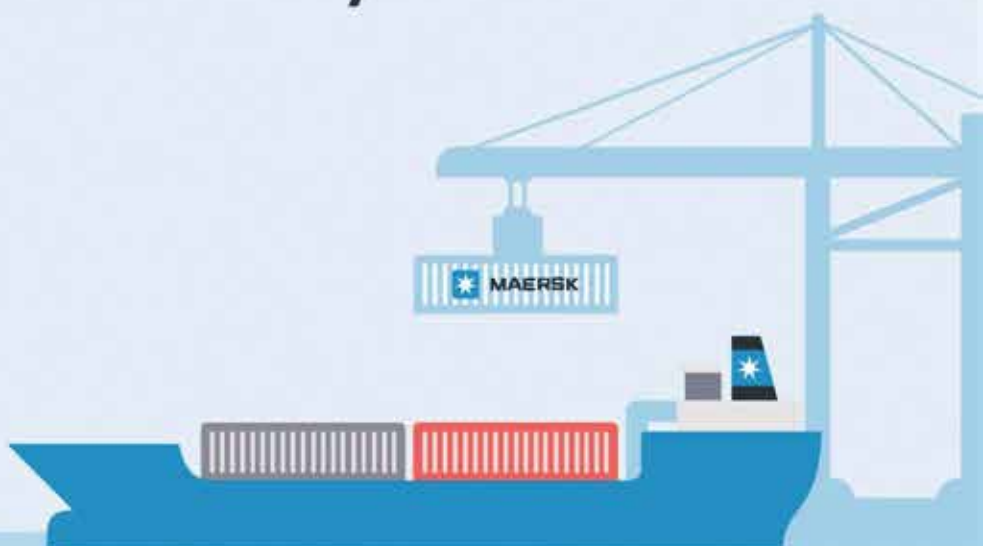
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## Marine Automation Seminar



The Navi Mumbai Chapter of the Institute of Marine Engineers (India) conducted a Seminar cum Webinar on evergreen subject of “**Marine Automation**” on Saturday 16<sup>th</sup> March 2024. from 1400 - 1600 hrs. at IME(I) House, Nerul, Navi Mumbai. The eminent speaker was **Mr. Kishore Khopkar**, a veteran ETO.

The topics discussed included the following:

- A. Introduction to Marine Automation.
- B. Necessity of Automation on board modern vessels.
- C. Fundamentals & Principles of Automation: Controllers - Algorithms for P.I.D., ON/OFF Controllers (Pneumatic, Electronic) Sensors (Temperature, Pressure, Flow and Level). Final Control Elements (Linear and Rotary Actuators, Solenoids, Control valves, Positioners - Pneumatic, Electro-Pneumatic, SMART)
- D. Recent Developments: HART, SCADA, MODBUS, RTUs, MEMS.
- E. Introduction to Shipboard Artificial Intelligence.

Mr. Khopkar supplemented his presentation with physical display of automation components normally fitted on modern ships. The seminar was well attended.



The young sailing members had several queries which were effectively addressed by Mr. Khopkar.

The seminar was presided over by **Mr. Arun Kumar Gupta**, Chairman Navi Mumbai Chapter of IME(I). In his address Mr. Gupta recalled the evolution of technology and need to stay abreast. The proceedings were efficiently conducted by **Mr. Vikram Gokhale**, Deputy Director, METC, IME(I). Vote of thanks was given by **Mr. M Tarique Qasim Mulla**, Hon. Secretary, Navi Mumbai Chapter.



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## Seminar on SIRE 2.0



The Navi Mumbai Chapter of the Institute of Marine Engineers (India), Mumbai Branch organised a thought-provoking seminar on **SIRE 2.0** on **24th February 2024**. The seminar was held at IMEI House, Nerul and was attended by a huge audience from maritime fraternity. The seminar brought together industry experts, ship operators, and maritime professionals to discuss the implications of this ground breaking initiative by OCIMF.

**Mr. Arun Kumar Gupta**, Chairman Navi Mumbai Chapter presided over the seminar which was also graced by **Mr. Rajeev Nayyer**, President of IME(I). **Shri. Atul Ubale**, Director (Bulk and Tanker) Division of SCI was the Chief Guest.

Mr. Gupta in his welcome address requested the audience to take maximum benefit from the Seminar to understand the paradigm shift from SIRE 1.0 to SIRE 2.0. According to him a good vetting inspection was vital for commercial marketability of any tanker. Setting the tone of the Seminar Mr. Gupta stated that SIRE 2.0 will have



an **enhanced focus on risk assessment and importance of human element.**

Shri. Ubale congratulated the Navi Mumbai Chapter of IME(I) for arranging the seminar on a very relevant topic for the tanker industry. He stated that SIRE 2.0 inspection was the heart of tanker operations. Shri. Ubale shared some interesting, related incidents from his vast personal experience.

Thereafter **Capt. Aby John**, Marine Manager, Novenique Limited, took the stage. With his presentation he explained the various changes in SIRE 2.0 and the impact on tanker operators. According to him now there will be **shift of responsibility from ship staff to shore operator.**

Below are some other highlights:

**Human Factor:** One of the most significant feature in SIRE 2.0 was the incorporation of the human factor. This



change recognises the crucial role that crew members play in maintaining vessel safety and performance. The new inspection framework involves interviewing and assessing more crew members during the vetting inspection, ensuring that they are well-prepared to address any question relevant to their vessel and demonstrating their effective operation of the vessel.

**Digitalisation:** SIRE 2.0 has also embraced digitalisation to streamline the inspection process and improve communication between stakeholders. Inspectors now will use intrinsically safe tablets to complete onboard vetting inspections in real-time and generate instant reports. This digital approach allows for more efficient data collection and sharing, reducing the time spent on paperwork and enhancing the overall inspection experience for both inspectors and tanker operators.

**Questions:** The operator is now required to answer several risk related questions (from a bank of over 14000 questions) in advance. These questions are combination of core questions, rotational questions and campaign questions. Hence the Inspector will be armed with most of the information and his job will be only to verify.

**Photographs:** The updated SIRE 2.0 program places a greater emphasis on vessel photographs in the inspection process. These photographs provide visual evidence of the vessel's condition. Tanker operators are now required to follow standardised photo-taking guidelines and upload the images to a dedicated Photo Repository. Ensuring that photographs are accurate, up to date (not older than 6 months), and in line with the OCIMF guidelines.

**Accuracy of TMSA declaration, defect declaration in opening meeting and carryover of negative observations** were also deliberated.

An overview of different stages of inspection process was discussed in detail. The challenges faced by the inspector and operators was also explained. Inspectors are now ready with various details of vessel prior audit.

Since all observations are electronically logged along with SIRE report hence the statistics can now help the



industry to do the root cause analysis and understand the exact gaps associated within the system.

The Seminar concluded with a lively, interesting and engaging Q&A session.

A token of appreciation was presented to honourable Chief Guest and the eminent speaker by Mr. Arun Kumar Gupta and Mr. Rajiv Nayyer respectively.

The entire seminar was efficiently coordinated by **Ms. Archana Saxena Sangal**. The summing up was done most candidly by **Ms. Jyoti Nayak** who also rendered the vote of thanks to the Honourable Chief Guest, Guest speaker, and the energetic audience.

## Handing of Varuna Award to Shri D. K. Sanyal



**Shri. Dharendra Kumar Sanyal**, eminent marine engineer, author and teacher, and Fellow Member of IME(I), had been awarded this year's **Sagar Samman Varuna Award** by the National Maritime Day Celebrations Committee of the Directorate General of Shipping on National Maritime Day on 5 April 2024 at a ceremony in Mumbai. However, owing to health issues, Shri. Sanyal could not travel to Mumbai to receive the award himself, and it had been accepted, on his behalf, by **Shri. Rajeev Nayyer**, President, IME(I), and **Shri. Swapan Kumar Saha**, GC Member, IME(I) Kolkata Branch. A video clip of Shri Sanyal and his acceptance message had been played out on the occasion.

Subsequently, on 9 April 2024, in a small ceremony, from 6 pm, at the Port Trust Club in Kolkata, the award and citation were physically handed over to Shri. Sanyal through representatives of the Mercantile Marine Department, Kolkata. Floral



presentations were made to Shri. Sanyal by MMD, IME(I) and EZAME. Shri. Sanyal made another brief acceptance speech, and the ceremony was recorded on video.

On this occasion, **Dr. Kalyan Mitra**, was also awarded this year's Omkarnath and Chuni Wazir Award for Excellence in Education.

About 20 special invitees attended the function. They included Shri. Sanyal's brother and son, MMD surveyors, **Shri. Amitava Banerjee** (Former Chief Surveyor with the Government of India), **RAAdm Dr P. J. Rangachari**, Retd (Director, IMU Kolkata Campus), Dr. Kalyan Mitra, **Shri. Saumitra Ghosh** (President, EZAME) and others.



## National Maritime Day Celebrated at Kolkata



In observance of National Maritime Day 2024, a meet was held in Kolkata by the Institute of Marine Engineers (India), Kolkata Branch, jointly with the Institution of Engineers (India), West Bengal State Centre, on 6<sup>th</sup> April 2024 at Sir R. N. Mookerjee Hall of the West Bengal State Centre of The Institution of Engineers (India). The theme of the meet was '**Sustainable Shipping: Opportunities and Challenges**'.

**Prof. Dr Raju Basak**, Chairman, WBSC, IEI, in his welcome address, expressed happiness in being able to celebrate this historic day by IME(I) & IEI jointly for the first time.

**Mr. Gautam Sen**, Former Director, Marine Department, Kolkata Port Trust, and Chairman, IME(I) Kolkata Branch, in his address, explained the theme for the day, and talked about the history and significance of the day. He gave a lucid view of modern shipping in India, and recounted the historical role of Bengal in the growth of shipping in the country.

**Rear Admiral (Dr) P. J. Rangachari (IN Retd)**, Director, Indian Maritime University - Kolkata Campus, the Chief Guest for the occasion, in his address, highlighted the contribution of the Indian Navy towards strengthening India's role in the world maritime scenario.

**Prof. Sadhan Kumar Sarkar**, Former Director (i/c), Marine Engineering & Research Institute,

Kolkata (presently IMU-KC), delivered his presentation on the Topic 'Combating Green House Gas Emission: Most Difficult Challenge for Indian Shipping'. He explained the three term strategy of the the IMO towards reducing carbon emission to 70% of 2008 level by 2050. He cautioned that a substantial part of existing Indian tonnage would become non-operational due to poor CII rating of these ships.

**Prof. Soumitra Neogi**, Professor of Practice (SMET), Indian Maritime University – Kolkata Campus, in his talk, highlighted that, apart from the issue of emissions, there were many other factors, direct and indirect, that concern the sustainability of the shipping industry as a whole. One such factor is the human factor, where seafarers need to be continuously trained to keep up with the rapid changes in technology in the shipping industry.

To conclude the meet, **Dr. Anirban Datta**, Honorary Secretary, West Bengal State Centre, IEI, presented a vote of thanks. He thanked all dignitaries and audience for their presence, and expressed the hope that such observances and discussions would promote understanding of the current issues, and contribute to the growth of Indian shipping in the days ahead.

The function was attended by a large audience, including marine and non-marine professionals and students.

## Technical Paper Presentation on “Green Energy and Autonomous Ships”



The Institute of Marine Engineers (India), Chennai branch, hosted a Technical Paper Presentation competition for students of Maritime Training Institutes (MTIs) on 27<sup>th</sup> March 2024, at the Seminar Hall of The Seafarers Club in Chennai.

**Mr. S. Ramesh**, an Executive Committee Member of IME(I) Chennai, initiated the proceedings by introducing the concepts and guidelines for the Paper Presentation.

**Mr. Suresh Shenoi**, Chairman, extended a warm welcome to the attendees and provided insights into the theme of the Paper Presentation. He expressed gratitude to all participants and MTI students for their presence at the paper presentation competition.

Subsequently, Mr. Ramesh guided the proceedings of the event.

The chosen themes for this year's competition were:

### 1) Green Energy in Shipping

### 2) Autonomous Ships: Will it rob us of leadership roles onboard ship

Mr. Suresh Shenoi, Chairman welcomed the gathering and explained the topic of the Paper presentation, and thanked all members and Students of MTIs for attending the paper presentation Competition 2024.

Mr. Ramesh then anchored the Proceedings.

Marine institutes were instructed to submit abstracts on either of the aforementioned subjects to IME(I). After careful scrutiny, eight papers were selected for presentation. Winners of the first, second, and third places were determined by a panel of judges. The selected winners received certificates and cash prizes during the NMDC celebration on 5<sup>th</sup> April 2024, at The Seafarers Club, Chennai, presented by **Shri. Amitava Banerjee**, the former Chief Surveyor of the Government of India.

The session was well attended by faculty members and students from various maritime Institutes.

The vote of thanks was delivered by **Mr. A. M. Ramakrishnan**, Executive Committee Member, IME(I) Chennai.



### List of Selected Papers:

S.No	Name of the Student	Name of the Institute /College
1	Cdt. Venkatesh. G & Cdt. Rajesh K	HIMT College , Chennai
2	Cdt. Jagadeshan C & Cdt. Tamilzhselvan S	HIMT College, Chennai
3	Cdt. Atharva Bhoilte, Cdt. Harsh Soni & Cdt. Krishna Seth	Indian Maritime University, Chennai
4	Cdt. Antony Blair, Cdt. Hrithik R V, Cdt. Jagath K & Cdt. Jeevan James	Indian Maritime University, Chennai,
5	Cdt. Baipilli Dinesh Raj	Maritime Foundation, Chennai
6	Cdt. Mangalore Sanath Kumar	Maritime Foundation, Chennai
7	Cdt. K. Keerthivaasan & Cdt. P Sharun	AMET University, Chennai
8	Cdt. A.B Sebastan	AMET University, Chennai



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Further, ClassNK contributes to the digital transformation of the entire maritime industry by providing a platform for the collection and distribution of data. Together with industry players, ClassNK is promoting IoS-OP([www.shipdatacenter.com](http://www.shipdatacenter.com)) consisting of clear rules for fair data use between data owners and users, along with a highly secured data center.



## 61st National Maritime Day Celebrated at Kochi



Dr. Simon Presenting memento to Mr. Krishnankutty



Mr. Rajan with students of IME(I) Institute for walkathon

The Institute of Marine Engineers (India) Kochi Branch took active part in the week-long celebration of 61<sup>st</sup> National Maritime Day, organised by the NMDC Committee of Mercantile Marine Department, Kochi. The first day of the celebrations i.e 1<sup>st</sup> April, 2024 saw Painting Competition for School Children. The main event on the second day viz. 2<sup>nd</sup> April, 2024 was a Walkathon by cadets, students and faculty of various training institutes and other marine fraternity in Kochi joined the event. A Blood Donation Camp was held on the third day 3<sup>rd</sup> April, 2024 in the morning and a technical seminar conducted in Albert's Maritime Institute from 10 AM to 1:30 PM. NMDC Sports Tournament Finals also were conducted on 3<sup>rd</sup> April, 2024 at 6 PM in Merchant Navy Club. The events on the fourth day, 4<sup>th</sup> April, 2024 were opening of a passenger ship in the port for public visit from 9 AM to 4 PM and a Radio Talk on Kochi FM on the significance of the National Maritime Day, delivered by **Dr. K. A Simon** in the afternoon. The celebrations culminated in a public meeting in the evening of 5<sup>th</sup> April, addressed by invited dignitaries and attended by the marine fraternity in Kochi.

Members of IME(I) and faculty and students of the IME(I) Training Institute participated in most of the activities and the final meeting.

### National Maritime Day Seminar:

The seminar was jointly organised by National Maritime Day Celebration Committee of MMD and Albert's Maritime Institute. It was conducted on 3<sup>rd</sup> April, 2024 and

the subject was "**Sustainable Shipping – Challenges and Opportunities.**"

### Inaugural Programme

The inaugural programme commenced at 1000 Hrs. with welcome address by **Dr. K. A. Simon**, Director, Albert's Maritime Institute. This was followed by presidential address by **Rev.Fr. Antony Vacko Arackal**, Manager, Albert's Maritime Institute. Thereafter inaugural address was delivered by the chief guest, **Dr. Rajoo Balaji**, Pro-vice Chancellor, Indian Maritime University, Chennai. This was followed by key note address delivered by **Mr. V. V. Paul**, Engineer and Ship Surveyor, MMD Cochin who is also Secretary of NMDC Celebration Committee. The next speaker, who gave a felicitation address was **Prof. (Dr.) Bhasi Marath**, Director IPR Studies, Cochin University of Science and Technology. The meeting concluded with a vote of thanks delivered by **Shri. Jayaseelan Gopinathan**, Principal, Albert's Maritime Institute.

### Seminar Session

The Seminar session commenced at 1100 Hrs. with **Mr. S. Krishnankutty**, Chairman, IME(I), Kochi Branch in the chair. The following presentations were made:

#### 1. Improving Fuel Efficiency through research on Hull Optimisation and use of Alternate Fuel.

Presented by **Dr. M. V. Baiju**, Senior Scientist, CIFT, Cochin.

#### 2. Beyond the Horizon: Ammonia Research Spearheads Maritime Fuel Evolution.

Presented by **Shri. Jayaseelan Gopinathan**, Principal, Albert's Maritime Institute.

**3. Future Fuels and Need for Research in Marine Sector.**

Presented by **Shri. Deepu Surendran**, General Manager, Cochin Shipyard Ltd.

**4. Impact of Social Media on Shipping.**

Presented by **Capt. Anoop Jose**, Anglo-Eastern Ship Management.

After completion of the paper presentations, a Question/Answer session was conducted with lively participation of the audience which included senior marine personnel in Kochi and cadets from various maritime training institutes in Kochi. The seminar ended at 1330 Hrs. with concluding remarks by the chair and a vote of thanks by **Capt. Hari Kumar. S.R.**, HOD, Albert's Institute.

**Public Meeting on 61st National Maritime Day**

The above was held on 5<sup>th</sup> April, 2024 as the culmination of the week long celebrations. The meeting was held in the Merchant Navy Club Hall in Wellington Island, Kochi at 5 PM. The meeting was presided over by **Mr. V. V. Paul**, Principal Officer, Mercantile Marine Department, Kochi. Felicitation address was given by **Mr. Sajjan P. John**, FIMarE (I), COO of Kochi Water Metro Ltd. Key Note address was given by **Smt. Amita Anand Kamath**, Director, College of Advanced



Maritime Studies, Calicut. Special guest **Capt. Unmesh Abhyankar**, CEO (Dredging), Adani Ports and SEZ addressed the gathering after that. The next address was given by **Shri. Santhakumar Pillai**, Group Chairman, Splendour Marine Group, UAE. This was followed by address by Guest of honour **Shri. Bejoy Bhaskar**, Director (Technical), Cochin Shipyard Ltd. The Chief Guest **Shri. Kasiviswanathan**, IRSME, Chair Person, Cochin Port Authority addressed the meeting after that. Distribution of prizes for the winners of various competitions held in connection with the celebration and mementos to invitees including Senior Officers from Ships docked in

the port and representatives of various organisations that collaborated with MMD in the celebrations was carried out thereafter. The meeting concluded with a vote of thanks by the Hon. Secretary of celebration committee and rendering of National Anthem.

The function was followed by cultural programme.





## Talk on 'Sustainable Shipping: Challenges & Opportunities' on National Maritime Day

Visakhapatnam branch of IME(I) organised a meeting on 5<sup>th</sup> April at 5:00 PM at the Seminar Hall of Marine Engineering Department, A.U. College of Engineering, Andhra University to celebrate National Maritime Day.

IRS Surveyor Mr. Sandeep gave a talk on importance of National Maritime Day and 'Sustainable Shipping: Challenges & Opportunities', theme for the year 2024.

He enlightened the audience about the present IMO regulations and the regulations, which will come into force.

The session was well attended by members of the IME(I), faculty and students of Marine Engineering department, Andhra University College of Engineering.

Mr. Sandeep was felicitated by Shri. C Sriramamurthy, Ex-Chairman, IME(I) Visakhapatnam Branch, Dr. VVS Prasad, Chairman, Sri V Lakshmiapati Rao, Vice Chairman, Amara Vijayananda Kumar, Ex-Chairman and Sri K Bimdhru Mohan, Ex-Chairman of IME(I) and other senior Marine Engineers.

The meeting was concluded after National Anthem.



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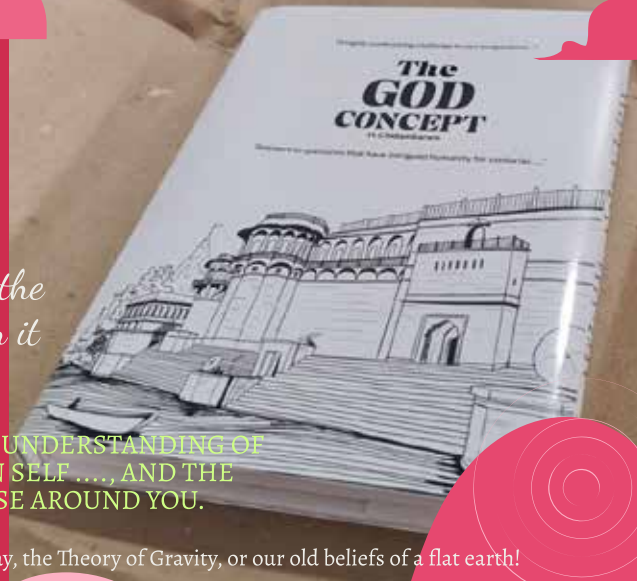
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## National Maritime Day Celebrated in Chandigarh Chapter



On 5<sup>th</sup> April 2024, the National Maritime Day was joyously observed at Engineer's Bhawan, Madhya Marg, Chandigarh. The celebration was a collaborative effort between The Institution of Engineers (India), Punjab & Chandigarh State Centre, and the Institute of Marine Engineers (India), Chandigarh Chapter.

**Dr. Labh Singh**, Chairman of IEI Punjab & Chandigarh State Centre, extended a warm welcome to all the dignitaries and guests, shedding light on the contemporary challenges confronting the shipping industry. This marked the second consecutive year that IEI had commemorated the National Maritime Day.

The event commenced with **Mr. Ajit Singh Mehndiratta** delving into the historical significance of the National Maritime Day, followed by an insightful discourse on the contemporary challenges and opportunities within the shipping sector.

**Mr. Nityanand Bhardwaj**, the second key speaker, engaged the audience with a discussion on the evolution of shipping propulsion systems, from opposed pistons to modern-day technologies. The session sparked interactive dialogue, touching upon incidents like collisions, power loss, and even the collapse of the Francis Scott Key Bridge in Baltimore.





**Commodore R. K. Dass, VSM**, a distinguished retired officer of the Indian Navy, graced the occasion as the Honorable Chief Guest. He elaborated on the pivotal role of the Navy in safeguarding coastal boundaries, combating piracy, and countering terrorist threats in the Red Sea region.

**Mr. Arun Agarwal**, Chairman of IME(I) Chandigarh Chapter, emphasised the paramount importance of comprehensive training to effectively address the multifaceted challenges encountered in the contemporary shipping landscape.

The esteemed presence of **Prof. (Dr.) T.S. Kamal FIE**, Former Vice-President IEI, and **Mr. S.S. Mundi FIE**, Vice-President IEI, added further significance to the event.

Concluding the event, **Mr. Swinder Singh**, Honorary Secretary of Punjab & Chandigarh State Centre IEI, extended heartfelt gratitude to all participants for their invaluable contributions.

With the active participation of 35 attendees, the celebration of the National Maritime Day in Chandigarh was a resounding success, fostering awareness and dialogue on the crucial issues shaping the maritime industry.



## Maharashtra Governor Inaugurates Merchant Navy Week Celebrations

Maharashtra Governor **Shri. Ramesh Bais** inaugurated the 61<sup>st</sup> National Maritime Day and Merchant Navy Week – 2024 at Raj Bhavan Mumbai on 30<sup>th</sup> March 2024. Director General of Shipping **Shri. Shyam Jagannathan (IAS)** affixed the maritime day badge on the apparel of the Governor.

The Merchant Navy Week was organised by the Shipping Corporation of India and the National Maritime Day Celebrations Committee. The theme of the Merchant Navy Week is '**Sustainable Shipping: Challenges and Opportunities**'.

Chairman of Shipping Corporation of India **Capt. B K Tyagi**, Chairman of National Maritime Day Celebrations Committee **Shri. Atul Ubale**, Deputy DG **Dr. Pandurang Raut**, Ship Surveyor **Shri. Aniruddha Chaki**, Nautical Surveyor **Capt. Manish Kumar**, Shipping Master **Shri. Mukul Datta** and representatives of various shipping organisations were present.





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## *‘Sagar Mein Yog’ Elevates Seafarers’ Wellness in National Maritime Week 2024*



The collaborative effort between the Directorate General of Shipping and Shri Ambika Yoga Kutir, brought forth the transformative event **“Sagar Mein Yog,”** held at Belapur Jetty, Navi Mumbai on 31<sup>st</sup> March 2024. This pioneering initiative aimed to integrate yoga and holistic well-being practices into the lives of seafarers, addressing the unique challenges they face at sea.



The event was honoured by the presence of distinguished individuals including **Shri. Shyam Jagannathan, IAS**, Director General of Shipping; **Capt. BK Tyagi**, CMD, The Shipping Corporation of India Limited (SCI); **Shri. Atul Ubale**, Director of Bulk Carrier & Tankers and holding additional charge of Director of Finance at SCI; **Dr. Raut Pandurang Kondiram, IRS**, Deputy Director General of Shipping; **Mr. S M Rai**, Senior Fellow, IME(I) and **Mr. Saanjeev V Mehra**, Managing Director, Kenmark Tech Solutions, along with representatives from the Shri Ambika Yoga Kutir, among others.

In his address, Shri. Shyam Jagannathan, IAS, stressed the importance of stability amidst life's uncertainties, highlighting yoga as a medium for enhancing mental and physical resilience.

As part of the National Maritime Week 2024, the event symbolized the industry's commitment to seafarers' well-being. As seafaring evolves, initiatives like "Sagar Mein Yog" play a pivotal role in nurturing a healthier maritime workforce. This event not only commemorates maritime history but also propels the industry towards a brighter, more balanced future at sea.





## Seminar on Sustainable Shipping – Challenges



A technical seminar was held on 1<sup>st</sup> April 2024, at the IRS Auditorium in Powai, Mumbai, addressed the pressing issue of Sustainable Shipping – Challenges. Organised by NMDC under the aegis of Directorate General of Shipping, the event aimed to shed light on crucial aspects of maritime sustainability.



**Shri. Shyam Jagannathan (IAS),** DG Shipping, graced the seminar, emphasising key points within the theme. Distinguished speakers delved into pertinent topics:

1. **Capt. Anish Joseph**, Deputy Nautical Adviser, DGS (Govt. of India), provided insights into Maritime Security & Challenges, focusing on the Red Sea, Gulf of Aden & Arabian Sea. His discourse rightly highlighted the complexities and evolving dynamics of security threats in these critical maritime regions.



2. **Mr. Rajeev Nayyar**, President, IME(I), brought in expertise on GHG Reductions & IMO Regulatory Framework. His discussion centered on strategies for reducing greenhouse gas emissions in shipping operations, while also navigating the evolving regulatory landscape set by the International Maritime Organization.



3. **Mr. R. Srinivas**, Vice President & Senior Principal Surveyor, IRS, tackled the crucial issues of Digitalization & Cyber Security in Shipping. It encompassed discussions on the integration of digital technologies in maritime operations and the necessity of cybersecurity measures to safeguard against potential cyber threats.



4. **Capt. Rakesh Singh**, Hon. Secretary, ICCSA, explored the nuances of Inland Waterways and Coastal Shipping. His insights delved into the opportunities and challenges associated with these modes of shipping, particularly in the context of promoting sustainable transport alternatives.



5. **Mr. P.K. Mishra**, Joint Managing Director, IRS and **Mr. Bhagat Singh Geda**, Surveyor, IRS, highlighted New Technologies & Innovations. Their discussion revolved around the latest advancements in shipping technologies and innovative solutions aimed at enhancing sustainability and efficiency in maritime operations.



The seminar provided a platform for industry experts to exchange ideas, share insights, and propose strategies to address the multifaceted challenges of sustainable shipping in the contemporary maritime landscape.

# Glimpses of the Event



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## Seminar on Sustainable Shipping – Opportunities



A technical seminar convened on 2<sup>nd</sup> April 2024, at the SCI in Mumbai, orchestrated by NMDC under the auspices of the Directorate General of Shipping, addressed the promising realm of Sustainable Shipping – Opportunities.



Under the stewardship of **Shri. Shyam Jagannathan (IAS)**, DG Shipping, the seminar illuminated key facets within the theme. Esteemed speakers delved into pertinent topics:

1. **Capt. M.P. Bhasin**, Chairman, CMMI, navigated the landscape of Demand for Seafarers & Gender Diversity. His discourse elucidated the evolving demand for seafaring professionals and the imperative of fostering gender inclusivity within the maritime workforce.



**2. Dr. Anand Hiremath,** Chief Sustainability Officer, GMS, explored Sustainable Ship Recycling (SSORP), emphasising the importance of environmentally sound practices in ship dismantling and recycling processes, aligning with global sustainability objectives.



**3. Ms. Sonali Banerjee,** Marine Surveyor, IRS, illuminated Career Progression for Women in Maritime, underscoring opportunities for women in diverse roles within the maritime industry and advocating for gender parity and inclusivity.

**4. Mr. David Birwadkar,** IME(I) delved into Maritime Training & Modern Techniques, discussing contemporary training methodologies and innovative techniques aimed at enhancing maritime skills and competency.



**5. Mr. Aniruddha Chaki,** provided insights into Checks and Port State Inspections, focusing on regulatory compliance and the importance of thorough inspections to ensure safety, security, and environmental protection in maritime operations.

**6. Mr. Sanjeev Mehra, IME(I),** shed light on Repair Facility & Potential in the Maritime Sector, discussing the burgeoning opportunities in maritime repair and maintenance services and the sector's potential for growth and innovation.



The seminar served as a platform for industry stakeholders to explore and capitalise on the myriad opportunities presented by sustainable shipping practices, fostering dialogue, collaboration, and innovation to propel the maritime sector towards a more sustainable and inclusive future.

## *Navigating Seas of Opportunity: 'Sagar Ki Pukar' Exhibition Docks at Mumbai's CST Station*

On 4<sup>th</sup> April 2024, Mumbai's bustling CST station became the hub of maritime excitement as it hosted the remarkable exhibition, '**Sagar Ki Pukar**', as part of the National Maritime Day Week 2024 celebrations. This event provided a unique opportunity for the local populace to delve into the world of the Merchant Navy and understand its significance.

'Sagar Ki Pukar,' as a prelude to the annual National Maritime Day, aimed to demystify the maritime industry and encourage individuals to explore careers at sea. Featuring informative displays illustrating the process of entering the maritime industry, the exhibition attracted aspiring seafarers and curious commuters alike.

The exhibition also celebrated India's maritime heritage with miniature models of notable vessels like the *Desh Ujaala*, a Crude Oil Tanker, and the LNG carrier *Lakshmi*. These models offered a tangible glimpse into the diverse fleet of ships sailing under the Indian flag.

Inaugurated by **Shri. Shashi Bhushan**, Additional Divisional Railway Manager, Central Railway, and attended by industry stalwarts like **Shri. Shyam Jagannathan**, IAS, Director General of Shipping & Chairman of the NMDC (Central) Committee; **Capt. B.K Tyagi**, Chairman & Managing Director, SCI & Vice Chairman of the NMDC (C) Committee; **Dr. Pandurang Raut**, Deputy Director

General of Shipping & Member Secretary of the NMDC (C) Committee; **Shri. Atul Ubale**, Director, SCI and Chairman of the NMDC Committee and **Shri. H Mendhe**, Director, Seamen's Employment Office, the event facilitated interactions between commuters, sailors, and cadets, fostering a deeper understanding of life at sea and the maritime industry's opportunities and challenges.

Shri Shashi Bhushan emphasised the importance of the Merchant Navy profession, highlighting its diverse opportunities from cooking to leadership roles. He also stressed the significance of multimodal transport for efficient logistics, aligning with the PM Gatishakti National Master Plan.

Shri Shyam Jagannathan spoke about the historical significance of National Maritime Day, remembering the first voyage of '*SS Loyalty*' to London on April 5th, a symbol of India's maritime heritage. The choice of CSMT, a UNESCO World Heritage Site since 2004, added to the event's appeal.

'Sagar Ki Pukar' served as a vital link between the maritime community and the general public, promoting awareness and appreciation for the crucial role of seafarers in global trade. Such initiatives are pivotal in inspiring the next generation of maritime professionals and ensuring the industry's continued growth and prosperity.



# Glimpses of the Exhibition





## *Tribute to Maritime Heroes: Wreath Laying Ceremony at ISHS*

As part of the 61st National Maritime Day Celebrations, a solemn Wreath Laying Ceremony took place at the Indian Sailors Home Society (ISHS) in Mumbai on 5<sup>th</sup> April 2024, paying homage to the maritime community. **Dr. Manik G. Gursal, IAS**, CEO of the Maharashtra Maritime Board, led the ceremony, honouring sailors and seafarers who lost their lives during the 1<sup>st</sup> World War.

Organised by the National Maritime Day Celebrations Central Committee, the event was graced by distinguished guests including **Shri. Shyam Jagannathan, IAS**, Director General of Shipping, Government of India, and Chairman of the NMDC Central Committee. Together, they commemorated the sacrifices and contributions of the maritime community.

Located in Masjid Bandar, Mumbai, ISHS holds historical significance as a symbol of maritime heritage. Built by the British on land leased from the Mumbai Port Authority, it stands as a testament to the enduring legacy of seafaring in the region.

This annual ceremony emphasises the importance of remembering and honouring the brave sailors and seafarers who have shaped India's maritime identity. It serves as a poignant reminder of the sacrifices made by those dedicated to the sea, ensuring their legacy is never forgotten.



## *Glimpses of the Ceremony*





# WORLD MARITIME TECHNOLOGY CONFERENCE Chennai, India 2024

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Charles Dickens comes to our minds as we reflect upon the state of shipping today. Juxtaposed between Trade Wars, Galloping Technology, Regulatory Challenges and Climate Change issues, we could be looking like a deer caught in the headlights, unable to comprehend where our future lies.

The Lehman Brothers crisis of September 15, 2008, now close to 15 years ago; yet we have not been able to overcome its impact, just as we have never been able to avoid the odd bout of flu every winter, and of course the Covid-19. There has been a continuous stream of regulations, in the wake of galloping technology, escalating political gamesmanship across nations, safety management continuing to be an issue, and duty of care towards crew remains questionable.

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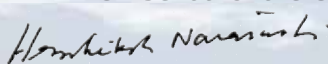
On behalf of the Organising Committee and The Institute of Marine Engineers (India), Chennai Branch, we extend a warm invitation to you and your organisation to actively participate and support the three day event, between December 4-6, 2024 in Chennai. We provide you in attachment, a copy of the canvas, and we hope to engage you in cool pre-winter periods in India.

### World Maritime Technology Conference (WMTC - 2024)

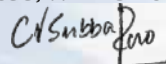
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# Unity at Sea: Indian Navy & Merchant Navy Unite for 61st NMDC Grand Finale

The grand finale of the 61<sup>st</sup> National Maritime Day, themed **“Sustainable Shipping: Opportunities and Challenges,”** unfolded at the esteemed Yashwantrao Chavan Centre in Nariman Point, Mumbai on 5<sup>th</sup> April 2024 evening. Organised by the National Maritime Day Celebrations Central Committee (NMDC), the event brought together distinguished maritime personalities from India and abroad, alongside seafarers and their families, to commemorate the historic maiden voyage of the first Indian-owned vessel, the “S S Loyalty,” which embarked from Mumbai to London on this very day in 1919.

The grand finale celebrations witnessed a powerful union between the Indian Navy and Merchant Navy, showcasing a remarkable display of maritime unity and national pride. Their intertwined relationship, likened to the strands of a strong rope, has long been vital for the nation’s maritime security and prosperity.

**Vice Admiral Sanjay Bhalla, AVSM, NM Chief of Staff of the Western Naval Command, Indian Navy,** Chief Guest of the event delivered an insightful address, highlighting the symbiotic bond between the Navy and Merchant Marine. He commended all stakeholders for their dedication to the maritime fraternity and stressed the importance of collaborative efforts in safeguarding the nation’s maritime interests against emerging threats.

**Shri. Shyam Jagannathan, IAS,** Director General of Shipping & Chairman of the NMDC (Central) Committee, reflected on India’s rich maritime history and emphasised the pivotal role of seafarers in maritime trade. He outlined initiatives such as ‘Sagar Mein Yog’ and ‘Sagar Mein Samman’ aimed at promoting the well-being and dignity of seafarers, especially women.

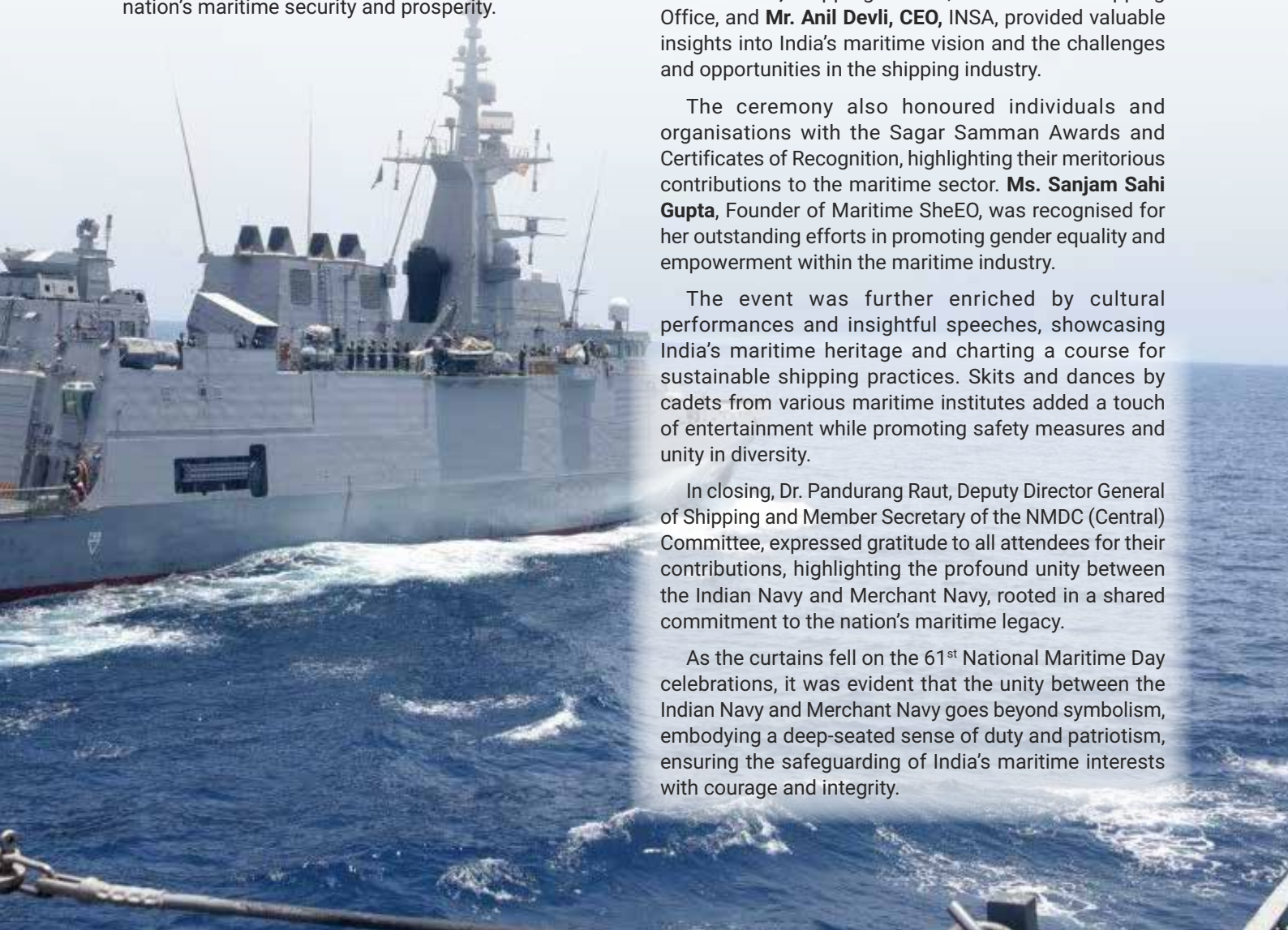
During the event, esteemed personalities like **Shri. Mukul Dutta,** Shipping Master, Government Shipping Office, and **Mr. Anil Devli, CEO, INSA,** provided valuable insights into India’s maritime vision and the challenges and opportunities in the shipping industry.

The ceremony also honoured individuals and organisations with the Sagar Samman Awards and Certificates of Recognition, highlighting their meritorious contributions to the maritime sector. **Ms. Sanjam Sahi Gupta,** Founder of Maritime SheEO, was recognised for her outstanding efforts in promoting gender equality and empowerment within the maritime industry.

The event was further enriched by cultural performances and insightful speeches, showcasing India’s maritime heritage and charting a course for sustainable shipping practices. Skits and dances by cadets from various maritime institutes added a touch of entertainment while promoting safety measures and unity in diversity.

In closing, Dr. Pandurang Raut, Deputy Director General of Shipping and Member Secretary of the NMDC (Central) Committee, expressed gratitude to all attendees for their contributions, highlighting the profound unity between the Indian Navy and Merchant Navy, rooted in a shared commitment to the nation’s maritime legacy.

As the curtains fell on the 61<sup>st</sup> National Maritime Day celebrations, it was evident that the unity between the Indian Navy and Merchant Navy goes beyond symbolism, embodying a deep-seated sense of duty and patriotism, ensuring the safeguarding of India’s maritime interests with courage and integrity.



The program also featured the presentation of the prestigious Sagar Samman Awards, acknowledging exemplary contributions within the maritime sector.

**1. \*Sagar Samman Varuna Award:\***

- \*Recipient:\* Shri. Dharendra Kumar Sanyal
- \*Contribution:\* Highest honor for outstanding and sustained contributions to the Indian maritime sector.

**2. \*Sagar Samman Award for Excellence:\***

- \*Recipient:\* Capt. Kamal Kant Choudhury
- \*Contribution:\* Recognizes consistently excellent contributions to the maritime sector.

**3. \*Sagar Samman Award for Gallantry:\***

- \*Recipients:\* Capt. Subir Saha, Capt. OM Dutta
- \*Contribution:\* Honors acts of gallantry by Indian seafarers, encouraging emulation of their exemplary conduct.

The NMDC Awards for Outstanding Maritime Training Institutes and Recognitions are as follows:

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- Anglo Eastern Maritime Academy – 1st Rank
- Tolani Maritime Institute, Talegaon, Pune – 2nd Rank

**The Great Eastern Institutes of Marine Studies – 3rd Rank**

**Post-sea training institutes conducting Competency Courses:**

**Hindustan Institute of Maritime Training, Tidal Park, Thiruvanniyur, Chennai – 1st Rank**

**Hindustan Institute of Maritime Training, Kilpauk, Chennai – 2nd Rank**

**FOSMA Maritime Institute And Research Organisations, Kolkata – 3rd Rank**

**Recognition of Outstanding Indian Employers of Seafarers:**

**The Shipping Corporation of India (SCI)**

**Recognition of Outstanding Foreign Employers of Indian Seafarers:**

**Shipboard berth between 501 to 1000 GT:**

**BW Maritime Pvt Ltd. – 1st Rank**

**Suntech Crew Management Pvt. Ltd – 2nd Rank**

**Shipboard berth above 1000 GT:**

**Synergy Maritime Pvt Ltd – 1st Rank**

**Anglo Eastern Ship Management Pvt Ltd. - 2nd Rank**

**MSC Crewing Services Private Limited – 3rd Rank**



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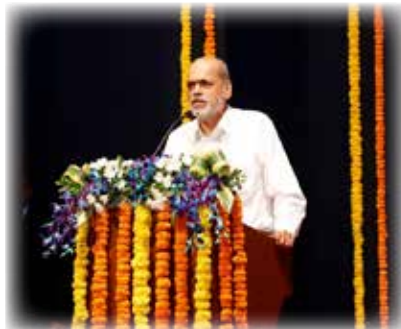
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# Glimpses of the Event



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# Glimpses of the Event





## **INSTITUTE OF MARINE ENGINEERS (INDIA) GOA BRANCH**

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## IRS Marks Golden Jubilee with Unveiling of 50-Year Logo



and enthusiasm. While passion drives every endeavour, integrity, honesty and respect serve as the foundational pillars of IRS.

Adding to the celebrations is the introduction of IRS' new flag, symbolising the organisation's commitment to global maritime interests. Furthermore, IRS also released a teaser video that offers a glimpse of its upcoming corporate video.

"In celebrating 50 years of excellence, Indian Register of Shipping reflects on its rich heritage and looks ahead with enthusiasm and determination," says **Mr. Arun Sharma**, Executive Chairman. "With the introduction of our 50<sup>th</sup> Anniversary logo, a new strapline and other initiatives, we

Indian Register of Shipping (IRS), a leading classification society, enters 50<sup>th</sup> year, marking half a century of commitment to maritime safety, quality, and innovation. The organisation commenced year-long celebrations on its foundation day 4<sup>th</sup> April 2024 by unveiling a series of initiatives.

Starting off the celebrations is the debut of IRS' 50th year commemorative logo. The logo symbolises progress, honouring the organisation's illustrious history while embracing the future. A compass and collaborative motifs are embedded in the logo, evoking movement and progress, reflecting the IRS's evolution over past five decades.

IRS also launched its new strapline, "Powered by Passion. Driven by Values" a statement that reflects the organisation's relentless pursuit of excellence, fuelled by its unwavering dedication



are reaffirming our commitment to advancing maritime progress. We are grateful to our stakeholders, partners, and employees for their unwavering support throughout the decades."

As part of its golden jubilee celebrations, IRS will host several events, initiatives, and collaborations to reinforce IRS' position as a leader in maritime classification and certification.

# CMMI Monthly Lecture on Insights on HTW 10 Outcomes and STCW Convention Review



the 1978 STCW Convention and Code, highlighting its implications for the maritime industry.

The Company of Master Mariners of India (CMMI) hosted its monthly lecture on the 11<sup>th</sup> April 2024, focusing on the significant theme of “**Outcomes of HTW 10 and Next Steps in the Comprehensive Review of 1978 STCW C&C**” at the Mumbai Maritime Training Institute (MMTI).

The event commenced with **Mr. Sasikumar**, CEO of CMMI, extending a warm welcome to the attendees and providing an introduction to the seminar. Following this, **Mr. Mahesh Yadav** assumed the role of moderator and introduced the distinguished panel of speakers to the audience, initiating the seminar’s proceedings.

**Capt. Arvind Natarajan**, serving as the Senior Marine Adviser at the International Chamber of Shipping and esteemed Member of CMMI, delved into the key outcomes of the 10<sup>th</sup> session of the International Maritime Organization’s (IMO) Sub-Committee on Human Element and Watchkeeping. He provided insights into the subsequent steps in the comprehensive review of

**Mr. Sunil Kumar**, Head of Training & Assessment at GESCO, shared valuable insights on the deliberations surrounding training related to alternative fuels at HTW 10. His presentation shed light on the evolving landscape of training methodologies in response to advancements in alternative fuel technologies.

**Capt. C.L. Dubey**, a respected Fellow & Warden at CMMI and Principal & Owner of MMTI, offered a comprehensive overview of the review process of the STCW Convention and Code. His expertise provided attendees with a deeper understanding of the regulatory framework shaping maritime operations.

Following the enlightening presentations, a brief yet engaging Q&A session provided attendees with the opportunity to further explore the topics discussed, fostering an interactive exchange of ideas.

The meeting concluded with heartfelt thanks extended by **Capt. Bhandarkar**, expressing gratitude to the speakers and participants for their active engagement and valuable contributions towards enriching the discourse.



## The First Day



I knocked on the C/E's door and waited. My heart was thumping loudly; I could not believe that within a few hours of joining, I had managed to get a meeting with C/E to get a dressing down. The door was opened by a very fair-complexioned, short lady holding a one-year-old boy. 'Yes?' she asked. For a crazy moment, I wondered if India had advanced so much that a one-year-old kids' mother could become a chief engineer. Then realization dawned.

'Good evening, ma'am, Chief Engineer sir asked me to meet him,' I said politely. 'Oh, I see, you are...?' she asked. 'I am Girisam, the new fifth engineer, ma'am,' I told her.

'Are you a non-vegetarian? It is tough for vegetarians,' she said. 'I am a vegetarian, ma'am. But, no problem, I brought pickles from home. I will manage,' I told her. She smiled.

She was smiling ear to ear as C/E entered from the bedroom, scowling. As she was going into the bedroom, she told C/E, 'Listen, Nandu, this boy is a vegetarian. Be very gentle with him. These boys are very sensitive and get demoralized very fast.' He told her, 'Yes, dear.' His original plan of having me fried in hot oil was doused with cold water by His Master's Voice. When the door was opened, I saw a wig on his table. He glanced at it and was tempted to put it on, but decided against it.

C/E was very fair, as a European, and very bald. He was bald as an egg. His baldness was striking and attention-grabbing. When you come across bald people, some may have other striking features like a bulbous nose, very

bushy eyebrows, double chin, or elephantine ears to grab your attention rather than their bald pate. But anyone coming across C/E will look at his bald pate only and, while talking to him, cannot take their eyes away from it.

His wife, poor lady, could not escape from it. It must be depressing to have to look at it for the entire day, for in those days, C/Es were never supposed to go to the engine room. The 2/Es would feel insulted if C/E ever came to the engine room. So, C/Es were virtually confined to their cabins. His wife must have bought him that wig in a foreign country.

He had wanted to put on his wig and open the door but his wife, in her haste, had exposed her husband's bald pate to me. Now he wanted to get rid of me fast. I looked at the floor while he gave me a mild dose of reprimands, informing me that he would keep a close watch on me and if I did not pick up in a month, I could pack bags and go home. I assured him that I would not give him a chance to complain, wished him goodnight and turned to go.

C/E's wife came out of the bedroom and told me, 'You take whatever you want from the chief steward. Badasaab [C/Es are called badasaab in Indian ships] will tell him tomorrow. Nandu, don't forget to tell chief steward tomorrow.' I could sense C/E grinding his teeth as he said, 'Yes, dear.' I thanked her and wished them goodnight and went back to the engine room. After that day, I did not see C/E without his wig, except once, when

he came to ECR during an emergency and flung his wig on the ECR table. If he had hair, he would have pulled it, so that was the best course of action available to him.

I could not find oiler Patel anywhere in the engine room. I searched for him everywhere and finally found him sleeping in a corner. I shook him up. He woke up startled and cursed me for disturbing his sleep. I told him that he was on watch and he should not sleep. He laughed and told me not to teach him and to remember that I had not completed a day on the ship, whereas he had been there for donkey's years. I resisted the impulse to tell him that was what made him one and I went to the ECR.

I was as nervous as a cat on a hot tin roof. Here I was in an engine room I knew nothing about, with a duty oiler lost in dreamless sleep and already warned and reprimanded by C/E. I was counting seconds until midnight when the next oiler would come on duty. After what seemed like interminable torture, finally it was midnight, and the next oiler came on duty, woke Patel up, and sent him to sleep in his cabin. I heaved a sigh of relief and went on deck to breathe fresh air.

Cranes were loading iron ore into the ship's holds. I peeped into the ship's office. The 2/O had switched off lights and was sleeping on the settee. I went on deck. Seaman on duty greeted me and we chatted for a while. I froze when I saw that the captain was returning from shore. I whispered to the seaman, 'Have you seen that? Captain is coming up the gangway?'

He gave an uncomprehending look. 'So?' he asked. 'Are you not going to wake up the 2/O? Captain will hang him,' I told him urgently. Seaman looked at me as if I were mad. 'Why should I wake him up? Poor fellow, he was out in the hot sun the whole day, shopping.' I greeted Captain good evening as he came up. He nodded, and I held my breath as he proceeded to the ship's office. I expected him to drag the 2/O by the collar of his boiler suit and jump on him with spiked boots for sleeping while on duty.

Nothing of that sort happened. Captain did not even switch on the light. He used a flashlight, quietly opened a drawer, took his cabin key, closed the drawer, and left like a cat. I was still dazed when I returned to ECR and narrated the incident. The oiler felt that was normal. 'How can anyone remain awake the whole night? Captain understands that,' he said and yawned. 'Okay. I am going to sleep. Don't hesitate to wake me up if you have any doubt.' As he made to leave; I clutched his hand.

'How can you sleep? I am new here. At least for a few days, until I get the hang of things, stay awake,' I pleaded with him. He was unmoved. He said that there were alarms for everything and told me not to worry and he left, leaving me to my 'cat on a hot tin roof' routine. Fortunately, there were no alarms or any cause for anxiety.

At 4 a.m, the old Muslim oiler came on watch. Now, I was a little relaxed, since he had no intention of going to sleep. But he kept lecturing me about the evils of alcohol and virtues of pious living; I began to wonder if I preferred

the sleeping oilers. Finally, my long vigil came to an end. I stood outside and was looking at the stairs waiting for Spider-man Pal. This time, he walked down the stairs. His eyes were red, face puffed up. He was in a foul mood due to a hangover. By his admission, he had had too many drinks.

Standing behind him, the oiler gestured to me 'I told you so, the evils of alcohol.' Pal gave a cursory glance at all the gauges and instruments and, like Sarge in *Beetle Bailey* comics, shouted at me in my face, 'Why is A so less?' I was puzzled. 'What is A?' I asked him. Now, Pal was furious. 'You don't know what A is? How can you be so stupid?' he yelled.

I told him that if he showed it to me once, I would never forget.

'You are the first person I have seen who does not know A,' he grumbled and took me out of the ECR to the next deck. 'This is A,' he said, gesturing to two huge pressure vessels, which are called air bottles. Air compressors fill up air to 30 bar pressure, which is used to start the main and auxiliary engines.

I clutched my brow. 'Oh, you meant air? Air pressure in air bottles?' I asked. 'Thank God, at least you know now,' he said. His British accent made him swallow 'ir' from 'air.'

I learned later that his mood would improve as the day progressed, and by evening, he would be jovial and effervescent. I learned to be careful while dealing with him when he had just got up from sleep. I am always careful when waking up people who are fast asleep and those who have just woken up.

Both can be dangerous, as I learned in my college days. I described in 'Golden College Days' how I slapped Eashwar when he tried to wake me up and didn't even know. I told Pal that from the next day, I would be careful and would not depend on sleeping oilers. I went to my cabin, showered, had a hearty breakfast, and hit the sack. Before that day, if I were deprived of ten minutes of sleep from my quota of eight hours, my eyes would burn, and I would be yawning for the whole day, desperate to somehow regain those lost precious ten minutes. I skipped lunch and had nine hours of dreamless sleep.

That was my first day on my first ship.

(Excerpt from 'Whispers of the waves' by A.K Girisam)

### About the Author

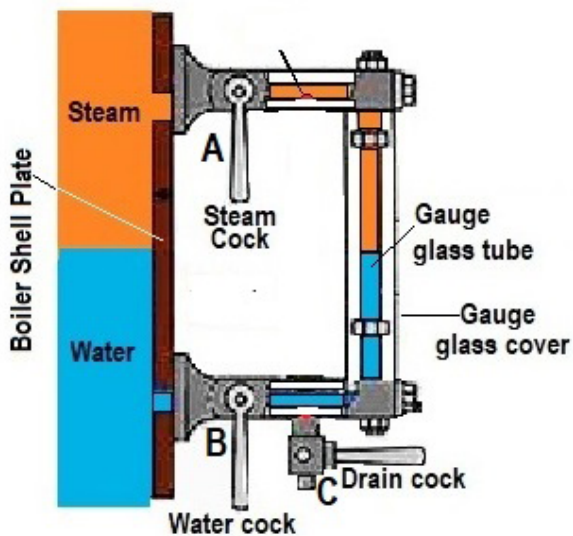
**Mr A. K. Girisam** is a retired Chief engineer with over 3 decades experience in rank and 36 years sailing experience on different types of vessels including Diver Support vessel and has been a HOD of CAAMN, Marine training institute. He published a book, 'Whispers of the waves', narrating his experiences in a lighter vein. He featured in Ric Bratton's "This week in America".  
<https://youtu.be/nSjzdHyj01Y>.



Email: [raos45@gmail.com](mailto:raos45@gmail.com)



## Important Boiler Mountings



### Gauge Glass

To a marine engineer, machinery that warrants the most attention and care is the Boiler. The load conditions vary so rapidly that a little negligence could have catastrophic results.

Many safe guards have been introduced to increase the factor of safety.

Boiler water has to be maintained carefully both in quality and quantity. Lower portion of the Steam drum has water whereas the volume above the water is filled with saturated steam. Many of the boiler mounting are attached to the steam drum.

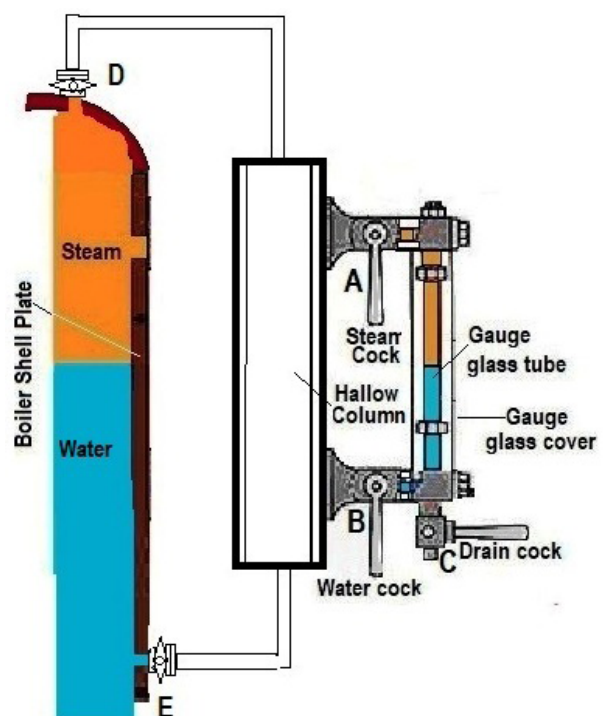
The first lesson of watch-keeping that a marine engineer learns about boiler is how to blow through the gauge glass. The first task is to confirm the cocks are not clogged. The following test procedure should be carried out on gauge glasses attached directly to the boiler shell:

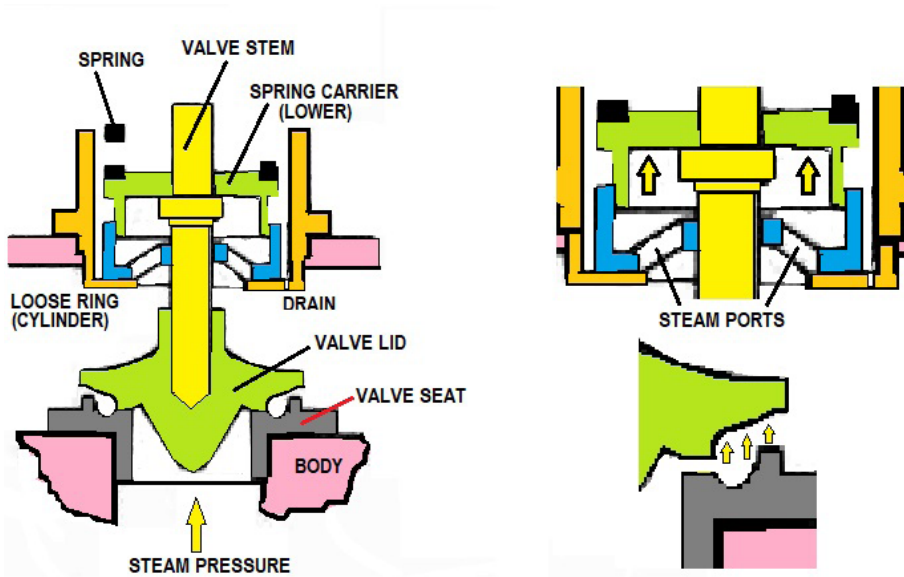
Close the water cock (B), and open drain cock (C). A high pressure blowout from the drain will indicate the steam cock (A) is clear. Then by closing cock (A), opening cock (B); a high pressure blowout from the drain now indicates the cock (B) is clear.

A similar procedure can be carried out for gauges attached to the boiler by means of an external pipe, or by means of a solid column. In this case, the isolating cocks D and E on the pipes leading to the column could also get choked. The advantage of the hollow column-type fitting shown, is that in the event of blockage it is possible by blowing to determine which of the four cocks is choked.

To do this first carry out the test procedure previously described using cocks (A) and (B) together with drain cock (C). In both cases a high pressure blowout through the drain indicates these cocks are clear. Then to check the isolating cocks (D) and (E) together with the hollow column itself, use a procedure known as "cross blowing". For this close cocks (A) and (E), a pressurized blowout through the drain now indicates cocks (D) and (B) and their respective passages are clear. Then close (D) and (B) and open cocks (A) and (E), where again a high pressure blowout from drain, shows these cocks and passages are clear. If however, these operations results in only a low pressure blowout, or a no blowout occurs, it indicates an obstruction is present in whichever passage is open at the time, and a simple process of elimination will show where the fault lies.

However in systems with hollow column, if "cross blowing" is not followed, erroneous result can occur. Suppose one of the isolating cocks (D) or (E) is choked and blow through is performed only with cocks (A) and (B), a high pressure blow will still occur, giving an erroneous indication. When the gauge glass is returned to service, the water in the gauge glass will rise above the level of water in the boiler due to vacuum forming in the steam side. If the cock (E) is choked, the steam will condense and water level will rise. Once the gauge





## IMPROVED HIGH LIFT VALVE

glass is put into service, no water will appear in the gauge glass. The operator may be misled into thinking that the boiler is being starved of feed water. It is therefore very important to ensure that these cocks are not blocked. Blockage is generally caused by a build-up of deposits left behind by boiler water evaporating away due to leakage in way of cocks, etc.

Another reason for obstruction is the cock handle being twisted thus causing the plug to be closed, although the handle is in the open position. This can occur due to tapered plugs, being nipped up too tight in an attempt to stop them from leaking. It should be noted that the handles on the steam and water cocks should always point vertically downwards when in the open position. If cocks are fitted, pointing upwards; vibration may cause them to move round to a closed or partially closed position.

### SAFETY VALVES

What is the difference between a safety valve and a relief valve?

A safety valve is designed as a last-resort measure to prevent an overpressure event from damaging equipment, injuring personnel, or resulting in environmental damage. Safety valves open rapidly when an overpressure event occurs and have a high blow-off rate, meaning that a large volume of fluid or gases can be released in a short amount of time.

A [relief valve](#) is a pressure-releasing valve designed to control the pressure in a system to protect equipment in that system from damage due to overpressure events. A pressure relief valve releases pressure in proportion to the system pressure instead of instantly like a safety relief valve. In some cases, the pressure is released back into the system into a reservoir.

The Statutory Bodies and Classification Societies Rules require that at least two safety valves are fitted to each boiler, but in practice it is usual to fit three safety valves—two on the steam drum, and one on the superheater outlet header. This latter valve must be set to lift at a pressure less than the drum safety valves to ensure a flow of steam through the superheater under blow off conditions.

The Improved high lift safety valve is design to ensure that excess pressure in the boiler is promptly released and danger is averted. The valve lid does not have any wing guides improving the

steam flow and reduces the risk of seizure. The seat is specially shaped to deflect the steam towards the specially shaped lip. Once the valve commences to lift, the steam pressure starts to act on the lip which is of a larger diameter thus increasing the force on the spring. The valve lifts quickly against the spring force.

Additionally the lower spring carrier slides within a loose ring that functions as a cylinder. The steam acting on the loose ring and underside of the lower spring carrier holds back the loose ring while lifts the lower spring carrier against the spring tension, thus increasing the lift.

### About the Author



The author, an alumnus of D.M.E.T. (1974-1978), embarked on a sea career with The Shipping Corporation of India. He gained MEO Cl II certificate, serving with Hongkong-Borneo Shipping Company, then MEO Cl I in 1983, with Anglo Eastern Management Services until 1987. He contributed to an FAO (UN) project for 3 years, aimed at providing fisher-folk alternatives to Outboard Motors. Later, he worked with Lloyd's Register of Shipping from April 1992 to June 2005. He served as Chief Engineer with South India Shipping Company and United Ocean Ship Management Co. In 2008, he joined Great Offshore as Head of Quality, HSE, overseeing the Company's safety certifications. In 2014, he became Senior VP at Ocean Sparkle Limited, eventually overseeing IMS and certifications. Retiring in February 2022, he now teaches part-time at the Institute of Marine Engineers, Navi Mumbai, and writes technical articles for iMelange.

# MV Dali Crashes Into Baltimore Bridge

## (A Personal Analysis)



The name **MV Dali** will be deeply embedded into the annals of Baltimore for all the wrong reasons.

The few moments before the collision caught on video is a very frank testimony to the problems that the vessel has been facing.

The ship's lights go off a couple of minutes before the collision, come on a minute later and goes off almost immediately.

### It suggests that

1. When they had a black out they were running only one generator, which is not likely as, with pilots still on board, no Chief Engineer in his right mind will take one generator off load. *Ipsa facto*, two would have been running.
2. Which means we have to assume that both generators were affected - for whatever reason - at the same time. (If only one generator was affected, the second would have held, with the 'Non-essentials' having tripped off and the load reduced, unless the Bow Thruster was running. But, for the Bow Thruster, all 3 Generators would have been needed).
3. The lights coming on after a minute co-incides with 'Stand by' Generator (not Emergency Generator) settings, which starts, comes on load and almost immediately trips, which indicates no fuel was coming to this generator also, same as for the first two.
4. The Generators and the Main Engine would have been running on either Marine Diesel Oil (MDO) or Marine Gas Oil (MGO), as per US Emission regulations.

### Analysis

❖ When the ship was alongside in Baltimore for more than 80 hours, a Port Worker had mentioned that

there had been one, maybe two black outs, which were soon brought under control. It suggests that they had started using a recently bunkered MDO or MGO and they were able to control the situation by changing fitters.

- ❖ When the first black out took place in proximity of the Bridge, irrespective of conditions, the Emergency Generator would have automatically started within 30 to 40 seconds, depending on the timer setting, and would have continued to run till somebody goes to the Emergency Generator Room and physically takes it off load and stops it.
- ❖ With the Emergency Generator running, the Emergency Switchboard comes automatically on line and is alive.
- ❖ As per SOLAS, power to one Steering Gear motor is always supplied through the Emergency Switchboard - it could be the port motor or it could be the starboard motor.
- ❖ On the Bridge, on the steering panel, there will be a placard as to which motor power is supplied through the Emergency Switchboard.
- ❖ Normally, with pilot on board, the selector switch is kept on both motors, as a precaution.
- ❖ With a power blackout and Emergency Generator having automatically started, the selector switch should be turned to the motor that is supplied through the Emergency Switchboard.
- ❖ If done, one motor would have been available for steering.
- ❖ Moving at around 7 knots, a hard over may have saved the vessel from crashing into the supports of the Bridge, unless they were too close. (There were 3+ minutes between the blackout and the crash).
- ❖ Secondly, if the Bridge Steering had, for some reason, failed, the option would be to rush to the Steering Gear Room, engage the Emergency Manual Steering and, with one motor running, steer and receive helm orders, communicating with the Bridge through a dedicated ear and mouth piece, kept always connected and tested each week. This change over to manual takes about 20 seconds.
- ❖ Seeing the location of the Bridge, it will take at least 2 minutes for a Bridge Officer to reach the Steering Gear Room aft and change over to Emergency Steering.

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★ **Course Id - 5121**

### Basic Training for Liquefied Gas Tanker Cargo Operations

**Entry Criteria:** Any seafarer who has successfully completed approved Basic Safety Training Course as per STCW Section A-VI/1. para 2.3. Tables A-VI/1-1. A-VI/1-2. A – VI/1-3. A-VI/1-4

- This Course will familiarize with the equipment, instrumentation and controls used for cargo handling on a Gas tanker. It will enhance the awareness to apply proper and safe procedures at all times when carrying out the various operations on board tanker
- The trainee will be able to identify operational problems and assist in solving them and will be able to co-ordinate actions during emergencies and follow safety practices and protect the marine environment.



**Course Date: 27<sup>th</sup> to 31<sup>st</sup> May 2024**

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- ❖ Meanwhile, in the Engine Room, with only 22 crew on board, I have to presume that only 3, maximum 4, people were in the Engine Room - the Chief Engineer, the Duty Engineer (maybe the Third Engineer, as it was past midnight) and the Electrical Officer. Maybe a Motorman.
- ❖ Minutes before the 'Black out' occurred, an alarm would have sounded. If my surmise is correct, the 'auto filter' for Generators alarm for 'differential pressure high' would have been indicated, the ER panels screens and the printer would have recorded the time and nature of the alarm.
- ❖ (To do a post analysis of any event, the best place to start would be the 'Alarm Recorder'. The first alarm to go off is the culprit, followed by a whole set of alarms).
- ❖ With the filter getting choked up fast, fuel input to the Generators drops sharply.
- ❖ By the time an Engineer reaches the filter, Generator rpm would have dropped, frequency drops, voltage drops and, when the set point of either low frequency or low voltage is reached, the running generator automatically goes off the Main Switch Board.
- ❖ Black out occurs all over the ship. Running machinery stops.
- ❖ Each alarm gets recorded.
- ❖ The Generators may or may not have stopped, depending on the quantity of fuel coming to the Generator. They may run on 250 to 300 rpm with the reduced input of fuel for a couple of minutes or, if no fuel at all is reaching the fuel pumps, may slowly come to a stop. Normal running rpm of the Generator is 600.
- ❖ Emergency Generator starts automatically in about 30 seconds and supplies lighting to Engine Room, Accommodation. Deck Lights are not connected to the Emergency Switchboard, except Lifeboat Decks, Embarkation ladders.

- ❖ The now-live Emergency Switchboard, is now capable of supplying power for Bridge Equipment, one Steering Motor and, if motor driven, to the Emergency Fire Pump and Emergency Compressor.
- ❖ Meanwhile, in the Engine Room, the third Generator, which would have been on 'Auto Standby', the Black Out would have triggered the start within 40 to 50 seconds, and comes on load. That is the time the few Deck Lights in the passageway under the containers would have come on. These lights, not impeding navigation, would have been kept on for deck staff to go to the Forward Mooring Stations
- ❖ Even before the Engineers could have reached the Filters' location to change over to the 'Standby' filter, the third Generator, lacking fuel, also stops.
- ❖ A little later, a puff of smoke is seen from the funnel.
- ❖ *This is **not** the Emergency Generator starting as, by SOLAS, the Emergency Generator should be located away from the Engine Room in the event of an ER fire.*
- ❖ After a Generator is started, it takes at least a minute before the smoke reaches the top of the smoke stack in the funnel.
- ❖ With all the auxiliaries having tripped, there was really no hope of giving an 'astern' movement.

*Could it have been a Main Switch Board failure and not a fuel related Generator failure?*

- ❖ If only a portion of the MSB was affected, that of one Generator, the second Generator would have held. Maximum, the 'Non-Essentials', such as Galley Power, Fridge and AC Systems, Accommodation and Deck Lighting, Ballast Pumps (if running) etc. would have all tripped to ensure that the single generator does not get overloaded.
- ❖ If the entire MSB was affected, they would not have been able to put the third generator on load for even the minute that it came on.

Main Engines used to run on 180 Centistokes HFO in the 70s and 380 cst in the 80s and 600 cst after the year 2000. 600 cst oil was akin to tar and would not flow easily. To pump the fuel from a double bottom, it had to be heated to at least 40+ deg C and about 60 deg C in winter.

Generators - in the 70s and before - used to run on MDO and, over the years, changed to blended oil, then to HFO - the same as was being used by the Main Engine.

Then came the question of sulphur content and, due to the insistence of Emission Controls, it dropped from 4% sulphur to 0.5% or thereabouts.

Then came the change to MDO or MGO when entering port. The problems started then.

Diesel fuel itself contains paraffin in addition to other hydrocarbon groups. However, diesel fuel contains also naphthenics and aromatics, which are not so favorable for combustion.

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Time: 8:30am - 4:30pm

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Previously, as very little MDO or MGO was used, it used to lie in the Settling Tanks or Service Tanks for weeks together, giving a chance for the sediments to settle. (Evidence - DO Settling and Service Tanks used to have more sludge in the tanks than FO Settler and Service tanks, when opened in Dry Dock).

Over the years sediments and contaminants became more and more in MDO and MGO, which caused filters to choke more often.

### **Of Filters**

Older ships had mesh filters with different micron capacity, easily exchangeable and cleanable with a solution of diesel oil and compressed air. Spare filter baskets were kept ready in minutes.

Fuel Oil filter construction and design changed slowly after the year 2000, to cope with dirtier and dirtier fuels.

Sintered porous candle type filters were introduced, made of different materials - mostly stainless steel. Even the smaller microns of contaminants were filtered.

Depending on the differential pressure gauge - one assumes that the gauge is in working condition (the 'Dali' FO gauges had some problems during a PSC Inspection) - the filter is automatically cleaned, based on either a timer or when a set differential between the inlet and outlet pressure is reached. The more the contaminants, the more frequent the self-cleaning. A counter shows the number of self-cleanings being done automatically. The Engine Room Log Book is supposed to show these counter readings noon to noon. Using this reading, an Engineer deduces that the filter's automatic cleaning has 'come on' more often than the specified automatic timer setting for 'back washing' the filter and takes appropriate steps to rectify the problem.

The candle type sintered filters are not very easily cleaned, takes time. The ship carries about 3 sets of spares at the most.

Both, HFO and DO, contain paraffin, which is a wax like ingredient, in small quantities or large quantities, depending on where the oil is bunkered and its source.

Paraffin in the HFO, whether in large quantities or small, do not affect the sintered candle filters as, with Fuel Oil being heated to 130 to 140°C, the paraffin melt, are liquid and flow easily with the Heavy Fuel Oil to reach the Fuel Pumps and the Main Engine and Generators when at sea, as both are on HFO. In modern day ships, both - the Main Engine and the Generators - run on Heavy Fuel Oil at sea. So, the chances of choking of filters due to paraffin in the oil is small. On the other hand, solid contaminants will choke the filters fast, if allowed entry into the system.

Fuel Oil and Diesel Oil Purifiers of today are marvels of engineering, of physics and various other disciplines, meant to transform heavily contaminated fuels - solid contaminants - and also remove water. The Purifiers, however, are not capable of removing paraffin in the oil.

The problem of the filters getting choked more often is compounded by the presence of paraffin in the Diesel or Gas Oil, as these oils are not heated to run generators or main engines. Some of the oils have small quantities of paraffin, some large. But Diesel Oil analysis do not measure the quantity of paraffin, as Labs have not been asked to. The wax like paraffin quickly clog the pores of the filter. They are not easily cleaned away. Auto cleaning of the filters, based on increased differential pressures, is not sufficient to clean away paraffin. They have to be removed from place.

The only method of quickly cleaning them is to run a flame over the sintered candle to melt the paraffin.

I have had personal experience of this happening and, very soon, we ran out of clean filters. (There can be as many as 18 candles to a filter for the ME Fuel Filters and a smaller number for DG Fuel). Any number of changes of filters would not have mattered.

Luckily, we were able to perceive the root cause of the problem and straightaway changed the diesel oil to a previously bunkered oil, to restore a semblance of sanity. We were inches away from a blackout while navigating in close quarter situations, in a traffic separation scheme.

I suspect that the 'Dali' had similar problems and they kept changing filter candles, without realising that the fuel was the cause, most likely the paraffin in the diesel oil.

*Could they have explored other alternatives in the couple of minutes they had or before they left port?*

- ❖ When the 'Black Out' took place and the Emergency Generator started, probably had they opted for changing the 'Selector Switch' to the Steering Motor that is connected to the Emergency Switchboard, starting that Steering Motor and given sufficient rudder, the 7 knots speed may have helped in turning the vessel. (I used to make it a practice, when a new Bridge Team joins, in practically demonstrating the use of this single steering motor by using the selector switch on the Bridge Steering Panel, after starting and 'loading up' the Emergency Generator. Likewise the Emergency Fire Pump).
- ❖ If it is true that they had a Black Out when alongside during cargo operations, they should have explored the reasons for failure with more caution. If necessary, they could have delayed the ship till a safe alternative was found.
- ❖ It is always a wise precaution to have on board bunkers from two sources, whether HFO or MDO or MGO, so that - in the event of a problem with one fuel - you can empty out the Settler first by dropping it into the FO Leak tank, transferring oil from the alternate source, running it through the purifier, and filling up the Service tank after draining from the bottom to get rid of the bad fuel. This takes time, but is worth it, even if the ship is delayed. Most ships have only one DO Settler and Service tank.
- ❖ It is a bold decision to take, but worth it.



*Has the present shipping scenario contributed to this event?*

- ❖ Yes, definitely so. The profusion of bad quality fuels all over the world is the main factor. Ships have had to cope with bad fuels for a long time and it has to stop. The Ship Owner or Ship Manager or the Charterer is least bothered about what kind of fuel is being supplied to his ship, as each entity has shut himself out of the loop when ordering fuels of quality, as it costs higher to supply good quality fuels. This kind of accident was only waiting to happen.
- ❖ The Pre-Bunker information about the quality of bunkers to be supplied, along with a reputed Lab Analysis Report, should be sent to the Vessel and its Managers. The Vessel should have the right of declining to bunker, if the quality is poor, without fear of losing his job, without fear of being reprimanded.
- ❖ The pre bunkering Lab Analysis should include content of paraffin and acid content in the fuel and DO to be bunkered.
- ❖ Minimum Manning Certificates' are, presently, very much in favour of the Ship Owner and the Ship Manager, so that he can cut his crewing costs. Many ships do not even carry junior Engineers or Deck Cadets, so there is no continuity. Unless one learns as a junior, he will not be able perform as a senior.
- ❖ Manouvering Operations of a ship comes under the clause of 'Critical Operations' that a ship is subjected to. By reducing the manning to a bare minimum, only skeleton staff are available during Critical Operations, leaving no 'Factor of Safety', no room for even the smallest of problems.
- ❖ Imagine the chaos in the matter of mv Dali's Engine Room. Who should go to attend to the Filters?

Who should attend to the flurry of alarms flooding the computers?

Who should attend to the desperate calls from the Bridge?

Who should man the Main Switch Board?

Is there any one to spare to run to the Steering Gear Room and await orders?

In the meantime, purifiers will be overflowing having tripped.

The Auxiliary Boiler would have tripped and needs to be reset.

All that is needed to complete the chaos is the Chief Cook ringing down to say that he does not have Galley Power - he is in the middle of cooking an interesting dish. "Can you switch on the Galley Power?"

"Minimum Manning Certificates" Hrrumph.

- ❖ Who will bell the cat as far as bad fuel is concerned?



- ❖ With bad fuels being supplied, then no authority or organisation should complain about pollution from shipping.

### Conclusion

While paraffin can have a shutdown effect on generators, another - and more dangerous - contaminant has found its way into the industry.

Mafia dealing in the disposal of industrial waste, such as waste acids, find it convenient to dispose off the waste acids into shore bunker tanks of Diesel Oil or Gas Oil. 10 cubic metres of acid being mixed with Ten Thousand cubic metres may seem innocuous.

But even a 0.001% of acid in diesel oil can waste away the finely polished - and nearly clearance less - fuel pump barrel and plunger. Quickly, the fuel pumps lose their capacity to pump and the generator shuts down. Not knowing why the first generator stopped, a second is started, only to find the second generator's fuel pumps waste away.

How do we find the acid content of diesel oil that is bunkered? Even laboratory analysis for acids is difficult. But it is possible to find out even before bunkering takes place.

When checking the ullage of the bunker barge, take a few drops of the diesel oil and place the drops at the back of your palm. The skin will burn if there is the smallest amount of acid. Refuse to bunker this oil. If possible, take a sample from the barge as evidence.

A sister ship of the one I was sailing on sank in mid Atlantic during rough seas with all hands on board, when they lost all three generators and could not start even one, according to their 'May Day' message. The ship was carrying heavy steel coils in the lower hold, the lashings gave way in the bad weather, the steel coils smashed through the side plating and the vessel sank. Being Chief Engineer of the sister ship, I was asked to give my opinion.

On the previous voyage, in one port in the US, I had refused to bunker diesel oil because of the 'acid test' (of a drop of the DO on to the back of the palm). The sister ship had also bunkered in the same port prior to her fateful voyage.

### About the Author

**Mr. A. Ranganathan**, 1970 batch of DMET, now retired worked in Sisco and Barber SM. Of the 38 years at sea, 28 where as Chief Engineer, served on Car Carriers, Container Vessels, Bulk Carriers, MPCs and Self Unloaders. After leaving sea, he has been a Consultant and Vessel Manager with Maersk USA for 6 years.



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