iMélange

July 2025

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 the summer sun ripens across the Indian coastlines, July emerges not just with warmth but with momentum—a forward push across regulatory, legal, psychological and educational spaces in the maritime sphere. This edition of *iMélange* captures this pulse with stories of promise, policy, perspective and partnership.

In a significant step towards environmental responsibility, a national workshop on the **Entry into Force of the Hong Kong Convention** was hosted focusing on safe and environmentally sound ship recycling. Session brought together shipowners, recyclers and regulators to chart India's readiness and strategic role as one of the largest ship-recycling nations.

The importance of legal and operational accountability came to the fore at the **Technical Lecture Meet on the MV Dali allision**, hosted by **IME(I) Kolkata Branch**. The incident, which drew international attention, became the focal point for critical discussion on liability frameworks, insurance complexities and safety protocols in maritime domain.

Meanwhile, the psychological impact of a fast-digitizing maritime world took center stage in **Chandigarh**, where a seminar addressed the human response to emerging technologies onboard.

The **Webinar on "The Better Gender – Breaking Bias"**, organized by the **Kochi Branch**, addressed another equally vital conversation—gender equity. The event underscored how inclusion, representation and dismantling biases are not just idealistic goals but operational necessities in building a robust maritime workforce.

Pune's Lecture Meet, focusing on "**Maritime Careers: A New Hope and a Great Opportunity**", offered fresh optimism to students and professionals alike. The discussions inspired many to view shipping not as a fallback, but as a field of strategic significance and evolving innovation.

A notable milestone this month was the **MoU signed between the International Maritime Institute (Greater Noida)** and **IME(I)**, marking the launch of a new student chapter. This step is set to further foster technical excellence, mentoring and career guidance for young minds entering the maritime profession.

The global footprint of **IME(I)** grew stronger with the IME(I) Hon. Gen. Secretary's visit to **IMarEST**, keeping in mind the enhancement of institutional collaboration and thought exchange between the two leading maritime bodies.

One of the most significant global events in June was **India's active participation at MSC 110**, where a multidisciplinary delegation contributed to safety standards, fuel transition frameworks and digital transformation roadmaps.

Meanwhile, **Union Minister Shri Sarbananda Sonowal** inaugurated the first-ever **ASEAN–India Cruise Dialogue in Chennai**, strengthening India's maritime diplomacy and boosting the regional cruise ecosystem through partnership and infrastructure focus.

In a deeply human story, **Indian seafarers detained at Yemen's Ras Isa port** were successfully released after prolonged hardship—drawing attention once again to the need for strong diplomatic channels and legal protections for our seafarers abroad.

Connectivity and tourism received a twin boost with the **inauguration of the Teknaf–Tripura trade corridor**, strengthening Indo-Bangladesh maritime cooperation and the launch of **Cruise Bharat Mission** in Gujarat, signalling renewed focus on domestic maritime tourism.

As maritime India evolves, this month reminds us that progress is multi-dimensional—combining regulation and compassion, legacy and innovation, diplomacy and dialogue. We invite your thoughts, perspectives and contributions at editornewsletter@imare.in or subeditor@imare.in by **7th August 2025**.

SUNIL KUMAR
Chief Editor (Hon.) – iMélange

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Workshop on "Entry into Force of the Hong Kong Convention – The Way Forward"

A One-Day Workshop on "Entry into Force of the Hong Kong Convention – The Way Forward" was jointly organised by the Directorate General of Shipping and Gujarat Maritime Board partnering with the Ship Recycling Industries Association, Bhavnagar and the Institute of Marine Engineers India at Bhavnagar, Gujarat on 30th June 2025. The event had a huge response attended by various stake holders of the Ship Recycling industry welcoming the arrival of HKC in Ship Recycling.

The event, marked the historic enforcement of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC). Welcome address of the event was provided by the Vice Chairman & CEO of Gujarat Maritime Board **Shri Rajkumar Beniwal, IAS.** The event was attended by Officials from the Ministry of Ports, Shipping & Waterways, Directorate General of Shipping, Gujarat Maritime Board (GMB), local District Administration, Regulatory bodies involved in Ship Recycling and members from Ship Recycling industry associations, Representatives of Classification societies, Trade Unions and Workers association and other related stakeholders.

Chief Guest **Shri Shyam Jagannathan, IAS**, Director General of Shipping, in his address, underscored the importance of enhanced cooperation between the National Authority and the Competent Authority. He called upon the Gujarat Maritime Board (GMB) to adopt a five-point mechanism for developing a structured digital platform to enable seamless coordination—covering compliance verification and third-party inspections. He also urged GMB to share its long-term Master Plan for expansion activities along the Alang-Sosia belt, including proposals for developing a TSDF facility. In addition, he highlighted the need to institutionalise training programmes to build worker capacity and offer structured courses on sustainable ship recycling practices.

Shri Jagannathan further recommended incorporating successful wellness and inclusion initiatives such as "Sagar Mei Yog" and "Sagar Mei Samman," focused on enhancing physical and mental well-being and promoting gender equality among the ship recycling workforce. He proposed that GMB establish an annual forum to bring together national and international stakeholders to exchange best practices, explore innovations, and strengthen compliance in ship recycling. He also requested Detailed Project Reports from GMB to enable coordinated implementation with local authorities, with an emphasis on improving social and public infrastructure, including living conditions, healthcare, and overall worker welfare. The need for

standardisation across ship recycling activities was also strongly emphasised.

The felicitation address during the event was provided by **Shri Ajithkumar Sukumaran,** Chief Surveyor cum Additional Director General (Engg) hailed Ship recycling as a Nation building activity and the transformation it brings in to Social, Cultural and Environmental aspects of the Country. He further highlighted the economics of Ship recycling, Circular economy achieved due to Ship Recycling and the significance of implementation of HKC. **Shri Vipul Singhal, IRTS,** Director, MoPSW during his address spoke about the initiatives taken up by the Ministry. **Shri Santosh Kumar Darokar,** Principal Officer, MMD, Kandla expressed the difficulties faced by crew of vessels calling Alang and stressed the need of adequate care. District Collector Bhavnagar **Dr. Manish Kumar, IAS, Shri Vishnukumar Gupta,** President of SRIA and **Shri David Birwadkar,** Chairman of Institute of Marine Engineers, (India), Mumbai Branch spoke welcoming the HKC.

During the event a Presentation on Ship Recycling in Alang highlighting the infrastructure development undertaken and futuristic plan was provided by Shri Rajkumar Beniwal, IAS. Subsequently a presentation on Material Recovery from Ship Recycling was provided by **Shri Haresh Parmar,** Secretary of SRIA which highlighted the environmental benefits achieved due to Ship recycling.

Presentations on HKC Compliance & EU Preparedness of Alang Yards were provided by **Shri Satish Singh**, COO of Priya Blue Industries and **Shri Uday Agarwal,** Director Alang Auto Engineering and **Shri Rohit Agarwal** of GGSBY industries Private Ltd.

A Presentation on HKC Implementation highlighting the existing, upcoming regulatory frame work in Ship Recycling, roles and responsibilities of various agencies involved in Ship Recycling, the experience building phase of IMO and the futuristic steps that are to be undertaken by the stake holders was provided by **Shri Gopi Krishna. C,** Engineer & Ship Surveyor cum DDG (Tech), DGS, Mumbai. The event also had presentations from leading Classification societies involved in inspection and Certification of Ship Recycling including **Shri Amol Bande,** Senior Surveyor, Indian Register of Shipping (IRS) spoke about towards the Safety and training aspects required towards implementation of HKC, **Shri Shobhit Kapoor,** Marine Operations Manager, South East Asia West, Lloyds Register Marine and Offshore services India LLP towards Challenges in upstream and downstream management of hazardous material and **Shri Ashish Matta,** Manager, Nippon Kaiji Kyokai (NKK) on HKC implementation and the next challenge in the transformation of Ship Recycling industry focusing on preparation of IHM with a web-based system.

The event was attended by **Shri Gopinandan. P,** Engineer & Ship Surveyor, MMD, Kandla moderated by **Shri Sanjeev Mehra,** the Honorary Secretary of IME(I) Mumbai Branch. **Capt. Rakesh Mishra,** Port Officer, Alang provided the Vote of thanks of the event.

Glimpses of the Event


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Technical Lecture Meet on MV Dali Allision: Legal Dimensions Explored

The Institute of Marine Engineers (India), Kolkata Branch organised a Technical Lecture Meet on 12th June 2025, in the new second lecture hall of the Maritime Education & Training Centre at IME(I) Kolkata Branch. The presentation was made by **Dr. Shantanu Paul,** Faculty of Marine Engineering, IMU Kolkata Campus, on the topic 'MV Dali Allision: A Legal Snapshot of Brahmastra'.

IME(I) Kolkata Branch Chairman **Shri Gautam Sen** welcomed Dr Paul with a bouquet and a memento. Hon. Secretary **Shri Abhijit Banerjee** introduced him to the audience by reading out a brief biodata.

The presentation was based on an article written jointly by Dr Paul and a professor of the World Maritime University (Malmo), published in the March 2025 issue of the MER(I).

In his lecture, Dr Paul discussed at length the legal ramifications of the case, with various parties having been affected and with the extent of blame still being debated in the courts.

The riveting presentation of an hour was followed by questions from the audience, especially by MEO Class-I candidates from various institutes, who found the session very informative. Members and trainee cadets attended the talk in significant numbers.

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Seminar on "The Psychological Impact of Technology"

The Chandigarh Chapter of The Institute of Marine Engineers (India) successfully organised a one-day seminar on **"The Psychological Impact of Technology"** on 28th June 2025. The event commenced at 1030 hrs with a welcome address by **Dr. Labh Singh**, who greeted the Chief Guest and the 90 attendees present.

The seminar aimed to delve into the evolving influence of technological advancements on mental well-being, safety practices, and professional adaptability.

Shri Jagmeet Makkar, Chief Guest, delivered an impactful keynote on **"Future-Proof Yourself: Why Learning is the Ultimate Career Insurance"**. He emphasised that while technology amplifies human strengths, it also exposes vulnerabilities. He advocated for continuous learning, cross-disciplinary skill development and the enhancement of human-centric abilities as essential tools for remaining relevant in a rapidly changing world.

Capt. Arjun Kalra highlighted the technical and human aspects of maritime operations in his talk on mooring rope safety and the significance of adequate rest hours at sea. He underlined that mooring failures often result from incorrect assumptions and stressed that insufficient rest can lead to serious maritime incidents and legal implications.

Ms. Padma and **Ms. Anuradha Singh** addressed the urgent need to foster a harassment-free workplace aboard ships, stressing its direct impact on seafarers' mental health. She warned that stress among crew members increases the risk of accidents, posing threats to human life, the marine environment and maritime assets.

Mr. Prasoon Ojha shed light on the growing risk of cyber threats due to the excessive use of mobile applications, especially those with access to sensitive data like mobile banking. He outlined preventive cybersecurity practices and underlined caution while granting app permissions.

Mr. Mandeep Lal conducted a session on **"Yoga for Complete and Holistic Health in Challenging Conditions"**, where he promoted the benefits of regular yoga practice for physical, mental and spiritual well-being. He encouraged participants to go beyond postures and adopt breathing techniques, meditation and mindfulness for holistic health.

Mr. Sudhir Mittal provided an informative session on cybersecurity. He explained how fear, ignorance, greed and overconfidence often make individuals vulnerable to cyberattacks. He shared best practices for online safety and encouraged prompt reporting of cyber fraud through the National Helpline number **1930.**

Cdr. J.P. Singh Makkar shared his insights on investment strategies amid technological disruptions. Focusing on the Indian Capital Market, he compared various asset classes, discussed associated risks and explained the importance of fundamental analysis to avoid common investment pitfalls.

Dr. Ashima Srivastava addressed the role of **Stress Management and Emotional Intelligence (EI)** in professional and personal life. She underscored the importance of self-awareness, empathy, effective communication and positive mindset in managing stress and enhancing emotional resilience.

Mr. Ajit Singh reinforced the IMO's 2025 theme, **"My Harassment-Free Ship,"** advocating for respectful and inclusive maritime workplaces free from fear or discrimination.

The seminar concluded with the final remarks and recommendations

presented by **Mr. Arun Kumar Agarwal**, followed by a vote of thanks by **Mr. Karnail Singh**, Honorary Secretary, IEI. The event formally ended at **1630 hrs** with the rendition of the **National Anthem.**

This insightful seminar provided a comprehensive overview of the psychological dimensions of technology and emphasized the need for proactive personal development, safety awareness, and mental wellness in the maritime and wider professional domains.

Webinar on "The Better Gender – Breaking Bias"

The Institute of Marine Engineers (India), Kochi Branch, conducted a webinar on a subject that took a different path from the usual technical themes. The topic was **"The Better Gender – Breaking Bias."** The choice of this subject aligned with the ongoing trend of addressing socially relevant issues in an engaging and impactful manner. It also resonated with the recent initiative of incorporating such topics into the training curriculum for Marine Engineers by the concerned authorities.

The webinar was presented by **Mr. Mathew 'Soney' Jacob**, currently serving as part of the external faculty of the Kochi Branch Training Division. He is a post-graduate in Oceanography and a certified NLP Practitioner. With over 25 years of experience in the field of Geographic Information Systems (GIS), Mr. Jacob has worked with various organisations in India and abroad. He later transitioned to a freelance role as a soft skills trainer, catering to both corporate employees and college students. He is also a highly sought-after speaker with a deep passion for public speaking and training. Mr. Jacob firmly believes in empowering the younger generation to build a better world.

Both the innovative subject and the reputation of the speaker drew an audience beyond the marine fraternity, in addition to members of the Institute.

The presentation focused on the highly relevant and socially pressing issue of **gender bias against the "better" gender**. It was noted that the gender-based division of labor has existed since the early stages of human civilisation. While recent developments show some positive shifts in societal attitudes, the presentation highlighted that significant progress is still needed.

The current scenario in the maritime sector was specifically addressed, revealing the stark reality that only a minuscule percentage of seafarers are women. The common notion that the tough nature of the job is the main reason for this imbalance was challenged. If physical strength were the primary criterion, candidate selection would have been based solely on that. However, the session acknowledged a growing realization among women today—that no job is beyond their reach. As a result, the number of girls and women aspiring to join the merchant navy is rising steadily, offering a glimmer of hope in an otherwise bleak landscape.

The presentation was especially appreciated not only for its unique subject matter but also for its interactive elements, such as quizzes, which helped engage the audience and stimulate meaningful participation. The session concluded with an enthusiastic and lively discussion.

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Lecture Meet on "Maritime Career: A New Hope and a Great Opportunity"

The Institute of Marine Engineers (India) – IME(I), the Company of Master Mariners of India (CMMI), the Indian Maritime Foundation (IMF), and the Maharashtra Master Mariners Association (MMA) jointly organised an insightful lecture meet on the theme *"Maritime Career: A New Hope and a Great Opportunity"* to guide students and their parents about career prospects in the maritime industry.

The programme saw participation from nearly 100 students along with their parents. The event featured informative presentations and interactive discussions with over ten industry veterans, who provided detailed insights into career pathways in the Merchant Navy and the Indian Navy. The speakers addressed crucial aspects such as eligibility criteria, physical fitness requirements, educational qualifications and the engineering skills necessary for a successful maritime career.

Prominent industry professionals who led the session included:

- **Er. Sanjeev Ogale**, Chairman, IME(I)
- **Capt. Milind Phadnis**, President, CMMI
- **Capt. Kiran Joshi**, Secretary, CMMI
- **Capt. Shrirang Gokhale**, Past President, CMMI
- **Capt. Anand Dixit**, President, IMF
- **Mr. Vivek Velankar**, Career Counsellor

The key objective of the event was to demystify the career options in the maritime sector and to caution aspiring candidates against misinformation. Speakers emphasised that while a maritime career is adventurous and offers the opportunity to travel the world, it also requires candidates to be away from their families for extended durations.

The maritime industry provides a broad spectrum of career opportunities ranging from deck

officers and marine engineers to roles in hospitality and logistics. However, strict educational and medical standards must be fulfilled. It was strongly advised that candidates undergo certified medical fitness tests and verify the credentials of any institute or recruitment agency before enrollment.

Institutions authorised by the Directorate General of Shipping (DGS), Government of India, are listed on the official website (www.dgshipping.gov.in). Candidates were urged to check the validity of the institute's or recruiter's **RPSL (Recruitment and Placement Service License)** number to avoid falling victim to fraud.

The session highlighted the importance of avoiding unauthorised agents and misleading advertisements. Students were encouraged to verify every detail and consult experienced maritime professionals before making any commitments.

In Pune, several seasoned maritime professionals are available to mentor and guide aspiring youth. The panel encouraged students to seek advice, ask questions, and clarify doubts through such awareness programmes to make informed decisions.

Presentations were delivered by:

- **Er. Ajit Shelar**, IME(I)
- **Er. Sanjeev Ogale**, IME(I)
- **Capt. Kiran Joshi**, CMMI
- **Rear Admiral Nadkarni**, IMF
- **Capt. Ashutosh Apandkar**, MMA

The event was graced by **Mr. Ashok Chitnis,** Past President of IME(I), who felicitated **Rear Admiral Nadkarni.** The programme received an enthusiastic response with high engagement from students and parents, who raised several pertinent questions throughout the interactive sessions.

The event was well supported and seamlessly coordinated by the committee members of IME(I) Pune Branch and the CMMI Pune Chapter. It proved to be an informative and inspiring session, offering clarity and direction to the next generation of maritime professionals.

Annual General Meeting of Kolkata Branch

The Annual General Meeting of the Institute's Kolkata Branch for the financial year ending 31st March, 2025 was held on 20th June 2025 at Princeton Club, Kolkata.

In his opening speech, Chairman of Kolkata Branch **Mr. Gautam Sen** welcomed all present, and recalled how, in the past year, the regular annual functions of the Branch – the Annual Technical Paper Meet and the Annual Contributory Dinner Meet - were revived after a gap of five years.

He informed that the Marine Training Institute, under the Branch, had finally commenced operations in March 2025. This required completion of further procedures and the renting of an additional flat adjacent to the existing property, in order to accommodate a second classroom and a cafeteria, as per DG Shipping requirement.

He also informed that the first course of IGF started there on 17 March, with 15 candidates. Also, that only one course was possible by 31 March.

The Chairman reported that group discussion, on WhatsApp, to help candidates for MOT exams, had got a very favourable response, and was continuing from the previous year, mainly due to the efforts of EC Member **Mr. S.K. Sarkar.**

He pointed out that recruitment drive for new members had succeeded to the extent that the Branch Committee is now allowed to have one more GC Member and one more elected EC Member, thus increasing the elected committee strength from 7 to 9.

Minutes of the previous AGM held on 26th July, 2024 were confirmed by a show of hands. The Branch Activity Report for the year 2024-25 was presented in Power Point form by Hon. Secretary **Mr. Abhijit Banerjee.** Balance Sheet and Audited Accounts of Kolkata Branch for the year 2024-25, which had been posted earlier to the members, were accepted without any amendment. The auditors were reappointed for the Institute's Kolkata Branch for the financial year 2025-26. Under 'Any Other Matter', various points raised by members present were answered or taken note of.

A formal vote of thanks was proposed by the Hon. Treasurer, **Mr. Soumitra Neogi.**

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International Maritime Institute Greater Noida Signs MoU with Institute of Marine Engineers (India) to Launch A New Student Chapter

The International Maritime Institute (IMI), Greater Noida, proudly announces the signing of a Memorandum of Understanding (MoU) with the Institute of Marine Engineers (India) (IME(I), marking the formal launch of a new IME(I) Student Chapter at the institute.

IME(I) is India's leading professional body for marine engineers, known for advancing maritime education, technical excellence and industry engagement nationwide. Membership with IME(I) offers students and professionals a vital platform for networking, research and staying well-informed on global advancements in marine engineering.

The MoU was signed in the presence of distinguished representatives including Mr David Birwadkar, Chairman of the IME(I) Mumbai branch, Captain Saurabh Varshney, Head of Institute, IMI and Mr Rajeev Sarang, Head of Sub-Committee, IME(I) Mumbai Branch and General Manager, Fleet Management Limited.

A Wealth of Resources and Learning Opportunities

The newly established IME(I) Student Chapter at IMI Greater Noida marks a significant step in enriching the academic and professional journey of marine engineering cadets.

Cadets will benefit from access to the IME(I) e-Library, which offers an extensive collection of maritime learning materials and technical publications. They will also enjoy discounted rates on advanced maritime courses after graduation, encouraging continuous professional development. The chapter facilitates mentorship from experienced marine engineers and provides invitations to exclusive seminars, webinars and industry events—ensuring students stay informed about the latest trends and technologies.

Additionally, students traveling to Mumbai for exams or training can access subsidised hostel facilities, and those working on innovative projects may receive funding support and opportunities to publish technical papers. This collaboration bridges classroom learning with real-world maritime experience, equipping students with the skills, exposure and confidence needed to thrive in the global shipping industry.

Mr Rajeev Sarang said: "The establishment of this students' chapter opens a gateway for young marine engineers to empower themselves with the tools, mentorship and the exposure they need to thrive in a fast-changing sector."

A Commitment to Maritime Innovation

In March 2025, The Caravel Group acquired IMI – a strategic investment in shaping the future of maritime education. IMI remains committed to nurturing highly skilled officers through its pre-sea programmes. The IMI ensures its graduates are equipped to lead in a rapidly evolving maritime landscape with offerings that include advanced simulator training, digital navigation, alternative fuels and sustainability-driven operations.

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- Receive information about marine technical events worldwide.

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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

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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)		

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Exploring Synergies: The Institute of Marine Engineers (India) Engages with The Institute of Marine Engineering, Science and Technology (IMarEST), Europe

As part of its ongoing effort to strengthen international professional ties, The Institute of Marine Engineers (India) [IME(I)] recently marked a second visit to the headquarters of The Institute of Marine Engineering, Science and Technology (IMarEST) in London. Following the earlier visit by IME(I)'s President Mr. Rajeev Nayyer, this visit was led by Mr. Sunil Kumar, Honorary General Secretary, IME(I).

Mr. Kumar's interaction with the IMarEST leadership reflects a shared interest in exploring potential areas of collaboration. Discussions touched upon themes such as enhancing member value, knowledge exchange, and the possibility of future joint initiatives aligned with evolving industry needs.

While the dialogue is still at an exploratory stage, both institutions expressed a positive outlook towards building greater alignment through meaningful professional engagement. These initial exchanges lay the groundwork for a growing relationship that may, over time, contribute to mutual learning and the advancement of marine engineering and maritime science globally.

India at MSC 110: Navigating Maritime Safety, Fuels of the Future and Autonomous Shipping

The 110th session of the Maritime Safety Committee (MSC 110) of the International Maritime Organization (IMO) was held from 18th to 27th June 2025 at IMO Headquarters in London. The session marked another important milestone in global maritime governance, bringing together nations, classification societies, shipbuilders, operators and experts to deliberate on regulatory advancements in maritime safety, digitalization, alternative fuels and automation.

Despite last-minute visa constraints that prevented some officials from the Directorate General of Shipping from attending in person, India ensured a strong and well-coordinated presence through delegates physically attending in London, as well as active remote participation from officials across the Indian maritime administration and industry.

India's Representation: Physical and Remote Participation

India's delegation at MSC 110 included:

Physically present delegates in London:

- Capt. Abul Kalam Azad, Nautical Adviser (i/c) and (Head of Delegation)
- Capt. Vanamali Pardhasaradhi, Nautical Surveyor, MMD Tuticorin
- Mr. Sunil Kumar, Fellow, Institute of Marine Engineers (India)
- Cdr. Sandeep Kumar, Senior Principal Surveyor, Indian Register of Shipping
- Mr. Lokanath Prasad Tripathy, Head-Offshore Logistics Services, Greatship India Ltd.
- Mr. Harikrishnan Usha Ratnakaran, Senior Manager, Cochin Shipyard Ltd
- Mr. Sreeram Kesava Sarma, Manager, Cochin Shipyard Ltd

Remotely active delegates:

- Mr. Pradeep Sudhakar, Chief Ship Surveyor, Directorate General of Shipping
- Mr. Killi Mohana Rao, Principal Officer, MMD Chennai
- Mr. Praveen Nair, Surveyor, Directorate General of Shipping
- Mr. Mudit Mehrotra, Industry Representative, Indian National Shipowners' Association (INSA)
- Mr. Jyotisman Dasgupta, Vice President, Anush Gas Technology Services LLP

This well-distributed representation ensured India's voice remained present and active across plenary discussions, working and drafting groups and informal coordination sessions.

Contributions and Interventions

India made several interventions in plenary and actively participated in three working groups and one drafting group. These engagements covered a range of critical topics that will shape the future of international shipping.

Among the key issues addressed:

- Safety frameworks for hydrogen, ammonia and low-flashpoint fuels, including protocols for toxic leak detection and emergency preparedness.
- Maritime Autonomous Surface Ships (MASS) Code, where India advocated for phased implementation with a focus on safety and continued human oversight.
- "One Ship–One Code" concept, supporting simplification for ships using multiple alternative fuels under the IGF/IGC Codes.
- Cybersecurity resilience, contributing to the development of a non-mandatory, goal-based Cybersecurity Code.
- Goal-Based Ship Construction Standards, especially for new fuel technologies and hybrid propulsion systems.
- Fire safety onboard container ships, particularly concerning lithium-ion batteries and undeclared hazardous cargoes.

Capt. Azad's presence during the opening days helped bring India's practical insights to the table. Meanwhile, technical contributions from delegates representing shipowners, classification, design and engineering ensured that India's inputs were both diverse and rooted in frontline maritime operations.

Teamwork and Coordination

Despite split modes of participation, the Indian delegation functioned as a cohesive unit. The physical team in London maintained real-time coordination with remotely participating officials from DGS and affiliated organizations.

- Team added practical viewpoints during discussions on low-flashpoint fuel systems.

- Inputs from delegates helped navigate compliance impacts and risk evaluation under new safety frameworks.
- Discussions around cyber resilience, carbon capture and autonomous shipping benefitted from collective technical perspectives brought forward by both industry and administration.

The alignment between industry expertise and regulatory perspective helped India present holistic, technically sound views during MSC 110.

Outcomes with Strategic Impact

MSC 110 led to several key decisions:

1. SOLAS Amendments: Changes in pilot ladder arrangements, fire protection in machinery spaces, and lifejacket requirements to take effect from 2026–2028.
2. Advancement of the MASS Code: Adoption of a non-mandatory code by 2026 with the goal of transitioning to a mandatory framework by 2032.
3. Cybersecurity Framework: The foundation was laid for developing a goal-based Cybersecurity Code for ships.
4. Alternative Fuel Safety Protocols: Interim guidelines for ammonia, hydrogen, DME and LOHC-powered ships were advanced, with India contributing risk assessment criteria and design recommendations.
5. Container Ship Fire Risks: The Committee agreed to expedite reforms on cargo hazard classification and fire suppression systems—an area where India's input aligned with growing global concern.
6. Early Work on Carbon Capture and Wind Propulsion: Recognizing India's growing interest in decarbonization solutions, these initiatives found resonance with the delegation's interventions.

Reinforcing India's Global Maritime Standing

India's sustained participation at MSC 110 reinforced its status as a maritime nation committed to shaping progressive global standards.

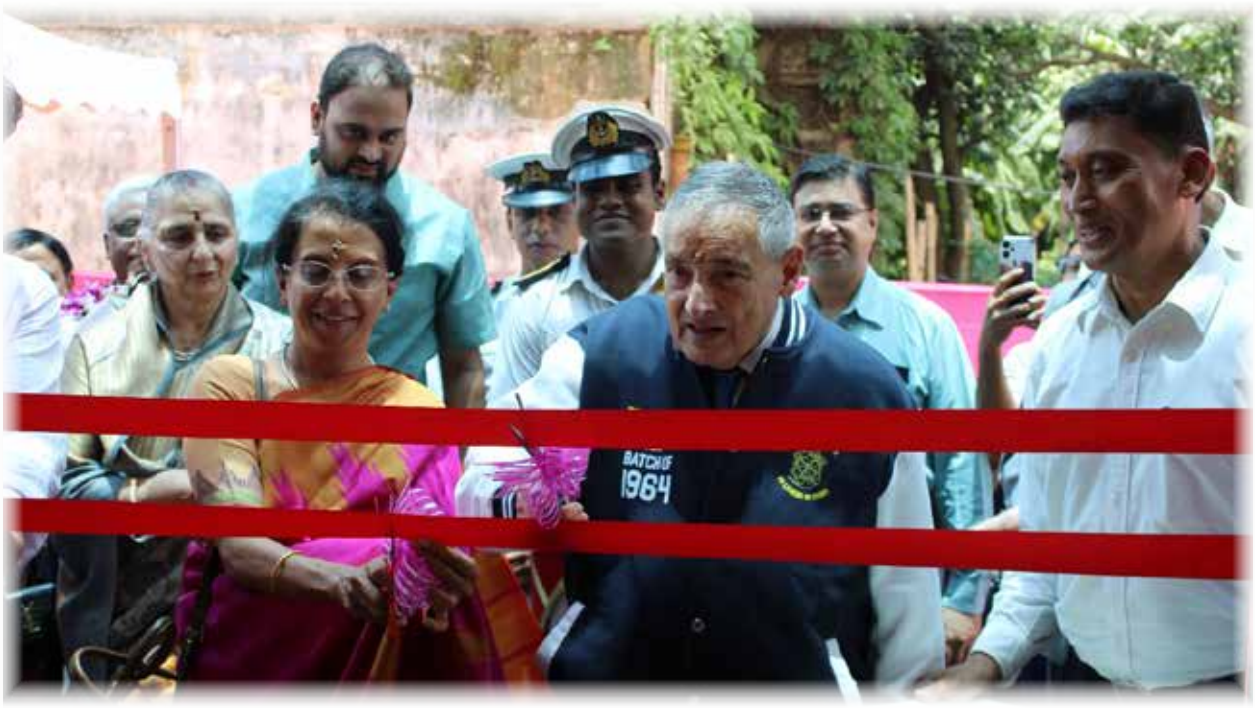
- The shared presence of regulators, shipowners, engineers and shipbuilders ensured well-rounded interventions.
- MSC 110's focus areas—automation, decarbonization and safety—mirror the transformation underway in India's domestic maritime policy and port development efforts.
- Delegates representing IME(I), IRS, Cochin Shipyard, INSA, and DGS demonstrated deep engagement and mutual reinforcement of India's technical credibility.

Looking Ahead

As IMO moves toward crucial upcoming sessions like CCC 11, HTW 12 and SDC 10, India's preparatory groundwork at MSC 110 will prove vital in maintaining momentum.

The path toward safer, greener and smarter shipping demands inclusive participation, and MSC 110 showcased how India continues to rise to that expectation—with diligence, expertise and integrity.

Inauguration of Dr. Ravi K Mehrotra Centre of Excellence in Maritime (RKMCoEM) at IMU Kolkata Campus



The Indian Maritime University (IMU), Kolkata Campus, proudly inaugurated the *Dr. Ravi K Mehrotra Centre of Excellence in Maritime (CoEM)* on 18th July 2025. This landmark event marks a significant step in the university's mission to promote innovation, research and excellence in maritime education and seafaring with the support of its Alumni and Industry partners.

The Centre is the result of a generous endowment by Dr. Ravi K Mehrotra, an illustrious alumnus of IMU Kolkata Campus (the erstwhile Directorate of Marine Engineering Training (DMET), Kolkata) and Founder of the M/s Foresight Group, United Kingdom. His enduring commitment to maritime excellence led to a formal MoU between IMU and M/s RK Mehrotra Holdings Limited (RKMHL), signed on 5th August 2024.

Under the terms of the MoU, RKMHL had endowed USD 20 million over five years towards advancing the objectives of the Centre. Additionally, RKMHL is bearing the construction cost for the dedicated Dr. Ravi Mehrotra CoEM building, a 5,500 sq. ft. facility located within IMU's Kolkata Campus. The foundation stone for the Centre was laid on 20th January 2025, culminating in the grand inauguration presided over by Dr. Ravi K Mehrotra himself.

The inaugural event was graced by Dr. Malini V. Shankar, IAS, Hon'ble Vice Chancellor of IMU, along with dignitaries from the maritime sector, IMU alumni, industry stakeholders and key university officials, including Dr. Rajoo Balaji, Pro-Vice Chancellor; Shri K Saravanan Registrar, Cmde K.D. Joshi (Retd), Controller of Examination; R Adm Amit Bose Director IMU Kolkata Campus, Shri M. Saravanan, Finance Officer; Shri V.K. Singh, Chief Engineer, CPWD Kolkata and other important dignitaries from the IMU Alumni community and Maritime Industry.

Objectives of the Centre of Excellence in Maritime (CoEM):

- Promote research and development initiatives in maritime technology and practices.
- Conduct advanced training and academic programs for IMU students and maritime professionals.
- Foster partnerships with shipping companies, ports, and allied maritime stakeholders.

Already, the Centre has initiated work in niche research areas such as improving the Energy Efficiency Existing Ship Index (EEXI) through biofuels and developing a comprehensive toolkit for fuel optimisation in merchant shipping. Future research plans include exploring alternate fuels and integrating Artificial Intelligence into maritime operations.

The CoEM stands as a beacon of knowledge, innovation and sustainable maritime development, aimed at shaping the future of the Indian maritime sector by empowering young seafarers through cutting-edge research and forward-thinking solutions.

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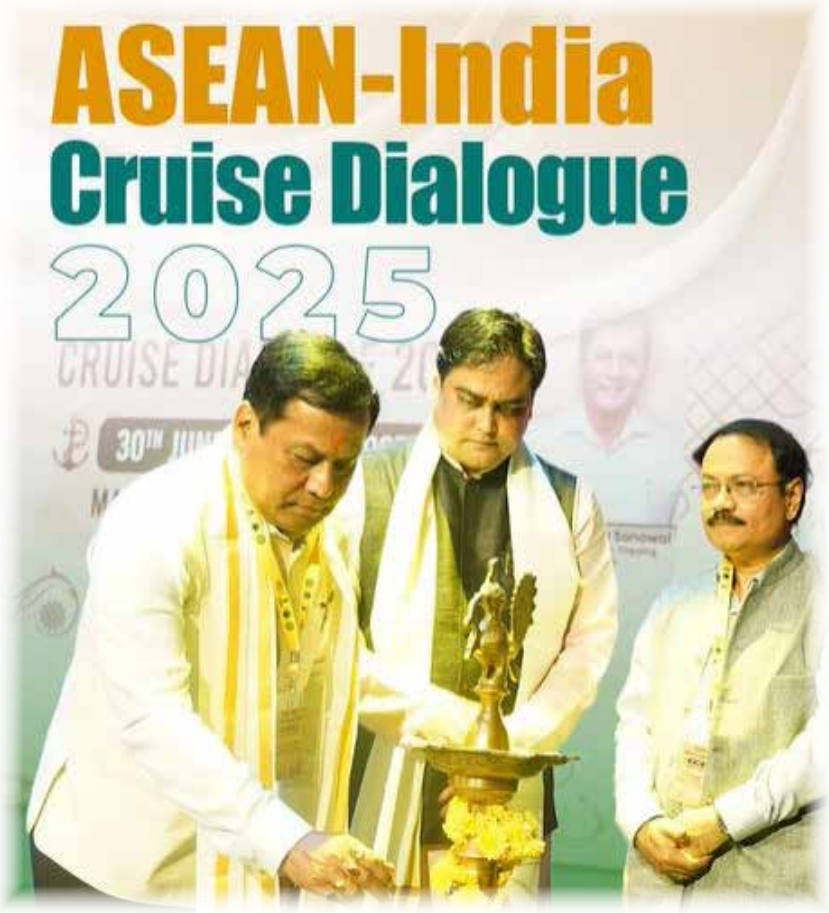
Union Minister Shri Sarbananda Sonowal Inaugurated the First-Ever ASEAN–India Cruise Dialogue in Chennai



The Union Minister of Ports, Shipping & Waterways (MoPSW), **Shri Sarbananda Sonowal,** inaugurated the first-ever **ASEAN–India Cruise Dialogue** in Chennai. This landmark event, hosted by India, witnessed participation from all ASEAN member states—Brunei, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Vietnam—along with Timor Leste. The Dialogue aimed to deepen maritime cooperation, boost cruise connectivity and promote sustainable tourism across the Indo-Pacific region.

The inaugural session was held aboard the MV Empress (Cordelia Cruise) at Chennai Port, with over 30 delegates from ASEAN nations in attendance. Senior officials and stakeholders from MoPSW were also present. The event continued in Mamallapuram, a UNESCO World Heritage Site. Shri Sonowal was accompanied by the Union Minister of State for MoPSW, **Shri Shantanu Thakur,** among other dignitaries.

In his address, Shri Sonowal highlighted India's plans to upgrade 5,000 km of navigable waterways to improve cruise connectivity with ASEAN countries. He emphasised the ambitious targets under the Sagarmala initiative, which envisions handling one million cruise passengers by 2029. He also noted the substantial growth in cruise ship calls from 102 in 2013–14 to over 14,000 presently—attributed to policy reforms, tax incentives and improved port infrastructure.

Shri Sonowal underscored Prime Minister **Shri Narendra Modi's** vision to enhance coastal connectivity and modernise customs and immigration systems. He stated that India intended to collaborate with ASEAN nations to develop cruise tourism and create regional tourism circuits across the Bay of Bengal and Indian Ocean. He outlined plans for an integrated cruise network linking Indian ports with ASEAN destinations, supported by real-time tracking systems and modern port terminals. These initiatives align with the goals of Viksit Bharat 2047 and the ASEAN Community Vision 2045, fostering stronger economic and cultural ties throughout the region.

He further noted, "Our vision is to jointly develop a sustainable cruise circuit connecting the culturally rich coastal cities and regions of India and ASEAN, ultimately transforming this area into a leading cruise tourism hub of the Global South."

During the inauguration, Shri Sonowal reiterated India's commitment to working closely with ASEAN counterparts to co-develop new cruise circuits linking vibrant coastal

and cultural hubs. He expressed optimism that this dialogue would pave the way for the Indo-Pacific region to emerge as a major player in the cruise tourism industry.

The ASEAN–India Cruise Dialogue served as a high-level platform for cooperation on cruise tourism, port infrastructure development, regulatory harmonisation, and identification of cruise routes that connect major cultural and commercial centres across the region. It also proposed the development of an ASEAN–India Cruise Tourism Corridor, in line with India's broader maritime vision.

multilateral forum to bolster regional maritime growth and enhance people-to-people connectivity. This inaugural edition marked a key step in positioning both India and ASEAN at the forefront of cruise tourism in the Indo-Pacific.

Addressing the gathering, Minister of State for MoPSW, Shri Shantanu Thakur, stated, "ASEAN remains central to India's Act East Policy and is a vital partner in advancing a peaceful and prosperous Indo-Pacific. Our historical maritime links are now poised for rejuvenation through cruise tourism and blue economy initiatives. Guided by Prime Minister Shri Narendra Modi's holistic maritime strategy, India

Two thematic sessions guided the discussions:

1. **"ASEAN–India Cooperation Fund: Trade & Investment"**
2. **"ASEAN–India Cruise Tourist Circuits: Cruise Tourism"**

Speaking further, Shri Sonowal stated that under the leadership of Prime Minister Shri Narendra Modi, key initiatives like the Cruise Bharat Mission, Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047 are positioning India as a global leader in cruise tourism. He emphasised that enhanced regional cooperation—both public and private—could unlock the sector's transformative potential as a driver of economic growth, cultural exchange, and employment.

Participants, comprising policymakers and industry leaders from across ASEAN, also deliberated on connectivity gaps, regulatory best practices and strategies for inclusive and sustainable cruise tourism development. The Government of India envisions the ASEAN–India Cruise Dialogue as a recurring

is committed to emerging as a maritime power across coastal, inland, and international waters."

As part of the two-day programme, the delegation also visited Mamallapuram, engaging in sessions on heritage-led cruise tourism and deeper ASEAN–India maritime collaboration. Delegates explored shore temples and rock-cut monuments, showcasing India's cultural richness and coastal tourism potential.

The ASEAN–India Cruise Dialogue 2025 reinforced national objectives under the Maritime Amrit Kaal Vision 2047 and the National Cruise Tourism Strategy, reaffirming India's dedication to robust maritime partnerships and advanced cruise infrastructure.

The event was also attended by Secretary MoPSW, **Shri T.K. Ramachandran;** Special Secretary, **Shri Rajesh Kumar Sinha;** Joint Secretary, **Shri Venkatesapathy;** Chairman of Chennai Port Authority and IPA, **Shri Sunil Paliwal;** Advisor, Cruise Bharat Mission, **Shri Rajeev Jalota;** Additional Chief Secretary, Government of Tamil Nadu, **Dr. K. Manivasan;** and other senior officials from both Central and State Governments.

Shipping Ministry Seeks Duty Cuts for Tax Parity With Foreign Flagged Ships

In a move aimed at addressing long-standing concerns within the maritime sector, the government is initiating discussions with the Ministry of Finance to propose tax parity for Indian shippers and ship owners. A senior official confirmed that a committee has been constituted to examine the taxation issues raised by industry stakeholders.

India's shipping fleet currently comprises 1,552 domestically flagged vessels, including Indian controlled tonnage, with a total gross tonnage of 13.65 million.

Sector watchers said while these ships are flagged in India, they face around 20% higher costs compared with foreign vessels due to domestic levies. This puts pressure on their margins since most tenders in the maritime business are open for global competition. "The GIFT City (in Gujarat) provides a very attractive ecosystem for owning ships in India where there is a 10-year corporate tax holiday, no integrated goods and services tax (IGST) on import of ships, no GST on maintenance, repair and operation services," the official added.

The proposed tax tweaks will supplement India's new plan to promote domestically-flagged ships after an existing scheme may miss its targets for the sector, hindering the government's aim to become a key player in global maritime trade. Domestic shipping industry representatives allege discrimination against them has compromised their viability.

This is on account of IGST on Indian companies importing ships, blocked GST tax credits and discriminatory GST on Indian vessels providing services between two Indian ports of which do not apply to foreign ships providing similar services. The domestic industry has been lobbying for a lowering of these duties and taxes.

India's efforts to boost its maritime industry are facing challenges, with a ₹1,624 crore subsidy scheme for Indian shipping companies launched in FY22 likely to fall short of its objectives. Despite the initiative, the share of cargo carried by Indian-flagged ships in imports has remained stagnant at 8% since 2021.

The scheme's limitations, such as excluding export and coastal carriage contracts, hinder its effectiveness. Moreover, Indian ships are often bypassed for fertiliser and crude oil imports due to unfavourable contract terms, the industry representatives said.

Leadership Update: Shri Sushil Mansing Khopde, IPS, Appointed Additional Director General at DGS

Shri Sushil Mansing Khopde, IPS (BH: 1995), has assumed charge as Additional Director General at the Directorate General of Shipping, Ministry of Ports, Shipping and Waterways, following his deputation to the Government of India.

Profile at a Glance

Shri Khopde is a distinguished Indian Police Service officer with over three decades of dedicated service. Known for his sharp administrative acumen and impactful leadership, he has handled several key assignments in Bihar. In December 2023, he was empanelled for ADG-level positions by the Government of India.

Significance of the Appointment

This high-level appointment reflects the Government's intent to bring in experienced leadership to key national institutions. With his proven track record, Shri Khopde is well-placed to contribute meaningfully to the maritime administration.

> IME(I) ***congratulates*** Shri Khopde on his prestigious appointment and ***wishes*** him ***success*** in all his ***endeavours***.

Indian Seafarers Released After Prolonged Detention at Yemen's Ras Isa Port

The Directorate General of Shipping (DGS) confirmed that **all 11 vessels stranded at Ras Isa Port in Yemen,** carrying over 150 Indian seafarers, **successfully departed** following the completion of cargo discharge operations. The announcement marked the end of a months-long crisis that had left the Indian crew members stranded under increasingly tense and dangerous conditions.

The crisis at Ras Isa Port was triggered by an **airstrike on April 17, 2025,** which severely damaged port infrastructure. In the aftermath, Iranian-backed Houthi forces imposed a blockade, preventing vessels from departing. Several ships had reportedly been held at the port since **as early as December 2024**, as local authorities denied exit clearance until all cargo was fully offloaded.

The release of the stranded Indian seafarers was made possible through **sustained diplomatic intervention,** led by the **Indian Embassy in Yemen**, with crucial support from Indian Missions in **London, Riyadh, and Washington D.C.** The Directorate acknowledged this coordinated diplomatic effort as instrumental in resolving the impasse.

The situation had drawn international attention over recent months. In early May, the Secretary-General of the **United Nations International Maritime Organization (IMO), Mr. Arsenio Dominguez,** expressed grave concern over the safety and well-being of the detained seafarers.

The **United Kingdom Maritime Trade Operations (UKMTO)** had also reported that vessels were being forcibly held despite possessing valid clearance documents. Several incidents of escalating hostility were reported, including **warning shots** being fired and **armed personnel** boarding ships.

Ras Isa Port emerged as a flashpoint amid the broader regional conflict. In April, **U.S. airstrikes** targeted fuel infrastructure at the port, reportedly resulting in numerous casualties. Most recently, on **Monday**, Israeli forces conducted strikes on **three Yemeni ports**, including Ras Isa, in retaliation for Houthi-led attacks against Israel.

The announcement of the Indian crew's safe release came shortly after a new escalation in the region. On **6 July,** a Liberian-flagged vessel, the **M/V Magic Seas**, was reportedly attacked and sunk, reigniting tensions in the **Red Sea.** Israel also claimed a successful strike on the **M/V Galaxy Leader,** which had been held by Houthi forces since **November 2023.**

The Directorate General of Shipping emphasised that the safe return of the Indian seafarers reaffirms the Government of India's commitment to the welfare and protection of its maritime workforce, particularly in crisis zones. The operation stands as a testament to India's proactive diplomatic outreach and its ability to mobilise international support to secure the safety of its citizens.

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Teknaf Port Link to Establish Seamless Indo-Bangladesh Trade Corridor via Tripura

Union Minister of Ports, Shipping and Waterways, **Shri Sarbananda Sonowal** stated that the upcoming connectivity with Teknaf Port in Bangladesh is poised to create a seamless trade corridor between Tripura and Bangladesh. He highlighted that Sabroom, located in South Tripura, already hosts an integrated customs border with Bangladesh, offering a strategic advantage for cross-border trade.

He emphasised that the Sittwe Port and the Kaladan Multi-Modal Transit Transport Project will play a transformative role in enhancing regional connectivity. As a result of the India–Myanmar Friendship Treaty, the Kaladan project is a key initiative designed to improve access between India's Northeast and Myanmar and is expected to become fully operational by 2027. Once in place, it is projected to significantly reduce transportation time and logistics costs for the region.

As per the Inland Water Transport (IWT) development plan, Tripura is expected to be connected to Teknaf Port in Bangladesh. Cargo originating from Kolkata can be shipped via sea to Sittwe Port in Myanmar. From there, it can reach Teknaf Port in Bangladesh, which lies approximately 60 nautical miles from Sittwe. Goods can then be transported overland to Sabroom, situated about 300 kilometres from Teknaf.

According to the minister, this integrated multimodal route—from Sittwe in Myanmar to Sabroom in Tripura—will provide a cost-effective and time-efficient logistics chain. Sittwe Port is expected to handle major exports such as rice, timber, seafood, petroleum products, garments and textiles. Imports to Sittwe will primarily include construction materials like cement, steel, and bricks, among others.

The Union Minister also noted that concerted efforts are being made to enhance inland waterway transport infrastructure in Tripura. These include plans to promote water-based tourism and fully operationalise the Indo-Bangladesh Protocol Route (IBPR), which opens up new trade pathways bypassing the Siliguri Corridor. This initiative is in alignment with the broader vision of Atmanirbhar Bharat, aiming to improve regional connectivity and self-reliance in logistics.

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Gujarat Launches Cruise Bharat Mission to Strengthen Maritime Tourism

In alignment with the Union Government's Cruise Bharat Mission, the state of Gujarat has announced the development of three proposed cruise tourism circuits along its western coastline. These circuits aim to enhance coastal connectivity and promote maritime tourism by linking key destinations such as Diu, Veraval, Porbandar, Dwarka, Jamnagar, Okha and Padala Island, in addition to the already operational Ghogha–Hazira Ro-Pax (Roll-On/Roll-Off Passenger) service.

The three cruise circuits proposed by the state include Padala Island–Rann of Kutch, Porbandar–Veraval–Diu and Dwarka–Okha–Jamnagar. Each circuit has been strategically designed with a focus on proximity to religious, cultural and natural attractions, ensuring that major tourist sites fall within a 100-kilometre radius. This approach is intended to make shore excursions more convenient and appealing for cruise passengers.

As part of the policy planning process, the Gujarat Maritime Board (GMB) recently organised a day-long workshop involving key stakeholders. This initiative marks a preliminary step in formulating Gujarat's cruise shipping policy. According to an official statement, Gujarat has become the first state to formally align with the national Cruise Bharat Mission, which envisions developing a globally competitive cruise tourism ecosystem in India.

The workshop focused on identifying opportunities to leverage the state's extensive 2,340-kilometre coastline and its navigable river systems, including the Sabarmati and the Narmada. Speaking at the event, **Shri Ashwani Kumar,** Principal Secretary (Ports and Transport), highlighted Gujarat's integrated development approach that combines infrastructure expansion, policy support, and tourism promotion.

During a panel discussion, industry experts and stakeholders shared their perspectives on the potential for cruise tourism in Gujarat, while also addressing current challenges and exploring future growth possibilities.

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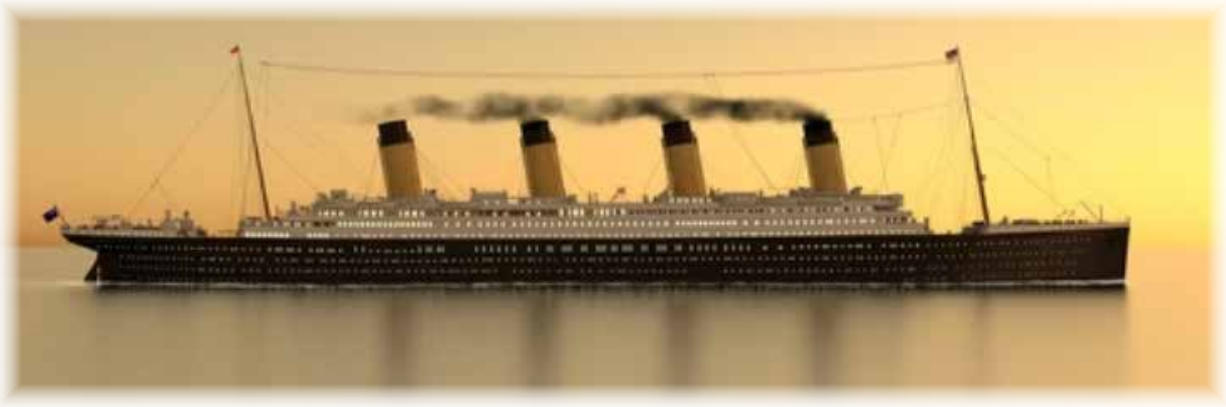
Titanic - Part VI - Loss of Lives Linked To Lifeboats



Lifeboats can be seen on the top deck

Lifeboat Deck - Clinker Lifeboats - Davit Mechanism

Q. *Were the Titanic's Lifeboats too far from the water?*

A. ***By today's standards, 70 feet or 21.34 metres is not much.*** Except for vesselswith smaller freeboards, vessels such as Car Carriers, Super Carriers, Cruise Ships and even the larger Oil Tankers and Bulk Carriers (on ballast)) have a lot of distance to travel before the LifeBoat reaches the water. Although, in the modern day, SOLAS has no specific rate of fall, technical considerations limit the rate of fall to less than 36 metres / minute, due to the strength of the wires used.

What the Titanic had in terms of Life Saving Appliances

Lifeboats can be seen on the top deck

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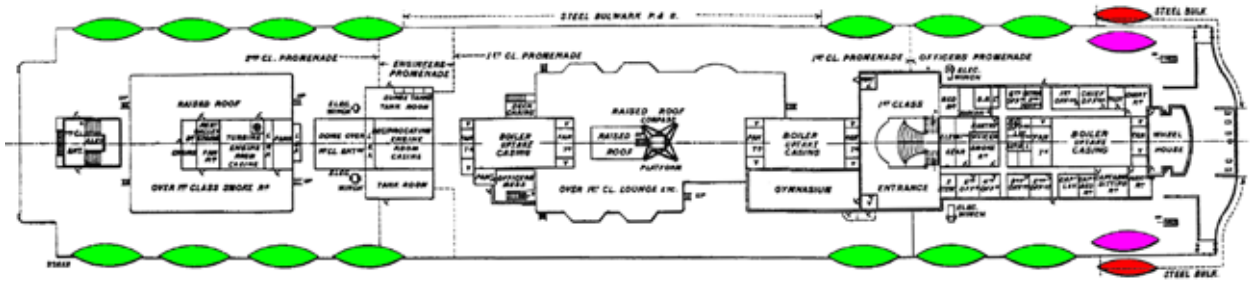

Titanic's Life Boat Plan

- ***Total 20 Lifeboats***
- ***14 Clinker boats, capacity 65***
- ***2 wooden cutters, capacity 40***
- ***4 collapsible boats, basically rafts, capacity 47***
- ***Total space available 1198***

> *"Control your Irish passions, Thomas. Your uncle here tells me you proposed 64 lifeboats and he had to pull your arm to get you down to 32. Now, I will remind you just as I reminded him these are my ships. And, according to our contract, I have final say on the design. I'll not have so many little boats, as you call them, cluttering up my decks and putting fear into my passengers."*
>
> J. Bruce Ismay, Director of the White Star Line

The Philosophy Behind the Number of Lifeboats

The above statement, by Bruce Ismay, Director of White Star Line, when he addressed Thomas Andrews, Chief Designer Harland & Wolff, if true, about sums up the thought processes of the day.

The Chief Designer, Andrew Carlisle, had designed the ship initially for 64 lifeboats, later scaled down to 48 lifeboats, with 16 davits, each launching 3 boats.

The reason Ismay gave of not wanting too many lifeboats was that it spoilt the view on the Lifeboat Deck and cluttered up the place for the passengers who woud be walking by. The Lifeboat Deck was the Promenade Deck for First Class Passengers.

The final installed count was 16 lifeboats and 4 collapsible boats.

The main men who designed the Titanic and all the Olympic Class ships were Alexander Carlisle and Edward Wilding.

Why 16? Why not 12 or 8?

The regulations of the day, drawn up in 1894, stated that vessels larger than 10,000 gross tons had to be equipped with a minimum number of 16 lifeboats, with a total capacity of 9,625 cubic feet, with enough capacity to carry 960 persons, or 60 persons in each lifeboat.

The emphasis was not on the number of passengers carried,but on the size and tonnage of the vessel.

Congruently, a declared cargo ship of 10,000 gross tons and more, carrying only crew will have to have 16 lifeboats installed where, actually, they would need 2 or 3 at the maximum to accommodate all the crew on board. The law was lopsided.

But, in those days, cargo ships were much smaller, so the question never arose and the conundrum never became an issue..

The regulations of the day did not differentiate between Cargo Ships - which carried only crew - and Passenger Ships - which carried passengers and crew.

(Today, there is a separation - in SOLAS - of the needs of a Cargo Ship and a Passenger Ship).

When the Titanic was built, maritime safety regulations were in place, but they were outdated for large passenger ships. The Board of Trade, UK were responsible for implementing them. (Each nation tended to have its own regulations). The Titanic complied with these regulations, but the sinking showed that they were completely outdated and needed to be updated.

In 1911, the number of Lifeboats - for the Titanic - were again reduced to 16. Andrew Carlisle, one of the Chief Designers, left Haland &Wolff in protest.

The reasoning in reducing the number of lifeboats was that the Titanic was unsinkable, which was based on the Watertight Bulkheads. Making an incorrect and unsafe decision on the basis of a flawed premise - only shows corporate greed in the savings made from

a. Shortening the height of the watertight bulkheads to just 3 metres or 10 feet above the water line and ***on that basis believing the ship to be 'unsinkable'***
b. ***Reducing the number of lifeboats based on its 'unsinkable' reputation.***

I can't find a better example of circular (or convoluted) thought process.

("Circular thinking, also known as circular reasoning or "begging the question", is a type of informal logical fallacy that occurs when an argument repeats itself

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without providing new information or justification for its conclusion").

"Circular arguments can appear logical at first, but closer examination reveals a lack of substance. They are marked by:

- Redundant logic
- A lack of independent evidence
- Reliance on the argument's own assertions"

Meanwhile, how were the other companies - British and other European companies faring on the Lifeboat installation count? Their ships were also carrying passengers in excess of 2000.

33 of the 39 British liners of over 10,000 gross tons did not have sufficient lifeboats for all on board. (The six that had sufficient lifeboats for all were - presumably - Cargo Ships and carried, mostly, crew and very few passengers).

British ships had between 29% to 35% capacity of lifeboats for the number of passengers they carried.

Non British ships were slightly better off - they had a 55% ratio.

The French ship 'La Province' had the best ratio - 82%.

There were several misguided conceptions at play here, during those times.

One was - if the Olympic and Titanic increase the number of lifeboats beyond the statutory provisions, there would be a domino effect in the industry, forcing other owners to update their lifeboat capacity.

Second was - the very thought processes behind the provision of lifeboats to liners and ships.

1. Passengers are likely to be disturbed and, ultimately, alarmed, fearful and nervous at the sight of so many Life Boats.
2. Lifeboats were thought of more as vehicles to ferry the passengers from one ship to another, even in an emergency - the ferrying being done again and again. The lifeboat was not thought of as the 'last ditch' effort in the rescue of passengers and crew, when a ship is abandoned.

The twisted logic was that any ship would stay afloat long enough for passengers and crew to be ferried to another ship before she sank.

Lifeboats, per se, did not play an important part in the safety consciousness of that period.

To add insult to injury there were 16 sets of davits, each set of davit capable of handling 3 lifeboats, making it a total of 48 boats had they been fully equipped, as part of the ship's structure. But the decision was made to install only 16 lifeboats, which satisfied the law of that period.

It took the immensity of the tragedy of the Titanic to completely turn around the thought processes of that period. Even then, the reversal was slow and long in coming from official circles.

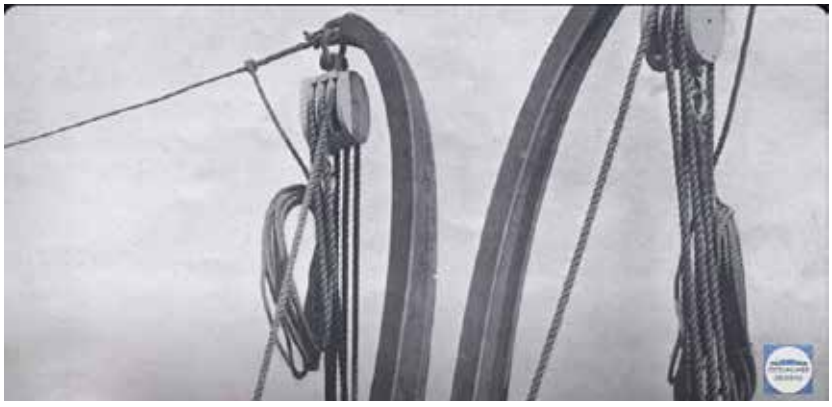
Post the Titanic tragedy, changes to laws were made that keeps reverberating even in modern times. (Dealt with in a later chapter).

It is a mystery why the Lifeboat Drill, scheduled for 11 am on 14th April, the same day as the sinking, was cancelled by Capt Smith. Rather, he tacitly avoided giving a reply to the Chief Mate when informed of the plan to conduct a Life Boat Drill.

Had there been a Boat Drill, passengers would have known where to go if the alarm sounds. The crew would have been more familiar with the equipment. For example, some of the blocks and tackles to be used for the Life Boats were lying in the forward part of the ship.

7 Lifeboat was the first to be lowered. It contained less than 50% of its capacity, 28 / 65. The crew who were working the boat did not want to overload it.

Life Boat Davits broken off



Titanic's Life Boat davits ready to be used - Note Block-and-Tackle

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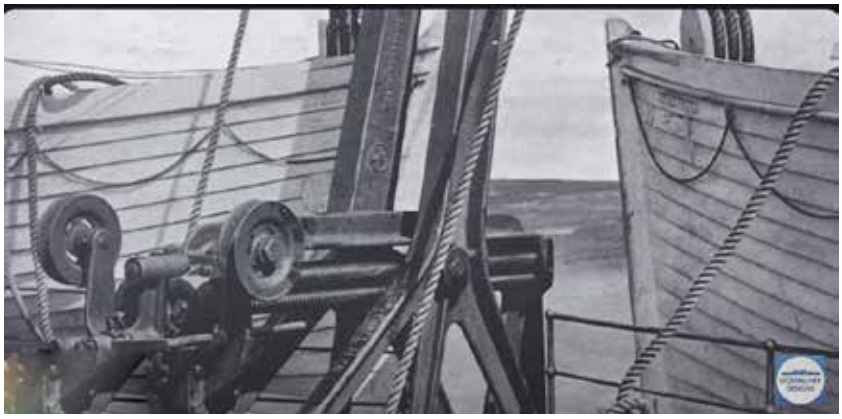

Lifeboat swinging out mechanism?

Time line of Events:

A Hypothetical Question about the Titanic: Even if there had been 48 lifeboats, as designed, could all have been launched before the vessel sank?

Time Line of Events:

11.40 pm (14th April 1912): Titanic crashes into the iceberg.

12.25 am (15th April 1912): Capt Smith gives the order to 'abandon ship' and launch the lifeboats.

12.40 am (15th April 1912): The first lifeboat (Boat # 7) launched, with only 28 passengers.

02.05 am (15th April 1912): The last lifeboat (Collapsible Sides' Boat) was launched.

The next collapsible boat launched turns over, but being a raft , still floats.

02.20 am (15th April 1912): The Titanic sinks

- The crew of the Titanic had approximately two hours in which lifeboats could be launched, before the vessel sank.
- The last of the lifeboats - actually the collapsible one - was launched at 2.05 am (15th April 1912), hardly a few minutes before she sank.
- It had taken almost 85 minutes for the 16 lifeboats and four collapsibles to be launched, with teams working on both sides of the ship, on port and starboard lifeboats.
- Luckily, the Titanic did not list too much, so it was possible to work both port and starboard lifeboats.
- (In most sinkings, the vessel takes a steep list, making it impossible to launch lifeboats on one side, sometimes both).
- It would have depended on the 8 officers and the more experienced of the crew to launch all the lifeboats.
- There were a total of 14 clinker built wooden lifeboats, 65 passengers capacity, 2 smaller wooden cutters that were meant for emergency use and 4 collapsible 'Engelhardt' lifeboats. The Engelhardt collapsibles were actually rafts made of kapok and cork with collapsible sides that could be raised to form a boat. (Kapok is a lightweight organic fibre that comes from the seed pods of the kapok tree).
- All in all, the ship's life saving equipment had the capacity to accommodate 1198 of the total of 2209 on board, the night it sank, 54%.
- Thousands can consider themselves lucky. The full complement of passengers that the Titanic could accommodate was 3320.
- The open lifeboats of those days were a handful when it came to launching time.
- They had to be picked up from their cradles. Being pretty heavy, blocks and tackles had to be used to pick up each lifeboat.
- The lifeboats would first have to be swung to the embarkation deck
- Using a tricing pennant and a bowsing tackle, the boat is pulled alongside to the embarkation deck.
- I am not sure if Embarkation Ladders were provided on the Titanic, the launching height being around 70 feet.
- Neither have I seen Hull Side Doors, through which passengers could go down an Embarkation Ladder of just 10 feet or so.

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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, **CO**chin **MAR**ine **SEM**inar 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 fulfil 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

- With passengers boarding, their weights have to be distributed evenly.
- Then the process of lowering begins.

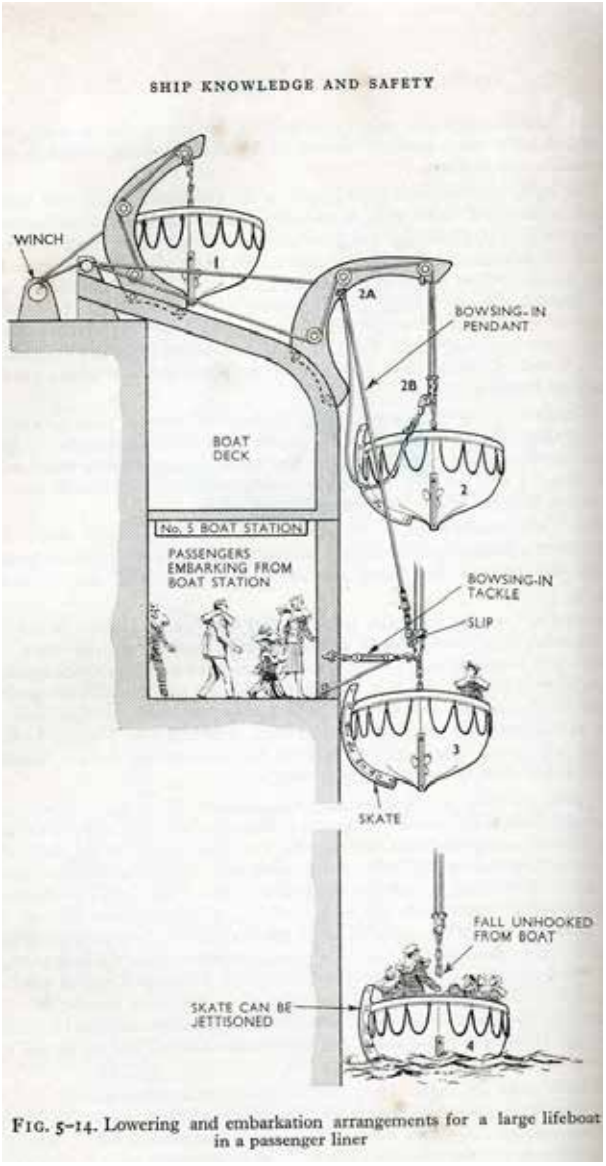
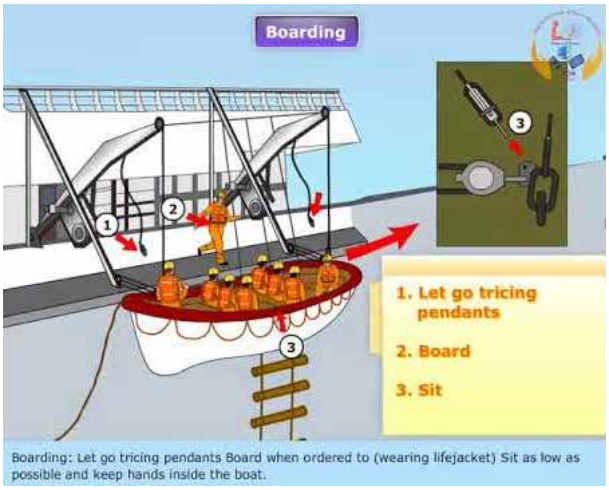


FIG. 5–14. Lowering and embarkation arrangements for a large lifeboat in a passenger liner

Not sure if this is what the Titanic had, but the same explains the procedure of deployment



Boarding: Let go tricing pendants Board when ordered to (wearing lifejacket) Sit as low as possible and keep hands inside the boat.

- Even with all the officers and crew being experts, I would think it would take an average of 7 to 10 minutes to prepare each boat, embark the passengers and lower away. Once in the water, the hooks have to be released.
- In those kind of open boats, plugs will have to be inserted into the drains provided, before the boat reaches the water. Two of the boats were lowered without the plugs. The passengers, on finding water coming into the boat, had to stop the ingress by using parts of their clothing.
- The boat that is in the water needs to row away from the ship in order to get the next boat ready for lowering. Passengers, strangers to the sea, need to be taught how to row. Remember, the initial lifeboats had only women and children on board with, probably, 2 crew members to control the boat.
- It would have taken longer for the second and third boats to be brought to the davits.
- The Titanic was extremely lucky that the sea was calm. Lowering a boat with choppy seas and rolling ships, would have been next to impossible.
- There was also the added danger of the lifeboat smashing against the ship's side, with a rolling ship.
- All in all, my impression of the entire proceedings is that the ship's staff did a more-than-commendable job in sending away 706 people in the lifeboats.
- Perhaps. where they erred was not filling the boats to near capacity. They feared that the wooden boats would collapse and break with the weight of passengers. Although the fear was genuine, it was not based on fact. They were unaware that the boats were steel reinforced by design, to carry more than a ton of weight.
- One of the disturbing aspects to come out of the Titanic enquiry was that the lifeboats were not sufficiently provisioned with water and rations. The survivors in the lifeboats were lucky that they had to wait only a few hours to be rescued.
- From the time the 'abandon ship' order (12.25) to the last lifeboat that was launched (02.05) was a matter of 1h 40 mins.
- 100 minutes to launch 20 boats / rafts.
- That they took an average of just 5 minutes per is extremely commendable.
- Had the ship been equipped with 48 or more lifeboats, it is very, very doubtful that the remaining 28 boats could have been launched before the ship sank. At the most, another 4 or 5 could have been launched.
- So, having the requisite number of boats for the entire complement of passengers and crew may not have been of much use, if they were unable to launch.

- Hypothetically, perhaps if the entire crew, including the Engine staff were involved in the lowering on both sides of the ship, 48 of the originally planned lifeboats could have been launched in time, saving all lives on board.

One of the Lifeboats of the Titanic after launching

Survival in the open Lifeboats of the Titanic era:

- The Titanic survivors who were in the Lifeboats were extremely lucky on many counts.

The sea was relatively calm, which meant the vessel was not being tossed about.

Yes, it was dark, nearly pitch black, adding to their fearss.

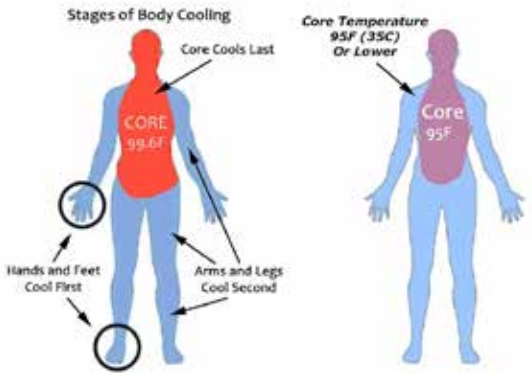
Though unaware of the fact, the Titanic's Wireless set was inoperative immediately on departure Southampton. Although Marconi protocol was that the Wireless Operators on board had to wait for a Service Technician at the next port of call, they broke the Marconi rules by repairing the problem themselves. They had spent two days over the repairs.

At the time of the Titanic sinking, they were able to send out distress messages including the coordinates. The 'Carpathia' was one of the vessels that responded immediately and reached the site of the sinking in less than 4 hours to pick up all those who were in the lifeboats or were clinging on to the upturned raft.

Had the distress calls not gone out, it is likely there would have been no survivors, unless a passing ship chanced on those in the boats.

What about those in the water? Would they have survived?

- The sea water temperature that night was around -2 deg C = 28.4 deg F. Sea water freezes at around the same temperature.
- Those in the water would have succumbed to 'hypothermia'.
- "Hypothermia means low body temperature. It is clinically defined as a core temperature below 95F (35C). (Your body core is basically your entire body minus your arms and legs.) It takes about thirty minutes for an adult of average size to develop hypothermia – even in near-freezing water. You have to survive both cold shock and incapacitation before hypothermia becomes an issue."



- While a few were picked up directly from the water by the Titanic lifeboats, the Carpathia, which arrived more than two hours later, found none who were swimming.

All those picked up from devices other than lifeboats, were those from the collapsible rafts. Descriptions and numbers vary, but approximately 70 were rescued from the collapsibles.

- One was found floating on a door, rescued.
- There is a story of the baker, who was so inebriated that he survived the immersion in the cold waters.

Today's regulations:

- Present day SOLAS Regulations - probably made after the Titanic tragedy (I'll have to check) - state that a Life Boat and Fire Drill *must* be carried out if a fresh crew were to board the ship or even if more than 25% of the staff have changed.
- The Drills become extremely important when the ship's crew have to deal with passengers. Passenger ships have corridors that can confuse even a sesoned sailor. Passengers, hence, need to be guided to their muster stations. How to wear their life jackets properly is the next step.
- Further, a new joiner to the ship, whatever the rank, should be escorted and given a "Familiarisation of Safety and Security Protocols" within 48 hours of his joining a ship, as per the protocols in place today. This is as per the Safety Management System of the Company. The incongruity of this stipulation used to make me smile while I, on joining a ship, used to be escorted by a Third Mate who did not have even 3 months of service, holding a check list and seriously showing me the various extinguishers, CO2 rooms and other safety equipment when I was the assigned Fire Chief for the ship. But, I used to match

his seriousness with my own seriousness, in order to keep him motivated.

- As per the latest SOLAS regulations, a Lifeboat should be capable of being launched in under 5 minutes - which is what the Titanic took, on an average. Mind you, they did not have the sophisticated launching equipment that we have today.
- In today's ships, the 'pins' are removed, the 'gripes' are released and, just by lifting the brakes' lever, the boat is launched.
- Once the boat is in line with the embarkation deck, the boat is pulled in using a 'tricing pennant', the boat is filled with those to be rescued, the tricing pennant is detached and the boat is lowered to the water.
- Today's boats are such that nobody is needed on the ship at the brake handle. All can board and the brake handle is remotely pulled using a wire system.
- For a well trained crew, this is done in less than three minutes.

Modern Survival Gear for cold water immersion:

- Immersion suits, mandatory for all crew members, allows the wearer to float and survive from hypothermia for at least a few hours.
- Apart from the Life Boats, every cargo ship carries Life Rafts. These can be easily deployed. If not deployed, they have Hydrostatic Release Units.
- A hydrostatic release unit (HRU) will deploy a life raft when a vessel sinks at a water depth of 1.5 to 4 meters.
- The capacity of each liferaft will depend on the number of crew and passengers.

Immersion Suit

A Liferaft deployed

Immersion Suits in icy waters

A Life Raft shown with a Hydrostatic Release Unit

Credits to: Alamy, Shutterstock, OceanLiner Designs, Britannica, Google, Science Museum

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.

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