

Mélange

August 2025



Monthly Magazine of The Institute of Marine Engineers (India)





The Institute of Marine Engineers (India)

IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai.

Tel: +91 – 8454847896/ 022-27711663

Email: training@imare.in. Website: <https://imare.in/>

REGISTRATION OPEN FOR Following DGS APPROVED COURSES

- Basic Training for Ships using Fuels covered within IGF code **Course Id – 5311** (OFFLINE) – (5 Days) - 8th September 2025/ 22nd September 2025
- Assessment, Examination and Certification of Seafarers **Course Id – 1062** (OFFLINE) – (12 Days) - 15th - 25th September 2025
- Advanced Training for Ships using Fuels covered within IGF code **Course Id – 5312** (OFFLINE) – (5 Days) - 16th September 2025
- MEO Cl. I (FG) : 2- months course (OFFLINE) - 01st Sep 2025/ 01st Nov 2025 (followed by Simulator course) **Discount on combined bookings of Class I Course with Simulator**
- MEO (CEO – NCV) – STCW 2010: 2 month course (OFFLINE) – 01st Nov 2025
- MEO (SEO – NCV) Part-A - STCW 2010: 2-month course (OFFLINE) – Commencing soon
- MEO (SEO – NCV) Part-B - STCW 2010: 4-month course (OFFLINE) – 01st November 2025
- MEO Cl. IV (NCV) - STCW 2010 - 4 months course (OFFLINE) – 01st - 31st October 2025
- MEO (CEO – NCV) BRIDGING COURSE: 15 Days (OFFLINE) – 01st Sep 2025 / 01st Nov 2025
- MEO (NCV – SEO) BRIDGING COURSE: 1 Month (OFFLINE) – 1st November 2025
- MEO CL. II (FG): 4-month Course (OFFLINE) – 01st Sep 2025/ 01st Oct 2025/ 01st Nov 2025/ 01st Dec 2025 (Discount on combined bookings of Class II Courses with Simulator)
- REFRESHER & UPDATING TRAINING (RUT - 4 DAYS) COURSE FOR REVALIDATION OF COC FOR ALL ENGINEERS and ETOs (OFFLINE) – 8th September 2025/ 22nd September 2025
- ENGINE ROOM SIMULATOR MANAGEMENT LEVEL (3 DAYS) COURSE FOR MEO CLASS I (OFFLINE) – 28th Aug 2025/ 1st Sep 2025/ 4th Sep 2025/ 29th Oct 2025/ 1st Nov 2025/ 6th Nov 2025/ 29th Dec 2025
- ENGINE ROOM SIMULATOR MANAGEMENT LEVEL (5 DAYS) COURSE FOR MEO CLASS II (OFFLINE) – 26th Aug 2025/ 1st Sep 2025
- ENGINE ROOM SIMULATOR OPERATIONAL LEVEL (3 DAYS) COURSE (OFFLINE) - 15th Sep 2025/ 13th Oct 2025/ 10th Nov 2025 / 8th Dec 2025
- MEO Cl. IV(FG) non mandatory course (2months duration) – On request

For
Payment:
Visit <https://imeimum.marineims.com/course/register>

For enquiries
contact on
training@imare.in

For registration of Courses, click on:

<https://imeimum.marineims.com/course/register>

Features:
Experienced Faculty,
Individual Attention

CONTENTS

- 7** 79th Independence Day Celebration at IME(I) House
- 11** Knowledge Session on Technological Changes and the Psychological Angle in Shipping
- 13** Technical Seminar on PSC Findings: Trends and Best Practices
- 17** DG Shipping and IG P&I Clubs Forge Partnership to Strengthen Maritime Safety and Security
- 19** Lok Sabha Clears Indian Ports Bill, 2025 to Drive Coastal Development and Modernisation
- 21** Parliament Approves Merchant Shipping Bill, 2025 Following Rajya Sabha Clearance
- 23** Cruise Tourism on National Waterways Accelerates with Infrastructure Upgrades
- 25** Digital Transformation in Maritime Trade
- 27** Indian Maritime University Wins 3rd Prize in Swachhta Pakhwada Awards 2024
- 29** Inauguration of State-of-the-Art Sports Complex
- 31** MAN B&W – K 90 MC Engine: Simplified Manoeuvring System
- 35** “हम नाविक हैं, राह दिखाएँ!”
- 37** Titanic - Part VII - The Heroic Efforts of the ‘Marconi’ Wireless Operators

Administration Office:
IMEI House
Plot No. 94, Sector -19, Nerul, Navi Mumbai 400 706.
Tel. : +91 22 2770 1664 | Fax : +91 22 2771 1663
E-mail: editornewsletter@imare.in
Website: www.imare.in

Editor-in-Chief (Hon.): **Sunil Kumar**

Editorial Board:
S.M. Rai
Ramesh Vantaram
Jagmeet Makkar
Hrishikesh Narasimhan
Krishnamurthy Balaji
Suneeti Bala
Vivek D. Prasad (Hon. Associate Editor)
Rashmi Tiwari (Associate Editor)

Edited and Published by:
Sunil Kumar on behalf of
The Institute of Marine
Engineers (India).
Published from 1012,
Maker Chambers V,
221 Nariman Point,
Mumbai - 400021.

Printed by:
Corporate Prints
Shop No.1, Three Star Co-op. Hsg.
Society, V.P Road, Pendse Nagar,
Dombivli (E) - 421 201.
District - Thane

Design and Layout:
Kryon Publishing Services (P) Ltd.,
www.kryonpublishing.com

DISCLAIMER

The views and opinions expressed in articles and content published by iMélange are solely those of the authors and do not necessarily reflect the official policy or position of the publication. Any content provided by our contributors, authors, or advertisers is for informational purposes only and should not be construed as professional advice. iMélange does not endorse any products or services mentioned in our articles or advertisements. iMélange assumes no responsibility or liability for any errors or omissions in the content or for any actions taken based on the information provided. No part of the publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior permission of the Institute of Marine Engineers (India).

WE CARE

ENGAGING | EMPOWERING | INSPIRING



Setting the standard

 manning.bom@angloeastern.com

 **ANGLO-EASTERN**



From the Editor's Desk

Dear Esteemed Readers,

As the nation unfurled the tricolour on the 79th Independence Day, the maritime fraternity too celebrated not just freedom, but the responsibility that comes with it. At IME(I) House, the spirit of unity and remembrance was palpable—honouring the sacrifices of the past while reflecting on the voyage India continues to chart across global waters.

This month's edition carries that same spirit of progress and accountability. The **Knowledge Session on Technological Changes and the Psychological Angle in Shipping** reminded us that innovation is never purely technical—it carries a very real human impact. Adaptation, stress and resilience remain as important as codes and systems.

Equally significant was the **Technical Seminar on Port State Control (PSC) Findings**, which highlighted emerging trends and shared best practices. The dialogue underscored how compliance is not just a regulatory checkbox, but a vital expression of professionalism and responsibility.

On the policy front, two landmark developments set the course for maritime India: the **Lok Sabha's clearance of the Indian Ports Bill, 2025** and the **Merchant Shipping Bill, 2025** securing Parliamentary approval.

Institutional partnerships are also strengthening. The **DG Shipping and IG P&I Clubs collaboration** marks a proactive step toward maritime safety and security—building confidence for shipowners and seafarers alike. Meanwhile, **cruise tourism on national waterways** has gained momentum with infrastructure upgrades, signaling a new dimension of opportunity for India's coastal economy.

Technology continues to be the invisible current shaping our trade. The feature on **Digital Transformation in Maritime Trade** explores how data-driven operations, AI integration and cloud platforms are rewriting traditional business models. And on the engineering front, insights into the **MAN B&W – K 90 MC Engine's simplified manoeuvring system** bridge the gap between complexity and operator confidence.

Adding richness to this issue are reflections beyond the technical: the Hindi feature “हम नाविक हैं, राह दिखाएँ!”—a poetic reminder of the navigator's role in society and the continuing **Titanic series**, spotlighting the courage of the Marconi wireless operators whose dedication remains timeless.

As we move forward from Independence Day, the message is clear: freedom finds its true expression in responsibility. For us in the maritime world, that responsibility spans safety, innovation, sustainability and above all, humanity.

We invite your reflections, perspectives and contributions for our upcoming issues at editornewsletter@imare.in or subeditor@imare.in by 7th September 2025.

SUNIL KUMAR
Editor-in-Chief (Hon.) – iMélange



MAERSK

WE ARE HIRING

CHIEF ENGINEER

At least 12-month sea time in rank experience on vessels with UMS and minimum 20,000 BHP of relevant engine types.

#SailWithMaersk

SCAN TO APPLY



EMAIL: Marinejobs.India@maersk.com

Maersk Fleet Management And Technology India Private Limited

Contact number: + 91 22 5049 1725/ +91 124 628 7885

Web: www.maersk.com

RPSL-MUM-490 valid from 30/5/23 to 30/5/28

Caution: We do not have any agents in India acting on behalf of the company. Be aware of fraudulent job offers misusing our name.

79th Independence Day Celebration at IME(I) House



The Institute of Marine Engineers (India) celebrated the 79th Independence Day on 15th August 2025 at IME(I) House with great pride and patriotic fervour. The celebration commenced with the ceremonial hoisting of the National Flag by **Mr. Rajeev Nayyar**, President, IME(I), in the presence of an august gathering.

The occasion was graced by **Mr. Sunil Kumar**, Honorary General Secretary and **Mr. Arun Kumar Gupta**, Chairman, Navi Mumbai Branch, along with distinguished members of the Institute. Faculty, staff, students and their families also participated in the event, reflecting the inclusive and vibrant spirit of the IME(I) community.

The celebration served as a reminder of India's hard-earned independence and continued progress, while also highlighting the unity, dedication and shared commitment of the IME(I) fraternity towards the nation's growth.

Glimpses of the Event





Join the India's Largest Association for Marine Engineers



BENEFITS OF MEMBERSHIP

- Develop professional competency on a continuous basis.
- Receive monthly technical journal free of cost.
- Access Institute's website for relevant technical and social information.
- Get special discount on Institute Publications, attendance fees at technical seminars and conferences.
- Use the opportunity to interact and network with senior marine engineering professionals, academics, administrators and business leaders.
- Receive information about marine technical events worldwide.

ABBREVIATED TITLES AND DESCRIPTION OF MEMBERSHIP

Each Corporate and Non-Corporate Member of the Institute may use the title of the grade to which he belongs or the abbreviation thereof, as provided by these Articles and shall use no other title or abbreviation to describe his relation to the Institute.

Each member of the Institute is entitled to describe himself as follows

Fellow	F. I. Mar. E (I)	Graduate	G. I. Mar. E (I)
Member	M. I. Mar. E (I)	Student	S. I. Mar. E (I)
Associate Member	A. M. I. Mar. E (I)	Subscriber	S. M. I. Mar. E (I)
Associate	A. I. Mar. E (I)		

OUR BRANCHES & CHAPTERS ARE AT

- Chennai
- Goa
- Kolkata
- Mumbai
- Pune
- Chandigarh
- Gujarat
- Karnataka
- Navi Mumbai
- Visakhapatnam
- Delhi
- Hyderabad
- Kochi
- Patna
- Rajasthan

And many more branches being launched soon.

BECOME A MEMBER NOW

<https://sites.google.com/view/member-imei/home>

For any clarification/support, please mail us at membership@imare.in

Institute of Marine Engineers (India)
visit us: www.imare.in





Knowledge Session on Technological Changes and the Psychological Angle in Shipping



The IME(I) Kolkata Branch, in association with the Marine Engineering Division, West Bengal State Centre, Institution of Engineers (India), hosted a Lecture Meeting on the theme *"Technological Changes and Psychological Angle in Shipping"* on 8th August 2025 at Sir R.N. Mookerjee Hall, IEI West Bengal State Centre.

The proceedings were conducted by **Shri Abhijit Banerjee**, Hon. Secretary, IME(I) Kolkata Branch. **Prof. Dr. Raju Basak**, Chairman, IEI WB State Centre, delivered the welcome address. The event commenced with the felicitation of **Shri Kiron Hoon**, Chairman, Shri Harinath Hoon Educational Trust and Founder of the Hoon Maritime Institutes, in recognition of his contributions to maritime education.

The first lecture, *"Road Map to Self Love"*, was delivered by **Smt. Sugandha Ramkumar**, Principal, I

Can Fly International School. She highlighted the concept of self-love, debunked common myths, discussed its purpose and benefits, identified challenges and shared strategies and practical exercises for fostering self-compassion.

The second lecture, *"Technologies that are Changing Shipping as We Know It"*, was presented by **Shri Ramkumar Vishvanath**, Principal, Hoon Maritime Institute. He outlined emerging technological trends impacting the shipping industry, including developments originating beyond the sector such as blockchain, autonomous ships and 3D printing.

The event concluded with a vote of thanks by **Shri Anirban Datta**, Hon. Secretary, WBSC, IEI.

The programme drew an audience of approximately 70 participants, with active involvement from cadets of IMU Kolkata Campus.



INTERNATIONAL MARITIME INSTITUTE

Creating waves in maritime
training & education

PRE- SEA COURSES

- B.TECH
- GME
- ETO
- DNS
- GP RATING
- CCMC

POST- SEA COURSES

- BASIC STCW
- ADVANCED STCW
- ERS (OL & ML) DECGS
- COMPETENCY COURSES
- BIGF & AIGF
- VICT & AECS
- WARTSILA FULL MISSION BRIDGE SIMULATOR

**ONE STOP SOLUTION FOR ALL
MARITIME TRAINING NEEDS**



OUR HIGHLIGHTS :

- GRADED A 1 OUTSTANDING BY IRS / RINA
- ISO 9001 2015 CERTIFIED BY IRS
- MORE THAN 8000 CADETS HAVE GRADUATED
- APPROVED BY DG SHIPPING AND AFFILIATED TO INDIAN MARITIME UNIVERSITY
- ONLY INSTITUTE IN NORTH INDIA TO HAVE SHIP IN CAMPUS
- FULL MISSION ENGINE SIMULATOR

Technical Seminar on PSC Findings: Trends and Best Practices



On 21st June 2025, the Institute of Marine Engineers (India), Navi Mumbai Chapter of the Mumbai Branch, organised an insightful seminar on “PSC Findings – Trends and Dealings” at IME(I) House, Nerul. The event witnessed an excellent turnout from the maritime fraternity.

The session offered a detailed overview of common observations during Port State Control (PSC) inspections and provided a comprehensive analysis of recurring findings. The discussions highlighted key areas of concern and emphasised practical measures that can be adopted to minimise and avoid deficiencies during inspections.

Mr. Arun Kumar Gupta, Chairman, IME(I) Navi Mumbai Chapter, welcomed the gathering and formally opened the seminar. In his address, he underlined the critical importance of a positive PSC inspection, its implications on vessel clearance and its broader commercial impact. He further stressed that proper maintenance of safety equipment is fundamental to achieving favourable PSC outcomes.

Mr. Anirudha Chaki, Dy. Chief Surveyor-cum-Senior Deputy Director General (Tech) presided over the seminar. During his key note address he briefed the audience on purpose of PSC inspection and how flag-states analyse and select vessels which are to be

inspected which are calling the ports. He stressed the need to have a good representation of the vessel during first interaction of crew with PSC inspectors to have good inspection.

Mr. Dilip Mehrotra, Ex Secretary Indian Ocean MOU briefed audience about origin of PSC inspections and how different MoUs work in tandem with each other.

Finally, **Mr. Vishal Varma**, Principal Surveyor DNV highlighted various findings which are commonly observed during inspections. A detailed analysis of these findings indicating areas which most remarks were presented in detail by him.

The occasion was also graced by senior members of the maritime fraternity like **Capt. Phillip Mathew** from Seven Islands Shipping Ltd.

Subsequently, **Ms. Archana Saxena Sangal**, EC member, IME(I) Navi Mumbai Chapter presented mementos to Chief Guest Mr. Chaki, Mr. Mehrotra and to Mr. Varma as the speakers.

Here are the key takeaways:

Major areas of concern during PSC inspections were analysed. Certain remarks during PSC Inspections were noted to be repetitive or related to particular equipment onboard namely the fire-fighting equipment and



VIZAG HIMT

D.G. Shipping Approved Courses



Latest Courses!

R-PSCRB

Refresher Training For
PSCRB [R-PSCRB]
(Includes R-PST)

PSCRB

Proficiency
In Survival Craft
& Rescue Boats



LGTF

Basic Training for Liquified Gas Tanker
Cargo Operations

Course	Fees
Advanced Fire Fighting [AFF]	₹ 8,900/-
Proficiency In Survival Craft & Rescue Boats [PSCRB]	₹ 9,900/-
Medical First Aid [MFA]	₹ 3,900/-
Basic STCW Safety Training Course [BST]	₹ 11,900/-
Security Training For Seafarers With Designated Security Duties [STSDSD]	₹ 2,900/-
Basic Training For Oil And Chemical Tanker Cargo Operations (TFC-COM) [OCTCO]	₹ 5,900/-
Basic Training for Liquified Gas Tanker Cargo Operations [LGTF]	₹ 5,900/-
Engine Room Simulator - Operational Level - MEO CLASS IV [ERS]	₹ 5,900/-
Engine Room Simulator - Management Level - MEO CLASS II [ERSM]	₹ 10,900/-
Diesel Engine Combustion Gas Simulator - MEO CLASS-I [DECGS]	₹ 5,900/-
Refresher Training For Medical First Aid [R-MFA]	₹ 2,900/-
Refresher Training For Advanced Training In Fire Fighting (Includes R-FPFF) [R-AFF]	₹ 5,900/-
Refresher Training For Proficiency In PSCRB (Includes R-PST) [R-PSCRB]	₹ 6,900/-

life-saving equipment. Important checks and preparedness of Firefighting and life saving equipment was explained which subsequently can lead to reduced remarks during inspection.

Data from various MoUs were presented and some of the repetitive remarks which could have been avoided using simple efficient methods and quick treatment were explained by the speaker.

The programme concluded with an engaging, energetic and thrilling Q&A session.

Ms. Sangal presented the token of gratitude to the esteemed speakers. **Mr. Tarique Mulla**, Secretary, IME(I) Navi Mumbai chapter efficiently coordinated the event. Finally, **Ms. Jyoti Nayak**, EC Member, IME(I) Navi Mumbai chapter gave a summary of the proceedings and thanked the enthusiastic audience as well as the guest speaker.

Glimpses of the Event





THE INSTITUTE OF MARINE ENGINEERS (INDIA), GOA BRANCH

IMEI House, House No.11, Plot No.- D-27, Ranghavi Estate, Post Office,
Dabolim, Goa 403 801

Tel: 0832- 2538500, Mobile: 9923102071, E-mail: traininggoa@imare.com

DG APPROVED MODULAR COURSES

Sr. No.	Course Name	Course Fee	Course Duration
1	Basic Training for Oil and Chemical Tanker Cargo Operations (OCTF)	₹6,900/-	6 Days
2	Basic Training for Liquefied Gas Tanker Cargo Operations (LGTF)	₹6,900/-	5 Days
3	Basic Training for Ships using Fuels covered within IGF Code (IGFB)	₹10,500/-	5 Days
4	Security Training for Seafarers with Designated Security Duties (STSDSD)	₹4,000/-	2 Days
5	Ship Security Officer (SSO)	₹4,900/-	3 Days

- ◆ Course Fee includes **lunch, two tea breaks, and one examination fee.**
- ◆ **5% discount** on group bookings of more than 6 candidates.
- ◆ **7% discount** on group bookings for **combo courses** (OCTF + LGTF) with more than 6 candidates.
- ◆ **Note:** Course dates are subject to change.



THE INSTITUTE OF MARINE ENGINEERS (INDIA), GOA BRANCH

IMEI House, House No.11, Plot No.- D-27, Ranghavi Estate, Post Office, Dabolim, Goa
403 801

Tel: 0832- 2538500, Mobile: 9923102071, E-mail: traininggoa@imare.com

FULL TIME FACULTY

In pursuit of excellence in Maritime Education & Training we need dedicated and motivated Full-Time faculty for **Modular Courses** being conducted at "IMEI HOUSE", Goa.

- ◆ Master with **GAS/OIL/CHEMICAL** experience as permanent faculty with VICT and AECS
- ◆ Master/Chief Engineer with **GAS/OIL/CHEMICAL** as visiting faculty with VICT

Forward your application to traininggoa@imare.in // principalgoa@imare.in

Contact: +91 99231 02071 // +91 82629 71988

DG Shipping and IG P&I Clubs Forge Partnership to Strengthen Maritime Safety and Security



In a significant step towards advancing maritime safety and security, the Directorate General of Shipping (DG Shipping) and the International Group of P&I Clubs (IG P&I) have formalised their cooperation by signing a Memorandum of Understanding (MoU). The agreement was exchanged during the high-profile conference “*Jalasya Rakṣā, Janasya Surakṣā: Ocean Sentinel — Maritime Safety & Security in the 21st Century*”.

The MoU signing also marked the beginning of DG Shipping’s 75-year commemorative celebrations, honouring its enduring role in regulating, guiding and promoting the growth of India’s maritime sector.

This collaboration reflects a mutual commitment to adopting global best practices, enhancing safety measures and reinforcing security frameworks within the maritime domain. Representing 12-member clubs that collectively insure nearly 90% of the world’s ocean-going tonnage, the IG P&I brings unmatched global expertise and resources to support India’s shipping industry.

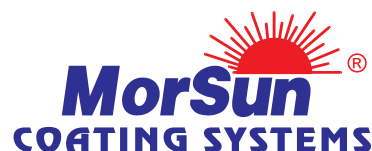
During the event, leaders from both organisations stressed the increasing importance of international partnerships in addressing emerging challenges such as cyber risks, environmental protection and evolving regulatory demands. The alliance is poised to facilitate the exchange of knowledge, build capacity and promote joint initiatives focused on risk management, incident prevention and crew welfare.

The conference drew participation from maritime leaders, policymakers, shipping company executives and subject-matter experts. It provided a platform for in-depth discussions on the future of maritime safety, security and sustainability in the context of an evolving global trade landscape.

This agreement represents a new milestone in India’s engagement with the international maritime community, aligning with the nation’s aspiration to become a secure, sustainable and innovation-driven maritime hub.



"Built to Endure,



MorSun
COATING SYSTEMS
Prop. Sunil Paint & Varnishes Co. Pvt Ltd
(Division of Jell Pharmaceuticals Pvt.Ltd)



Engineered to Protect."

An ISO 9001:2015 Certified Industrial And Marine Mfg.Co

INDUSTRIAL / PROTECTIVE / MARINE / DECORATIVE PRODUCT RANGES

- High Performance Epoxy Coatings
- Anti Fouling Paints (IRS Approved)
- Acrylic PU Paints and Lacquers
- Heat Resist Paints upto 600 Deg Celsius
- Polysulfide Sealants (Gun & Pour Grade) to BS:4254
- Adhesion Quick Setting Paints
- Low Voc Super Household Paints and Varnishes (in small Pkg 180/500ml)
- Adhesion Promoter
- Acrylic Quick Setting Paints
- Anti-skid / Non-skid floor paint
- Intumescent Fire Retardant coating
- 1K / 2K Epoxy Paints
- Glass Flake Epoxy
- Self Priming Surface Tolerant Epoxy (SP/ST)
- Exterior Emulsion Paint (Water Base)

CONSTRUCTION PRODUCT RANGES

- Inorganic Zinc Silicate Primer
- Activated Manganese Dioxide
- Epoxy Resins
- Epoxy Hardners (All types)
- Self-Leveling Epoxy Floorings For Walkways

On Approved List Of

- NMRL (DRDO)
- Engineers India Ltd
- Indian Navy
- Indian Register Of Shipping
- Nuclear Power Corporation Of India
- Government / Semi-Government & Public Sector Undertakings
- Exporters Of DIY Paints



CALL OR EMAIL US ON

022-42188516 / 022-42188518
info@morsun.in

www.morsun.net

B-6 Siddhpura Industrial Estate, Amrut Nagar, Ghatkopar West, Mumbai - 400086

Lok Sabha Clears Indian Ports Bill, 2025 to Drive Coastal Development and Modernisation



The Lok Sabha has passed the Indian Ports Bill, 2025 on 12th August, a landmark step towards transforming India's port sector. The legislation aims to unify and modernise laws related to ports, promote integrated development and maximise the potential of the nation's coastline. It provides for the creation and empowerment of State Maritime Boards to manage non-major ports and establishes the Maritime State Development Council to enable coordinated growth between the Centre and States. The Bill also introduces measures for pollution control, disaster management, security, safety, navigation and data governance at ports, while ensuring compliance with India's commitments under international agreements. Additionally, it sets up adjudicatory mechanisms for the resolution of port-related disputes.

Responding to the debate, Union Minister of Ports, Shipping & Waterways **Shri Sarbananda Sonowal** described the Bill as a strategic intervention to prepare India's maritime sector for the demands of the 21st century. He noted that under the leadership of **Prime Minister Shri Narendra Modi**, the nation's coastline—an economic pillar of a \$4 trillion economy, has

witnessed unprecedented progress. In the past decade, port capacity has grown by 87%, while cargo handling has reached a record 855 million tonnes. Coastal shipping volumes have also surged by 180%, reflecting both efficiency gains and sectoral growth.

Shri Sonowal stressed that the century-old Indian Ports Act of 1908 is outdated, lacking provisions for long-term planning, modern environmental safeguards and effective dispute resolution. The new Bill focuses on optimising coastal resources through integrated planning and strategic port development, backed by strong Centre–State cooperation.

During the debate, several MPs welcomed the legislation. **Shri Dilip Saikia** (BJP) reiterated the 87% capacity growth over the last 11 years. **Shri Sribharat Mathukumili** (TDP) lauded the halving of average ship turnaround time at major ports from 93 hours to 48 hours and India's improvement in global shipment rankings from 44th to 23rd in 2023. **Shri Darshan Singh Choudhary** (BJP) highlighted the Bill's provision for the Maritime State Development Council to jointly shape the future of India's ports.



MASSA Maritime Academy, Chennai

83&84, 1st Main Road, Nehru Nagar, Kottivakkam (OMR), Chennai - 600 041.

Phone: 044 – 8807025336, 7200055336 | E-Mail : mmachennai@massa.net.in | Website: <https://massa-academy-chennai.com/>

DG Approved Courses

COMPETENCY COURSES	MODULAR COURSES
MEO Class I – Preparatory Course	High Voltage Mgmt. & Ops. Level
MEO Class II – Preparatory Course	Medical First Aid & Medical Care
Second Mates (FG) Function Course	MEO Revalidation & Upgradation
Chief Mate (FG) – Phase I Course	AECS Course
Chief Mate (FG) – Phase II Course	TSTA Course
Advanced Shipboard Management	Ship Security Officer Course

SIMULATOR COURSES
Diesel Engine Combustion Gas Monitor Simulator, ERS (Mgmt) & ERS (Ops) level
Radar Observer, ARPA, & RANSCO Courses
Ship Maneuvering Simulator and Bridge Teamwork
Liquid Cargo Handling Simulator Course (Oil)



Grade A1 (Outstanding)



DNV

Value-Added Courses

VALUE-ADDED COURSE	DURATION	DNV CERTIFICATED COURSES	DURATION
ME Engines / RT Flex Advanced Courses	5 days	Internal Auditor for QMS/EMS/OHSMS/EnMS	3 days
SIRE 2.0 Courses – BTM/SMS/LCHS/ERS	5 days	Internal Auditor for ISM/ISPS/MLC	2 days
ME-GI (LNG/Methanol)	5 days	Incident Investigation & Root Cause Analysis	2 days
Marine Electrical/Electronics/Automation Workshop	5 days	Maritime Risk Assessment	2 days
WIN-GD Engines Operations & Management	5 days	Emergency Preparedness, Crisis and Media Handling	1 day
Soft Skills for induction into Merchant Marine	2 day	SIRE 2.0 & Human Element	2 days



Institute of Marine Engineers (India)

Kochi Branch

1st floor, Kamalam Towers 48/200(B1), Narayananasan Road, Vytilla, Kochi-682019

❖ TRAINING : Our Institute with **Grade A1 (Outstanding)** Certification offers the following DGS Approved courses

- MEO Class I Preparatory Course: 2 Months Duration
 - course scheduled based on demand
- MEO Class II Preparatory Course : 4 Months Duration
 - Admissions every month
- Refresher and Updating Training course for all Engineers
 - course scheduled based on demand

❖ OTHER ACTIVITIES :

- Organises Technical Meetings & Seminars for Mariner Engineers & seafarers.
- Facilitates joining the Institute as a Member of The Institute of Marine Engineers (India).
- **Benefits of membership:** Free access to campus library facilities and IMarEST UK Student membership, Fee discount for the courses conducted by us, Eligibility for scholarships, aid and research funding, publishing opportunities for original technical articles/research work & sponsors members for national & international seminars.
- Free advice on technical matters and opportunity to attend any specific session

Email us for Enquiries & Course booking at kochi@imare.in

Contact no. : +91- 7025159111

Parliament Approves Merchant Shipping Bill, 2025 Following Rajya Sabha Clearance



Parliament on 11th August 2025 gave its nod to the Merchant Shipping Bill, 2025, after it was passed by the Rajya Sabha. The legislation marks a significant milestone in overhauling India's maritime governance, bringing domestic laws in line with global standards and International Maritime Organization (IMO) conventions. Its objective is to ensure that India's maritime industry is equipped to address both present and future challenges. The Bill, introduced in the Rajya Sabha by Union Minister for Ports, Shipping & Waterways (MoPSW) **Shri Sarbananda Sonowal**, had earlier been cleared by the Lok Sabha on August 6 during the ongoing session.

Calling it "a decisive step towards making India a trusted hub for maritime trade," Shri Sonowal highlighted that the Bill transitions from a heavily regulatory system to a facilitative policy framework. This shift, he noted, will boost investor confidence, raise safety standards, safeguard the marine ecosystem and strengthen India's maritime stature. He added that the Bill adopts global best practices, eases compliance requirements, and ensures India fully meets its international commitments paving the way for sectoral growth and long-term sustainability.

Replacing the extensive Merchant Shipping Act of 1958—which contained 561 sections, the new legislation streamlines provisions into 16 parts and 325 clauses. It addresses key priorities such as improving navigation safety, protecting marine environments, enhancing emergency and salvage operations, increasing Indian-flag tonnage and fortifying coastal security.

The Ministry of Ports, Shipping and Waterways has achieved a record in legislative reform by steering through the highest number of maritime-related laws in a single Parliament session. This achievement reflects the government's determination to position India as a global maritime leader and advance the vision of a *Viksit Bharat*.

Emphasising the shift from pure regulation to facilitation, the Ministry underlined that this progressive approach will enhance India's appeal as a maritime jurisdiction, attract foreign investment, create jobs and foster sustainable growth. Shri Sonowal remarked that India's ports, shipping and waterways are now ready to take on a greater share of global trade, contributing directly to economic expansion and the nation's development goals.



**A legacy of 40 years of
Technical Excellence in India —**

**ClassNK is committed to support
the growth of the Indian maritime industry.**



Cruise Tourism on National Waterways Accelerates with Infrastructure Upgrades



India's river cruise tourism is witnessing steady expansion, with voyages on National Waterways rising from 371 in 2023–24 to 443 in 2024 a 19.4% increase that reflects growing popularity and improved operations.

Global player Viking Cruises has announced its foray into the Indian market with *Viking Brahmaputra*, an 80-passenger vessel set to commence operations on National Waterway-2 in late 2027. The ship will be built domestically by Hooghly Cochin Shipyard Limited, Kolkata, marking a significant investment in the sector.

Guided by the vision of Prime Minister Shri Narendra Modi and leadership of the Minister of Ports, Shipping and Waterways Shri Sarbananda Sonowal, the Inland Waterways Authority of India (IWAI) has been actively enhancing infrastructure and navigation safety to foster cruise tourism and sustainable water transport.



Over the past 11 years, the sector has expanded from just five vessels on three waterways to 25 vessels across 13 waterways in 2024–25. IWAI's initiatives include terminal construction, onshore/offshore facilities, maintaining channel depth, round-the-clock navigation aids and pilotage service, measures that have improved passenger comfort, streamlined logistics and strengthened operator confidence.

Highlighting India's river cruise potential, the *MV Ganga Vilas*, launched in January 2023 by the Prime Minister, completed the world's longest river cruise 3,200 km from Varanasi to Dibrugarh via 27 river systems, earning a Limca Book of Records entry. Circuits in the Sundarbans, Brahmaputra and Kerala's backwaters are also drawing increasing attention.

Under the *Cruise Bharat Mission*, IWAI aims to develop 51 new circuits across 47 waterways in 14 states and three union territories by 2027, tripling passenger numbers to 1.5 million. Plans include green vessel adoption, terminal upgrades and extensive job creation.

Recent collaborations with Gujarat, Madhya Pradesh, Delhi and Jammu & Kashmir will further diversify cruise offerings, supported by upcoming terminals in Varanasi, Guwahati, Kolkata, Patna and proposed sites in Assam's river towns.

THE MOST PROMISING MARITIME TRAINING INSTITUTE



THE INSTITUTE OF MARINE ENGINEERS (INDIA)

IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai – 400 706

Email: training@imare.in Website: <https://imare.in/>

Phone no: +91 22 – 27711663 / 27701664, Mobile No: +91 8454847896

RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved Course

★ **AECS Course**
Course Id - 1062

10
Days

Assessment, Examination and Certification of Seafarers meets the guidelines provided in the IMO Model Course 3.12

Entry Criteria: Master (FG) / MEO Class I (FG) / GMDSS (GOC) / ETO COC Holder and TOTA / VICT Holder

This Course ensures that the Core publications namely, the STCW Convention and the Code and the Quality Management System is familiarized and well understood by the trainee.

This Course also covers the techniques of assessment and developing written tests and conduct of oral and practical assessments

Assessment, Examination and Certification of Seafarers

Dates: 15th September 2025

Time: 9am - 5pm

Course Fee: Rs.15500/- (per participant inclusive of Taxes)

VENUE: IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai- 400706

For Registration:- [CLICK HERE](#) or click on - <https://imeimum.marineims.com/course/register>

FOR MORE INFORMATION, please email to training@imare.in or contact on Mob: 8454847896 / Tel:- 022 2770 1664 & 27711663

Or

Visit our Website: <https://imare.in/>

Digital Transformation in Maritime Trade



The Ministry of Ports, Shipping and Waterways has signed a MoU with Centre for Development of Advanced Computing (C-DAC) to establish a Digital Centre of Excellence (DCoE) for the Indian maritime sector, which aims to accelerate digital transformation through advanced IT solutions, foster innovation and guide the modernisation of port and shipping sector.

Government has launched the Sagar Setu platform, which aims to boost operational efficiency, productivity and ease of doing business in Indian Ports and Shipping sector for seamless EXIM services, significantly

reducing vessel and cargo documentation time through faster and paperless processes.

To provide a uniform structure for Major Port Tariffs, Government has introduced a standardized Scale of Rates (SOR) template, to provide distinct and uniform definitions and conditions, consistent structure for categorising various port services and transparent presentation of tariff.

This information was provided by the Union Minister of Ports, Shipping and Waterways, **Shri Sarbananda Sonowal**, in a written reply to a question in the Rajya Sabha.



ANGLO EASTERN MARITIME TRAINING CENTRE

AEMTC MUMBAI : 401, Fourth Floor, Leela Business Park,
Marol, Andheri-Kurla Road, Andheri (East), Mumbai-400 059.
T. +91 22 6720 5600 / 611 / 612 |
A.O.H. +91 8657408962 / +91 9820917656
aetr.bom@angloeastern.com
Mr. Francis Akkara, Capt. Liston Pereira, Mr. Ivor Wilson

AEMTC DELHI : A-43, Ground Floor, Mohan Co-Operative
Industrial Estate, Mathura Road, Delhi-110044, India.
T. +91 11 6817 0800, 0801 / +91 9811249849 / 9850
aetr.del@angloeastern.com
Capt. Prashant Gour, Ms. Sukhjeet Kaur, Mr. Suresh Kumar



Anglo Eastern Maritime Training Centre



aemaritimetraining

For more details visit website:



www.maritimetraining.in

For Pre Sea Training Courses kindly contact Anglo-Eastern Maritime Academy (A Division of Anglo-Eastern Institute) DNS Course : 011 68170837 | GME / ETO Course : 011 68170831 | aema.edu.in

MAN Energy Solutions is now:
Everllence

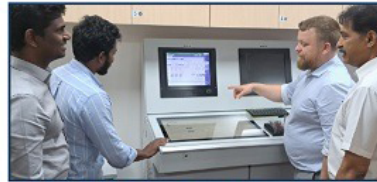
Everllence | PrimeServ Academy Partner, Mumbai



ME-C Control System Standard Operation
(OEM Approved Course)

Aug 2025: 25 - 29

Sept 2025: 22 - 26



ME-GI Control System Standard Operation
(OEM Approved Course)

Aug 2025: 18 - 22

Oct 2025: 13 - 17



For bookings: aetr.bom@angloeastern.com | primeserv.academy-cph@everllence.com

D.G. Approved Courses

Eligibility and Seats

Sept'25

Oct'25

Advanced training for ships using fuels covered within the IGF Code

Any seafarer who has completed the 4 Basic safety courses, under STCW Regulation VI/1&Section A-VI/1&holds as a min Certificate of Proficiency as watch keeping rating or a Certificate of Competency as an Officer on Watch, &Hold Certificate of Proficiency for BIGF. (Seafarers holding Basic/Advanced Level Gas Tanker Cargo endorsement/COP are not required to undertake training). (16 seats)

01 - 05

06 - 10

Basic training for ships using fuels covered within the IGF Code

Any seafarer who has completed the 4 Basic Safety Courses, under STCW Regulation VI/1&Section A-VI/1. (Seafarers holding Basic/Advanced Level Gas Tanker Cargo endorsement/COP are not required to undertake training). (20 seats)

08 - 12, 15 - 19

13 - 17,
27 - 31

Engine room simulator - Management Level

MEO Class IV CoC. (12 seats)

-

27 - 31

Engine room simulator - Operational level

Approved Pre-Sea Training & 06m Seetime as Trainee Engineer. (12 seats)

01 - 03, 08 - 10

13 - 15

High Voltage Safety & Switch Gear Course
(At Operational Level)

Marine Engineering Officers / Trainees who have successfully completed an approved pre-sea training course for GME/DME/ATS or B.E.(marine). (12 seats)

11

03, 21

Refresher training and updating training course for all engineers

Engineer Officers (Operational level and Management Level) whose COC have already been issued in compliance with STCW 2010 amendments and is nearing expiry of 05 years. (24 seats)

29 - 01

-



WIN GD

(OEM Approved Course)

Operation Advanced Course

Sept 2025: 22 - 26

UNIC - Controlled X-DF Engines

Operation Advanced Course

Oct 2025: 13 - 17

WECS 9520 Controlled X Engines

For bookings: +91 22 67205611 / 12 / 18



WÄRTSILÄ



Wartsila RT Flex Engine

Conducted by Wartsila Switzerland

Sept 2025 : 15 - 19

Oct 2025 : 27 - 31

VACANCY Faculty position

Apply Now!



[talentsourcing@angloeastern.com/](mailto:talentsourcing@angloeastern.com)
aemt.bom@angloeastern.com

Training Faculty – Engineering

Qualifications and Experience

- Marine Engineer Officer Class 1 – COC from India / UK.
- With min. 1 year rank experience as Chief Engineer (Preference for experience on LNG/ LPG/ Tanker vessels).
- Experience in Ship operation, ship repair, teaching, auditing, inspections preferred.
- Training for Trainers and Assessors (TOTA) or Vertical Integration Course for Trainers (VICT).
- Other ISO / ISM / Technical Value-added courses.
- Excellent verbal and written communication skills. Should be interested in modern teaching methodologies.
- Candidate must have a passion for learning continuously and a desire to be in the teaching profession.
- Proficient in use of computers and savvy with use of various software.



1st in India & 2nd in the world to receive distinction by DNV SeaSkill Benchmarking



Indian Maritime University Wins 3rd Prize in Swachhta Pakhwada Awards 2024



The Indian Maritime University (IMU) has achieved a proud milestone by securing the 3rd Prize in the Swachhta Pakhwada Awards 2024, organised by the Ministry of Ports, Shipping and Waterways.

IMU participated actively in Swachhta Pakhwada 2024 and made a presentation before the Ministry's committee on 29 July 2025, showcasing its efforts under the initiative. These



sustained activities and initiatives contributed to IMU earning recognition among major institutions in the maritime sector.

The awards saw Visakhapatnam Port Authority take the 1st Prize and Shyama Prasad Mookherjee Port Authority secure the 2nd Prize.

The Ministry has informed that details regarding the date and venue of the award presentation will be communicated separately.





**THE MOST PROMISING
MARITIME TRAINING INSTITUTE**

**RANKED GRADE A1
(OUTSTANDING)**

**D. G. Shipping
Approved Course**

**Basic Training for Ships using Fuels covered
within IGF code Course Id - 5311**

Course Dates:

8th September 2025/ 22nd September 2025

5 Days

**COURSE FEE
RS. 15550/-**

[Click Here to Book Now](#)

For any queries:



training@imare.in



022 2770 1664 & 27711663



8454847896



**IMEI HOUSE, Plot No.94, Sec-19, Nerul,
Navi Mumbai – 400 706**

Visit: <https://imare.in/>

Inauguration of State-of-the-Art Sports Complex



A new state-of-the-art Sports Complex was inaugurated on 29th July 2025 at the Pre-Sea Campus of HIMT in Kalpakkam. The facility was opened by **Shri Sushil Mansingh Khopde, IPS**, Additional Director General of Shipping, Government of India, in the presence of senior dignitaries, faculty, staff and cadets. **Shri S. Satyanarayana Murty**, Engineer & Ship Surveyor-cum-Deputy Director General (Tech), MMD Chennai, joined as Guest of Honour. The initiative was undertaken by HIMT, as part of its commitment to holistic maritime education.

The complex reflects HIMT's vision of developing professionals strong in body, mind and skill. Equipped with a football and cricket turf, a basketball court and pickleball courts, it aims to promote fitness, teamwork and discipline—qualities essential for life at sea.

In his keynote, Shri Khopde himself a former volleyball captain, emphasised how sports cultivate character, focus and stress management, calling it a form of meditation. He lauded HIMT's forward-looking training methods, especially its pioneering VR facility. Shri Murty encouraged cadets to pursue academic diligence and self-driven learning, stressing the importance of mastering fundamentals for professional confidence.

The event featured a Guard of Honour, March Past, floral welcome and sapling plantation by Shri Khopde as a symbol of sustainability. The dignitaries inaugurated the complex with a football kickoff, pickleball serve and basketball hoop, followed by interaction with cadets and a guided tour of training facilities.

The programme concluded with the national anthem, group photographs and informal discussions.





THE INSTITUTE OF MARINE ENGINEERS (INDIA)

KOLKATA BRANCH

MTINO.307030

31/3, Sahapur Colony, Flat No. A-1/2, New Alipore, Kolkata-700053.

Tel. (M): +91 8697430058 | 9820484498

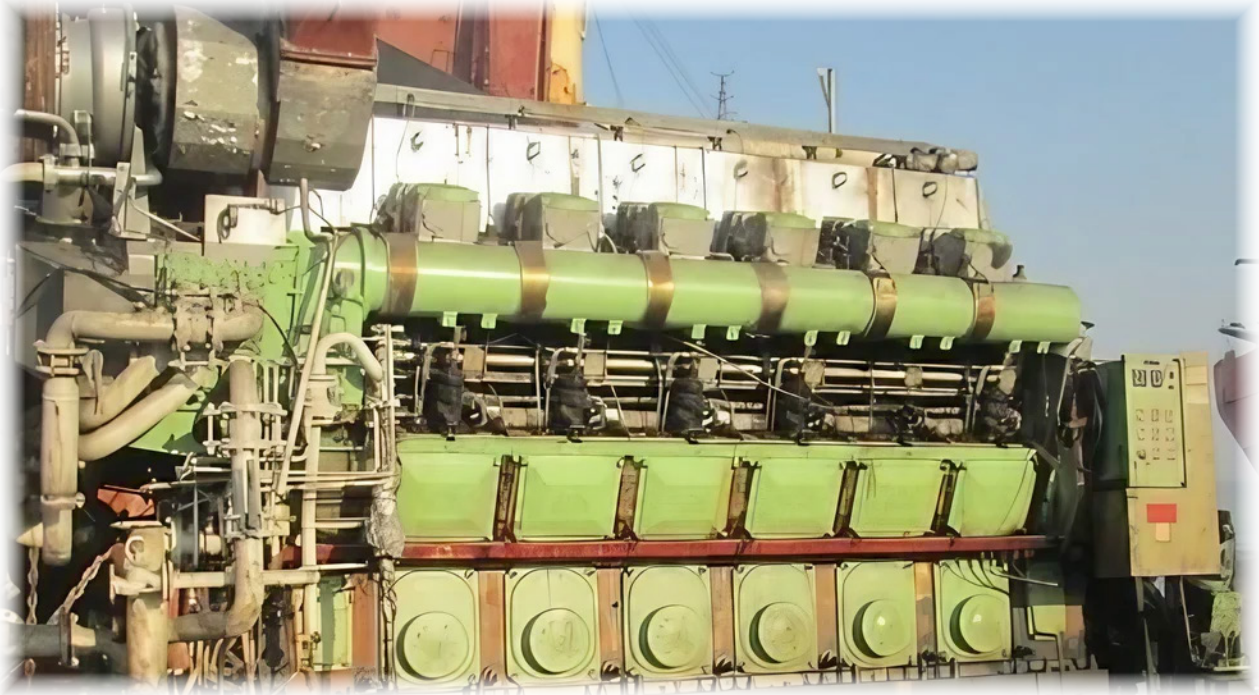
E-mail: principalkolkata@imare.in | enquirymentckol@imare.in

Course Fee & Schedule for DGS approved Courses at IMEI, Kolkata Branch

Sr. No.	Name of the course	Course Fee	Course Duration	Schedule
1.	Basic Training for Ships using Fuels covered within IGFCODE (IGFB)	Rs.15,500/- (including lunch & one time Exit Examination fees)	5 days	8th September - 12th September, 2025/ 13th October - 17th October, 2025
2.	Crisis Management & Human Behaviour	Rs.9,500/- (including lunch & one time Exit Examination fees)	5 days	15th September - 19th September, 2025/ 7th October - 11th October, 2025
3.	Crowd management, Passenger Safety and Safety Training	Rs.4,000/- (including lunch & one time Exit Examination fees)	3 days	1st September - 3rd September, 2025/ 23rd October - 25th October, 2025
4.	Security Training for Seafarers with Designated Security Duties (STSDSD)	Rs.2,500/- (including lunch & one time Exit Examination fees)	2 days	28th August - 29th August, 2025/ 4th September - 5th September, 2025/ 30th October - 31st October, 2025
5.	Ship Security Officer (SSO)	Rs.5,000/- (including lunch & one time Exit Examination fees)	3 days	25th August - 27th August, 2025/ 22nd September - 24th September, 2025 / 27th October - 29th October, 2025

- Discount of 5% for Group Booking of more than 5 candidates.
- Discount of 10% for Group Booking of more than 10 candidates.
- For IMEI Member, 10% Discount available.
- Rs.50/- for DGS Fees for issuance of certificate.
- If more candidates are available, we can schedule a special batch as and when required.
- Special Discount may be available for block booking and student candidates

MAN B&W – K 90 MC Engine: Simplified Manoeuvring System



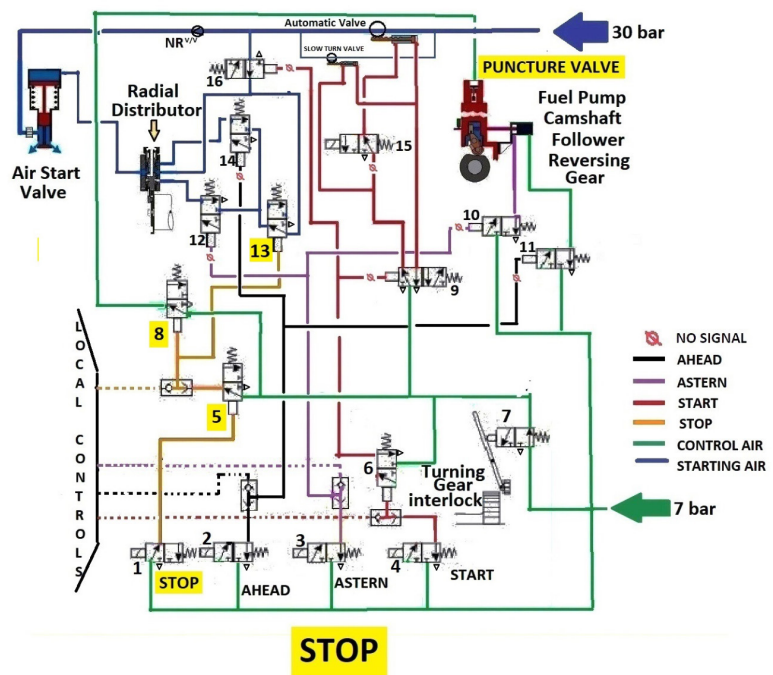
Like in all manoeuvring systems, this system uses HP air at 25 to 30 kg/cm² for starting the engine. The system uses LP air at 7 kg/cm² to provide signal-air to operate the pneumatically controlled direction valves as well as for operating some devices (example puncture valve; slow turn valve etc). As included in every manoeuvring system, a turning gear interlock is provided, to prevent the engine to start whilst the turning gear is engaged.

When the turning gear is disengaged, L.P. air passes through the mechanically operated DC valve 7 and is admitted to the solenoid operated DC valves 1, 2, 3, 4, 5 and pneumatically operated DC valves 8, 9, 10, & 11. At this all the valves mentioned are in closed position.

Let us examine what happens during each telegraph order.

STOP

When the Telegraph is at **STOP**, the solenoid valve 1 opens and admits signal-air to the pneumatically controlled



DC valve 5, causing it to open. Once opened, LP air is admitted as signal-air to the pneumatically controlled DC valve 8. When valve 8 is opened, LP air is admitted to the puncture valve of the fuel pumps. This ensures that fuel cannot be injected into the cylinders.



The Institute of Marine Engineers (India)

Promoting Knowledge, Building Relationships

KOLKATA

Faculty Position Available at METC, IME(I) Kolkata

We are Hiring

Join The Institute of Marine Engineers (India), Kolkata

The Institute of Marine Engineers (India), Kolkata Invites application from qualified professionals for a permanent faculty position. We are looking for a Master Mariner with Passenger ship experience to be associated with AECS.

Additionally, applications are invited from Masters Mariner or chief Engineer Officer as a visiting faculty position with relevant Gas Tanker and Passenger ship experience to be associated with VICT/ TOTA. Interested candidates are requested to send their bio data to the email addresses mentioned below:-

**Remuneration will be as per
IME(I) POLICIES.**



We are Hiring!

Position Open:

1. Master Mariner with Passenger ship experience as permanent faculty with VICT/TOTA AND AECS.
2. Master Mariner/Chief Engineer with Passenger ship as visiting faculty with VICT/TOTA

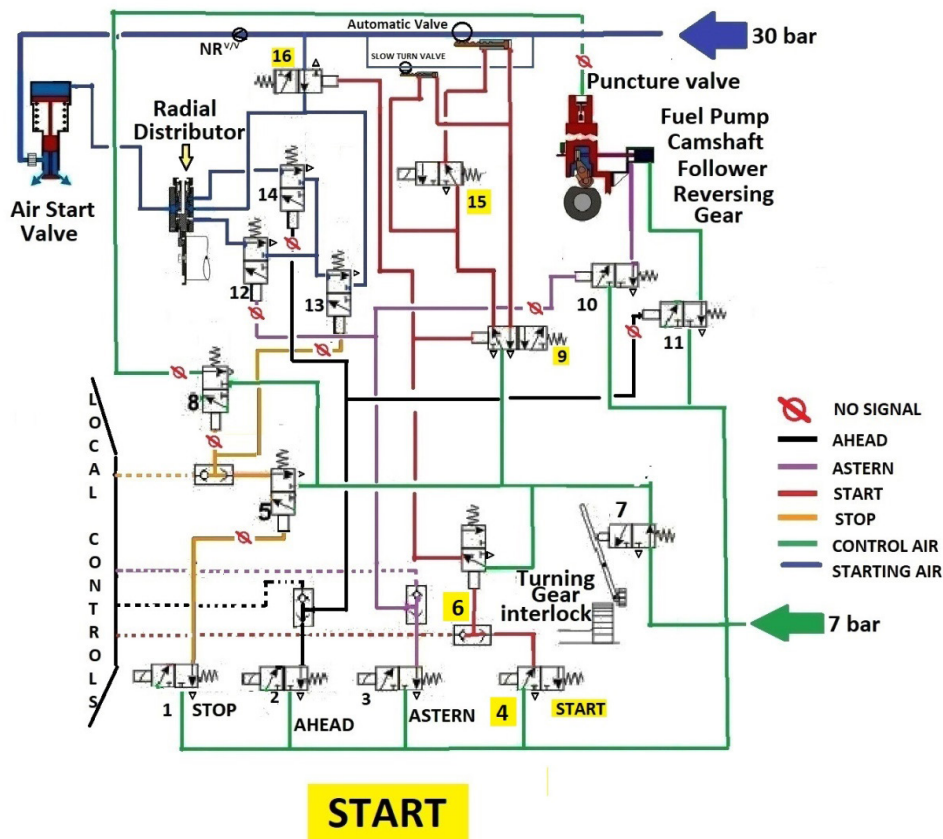
SEND YOUR BIO DATA ON

Email:-principalkolkata@imare.in | enquirymetckol@imare.in

Contact : +91 8697430058 | +91 9820484498

Website: <https://imare.in/>

Location: "Siddharth Apartment", Flat No-A-1/2, 1st Floor, 31/3, Sahapur Colony,
New Alipore, Kolkata-700053, West Bengal, India.



START

When the Telegraph is moved to **AHEAD** (or **ASTERN**) direction, the solenoid operated DC valve 4 is activated and opens. Other solenoid operated DC valves 1, 2 and 3 remain closed. LP air passes through the valve and functions as signal-air for pneumatically controlled DC valve 6. Once valve 6 is open, LP air is admitted as signal-air to pneumatically controlled DC valves 9 and 16. As valve 9 opens, air is admitted to the slow turning valve piston, causing it to open. Meantime the valve 16 also is opened and HP air is admitted to the Radial distributor, and thereafter to the Air starting valve. The engine starts a slow turn.

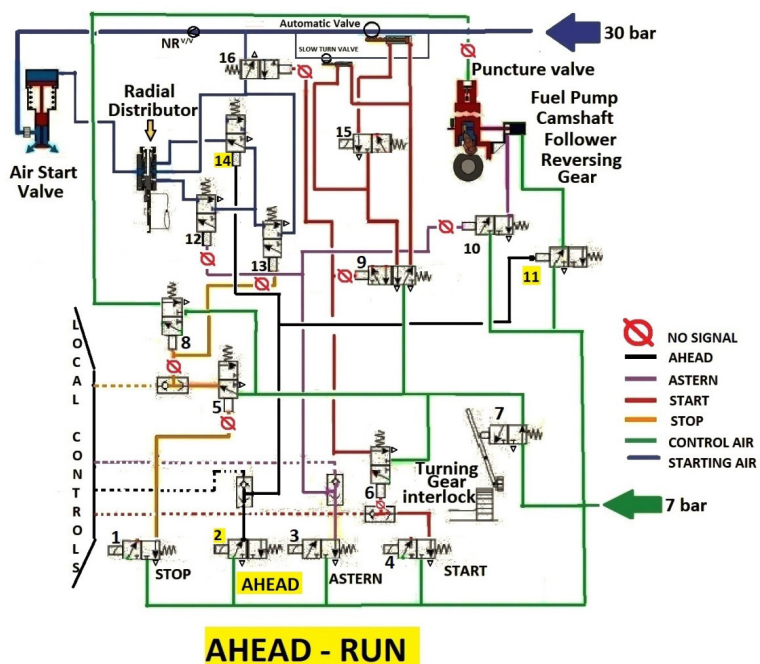
Thereafter the solenoid operated DC valve 15 opens, and admits air to the Automatic valve causing it to open. HP air is now admitted to the DC valve 16. From DC valve 16, H.P. air enters into the radial distributor and there onwards to the air starting valve of the cylinder where the piston is just past the TDC

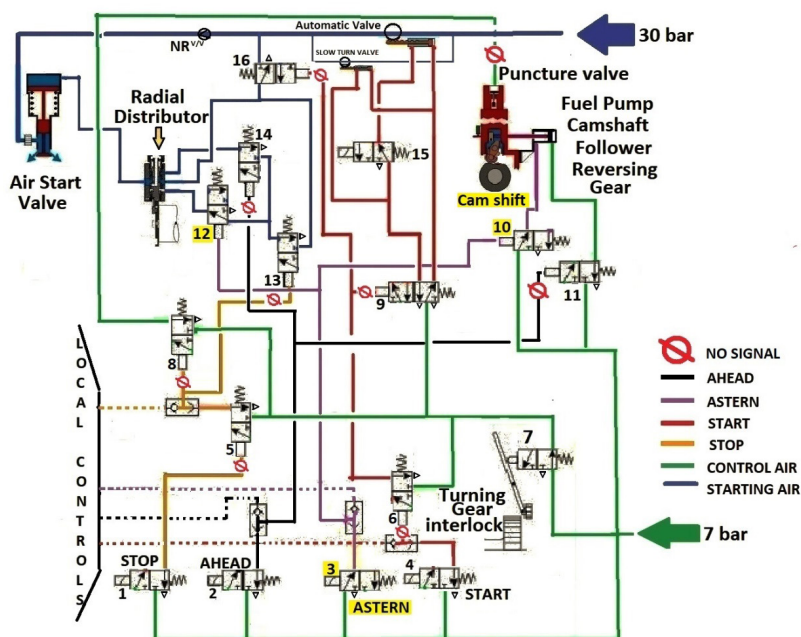
AHEAD - RUN

Once the RPM is adequate for spontaneous fuel combustion, the solenoid controlled Direction

control valve 2 will open and L.P. signal-air is supplied to pneumatically controlled DC Valve 11 and pneumatically controlled DC Valve 14. Whereas other solenoid controlled Direction control valves 1, 3 and 4 remain closed

As a safety feature, once the engine responds on fuel, the H.P. air in the lines needs to drain. The moment signal air is cut off to valve 9, the L.P. air is directed to the end of the piston of the Automatic Valve causing the valve





ASTERN - RUN

to close and the H.P. air in that line is vented through valves 15 and 9.

Likewise the slow turn valve receives L.P. air to close it; the H.P. air in the line is vented through the valve 15.

Also since the signal-air to valve 8 (via valve 5) is blocked, the LP air to the Puncture valve is blocked, the puncture valve closes and enable the fuel pump to pump fuel to the fuel injectors. The L.P. air in the line is drained out via Valve 8.

ASTERN – RUN

From Ahead Run the engine will firstly come to STOP, then Fuel Pumps will have to take up the ASTERN position, then the engine will turn on Air (in the Astern direction) and once the required RPM is reached the Engine will go into ASTERN –RUN.

Once the engine telegraph is moved from STOP to ASTERN direction, the solenoid controlled DC valve 3 opens and admitted LP air to pneumatically controlled DC Valve

10 and 12. The other solenoid controlled DC valves 1, 2 and 4 remain closed.

Once DC Valve 10 is opened, LP air is admitted to the fuel pump cam follower reversing unit. The cams come into “Astern” position and the engine is ready to turn.

Now the solenoid controlled valve 4 opens and the starting air is admitted to the radial distributor through pneumatically controlled DC valve 12 and thereafter to the appropriate Cylinder Air starting Valve. The engine starts to rotate in the Astern direction on air. Once the speed is sufficient the fuel is injected and the engine goes into Astern-Run. The H.P. air system shuts off and gets vented as described before.

STATUS OF THE VALVES DURING MANOEUVRING				
Valve No	STOP	START	AHEAD	ASTERN
1	OPEN	CLOSED	CLOSED	CLOSED
2	CLOSED	CLOSED	OPEN	CLOSED
3	CLOSED	CLOSED	CLOSED	OPEN
4	CLOSED	OPEN	CLOSED	CLOSED
5	OPEN	CLOSED	CLOSED	CLOSED
6	CLOSED	OPEN	CLOSED	CLOSED
7	OPEN	OPEN	OPEN	OPEN
8	OPEN	CLOSED	CLOSED	CLOSED
9	CLOSED	OPEN	CLOSED	CLOSED
10	CLOSED	CLOSED	CLOSED	OPEN
11	CLOSED	CLOSED	OPEN	CLOSED
12	CLOSED	CLOSED	CLOSED	OPEN
13	OPEN	CLOSED	CLOSED	CLOSED
14	CLOSED	CLOSED	OPEN	CLOSED
15	CLOSED	OPEN	CLOSED	CLOSED
16	CLOSED	OPEN	CLOSED	CLOSED

About the Author



Mr. Ramesh Vantaram, an alumnus of D.M.E.T. (1974–78), commenced his sea career with SCI. He achieved MEO Class I certification in 1983 and has good sea-going experience. He also contributed to an FAO-UN project promoting alternatives to outboard motors. His shore career included key roles with Lloyd’s Register, Great Offshore and Ocean Sparkle Limited. He now teaches at IME(I), Navi Mumbai.

Email: ramesh.vantaram@rediffmail.com

“हम नाविक हैं, राह दिखाएँ!”

नीला समुंदर, लहरें बेकरार,
तूफानों में भी हम तैयार।
न पतवार छूटे, न हिम्मत हारे,
हम हैं वो जो मंज़िल सँवारे।
हम नाविक हैं, राह दिखाएँ!

आज़ादी मतलब साहस का जहाज़,
सच को बना लें अपना अंदाज़।
हर धारा में खुद राह बनाते,
दुनिया को भारत का दम दिखाते।

जब लहरें कहें — “मुड़ जा, थम जा”,
हम कहते हैं — “नहीं, बढ़ता रह जा!”
दिशा हमारी दिल से निकली,
नक्शा अपना, मेहनत असली।

हम हैं प्रहरी भारत के तट के,
हम हैं साथी सपनों के पथ के।
जहाज़ हमारा तिरंगा सजाए,
हर बंदरगाह पे नाम सुनाए।
हम नाविक हैं, राह दिखाएँ!

ना डरते हम लहरों की गर्जन से,
ना थकते हम सफ़र के थकन से।
जो भी हो मौसम, ज्वार या भाटा,
हमने बस मंज़िल को है पकड़ा।

हमसे है भारत का लंगर मज़बूत,
हमसे है सपनों का सफ़र महज़ सूत।
जब तक ये लहरें साँस लेंगी,
हम अपने देश की नाव थामेंगे।

आज तिरंगे के नीचे कसमें खाएँ,
सागर में भारत की शान बढ़ाएँ।
हवाओं को भी संदेश सुनाएँ —
हम नाविक हैं, राह दिखाएँ!

जय हिंद!
वन्दे मातरम्!



- सुनील कुमार

F-3609

THE MOST PROMISING MARITIME TRAINING INSTITUTE



THE INSTITUTE OF MARINE ENGINEERS (INDIA)

IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai – 400 706

Email: training@imare.in Website: <https://imare.in/>

Phone no: +91 22 – 27711663 / 27701664, Mobile No: +91 8454847896

RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved Course

★ **Course Id - 5113**

10
Days

Advanced Training for Chemical Tanker Cargo Operations

Entry Criteria: The Trainee should hold as a minimum a Certificate of proficiency as Rating in charge of a Navigational /engineering watch OR

1. Completed sea time required for appearing for a Certificate of Competency examination
2. Officers holding Certificate of Competency
3. Holds a Certificate of Proficiency for Basic training for Chemical Tanker cargo Operation
4. Has at least three months of approved sea going service on chemical tankers Within the last sixty months on Chemical tankers, or at least one month of approved onboard training on Chemical tankers on a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book as specified in section B-v/1 of the STCW Code.

Advanced Training for Chemical Tanker Cargo Operations	10 Days	Commencing Soon	CLICK HERE
--	---------	-----------------	----------------------------

VENUE: IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai- 400706

For Registration:- [CLICK HERE](#)

FOR MORE INFORMATION please email to training@imare.in or contact on M: 8454847896 / Tel:- 022 2770 1664 & 27711663

Or Visit our Website: <https://imare.in/>

Titanic - Part VII - The Heroic Efforts of the 'Marconi' Wireless Operators



Morse Code - The Hallmark of a ByGone Era



Marconi at Work



Titanic's Marconi Room - I

FIRST INFORMATION BROCHURE



COMARSEM-2026

An International Convention
Theme

Maritime India-Innovations & Collaboration

Date
29-30 JANUARY 2026

Venue
Vivanta Ernakulam, Marine Drive, Kochi

Organised by
The Institute of Marine Engineers (India), Kochi Branch
Kamalam Towers, Narayananasan Road
Vyttila, Kochi, Kerala 682019
Mob: 7025159111, 8129852288
comarsem@gmail.com



COMARSEM 2026
COCHIN MARINE SEMINAR

Invitation for Technical Papers

Marine engineering professionals from industries, research & development organizations, academic institutions, government departments, Shipyards, Main Engine & Auxiliary machinery and equipment makers, marine coating Experts are invited to **contribute** unpublished papers on the theme and sub themes. Participants intending to present papers are requested to submit abstracts by the e-mail. Intimation regarding acceptance of the abstract will be sent to your mail id. The selected papers will be published in the souvenir and might be published in the MER journal of the Institute of Marine Engineers. Technical paper may include the following areas of interest & topics:

1. Promotion of Ship Building, Ship Repair and Ship Recycling.
2. Effect to become top Seafaring Nation with Education, Research & Training.
3. Development of Port infrastructure - Transition to Smart & Sustainable Practices
4. Marine Policy and Governance: The challenges in developing effective marine policies and regulations
5. Greenhouse gas fuel intensity (GFI), Emission management in shipping.
6. Use of Z N Z fuels: Ammonia, Hydrogen, Bio fuels and other Alternative Fuels.
7. India's Global Stature in innovations and maritime Collaboration.
8. Fast-track Maritime Dispute resolution and Arbitration
9. Development of Indian maritime insurance sector
10. Safe, Sustainable & Green Maritime Sector
11. Untapped opportunities in Inland Waterways & Coastal Shipping
12. Dredging industry – Growth and Sustainability
13. Logistics Efficiency & Cost Competitiveness
14. India as a Global Hub for Cruise Tourism.
15. Adoption of advanced technologies – Digitalization and Autonomous ships.
16. Marine Robotics and Artificial Intelligence in marine industry.
17. Use of Underwater Vehicles (AUVs) and Drones in marine industry.
18. Marine Security and Piracy - need for enhanced security measures.
19. Maritime Logistics - supply chain optimization, containerization.
20. Blue Economy - sustainable use of oceans
21. Advanced applications of Marine Biotechnology.
22. Maritime Energy Transition,
23. India as a Global design hub Data Analytics and Predictive Modelling
24. Underwater Acoustics and Communication.
25. Marine Cyber Security and prevention of Piracy.
26. Emerging Materials and Marine Coating Technologies
27. Marine Litter and Plastics and prevention of Pollution
28. Advanced marine propulsion systems
29. Absorption of carbon dioxide and heat by Oceans.
30. Empowerment of the of women in Maritime Sector.

Guidelines for paper presentation

- The time allotted for each paper presentation is about 20 mts.
- All selected papers will be printed in the souvenir and also likely to be published in Marine Engineers Review journal.
- Last date for receiving papers is 1st Nov.2025
- Acceptance of the paper by the Technical Committee will be intimated by 30 Nov 2025.
- The approved papers which cannot be presented in Seminar will be published in the souvenir.

Sponsorship & Supporters:

For Platinum Supporters 8 free delegates, full page colour advertisement in Souvenir and slot for periodic LED display.

1. Gold Supporters 7,00,000/-: 6 free delegates, Full page colour advertisement in Souvenir and slot for LED display
2. Silver Supporters 5,00,000/-: 4 free delegates, full page colour advertisement in souvenir
3. Special Supporters 2,00,000/- : 2 free delegates and a full-page colour advertisement in Souvenir.

Advertisement in Souvenir

- | | |
|--|----------------|
| 1. Back outside Cover Full page Colour | Rs. 1,00,000/- |
| 2. Front inside Cover Colour Full page | Rs. 80,000/- |
| 3. Back inside cover Full page Colour | Rs. 60,000/- |
| 4. Inside Full page Colour | Rs. 50,000/- |
| 5. Inside Half page Colour | Rs. 30,000/- |
| 6. Inside Full page Black & White | Rs. 30,000/- |
| 7. Inside Half page B & W | Rs. 20,000/- |
| 8. Banner display at the seminar Venue | Rs. 20,000/- |
| 9. Rate for Exhibition space (Size: 3 m x 3 m) | Rs. 50,000/- |

Details of the Souvenir

- Souvenir will be released during the inaugural function - Size: 21cm x 27.5 cm. with print area 18cm x 22cm.
- Printing process will be by Offset Printing in four colours.
- Authors and their organizations are invited to support by way of advertisement in the souvenir.

Bank Details & Payments

The Institute of Marine Engineers (India)
A/C No. 00969460000450
The YES BANK Branch - 096
IFSC Code: YESB00000096, MICR: 682532002
1st Floor, Puthuran Plaza
KPCC Junction, M.G. Road
Kochi - 682011

Address for Communication

Mr. N. RAJAN, Convener, COMARSEM 2026,
The Institute of Marine Engineers (India),
Kamalam Towers, Narayananasan Road
Ponnuruni, Vyttila, Kochi, Kerala 682019
Mob: 8129852288, 7025159111
comarsem@gmail.com

Convention Venue

Vivanta Ernakulam, Marine Drive, Kochi
Accommodation at Venue

(Delegates desiring accommodation in hotels may please intimate in advance)

NB: any change in Venue/ date will be intimated

Advisory Board

Mr. Madhu S Nair, CMD, Cochin Shipyard Ltd
Mr. J. Senthil Kumar, P.O., MMD, Kochi.
Chairman, Cochin Port Authority.
Mr. Loknath Behera, IPS(Ret'd.) M.D., KMRL Ltd.
Mr. Arun Sharma, C&MD, IRS.
Mr. Praveen Thomas Joseph, CEO, DP World, Kochi.
Mr. Antony Prince, President & CEO, SEDS, Kochi.
Mr. Rajeev Nayyar, President, IMEI()

Welcome to Kochi

Kochi known as the Queen of Arabian Sea is a vibrant city situated at south west coast of scenic Kerala State, hailed as the "God's own country". From time immemorial the Arabs, British, Chinese, Dutch and Portuguese have left indelible mark in the history and development of this small coastal state. Kochi has preserved many historic remains and monuments adding to its glory. Kochi is the industrial capital of Kerala and is proud of its sea ports, container terminals, LNG terminal, Shipyard, world class international air port, Metro Rail and Water Metro net work. Kochi is connected to interior tourist attraction centres by rail, road and river transport. Several grades of hotels and Restaurants serving delicious food at affordable rates are available in and around the city.

About the organizer:

The Institute of Marine Engineers is a premier body of marine engineering professionals of India. We have more than 13,000 members, many of the serving in India and overseas in key positions. The head quarters is in Mumbai and eight branches function at different locations in India. The Institute actively provides facilities to enhance knowledge of the members and extends a wide range of services encompassing from professional growth to welfare of members. The objectives of IMEI are to promote the scientific development of Marine Engineering, enable marine engineers to exchange ideas and information. To uphold the status of Members, to co-operate with other institutions, Classification societies and industry and the furtherance of education in engineering.

About the COMARSEM 2026

COMARSEM, Cochin Marine SEMinar is periodically conducted by the Kochi Branch of The Institute of Marine Engineers India. COMARSEM-26 is an international seminar being organized in January 2026. This mega event will bring eminent stake holders from various fields of maritime industry under one umbrella in National & International level. This event will host panel discussions, technical presentations, and interactive sessions on the theme "**Maritime India – Innovations and Collaborations**" and deliberate on the progress of Indian maritime industry and explore the possibilities of adopting suitable strategies to fulfill our dream of becoming one of the Maritime Superpowers. The event will feature, focused panel discussions, addressing key themes such as establishing a superior technology baseline, involving non-traditional stakeholders, accelerating greener technology adoption, innovative training methodologies and establishment of maritime cluster to cop up with the emerging challenges indigenously. These discussions will foster cross-industry collaboration, drawing insights from both Indian and international stakeholders, while exploring the financial and technological pathways required to achieve these ambitious targets.

India's Maritime Strength and Advantages .

1. India with a coastline of approximately 7517 km, is strategically located on the world's shipping routes.
2. Being a part of the world's busiest trade route elevates the economic prominence of India's maritime sector. About 95% of India's foreign trade and 70% of its total trade in terms of value takes place through seaways.
3. India is home to 12 major ports, over 200 other ports, 30 shipyards and a comprehensive hub of diverse maritime service providers.
4. India has one of the largest merchant shipping fleets among the developing countries and is ranked 20th in the world.
5. During the last financial year, the country's major ports have demonstrated substantial enhancements in their crucial operational metrics. They have efficiently managed increased cargo volumes and expedited loading and unloading processes, resulting in quicker ship turnaround times.
6. India's maritime sector is poised for a significant transformation following the unveiling of a comprehensive roadmap at last year's Global Maritime India Summit organised by Ministry of Ports, Shipping & Waterways with FICCI as the Industry partner.

7. The substantial potential of the maritime sector can serve as a crucial driver in propelling the economic trajectory towards achieving a self-reliant India by 2047.
8. The Amrit Kaal Vision 2047, outlined by the Ministry of Ports, Shipping & Waterways, expands upon the objectives set forth in the Maritime India Vision 2030. It strives to elevate ports to global standards while advancing inland water transport & coastal shipping and fostering sustainable practices within the maritime sector.
9. The percentage of Indian seafarers in the global shipping industry is expected to rise to 20% within the next ten years

Areas of Interest

1. Promote Domestic Ship Building, Repair & Recycling
2. Enhance India's Global Stature & Maritime Cooperation
3. Lead the World in Safe, Sustainable & Green Maritime Sector
4. Become Top Seafaring Nation with World Class Education, Research & Training.
5. Innovation and Emerging Technologies in the Maritime Sector
6. Untapped opportunities in Inland Waterways & Coastal Shipping
7. Focus on development of Dredging industry.
8. Boost stakeholders' confidence in Maritime Financing.
9. Develop Port infrastructure - Transition to Smart & Sustainable Practices
10. Logistics Efficiency & Cost Competitiveness
11. Enhance Ease of Doing Business & Operational Efficiency through Technology.
12. Strengthen Policy & Institutional Framework.
13. Become a Global Hub for Cruise Tourism
14. Enhance Cargo & Passenger Movement in Inland Waterways & River Sea vessels
15. Development of Indian maritime insurance sector
16. Clean energy fuels: Establishing Hydrogen and Alternative Fuel Centers.
17. Adoption of advance technologies – Digitalization and Autonomous ship



The Institute of Marine Engineers(India)

Kolkata Branch

Siddhartha Apartments, 1st Floor, Flat No. A1/2
31/3, Sahapur, New Alipore, Kolkata 700053

TECHNICAL PAPER COMPETITION 2025 for B. TECH STUDENTS

THEME: "MODERN TRENDS IN SHIP PROPULSION & MAINTENANCE TECHNOLOGY FOR ENERGY EFFICIENT SHIPS"

DESIRED TOPICS: Participants are free to choose any of the following topics:
Hull Design, Propeller Design, Engine Design, Boiler Design, Hull Maintenance, Engine Maintenance, Modern Fuel

PARTICIPANTS: Final Year/Third Year Cadets/Students of B. Tech (Marine/Mech/Naval Arch/Equivalent) Courses of any Indian University.

AWARDS: There will be suitable Prizes for the Winner Cadets. Certificates will be awarded to the Winners and All Authors of Papers presented. Five papers will be short listed for Final Presentation.

CASH PRIZES: There will be Cash Prizes for winning Participants.

TA/DA: Participants will have to make their own arrangement for **Travel & Stay at Kolkata for Final Presentation.**

PAPER SIZE: Maximum 4000 Words, using Arial 10 Font size in A4 size paper with Moderate Margins. Tables & Illustrations will be extra. **THE PAPER SHOULD BE ORIGINAL WORK OF THE PARTICIPANT**

GUIDES: We strongly urge that the participants should select an Experienced Marine Engineer as their Guide. Faculty members of their institutes are the Best Guides for the Students. Many Members of The Institute of Marine Engineers (India) will be ready to be Guides, on request, to support the Cadets/students. One Guide should guide maximum two groups of participants.

IMPORTANT DATES:

Last date of Registration (with Synopsis) –	30th September 2025
Submission of Complete Paper –	31st October 2025
Confirmation of Acceptance of Paper for Final Presentation –	15th November 2025
Final Presentation (ON/OFF Line) –	22nd November 2025

(Note: Dates are subject to change depending on Academic Programme of Participants)

Address for Communication: Program Co-ordinator (Technical Paper Competition)
C/O – Chairman, Kolkata Branch.
Institute of Marine Engineers (India)
Siddhartha Apartments, 1st Floor, Flat No. A1/2
31/3, Sahapur, New Alipore, Kolkata 700053
E-mail : chairmankolkata@imare.in

(For Registration, please send soft copy of the synopsis along with Name & University Regn Number of Participants to the following Email address: skarkarmariner@gmail.com)



THE INSTITUTE OF MARINE ENGINEERS (I)

FULLTIME & VISITING FACULTY

In pursuit of excellence in Maritime Education & Training we need dedicated and motivated Full-Time faculty for **Competency and Modular courses** are being conducted at "IMEI HOUSE" Nerul, Navi Mumbai.

1. Qualifications & Experience:

- Certificate of Competency as MEO Class I (Motor / Motor & Steam)
- "Training of Trainers & Assessors" (TOTA) / VICT Course Certificate
- Teaching experience in preparatory courses & Modular Courses

2. Additional Desirable Experience and Skills:

- TSTA Certificate (preferable)
- Sailing experience in Gas Tanker / Dual Fuel Engine
- Conversant with computers

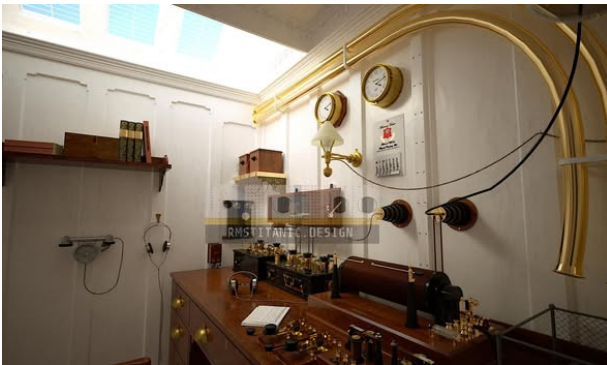
Forward your application to training@imare.in with a Cc to hgs@imare.in
The Hon. General Secretary,
The Institute of Marine Engineers
(India) "IMEI HOUSE"

Plot No: 94, Sector -19, Nerul, Navi Mumbai - 400 706, Tel: 022 27701664/
27711663

M: 8454847896 Website: www.imare.in



Titanic's Marconi Room - II



Titanic's Marconi Room - III

The role of the Wireless Operators of the 'Titanic' was nothing short of heroic, their 'Distress' messages leading to the 'Carthia' diverting and rushing to her rescue.

- Communications and Marconi were synonymous at the turn of the century, in the 1900s. How deeply embedded was this shipboard consciousness of Marconi can be related to my service in an Indian shipping company in the 1970s, 6 decades after the Titanic tragedy. While the Radio Officer used to be called 'Sparks' (probably because of the 'Rotary **Spark** Discharger' of the Marconi equipment of the Titanic days - my conjecture) by the seniors on board, the Indian crew would respectfully address the Radio Officer as 'Marconi Sahib'. That was the depth of synonymous relations between communications and Marconi.
- Communication between ship and shore was by Morse code, as it was for conventional telegraphy. The equipment only transmitted messages for about 300 miles in daylight, although that figure doubled or tripled after dark thanks to the refraction of long-wave radiation in the ionosphere. Source Science Museum
- This wireless communication, first used in 1901, became the all important mainstay of the safety of the ship on an immediate basis.
- The efficacy of the Wireless became transparent to all in 1909 when the SS Republic, (ironically) another White Star Liner collided with an Italian steamer off Nantucket Island. The 'Republic' sank over a period of 2 days but not before the Marconi Wireless Operator sent out a flood of 700 messages, giving the location of the stranded ship. His actions meant that over 1700 lives were saved.
- The installation of Marconi's Wireless sets on board ships gave an added sense of security. Not only ship-to-shore communication was possible, but also ship-to-ship messaging was possible.
- The 'Titanic' had on board the latest of Marconi equipment, the 'Rotary Spark Discharger', developed in 1912. This enhanced equipment gave the Titanic a stronger signal, even more than her elder sister, the 'Olympic'.
- Titanic was fitted out with some of the best wireless equipment available. ***But there was not yet an established practice of keeping a clear channel for emergency communications.***
- Since Titanic's wireless operators were transmitting over the same frequency as other ships, and the channels were jammed with passenger communications, several ice warnings from other vessels were either missed or ignored. - From Science Museum.
- During the time of the 'Titanic' construction, the Marconi equipment was operated by employees of Marconi, who were not the employees of White Star Line. They continued being Marconi employees even after the official take over by White Star Lines.
- Most of the ships had only one Wireless Operator, so he used to shut down the equipment for the night.
- The Titanic had two operators, one senior and the other junior - Phillips and Bride.
- Passenger communications were a cash cow to the Wireless Operator as well as the Marconi company. Each private message sent or received meant income. *This may well have proved to be a very good reason for the Titanic smashing into the iceberg, as two very important messages were not relayed to the Bridge or the Captain - all because it did not start with the prefix MSG. ('MSG' meant 'priority' in Marconi circles of that era, with the message meant for the Captain of the ship). The substance of the message was ignored by Wireless Operator.*
- It was probably after the Titanic sailed out of Southampton that the Marconi communications set had some problems. Marconi's strict instructions to their staff was that they should not try to repair the set. Rather, they should wait for the next port and ask for a Marconi Service Technician to rectify the problem.
- But the two Wireless Operators, Phillips and Bride, overstepped and bypassed Marconi Company protocol and took a couple of days to repair the fault in the communications equipment.
- Their dedication proved to be a blessing in disguise as, in the last hours of the Titanic, they were able



UPDATE ON IME(I) ELECTIONS FOR TERM 2025–27

Governing Council, Branch & Chapter Committees

The e-voting process for the elections of The Institute of Marine Engineers (India) for the term **2025–27** is currently ongoing for the following positions.

E-voting commenced on **15th July 2025** and will conclude at **1700 hrs on 31st August 2025**. After this time, the e-voting module will be disabled.

Positions Open for Election:

- **Head Office:** President and Vice-President
- **Mumbai Branch:** Chairman, Vice-Chairman, Honorary Treasurer, Governing Council Members, and Executive Committee Members

Only **Corporate Members** who were on the membership roll as of **15th May 2025**, and who had updated their **email ID and address** before this date, should have received an email from our e-voting service provider **CDSL**, containing their **Member ID and Password** for accessing the e-voting platform.

Corporate Members who have **not yet received** their login credentials from CDSL are requested to contact the undersigned **via email** at

Email: electionofficer@imare.in, with a copy to administration@imare.in.

Counting of E-Votes:

The counting of e-votes will take place at **10:00 hrs on 2nd September 2025** at **IME(I) House, Nerul**.

Corporate Members who wish to **witness the counting process** are requested to inform the undersigned, with a copy to Administration, by email **no later than 1700 hrs on Wednesday, 23rd August 2025**.

Election Officer

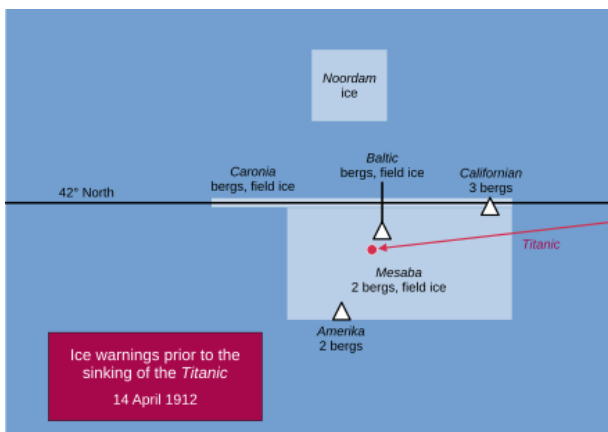
The Institute of Marine Engineers (India)
IME(I) House, Plot No. 94, Sector 19
Nerul (East), Navi Mumbai – 400 706
Email: electionofficer@imare.in

to send out Distress messages, SOS, **and the coordinates**, which were received by the 'Carpathia' and other ships.

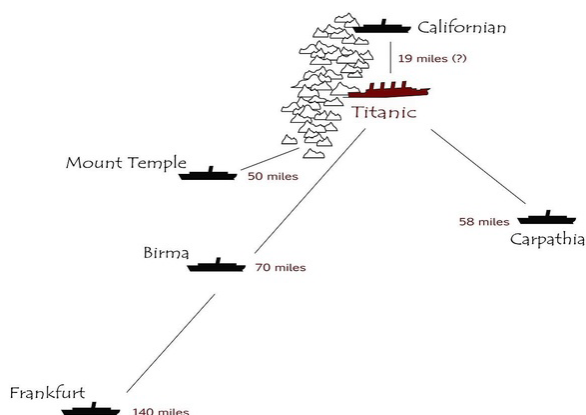


Bergs, growlers and field ice in Latitude 42° N., from Longitude 49° to 51° W.
RMS Caronia

Message received on 11th April



Titanic: Ice warnings on 14 April 1912.
Only part of this was known to Captain Smith.



The Ships in the Area

- The Carpathia's Wireless Operator, although technically not on duty, was, still in the Marconi Room - and to the Titanic's luck, had not switched off the wireless - when he received the first Distress Message

from the Titanic. Initially, he was not believed by the duty officers on the Bridge, till he went and woke up the Captain. The Cunard Lines 'Carpathia' immediately changed course and headed to those coordinates. They were 50+ nautical miles away. Their maximum speed was 14 knots.

- The 'Californian' was hardly 17 nautical miles away. They had stopped for the night due to the surrounding ice fields and icebergs. **But their Wireless Operator had shut down his equipment a little earlier and, hence, never received any distress messages.**
- The 'Californian' Wireless Operator had tried to send a message to the 'Titanic' that they had stopped for the night due to the presence of icebergs, but the Titanic's operator was busy in sending out private messages, of which he had a big backlog due to the faults in the equipment in the previous days.
- The 'Californian's last message was sent out at 10:55 pm, the text of it read "Say, old man, we are stopped and surrounded by ice". To which the Titanic's Operator replied "Shut up, shut up, I am busy. I am working Cape Race" (a shore station).
- Probably if this message had gotten through to the Captain of the Titanic that the 'Californian' had stopped for the night because they were surrounded by icebergs, he may have persuaded himself to stop, which would, then, have changed the course of history.
- To the Titanic's Wireless Operators' credit, had they not put in the effort to repair the fault in the Marconi equipment, there would have been no Distress Messages before the vessel sank. Even the 706 passengers and crew in the Lifeboats may not have survived, let alone be rescued. Nobody would have known 'what happened that night'.
- SOS (· · · — — — · · ·) (three dots three dashes three dots) is in Morse code. It is used as distress code, to signal danger. It was introduced by the German government in radio regulations on April 1, 1905. It became the worldwide standard when it was included in the second International Radiotelegraphic Convention, which was signed on November 3, 1906.
- The Titanic used the Marconi signal of 'CQD' (Come Quick, Danger) in their initial calls for help and followed it up with 'SOS' too, becoming one of the first ships on record to use the 'SOS' signal.
- SOS remained the maritime radio distress signal until 1999, when it was replaced by the Global Maritime Distress and Safety System.
- SOS is still recognized as a standard distress signal that may be used with any signaling method.
- The SS Mesaba sent a radio message warning the RMS Titanic of icebergs in the Atlantic on April 14, 1912 at 7:50 PM, nearly four hours before the collision.

Na tension, na
expectation —
bas **LIC ka**
protection

Rs 2 Crore LIC cover
On Ships/Shore/Air
Get Rs 12,00,000 yearly
Pensions once Quit Sea

LIC PENSIONS FOR MARINERS
GIRISH BHATIA-LIC-9820048188 Call/
wapp

- The Mesaba sends a warning to the Titanic about an ice field that includes “heavy pack ice and [a] great number [of] large icebergs.” Wireless operator Jack Phillips—who works for the Marconi Company—is handling passengers’ messages and never passes the warning on to the Titanic’s bridge.
- The Mesaba’s warning does not reach the Bridge, as the message does not start with ‘MSG’, which the universal (or Marconi’s) Wireless Operators’ alert that the message is meant for the Captain. **The ice field indicated in the message was directly on Titanic’s course.**
- **Number of iceberg warnings received that day: 6**
- **According to Titanic: The Legend, Myths and Folklore by Bruce Alpine, Titanic received three ice warnings from other ships in the area on April 14 (one never reached Smith), as well as three messages from the SS Californian, a small steamer that had stopped approximately 19 miles from the luxury ship. Its final warning, sent at 11 p.m.: “We are stopped and surrounded by ice.”**

What Happened That Night in the Marconi Room:

On the Night of the Sinking (14th April) - Timelines of Events in the Titanic’s Communications Room (Source - Titanica Wiki).

Philips (senior) and Bride (junior were in te Communications Room).

They were called ‘Communications Officers’ or ‘Wireless Operators’, the precursor to later Radio Officers.

10:35 PM - The ‘Californian’ sent an ice warning to the Titanic and vessels in the vicinity. Jack Philips was on the telegraph when he received this message. Since the two ships were so close to each other, the message was screaming at Philips, at which he threw the head set off due to how loud it was. He then responded with the infamous message (in Morse) “Shut Up! shut up! I am busy. Cape Race.”

The wireless on the Californian shut off for the night after this message.

The Titanic’s operators were both awake at the time of collision with the iceberg, but chose to ignore it.

12:27 AM (15th April) : The first distress signal was sent. It read thus: CQD, CQD, CQD, CQD, CQD, CQD, MGY (Titanic) 40 44’ N, 50 24’W.

The first ship to respond to them is the Frankfurt ‘What is the matter’.

12:29 AM : Cape Race (shore station) gets Titanic’s distress signal and makes a CQ, which means “Attention all stations”. This is Cape Race giving MGY position on CQD

12:36 AM : Officer Boxhall enters the Wireless Room to give the new position.

At the same time, ‘Carpathia’ has heard the distress signal

12:38 : *Carpathia’s Wireless Operator races to the Bridge to give the Titanic’s distress message. The Bridge Officers and crew do not believe him, leading to the Wireless Operator waking up the Captain. After which carpathia changes course and races to help the Titanic.*

The ‘Olympic’ - sister of the Titanic - responds and changes course, although much further away. Is advised by the Carpathia - after the Titanic. sinks - to not enter the scene, as it is likely to freak out the survivors to see a replica of the Titanic.

02.10 AM : The last message is sent out by the Wireless Operators ‘This is MGY at Pos” when a stoker walks into the Communications Room to steal their Life Jackets. Philips and Bride fought back, rendering the stoker unconscious.

At that point, they both abandoned the Marconi Room and ran out to the Boat Deck.

Harold Bride ran to the roof of the Officers’ Quarters to help in launching Collapsible Boat ‘B’.

Jack Philips ran to the stern and was not seen again.

Harold Bride survived the night.

- Had there been a protocol in place to prioritise the ship’s messages, this tragedy would never have happened.
- In the aftermath of the sinking, new regulations and standards were set to ensure that wireless operators aboard ships prioritised safety-related messages and that ships maintained a continuous listening watch on a common frequency. Marconi’s invention had forever changed maritime communication, and the lessons learned from the Titanic disaster would help prevent similar tragedies in the future. - Titanic Voyage History Centre
- As Wireless Telegraphy gave way to more modern technology - read telecommunications - like ‘radio’, ‘teletype’ and ‘telex’ the Wireless Operators turned into Radio Officers. Mind you, in spite of the sophistication of transmission, the Wireless set was still a part and parcel of the Radio Room.
- In today’s shipping world, the ‘Global Maritime Distress and Safety System’ displaced all the Radio Room equipment in one go.
- Within a few years of the GMDSS equipment becoming mandatory, (1999), Radio Officers were made redundant. Bridge Officers had to undergo courses on GMDSS and were trained in the use of GMDSS.
- **With the Morse Code having been “officially retired in 1999, a huge success story came to an end.**
- **But the Marconi Company story lives on, as most of the GMDSS equipment on board is manufactured by Marconi.**



Join Your Official IME(I) WhatsApp Group – Communication Enhancement Initiative



Dear Member,

Good day!

As part of IME(I)'s communication enhancement initiative, we are in the process of recreating our official WhatsApp groups. Members will be added based on their respective Branch/Chapter and Membership Grade, to ensure effective and relevant communication from IME(I).

We kindly request you to accept the said group invitation upon receipt and not mark the number as spam, as this could result in the Group being blocked.

The official number of WhatsApp is:
+91-7304271740

Your prompt acceptance and participation in your respective Group will be greatly appreciated.



- Do NOT put the group number in Spam.
- If blocked, we will have to recreate the group again.
- Kindly cooperate and help keep communication smooth.

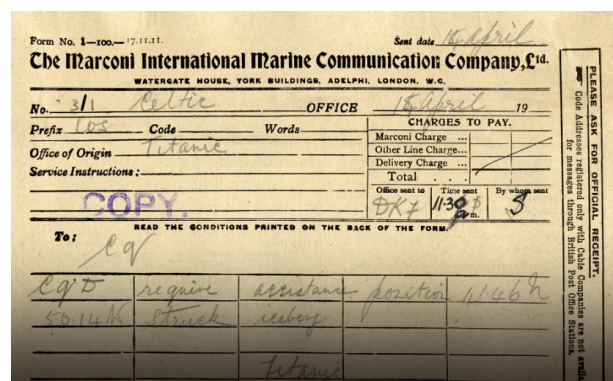
Best regards,

Sunil Kumar, Hon. General Secretary

- **The SAILOR set is the most popular one and in common use.**
- The GMDSS sets of today are capable of the following:
- The Global Maritime Distress and Safety System (GMDSS) helps vessels communicate and stay safe by providing a variety of services, including:
- **Distress alerting:** GMDSS allows vessels to automatically send distress alerts to shore and other ships.
- **Search and rescue:** GMDSS helps locate survivors of vessels that have sent a distress alert.
- **Maritime safety information:** GMDSS requires ships to receive broadcasts of maritime safety information, such as weather conditions and navigation hazards.
- **Communication:** GMDSS allows for communication between ships and shore, and between ships.
- GMDSS uses a number of components, including:
- **Emergency Position Indicating Radio Beacon (EPIRB):** A small, portable, and buoyant beacon that can issue distress alerts anywhere in the world
- **Search and Rescue Transponder (SART):** A portable radar transponder that helps locate survivors
- **Inmarsat:** A satellite network that provides communications worldwide, except for the polar regions
- GMDSS equipment requires a power supply from three sources: the ship's normal alternators or generators,

the ship's emergency alternator or generator, and a dedicated radio battery supply.

- To operate GMDSS equipment, shipboard personnel must hold a General Operators Certificate (GOC). This certificate is obtained after completing a short course and passing an exam.



A Memento of a Tragic Loss

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 were as Chief Engineer, served on Car Carriers, Container Vessels, Bulk Carriers, MPCs and Self Unloaders.

E-Mail: ranganathan.blog@gmail.com





The Institute of Marine Engineers (India)

CONTACT DETAILS

For General Queries:

(Except Courses, TAR Book, Membership and MER / iMélange):
The Institute of Marine Engineers (India) "IMEI House"
Plot No. 94, Sector-19, Nerul, Navi Mumbai – 400706, India
Phone: +91 22 2770 1664, +91 22 2770 6749
E-mail: hgs@imare.in

For Training/Admission:

Training Programmes:

The Institute of Marine Engineers(India) "IMEI House "
Plot No. 94, Sector-19, Nerul, Navi Mumbai – 400 706, India.
Phone: 022 – 27711663 / 27701664
Mobile No.: +91 – 9967875995 | E-mail: training@imare.in

For Membership Queries:

The Institute of Marine Engineers(India) "IMEI House"
Plot No. 94, Sector-19, Nerul,
Navi Mumbai – 400 706, India
Phone: +91 22 2770 1664, +91 22 2770 6749
E-mail: membership@imare.in

Send your Articles to:

The Institute of Marine Engineers(India) "IMEI House"
Plot No. 94, Sector-19, Nerul,
Navi Mumbai – 400 706, India
Tel.: +91 22 2770 1664 | Fax: +91 22 2771 1663
E-mail: editormer@imare.in / subeditor@imare.in

For iMélange Queries and Articles:

The Institute of Marine Engineers(India) "IMEI House"
Plot No. 94, Sector-19, Nerul,
Navi Mumbai – 400 706, India
Tel.: +91 22 2770 1664
E-mail: editornewsletter@imare.in / subeditor@imare.in



IME(I) House, Nerul, Navi Mumbai