iMélange

June 2024

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) - 01 July 2024/ 22nd July 2024/ 05th August 2024/ 26th August 2024/ 02nd September 2024/ 23rd September 2024
- Assessment, Examination and Certification of Seafarers ***Course Id – 1062*** (OFFLINE) – (12 Days) - 15th July 2024
- Advanced Training for Ships using Fuels covered within IGF code ***Course Id – 5312*** (OFFLINE) – (5 Days) - 09th July 2024/ 20th August 2024/ 17th September 2024
- MEO Cl. I (FG) : 2- months course (OFFLINE) - 02nd Sept 2024/ 01st Nov 2024 (followed by Simulator course) **Discount on combined bookings of Class I Course with Simulator**
- MEO CLASS III (NCV_CEO) Upto 3000kW – STCW 2010: 2 month course (OFFLINE) 01st July 2024/ 01st November 2024
- MEO Cl. III (NCV_SEO) Part-A - STCW 2010: 2-month course (OFFLINE) – 1st August 2024
- MEO Cl. III (NCV_SEO) Part-B - STCW 2010: 4-month course (OFFLINE) –
- MEO Cl. IV (NCV) - STCW 2010 - 4 months course (OFFLINE) – 01st July 2024
- MEO CL. II (FG): 4-month Course (OFFLINE) – 01st July 2024 / 01st Aug 2024 / 02nd Sept 2024/ 01st Oct 2024 / 01st Nov 2024 / 01st Dec 2024 (Discount on combined bookings of Class II Courses with Simulator)
- REFRESHER & UPDATING TRAINING (RUT - 3 DAYS) COURSE FOR REVALIDATION OF COC FOR ALL ENGINEERS and ETOs (OFFLINE) – 24th June 2024
- ENGINE ROOM SIMULATOR MANAGEMENT LEVEL (3 DAYS) COURSE FOR MEO CLASS I (OFFLINE) – 27th June 2024/ 1st July 2024/ 4th July 2024/ 29th August 2024
- ENGINE ROOM SIMULATOR MANAGEMENT LEVEL (5 DAYS) COURSE FOR MEO CLASS II (OFFLINE) – 25th June 2024
- ENGINE ROOM SIMULATOR OPERATIONAL LEVEL (3 DAYS) COURSE (OFFLINE) -
- MEO Cl. IV(FG) non mandatory course (2months duration) – On request
- 2 weeks Induction course for Naval candidates – Commencing soon
- Familiarisation Training Course For Liquefied Natural Gas (LNG) Tanker Operations (Online) - 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

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: **Sunil Kumar**

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

WE CARE

ENGAGING | EMPOWERING | INSPIRING

Setting the standard

manning.bom@angloeastern.com

ANGLO-EASTERN

From the Editor's Desk

Dear Valued Readers,

As we navigate the ever-evolving landscape of the maritime industry, iMélange continues to be your reliable beacon of information and insight. It is with great enthusiasm that I present our latest issue, packed with engaging topics that reflect the multifaceted nature of our field.

We extend our heartfelt congratulations to Shri. Sarbananda Sonowal on his reappointment as the Minister of Ports, Shipping, and Waterways. Alongside him, Shri. Shantanu Thakur continues as the Minister of State in this crucial ministry. Emphasizing dedication and forward momentum, Shri. Sonowal expressed his commitment to advancing the ministry's initiatives under the leadership of Prime Minister Shri. Narendra Modi.

We are pleased to report on the pivotal workshop organized by the Directorate General of Shipping in collaboration with the Company of Master Mariners of India (CMMI) and the Institute of Marine Engineers India (IMEI). Held on 29th May 2024, at The Indian Register of Shipping (IRS), Powai, Mumbai, the event focused on the comprehensive review of the STCW (Standards of Training, Certification, and Watchkeeping) convention and code. The Chief Guest, Shri. Shyam Jagannathan IAS, Director General of Shipping, alongside Chief Surveyor Shri. Ajit Kumar Sukumaran, underscored the workshop's significance in advancing maritime standards and practices.

We also cover the seminar on the impact of Port State Control (PSC) in the maritime industry, hosted by The Institute of Marine Engineers (India), Mumbai Branch, on 26th April 2024, at IMEI House, Navi Mumbai. The speakers provided in-depth analyses and their perspectives on emerging challenges and enforcement trends in PSC.

The Maritime Union of India (MUI) Women's Wing hosted a landmark seminar titled "Safe Horizons: Women Shaping the Future of Maritime Safety" in Mumbai, celebrating the IMO International Day for Women in Maritime. The event united industry leaders, professionals, and students to discuss gender equality and maritime safety. Presentations emphasized the Wing's journey and advocated for a zero tolerance policy on gender discrimination. The seminar underscored the critical role of women in fostering an inclusive maritime environment focused on safety and empowerment.

Our distinguished visiting faculty member at IME(I), Mrs. Lata Khatri has been honored as one of the Outstanding Personalities by the Maritime Union of India (MUI) Women's Wing for her significant contributions to maritime education and commitment to inclusivity.

We are pleased to inform our readers that IME(I) Mumbai Branch and Viking Maritime Institute launched their inaugural physical course on Instrumentation & Automation in June 2024, at Viking Maritime Institute, Belapur, Navi Mumbai.

As we navigate the currents of transformation and advancement, let us wholeheartedly embrace the ethos of teamwork, creativity, and exceptionalism that characterizes our dynamic maritime community. We look forward to receiving your insights and contributions, which can be sent to us at editornewsletter@imare.in by 7th July 2024, ensuring your perspectives are featured in our upcoming July edition. Your unwavering encouragement and active engagement propel us onward, guiding us towards a bright and sustainable future.

SUNIL KUMAR
Honorary Editor – iMélange

OUR VALUES

Constant Care

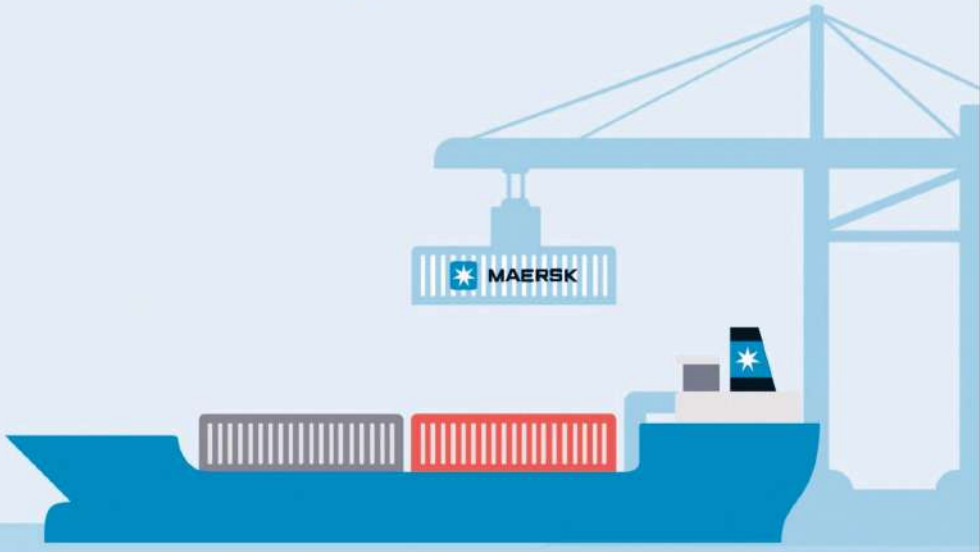
Humbleness

Uprightness

Our Employees

Our Name

Together All the way.



Industry Leader
Timely Relief and Assignments
Competitive Wages and Benefits
Safe Working Condition
Empowered Frontline
Attractive Workplace
Free Internet Across Entire Fleet

MAERSK IS RECRUITING. Apply today.

THIRD ENGINEER
Minimum 6 months rank experience on vessels with UMS

ETO/EE
Minimum 12 months rank experience with COC
Should have experience in handling minimum 250 Reefers

FITTER
Minimum 12 months rank experience

ORDINARY SEAMAN
Minimum 12 months rank experience

WIPER
Minimum 12 months rank experience

SECOND COOK
Minimum 12 months rank experience with COC

Maersk Fleet Management and Technology India Private Limited
502 & 503, 5th floor, Godrej Two, Pirojshah Nagar Eastern Express Highway,
Vikhroli (East), Mumbai MH 400079
Email: marinejobs.india@maersk.com
Call: +91 22 5049 1725/ +91 124 628 7885
Web: www.maersk.com

RPS Licence no.: RPSL-MUM-490 Valid upto 30/05/2028

MAERSK

Seminar on Impact of Port State Control in the Maritime Industry

The Institute of Marine Engineers (India), Mumbai Branch, hosted a pivotal event on 26th April 2024, focusing on the critical role of Port State Control (PSC) in the maritime industry at IMEI House, Nerul, Navi Mumbai. Esteemed speakers **Mr. Duncan Peart**, Assistant Chief Surveyor at ABS, and **Shri. Dilip Mehrotra**, Principal Officer MMD (Retired), provided in-depth analyses and their perspectives on emerging challenges and enforcement trends in PSC.

Mr. Peart's presentation highlighted that PSC inspections have returned to their 2019 levels, underscoring the focus on key areas such as fire safety, life-saving appliances, and compliance with the ISM, MARPOL, and Load Line conventions. The findings from various Memorandums of Understanding (MOUs) reveal significant attention on the safety of navigation and emergency systems. Notably, a joint concentrated inspection campaign by MOUs unearthed numerous deficiencies related to fire safety. Mr. Peart emphasised the guidance provided by IMO Resolutions 1138(31) and 1119(30), and shed light on common defects in Solas/ Load Line/Marpol/BWMC-related areas as identified in recent PSC inspections.

Shri. Mehrotra delved into the challenges related to the International Safety Management (ISM) Code and other regulatory frameworks. He noted that despite stringent oversight, there are persistent deficiencies in fire safety measures, navigation safety, and life-saving appliances as indicated in reports from various MOUs. The most prevalent issues during the 2023 concentrated inspections were associated with fire doors, fire-resistant divisions, and firefighting appliances. Furthermore, Shri. Mehrotra discussed the frequent non-compliance with PSC regulations and shared interesting case studies. Highlighting feedback from ship Masters, owners, and managers, he stressed that maintaining critical safety areas is paramount to avoid deficiencies during inspections.

The event fostered a comprehensive dialogue on improving safety standards and compliance in the maritime sector, underscoring the importance of PSC in enhancing maritime safety and environmental protection.

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
Capt. K. N. Deboo, Mr. Francis Akkara, Mr. Ivor Wilson

AEMTC DELHI : A-43, Ground Floor, Mohan Co-Operative Industrial Estate, Mathura Road, Delhi 110044.
T. +91 11 2642 6801 / 802 / 2647 2831 / 2647 1129
aetr.del@angloeastern.com
Capt. Prashant Gour, Ms. Sukhjeet Kaur

Anglo Eastern Maritime Training Centre | aemaritimetrg | 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 | PrimeServ

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

June 2024: 10-14 | **July 2024: 15-19**

For bookings: aetrbom@angloeastern.com
PrimeServ.academy-cph@man-es.com

WIN GD
(OEM Approved Course)

Advanced Course UNIC - Controlled
X-DF Engines **X Engines**

June 2024: 10-14 | **July 2024: 15-19**

For bookings: +91 22 67205611 / 12 / 18

WÄRTSILÄ

Wartsila RT Flex Engine
Conducted by Wartsila Switzerland
(OEM Approved Course)

June 2024 : 24-28
July 2024 : 22-26

D. G. Approved Courses

		June 2024	July 2024
1.	Engine Room Simulator - Management Level	-	08-12
2.	Engine Room Simulator - Operational Level	18-20	29-31

Value Added Courses

		June 2024	July 2024
1.	Practical Marine Electrical (Basic) - Module 1	03-07, 10-14, 24-28	08-12, 15-19, 22-26, 29-02
2.	Practical Marine Electrical (Advance) - Module 2	03-05, 18-20	01-03, 15-17, 29-31
3.	Electronics for Marine Engineers - Module 4	06-07, 21-22	04-05, 18-19
4.	Instrumentation, Process Control & Programmable Logic Controllers - Module 5 & 6	10-14, 24-28	08-12, 22-26
5.	Auxiliary Diesel Engine and Maintenance Course	03-07, 10-14, 24-28	01-05, 08-12, 15-19, 22-26, 29-02
6.	Bridge Manouevering & Engine Control - Management Level	24-26	15-17
7.	Bridge Manouevering & Engine Control - Operational Level	06-07	04-05
8.	Hydraulics for Engineers - Basic	03-05, 18-20	01-03, 29-31
9.	Hydraulics for Engineers - Advanced	10-14	08-12, 22-26
10.	Maritime Crew Resource Management (MCRM)- CAE Accredited	03-06, 18-21	01-04, 08-11, 15-18, 29-01
11.	Machinery Breakdown Safety Campaign - 1	07	05, 19
12.	Machinery Breakdown Safety Campaign - 2	14, 28	12, 26
13.	Machinery Maintenance - Skill Enhancement - Module 2	10-14, 24-28	08-12, 22-26
14.	Machinery Maintenance - Skill Enhancement - Module 3	10-13, 24-27	01-04, 08-11, 22-25
15.	Machinery Maintenance - Skill Enhancement - Module 4	03-05	01-03, 15-17, 29-31
16.	Maritime Safety Management - Module 1 (Occupational & Behaviour Based Safety)	12-14, 26-28	10-12, 24-26
17.	Maritime Safety Management - Module 2 (Risk Assessment)	03	01, 29
18.	Maritime Safety Management - Module 3 (Shipboard Safety Officers)	04	02, 30
19.	Maritime Safety Management - Module 4 (Accident Investigation)	05	03, 31

VACANCY Faculty position | Training – 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.

For application along with your CV and/or queries with regards to the vacancy, kindly send it to AE-HR at talentsourcing@angloeastern.com / aemt.bom@angloeastern.com

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

IME(I) Mumbai and Viking Maritime Institute Launched Instrumentation & Automation Course in Physical Mode

IME(I) Mumbai Branch & Viking Maritime Institute inaugurates first physical course of Instrumentation & Automation on 5th June 2024 at Viking Maritime Institute, Belapur, Navi Mumbai.

The course was inaugurated by **Mr. David Birwadkar,** Hon. Chairman IME(I) Mumbai Branch & Head, Training Sub-Committee and **Mr. Mukund Vaze** – Manager, Training and Assessment Dept, GESCO.

The first batch of this course started from 10th June to 14th June 2024. The faculty of the course was **Mr. Kishor Khopkar.** He is Ex. Sr. Faculty for Marine Automation, Central Engineering and Electronics for Six years of A.E.M.A, Karjat and previous 30 years of Sea and as Marine Superintendent Experience.

ClassNK is a major supporter of the Digital Era

While the maritime industry is reshaping its structure due to digitalization, ClassNK's role of ensuring the safety of ships and environmental protection as a third party organization remains the same. ClassNK is proactively applying digital technology to strengthen its services based on outcomes from a variety of research in areas including robots and analytic technology.

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

ClassNK CHARTING THE FUTURE

www.classnk.com

Mrs. Lata Khatri, Visiting Faculty, IME(I) Honoured as Outstanding Personalities of MUI Women's Wing

A distinguished visiting faculty member at the Institute of Marine Engineers (India) **Mrs. Lata Khatri,** has been honoured as one of the Outstanding Personalities by the Maritime Union of India (MUI) Women's Wing. This accolade celebrates her exceptional contributions to maritime education and her unwavering dedication to fostering a balanced, inclusive environment within the maritime industry.

A home manager and professional with a positive attitude and zest for life, Mrs. Khatri has been married to Capt. Harish Khatri for the past 40 years and is the proud mother of two seafarer sons. Her academic journey began with a graduation and post-graduation from Miranda House, Delhi, followed by an MBA completed after marriage.

Mrs. Khatri's immersion in the maritime world began in 1984 when she married Capt. Khatri. With extensive sea experience, she has accumulated enough sea time to be eligible for the Mates examination. Thirteen years ago, she embarked on a formal teaching career, educating MEO Class 1 students and conducting re-validation classes for Chief Engineers. Her expertise in soft skills and management subjects has made her a revered figure in maritime education.

Presently, Mrs. Khatri is the most sought-after trainer for the VICT COURSE and training of trainers. She is renowned for her interactive sessions on gender sensitivity, conflict management at sea, and her emphasis on balancing IQ and EQ both onboard ships and in personal interactions. Her dedication to shaping young minds extends beyond the maritime field, as she also conducts workshops and management classes for The Institute of Chartered Accountants of India and The Company Secretaries of India in Navi Mumbai.

Mrs. Khatri's recognition by the MUI Women's Wing is a testament to her tireless efforts and significant impact in the maritime community. Her work continues to inspire and shape the future of maritime education, highlighting the importance of inclusive and holistic training in the industry.

The Institute of Marine Engineers (India)

Kolkata Branch

ANNUAL GENERAL MEETING

All valid corporate members of Kolkata Branch are cordially invited to attend the ensuing AGM to be held on Friday, 26th July, 2024 at 6.30 pm. The AGM is to be followed by a sponsored dinner.

Venue:

Sapphire/Inn, 1st Floor, Princeton Club, 26, Prince Anwar Shah Road, Kolkata - 700 033.

Please confirm your attendance in advance with Office
Ph.: 033-66748829,
E-mail: imeikol@yahoo.co.in

HIMT College
Graded A1 Outstanding

25 YEARS EXCELLENCE IN EDUCATION SINCE 1998

HIMT College
invites applications for

D.G. SHIPPING APPROVED

ETO
4-Months Course

Applications are invited from candidates who have successfully completed Electrical Engineering (or other relevant fields) and who are aspiring to become Future Electro Technical Officers onboard BSM vessels.

ETO CANDIDATES ELIGIBILITY

ACADEMIC QUALIFICATION

Should be a graduate (Details of degrees as below)

- 12th Std English & PCM – Above 65%
- Degree Aggregate- Above 60% (with all semester Marksheets)

OR

- Diploma with Aggregate- Above 60% (If Lateral Entry & not done 12th Std)
- Degree Aggregate- Above 60% (with all semester Marksheets)

The Degree must be in the following fields

Electrical
OR
Electronics
OR
Electrical & Electronics
OR
Electronics & Telecommunication/Communication
OR
Electronics & Instrumentation

AGE

Max 24 Years as of 31st March 2024

LAST DATE FOR APPLICATIONS
15th June 2024

COURSE COMMENCEMENT DATE
1st July 2024

TO APPLY & FIND OUT MORE, PLEASE EMAIL TO **admission@himtcollege.com**

To know more, please scan.

Guaranteed Pre-Course Placement by BSM Bernhard Schulte Shipmanagement

BSM will conduct an interview tentatively in June 2024 and all BSM selected candidates will be issued with a Placement Letter to join as Trainee onboard BSM Managed Vessels on successful completion of Training at HIMT College.

100% Pre-Course Placement if selected by the company*

25% Discount in Course Fees for Female Candidates

www.himtcollege.com

*T&C APPLY

Seminar on Executive MBA Program

Navi Mumbai Chapters of The Institute of Marine Engineers (India) and Company of Master Mariners of India jointly organised a seminar at IMEI House Nerul on Saturday, 1st June 2024 to give an overview of Executive MBA program being launched by Indian Institute of Management Mumbai and CMMI.

Capt. Nalin B Pandey, Deputy Chairman CMMI Navi Mumbai Chapter welcomed all the guest. In his opening address **Capt. M. P. Bhasin,** Chairman CMMI elaborated on the efforts of CMMI team to stich this prestigious program with IIM Mumbai. He also thanked IME(I) for its whole supported in all their endeavors. **Mr. Arun Kumar Gupta,** Chairman IME(I) Navi Mumbai stressed on the importance Mariners of having a MBA tag, especially by an IIM.

Thereafter **Capt. Pankaj Kapoor,** the focal coordinator on behalf of CMMI apprised the audience in detail about proposed Executive MBA in Maritime Management, Logistics and Supply chain. Teaming up with IIM Mumbai would give Mariners elite management education with specialised maritime knowledge. The Program would mainly run on weekends with occasional evening classes on weekdays. It was a blended learning program having 70% teaching virtually and only 30% offline, however 75% attendance was compulsory. The program also gives flexibility of completing it either in 2 years or maximum 3 years. It was the most economical course offered by IIM Mumbai and the best opportunity for seafarer to get MBA certification to widen their horizon. It was confirmed that certification would be by IIM Mumbai.

Interesting Q&A session followed. Very relevant queries were raised by sailing mariners and also those who had come ashore. All apprehensions were ably addressed by Capt Bhasin and **Capt. Nand Sah**, Chairman CMMI Navi Mumbai Chapter and Capt. Kapoor.

The vote of thanks was proposed by **Capt. B. P. Singh,** Hon. Secretary CMMI Navi Mumbai Chapter. The entire event was meticulously conducted by **Capt. Viraf Chichgar,** Deputy General Manager and Dean, Fleet Management Training Institute.

Glimpses of the Event

Shri. Sarbananda Sonowal reappointed as Minister of Ports, Shipping and Waterways

Shri. Sarbananda Sonowal has been reappointed as the Minister of Ports, Shipping and Waterways after the Bharatiya Janata Party led National Democratic Alliance came to power for the third consecutive term in the recently held Lok Sabha elections. Shri. Sonowal's junior colleague **Shri. Shantanu Thakur** will also continue as the Minister of State in the ministry.

Soon after taking charge as the Minister of Ports, Shipping and Waterways under the Modi 3.0 cabinet, Bharatiya Janata Party (BJP) leader Shri. Sonowal asserted that he would perform his duties with dedication. "We will do the work of taking this ministry forward under the leadership of PM Modi. We will perform our duties with dedication," Sonowal told. The portfolios were announced on 10th June 2024 in a press communique by the President's Secretariat a day after the swearing-in of the council of ministers at the Rashtrapati Bhavan. The portfolios were allocated on the advice of Prime Minister Shri. Narendra Modi.

DG Shipping Leads STCW Review Initiative in Collaboration with CMMI-IMEI

The Directorate General of Shipping, in collaboration with the Company of Master Mariners of India (CMMI) and the Institute of Marine Engineers India (IMEI), organised a pivotal workshop aimed at navigating the rapidly changing maritime regulatory landscape on 29th May 2024 at The Indian Register of Shipping (IRS), Powai, Mumbai. The event brought together maritime experts and seafaring representatives for a comprehensive review of the STCW (Standards of Training, Certification, and Watchkeeping) convention and code.

Mr. David Birwadkar, Chairman of the IME(I) Mumbai branch, opened the session with a warm welcome and the traditional lighting of the lamp. The Chief Guest, **Shri. Shyam Jagannathan IAS,** Director General of Shipping, along with Chief Surveyor **Shri. Ajit Kumar Sukumaran,** underscored the importance of this workshop for the maritime community.

Keynote Address by Shri. Shyam Jagannathan, IAS, Director General of Shipping

In his keynote address, Shri. Shyam Jagannathan highlighted the critical role of the STCW convention and code in setting global standards for maritime training. He emphasized the necessity of a thorough review to address the industry's evolving challenges, such as technological advancements and the well-being of seafarers. According to the Maritime India Vision, one of the primary goals is to increase India's contribution to the global seafaring workforce from 12% to 20%, ensuring that one in five seafarers worldwide would be Indian. This objective aims to enhance the training standards and global competitiveness of Indian seafarers.

"Seafarer skill sets are central to their roles, with STCW standards forming the foundation," Shri. Jagannathan remarked. He pointed out the dynamic nature of the maritime industry, where technological advancements and human factors, including mental health issues, are pivotal. The STCW has identified 22 core areas to address these challenges, and the workshop presented a framework for papers that would benefit both Indian and global maritime interests.

Shri. Jagannathan urged the community to incorporate forward-looking ideas into internal training strategies, even if global acceptance might take time. He emphasized the importance of focusing on progressive ideas and improvements, even amidst differing opinions within the International Maritime Organization (IMO). He assured support for the initiative, stressing the need to monitor and implement ideas from the workshop within

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: www.imare.in

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

RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved Course

10 Days

Course Id - 5122

Advanced Training for Liquefied Gas Tanker Cargo Operations

Entry Criteria:

A Seafarer should hold minimum a Certificate of Proficiency as Rating in charge of a Navigational /engineering watch or Completed sea time required for appearing for a Certificate of Competency Examination.

Officers are required to hold a Certificate of Competency and a Certificate of Proficiency for Basic Training for Liquefied Gas Tanker Cargo Operations and at least three months of approved sea going service on Liquefied Gas Tankers within the last sixty months on liquefied gas tankers, or at least one Month of approved onboard training on Liquefied Gas Tankers in 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.

Course Date: Commencing Soon

For registration, CLICK HERE

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

India's compliance framework for maritime training, testing, and watchkeeping.

Insights from the High Seas by Shri. Ajit Kumar Sukumaran, Chief Surveyor, DG Shipping of India

Before delving into the workshop's technical aspects, Chief Surveyor Shri. Ajithkumar Sukumaran shared a poignant story from his seafaring days, setting a reflective tone. He recounted a harrowing incident off the coast of Andaman's Indira Point, the southernmost point of the Nicobar Islands. As a young surveyor aboard a distressed vessel, he made a courageous decision to seek help on a nearby island, where he found assistance from a local boat owner and his captain.

This experience highlighted the resilience and camaraderie inherent in the maritime profession. Shri. Sukumaran emphasized the importance of passion and dedication, which sustain seafarers through adversity. Drawing parallels between his experience and the workshop's objectives, he underscored the critical role of the STCW convention and code in protecting seafarers' interests and ensuring maritime safety and security.

Shri. Sukumaran insisted participants to offer their best efforts to the workshop, knowing that their contributions would shape the future of maritime training standards. His emphasis on practical and implementable proposals was crucial for the discussions that followed.

Structured Discussions and Deliberations

The workshop was structured into Eight Chapters, each focusing on a specific area. Within each chapter, there were gap analysis sessions where groups discussed existing gaps and developed solutions to address them.

The following captures the essence of the discussions which took place as teams deliberated on the STCW convention and code chapter wise, identifying possible gaps for further deliberations and taking forward as appropriate:

Chapter 1 - General Provisions

Participants proposed alphabetising definitions in STCW Chapter I, including the Maritime Labour Convention (MLC) definition of seafarers, and adding new definitions for various training officers. Clarifications on seagoing service, merging definitions, and updating regulations were also discussed.

Chapter 2 - Master And Deck Department

Discussions included addressing approved sea-going service for specific ship types, proposing a single category for vessels over 500GT, and revising certification norms for near coastal voyages. Updates to training tables, inclusion of cybersecurity, and new course requirements were also suggested.

Chapter 3 - Engine Department

Key gaps identified included the need for training on the latest Power Management Systems, fire response actions for new fuels, networking and IP configuration for engineers, and inclusion of blended fuels and AI-based control systems in training modules.

Chapter 4 - Radiocommunication And Radio Personnel

The focus was on digitizing Radio Communication certificates and updating standards due to emerging technologies. The need to revise standards of competence for Radio Operators to align with the Maritime Autonomous Surface Ships (MASS) Code was emphasized.

Chapter 5 - Special Training Requirements For Personnel On Certain Types Of Ships

Participants suggested adding a definition for "Person with Immediate Responsibilities" and amending regulations to require onboard service and specific loading/unloading operations. Refresher training and passenger ship endorsements were also proposed.

Chapter 6 - Emergency, Occupational Safety, Medical Care And Survival Functions

Revisions to include "Occupational Health" and "Psychological and Emotional Management" were recommended. Updates to training tables to incorporate new extinguishing mediums, mental health awareness, and cybersecurity were also discussed.

Chapter 7 – Alternative Certification

Ensuring correct references to alternate certification competencies and clarifying the scope of additional competencies gained were highlighted.

Chapter 8 - Watchkeeping

Updates included incorporating Chapter IV and V requirements, addressing ships with short voyage rest hours, and adding new competencies related to medical emergencies, environmental factors, and engineering watch responsibilities.

Moving Forward

The workshop concluded with a call to action, urging all stakeholders to actively participate in the STCW review process and contribute insights to shape the future of maritime training standards. The collective effort of DG Shipping officials, industry experts, and participants underscored a shared commitment to advancing the maritime sector.

D. G. Shipping Officials, Industry experts, **Mr. Vijay Arora,** Managing Director, IRS, **Mr. P. K. Mishra**, Joint Managing Director, IRS, **Mr. Rajeev Nayyer**, President of IME(I) participated wholeheartedly in the event while **Capt. Vivek Bhandarkar**, Secretary General of the CMMI was also present. **Capt. Ajay Gangadharan,** Treasurer, CMMI delivered the Vote of Thanks.

This landmark workshop set a foundation for the future of maritime training, aiming to address both current and emerging challenges while ensuring the safety, security, and sustainability of shipping operations.

Glimpses of the Workshop


COMPREHENSIVE REVIEW

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

11 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 July 2024

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/

The Maritime Union of India Women's Wing Celebrates the IMO International Day for Women in Maritime

The Maritime Union of India (MUI) Women's Wing successfully hosted a landmark seminar titled "**Safe Horizons: Women Shaping the Future of Maritime Safety**" in celebration of the IMO International Day for Women in Maritime. The event took place at The Club, Mumbai, and brought together distinguished speakers, industry leaders, maritime professionals, maritime training institutes, students, and enthusiastic participants.

The day's proceedings began at 9:00 am with registration and breakfast, followed by the inaugural session at 10:00 am. The traditional lamp lighting ceremony, symbolizing enlightenment and hope, was gracefully performed by esteemed guests of honour including **Capt. Rajesh Tandon, Capt. Shiv Halbe,** and **Mr. S. M. Rai, Capt. Manish Kumar** (Deputy DG Shipping), **Mrs. H.K. Joshi** (Former CMD of SCI), and **Mr. Deepak Shetty**, alongside **Ms. Saleha Shaikh** (Founder & Head Coordinator of the MUI Women's Wing), **Capt. Tushar Pradhan** (General Secretary, MUI), and **Ms. Pouruchishti Ukaji** (Core team member of MUI Women's Wing), who opened the seminar and served as the host for the day.

Ms. Saleha Shaikh, Founder & Head Coordinator of the MUI Women's Wing, delivered a warm welcome address which highlighted the story behind the MUI Women's Wing's inception and the seven years journey since. Capt. Tushar Pradhan, General Secretary of MUI, with his welcoming speech, talked about how the entire maritime industry needs to come together and work towards diversity and Gender Equality. He also emphasised on how the Zero tolerance policy should not be just a policy on paper, rather it needs to be implemented as a culture and followed by companies and individuals.

Guests of Honour, Mrs. H.K. Joshi, Former CMD of SCI, and Mr. Deepak Shetty, Senior Advisor at MACN India, also addressed the gathering, emphasising the critical role of women in maritime safety. Although **Shri. Shyam Jagannathan, IAS,** Director General of Shipping, could not attend in person, he shared his insightful perspectives through an informative video, which was highly appreciated by the audience. Capt. Manish Kumar (Deputy DG Shipping) shared an informative presentation on the number of women seafarers. He emphasised upon working towards women empowerment and spoke at length about the DGS initiatives of 'Sagar Mein Yog' (Well-being at Sea) and 'Sagar Mein Sammaan' (Honour at Sea).

He highlighted that the commitment to safety extended far beyond technical expertise and women were now fostering a more inclusive environment where everyone feels empowered to voice themselves, identifying risks and contributing to the solutions.

The seminar aimed to foster discussions on relevant topics related to Women in Maritime, seeking to find solutions and create actionable plans. The event sessions provided a platform for exchanging ideas and experiences, with a focus on empowering women in the maritime sector.

Key Points from Panel Discussions:

Session 1, "Chai-Pe-Charcha: Anchored in Strength: The Feminine Odysseys," moderated by Ms. Saleha Shaikh, highlighted the personal and professional journeys of women in the maritime industry. Panellists shared stories of challenges and triumphs, inspiring attendees with their experiences.

Panellists:

- Ms. Rubiya Bano (Add Third Off, LPG Gas Carriers, Synergy Marine)
- Ms. Sumita Banerji (Senior Vice President, Allcargo Group)
- Ms. Manisha Patil (Former Crane Operator, HSE Manager, DP World)
- Ms. Lea Fernandes (Manager FPD, Bulk & Container, Elegant Marine (Fleet Management))
- Ms. Nafeesa Moloobhoy (MD - Moloobhoy Group of Companies)

Session 2, "The Power of Mentorship: Women Uplifting Women in Maritime," moderated by Capt. Shoukat Mukherjee (Founder & CEO of The Naval Connection), explored the significant impact of mentorship in empowering women professionals. Panellists discussed the role of mentorship in career advancement and leadership development.

Panellists:

- Mrs. H.K. Joshi (Former CMD, SCI)
- Capt. Shashank Jahagirdhar (MD, Country Head, MTM Ship Mgmt)
- Capt. Mini Verma (Manager, Fleet Care/ Fleet Management Ltd)
- Ms. Delna Shroff (Suptd Mental Health & Wellness, Bernhard Schulte Ship Management)
- Ms. Priyanka Gupta (Director HR - Shore - Crew Mgmt & Wellbeing Head for Seafarers, AESM)

Session 3, "Supporting Women Seafarers at Sea," moderated by Tejashri Kishore (Deputy Manager - Fleet Care / Fleet Management Ltd), focused on addressing the unique challenges faced by women seafarers and advocating for support systems to ensure their well-being and success at sea.

Panellists:

- Ms. Deepti Singh (Chief Officer, Fleet Management)
- Ms. Priyanka Tiwari (Third Officer, Fleet Management)
- Mr. Chirag Bahri (International Operations Manager, ISWAN)
- Capt. Girish Phadnis (Industry Mentor, Former Chairman, MASSA)
- Dr. Neeta Mhatre (Psychotherapist, Founder - ReachOut)

Session 4, "Synergizing Seafarers: Training for Inclusive Maritime Excellence," moderated by Ms. Gurleen Kaur (Sr Marine People Manager, Maersk India), emphasized the importance of comprehensive training programs to address the needs of a diverse workforce. Panellists discussed the development of training modules promoting inclusivity and excellence in maritime operations.

Panellists:

- Mr. Maneesh Pradhan (MD, Global Dry Fleet Synergy Group)
- Capt. (Dr) Ashutosh Apandkar (Principal, TS Rahman)
- Dr. Deepti Mankad (Founder MindSpeak, Wellness Coach and Counsellor)
- Ms. Parnita Rasal (Senior Psychologist, Anglo-Eastern Maritime Academy)
- Ms. Nyari Nain (Fleet Superintendent, Maersk)

The event concluded with a felicitation ceremony, recognizing key personalities of the MUI Women's Wing. **Mrs. Pratibha Pandey, Mrs. Lata Khatri, and Ms. Pradnya Ghayvat** were honoured as Outstanding Personalities of MUI Women's Wing. This was followed by a vote of thanks delivered by **Mrs. Bharati Bhandarkar** of Bhandarkar Publications. The day wrapped up with tea and coffee, providing attendees with a chance to network and reflect on the day's discussions.

Capt. Tushar Pradhan, General Secretary of MUI concluded the evening by acknowledging the effort his team and the industry support for the grand success of MUI seminar.

Ms. Saleha Shaikh expressed her gratitude by saying, "We would like to thank the industry for wholeheartedly supporting this event and turning up in large numbers. We are overwhelmed with the response, and it goes to show how much importance women hold in the maritime industry. We extend our heartfelt gratitude to TNC Events for their impeccable event management and to the anchor, Ms. Pouruchisti Ukaji, who kept the event lively and engaging.

The success of this seminar underscores our commitment to fostering a safer and more inclusive future in maritime. Thank you to all who participated and contributed to this significant event."

Courtesy: MUI

Glimpses of the Event

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: www.imare.in

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

RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved IGF Courses

★Basic IGF Course Id-5311

5 Days

Basic Training for Ships using Fuels covered within

★Advanced IGF Course Id-5312

5 Days

Advanced Training for Ships using Fuels covered within IGF

Course Dates:

Basic IGF: 01 July 2024/ 22nd July 2024/ 05th August 2024/ 26th August 2024/ 02nd September 2024/ 23rd September 2024

Advanced IGF: 09th July 2024/ 20th August 2024/ 17th September 2024

Time: 8:30am - 4:30pm

Registration Link: https://imeimum.marineims.com/course/register

MEO CL-I (FG)	2 months	01st July 2024 / 02nd Sept 2024/ 01st Nov 2024	Rs. 30000/-	CLICK HERE
MEO CL-III NCV-CEO	2 months	01st July 2024/ 01st November 2024	Rs. 25000/-	CLICK HERE
MEO CL-II (FG) - NEW	4 Months	01st July 2024 / 01st Aug 2024 / 02nd Sept 2024/ 01st Oct 2024 / 01st Nov 2024 / 01st Dec 2024	Rs. 40000/-	CLICK HERE
MEO CL-III NCV-SEO PART - A	2 months	1st August 2024	Rs. 25000/-	CLICK HERE
MEO CL-III NCV-SEO PART - B	4 Months	Commencing Soon	Rs. 38000/-	CLICK HERE
MEO. CL-IV NCV	4 Months	01st July 2024	Rs. 31000/-	CLICK HERE
Diesel Engine Gas Combustion Simulator for MEO Class I	3 Days	27th June 2024/ 1st July 2024/ 4th July 2024/ 29th August 2024/ 2nd September 2024/ 5th September 2024/ 29th October 2024/ 4th November 2024/ 7th November 2024/ 28th December 2024	Rs. 12000/-	CLICK HERE
Engine Room Simulator Management Level for MEO Class II	5 Days	25th June 2024/ 1st July 2024/ 26th July 2024/ 1st Aug 2024/ 27th Aug 2024/ 2nd Sep 2024/25th Sep 2024/ 1st Oct 2024/ 26th Oct 2024/ 1st Nov 2024/ 26th Nov 2024/ 2nd Dec 2024/ 26th Dec 2024	Rs.14000/-	CLICK HERE
Engine Room Simulator Operational Level for MEO Class IV	3 Days	Commencing Soon	Rs. 7500/-	CLICK HERE
Refresher Updating Training Course for all Engineers (RUCE)	3 Days	24th – 26th June 2024/ 8th July 2024/ 22nd July 2024	Rs. 7000/-	CLICK HERE
Basic Training for Ships using Fuels covered within IGF code Course	5 Days	01 July 2024/ 22nd July 2024/ 05th August 2024/ 26th August 2024/ 02nd September 2024/ 23rd September 2024	Rs. 15500/-	CLICK HERE
Advanced Trg. for Ships using Fuels covered within IGF code	5 Days	09th July 2024/ 20th August 2024/ 17th September 2024	Rs. 21500/-	CLICK HERE
Assessment, Examination and Certification of Seafarers	10 Days	15th July 2024	Rs. 15500/-	CLICK HERE


Outstanding Personal
of MUI Women
Ghayvat


THE MARITIME UNION OF INDIA
WOMEN'S WING
SAFE HORIZONS
MUIWOMENSWING

A Historic Climbing Feat by DMETian Satyadeep Gupta

In an astonishing display of endurance, skill, and determination, Dmetian **Satyadeep Gupta** has set a new world record by becoming the first person to summit both Mt. Everest and Mt. Lhotse twice within a mere 6 days, 7 hours, and 31 minutes on 24th May 2024. This remarkable achievement has stunned the climbing community and inspired adventurers worldwide.

Hailing from Puranpur, Uttar Pradesh, Satyadeep's childhood passion for the outdoors propelled him from Marine Engineer to a dedicated mountaineer. With successful summits of Mount Kanchenjunga (8586m) in 2022 and Mount Makalu (8463m) in 2023, his journey epitomises pushing boundaries while promoting mental health awareness.

Satyadeep's incredible journey began with meticulous planning and rigorous training. Facing the daunting challenges posed by the world's highest peaks, he demonstrated exceptional resilience and fortitude. Scaling these majestic mountains once is a formidable task, but doing so twice in such a short span is truly unparalleled.

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
- Chandigarh
- Delhi
- Goa
- Gujarat
- Hyderabad
- Kolkata
- Karnataka
- Kochi
- Mumbai
- Navi Mumbai
- Patna
- Pune
- Visakhapatnam
- 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: https://imare.in/

Hello Vietnam

Continued from the May Issue...

Hoi An, is a city with a population of approximately 120,000 in Vietnam's Quang Nam Province e and noted since 1999 as a UNESCO World Heritage Site.

Old Town Hội An, the city's historic district, is recognized as an exceptionally well-preserved example of a Southeast Asian trading port dating from the 15th to the 19th Century, its buildings and street plan reflecting a blend of indigenous and foreign influences. Prominent in the city's old town, is its covered "Japanese Bridge", dating to the 16th-17th century.

The day started off with a walk trough the market area, with our tour guide Ms Hoi.

We walked through the Market and to the pier, where we boarded a motor launch that took us a bit downriver, where we got on to the basket boat, guided past the Bay Mau forest, unsuccessfully tried our hand at crab fishing, and then on to a small village resort – The Water Coconut Village, where we all tried our hand at Vietnamese Cooking, and we ate what we cooked – thanks to the continuous guidance and monitoring by the Vietnamese chef, the preparations turned out to be excellent.

We returned to the hotel post lunch and Aniruddh, Akshay and I rented bicycles for a trip through the Old City.

Revathi and Easha – went off on their own to indulge in window shopping free of any male interference.

The old town was a revelation, beautiful with lovely roadside cafe's and "boutique-shops" – no vehicles allowed in the old city added to the charm. We had coconut coffee in one of the coffee shops and bought some exotic chocolates that included "chilli" flavored chocolate.

We decided that Hoi An – deserved another trip back, on a longer more leisurely schedule.

The dinner was hosted by the Tour guide company, a small delightful Vietnamese restaurant run by a very enterprising young Vietnamese lady.









INSTITUTE OF MARINE ENGINEERS (INDIA)
GOA BRANCH

IMEI HOUSE in Goa has a well - furnished guest house specially built for the members of IMEI who are visiting Goa for official work, for attending seminars or classes and for leisure.

The guest house has following salient features:

- Spacious hall for seminars and training
- Six well furnished AC rooms for double occupancy
- Located close to Dabolim airport (approximately 2 km)
- Famous Bogmalo Beach is just 1 km away from the guest house
- Room tariffs are highly economical for members as compared to prohibitive hotel rates in Goa

Room booking can be done by members on email to either

admin@imare.in or imehousegoa@gmail.com

Address of IMEI House:

IMEI House, D27- Rangavi Estate, Dabolim, Goa -403801

Contact Number: 7972529309

DAY 6

We left the next after checking out after Breakfast, on our way to Da Nang, Ba Na Hill.

From the entrance to the top, we took a cable car over some of the most beautiful forested areas.

The Ba Na Hill was an incredible man-made resort, that is still under development. A Vietnamese "Disney Land", a must visit for all tourists, it has something for everyone. The day was cool and cloudy, drizzling at times, but perfect for us.

We were lucky to visit during the Flower Festival, it was so vibrant and beautiful, the pictures below say it all.

After an exhausting but exhilarating day, we left for Da Nang airport, where we parted company with Yogi and Tukun, who would extend their stay in Vietnam by over another 10 days.

The rest of us caught the flight to Ho Chi Minh City, old name Saigon. We checked in at the Adora Art Hotel.

DAY 7

My third visit to Ho Chi Minh City, but first time as a tourist. Ho Chi Minh earlier called Saigon, is one of the most dynamic metropolis in these recent times with a long and colorful History.

History

Khmer period: The earliest settlement in the area was a Funan temple at the location of the current Phung Son Buddhist temple, founded in the 4th century AD. A settlement called **Baigaur** was established on the site in the 11th century by the Champa. When the Cham Empire was invaded by the Khmer people. Baigaur was renamed **Prey Nokor**, which meant "Forest City". An alternative name was Preah Reach Nokor which, according to a Khmer Chronicle, meant "Royal City". Prey Nokor grew on the site of a small fishing village and area of forest. This area is likely where modern Ho Chi Minh City now lies, and was inhabited by Khmer people for centuries before the arrival of the Vietnamese.

Beginning in the early 17th century, colonization of the area by Vietnamese settlers gradually isolated the Khmer of the Mekong Delta from their brethren in Cambodia proper and resulted in their becoming a minority in the delta. In 1623, King Chey Chettha II of Cambodia (1618–28) allowed Vietnamese refugees fleeing the Trnh-Nguyen civil war in Vietnam to settle in the area of Prey Nokor and to set up a customs house there. Increasing waves of Vietnamese settlers, which the Cambodian kingdom could not impede because it was weakened by war with Thailand, slowly Vietnamized the area. In time, Prey Nokor became known as Saigon. Prey Nokor was the most important commercial seaport to the Khmers.

Nguyen Dynasty: In 1698, Nguyen Huu Canh, a Vietnamese noble, was sent by the Nguyễn rulers of Hue by sea to establish Vietnamese administrative structures in the area, thus detaching the area from Cambodia, which was not strong enough to intervene. He is often credited with the expansion of Saigon into a significant settlement. A large Vauban citadel called Gia Dinh was built by Victor Oliver de Puymanel, one of the Nguyen Anh's French mercenaries. The citadel was later destroyed by the French following the Battle of Ky Hoa. Initially called Gia Dinh, the Vietnamese city became Saigon in the 18th century.

French Colonial Era: Colonized by France and Spain in 1859, and ceded to France by the 1862 Treaty of Saigon, the city was influenced by the French during their colonisation of Vietnam, and a number of classical Western-style buildings and French villas in the city reflect this. Saigon had, in 1929, a population of 123,890, including 12,100 French.

In 1931, a new region called **Saïgon–Cholon** consisting of Saïgon and Cholon was formed. Saïgon and Cholon, meanwhile, remained separate cities with their respective mayors and municipal councils. In 1956, after South Vietnam's independence from France in 1955, the région of Saïgon–Cholon became a single city called **Saïgon** following the merger of the two cities of Saïgon and Cholon.

Republic of Vietnam: The Viet Minh proclaimed the independence of Vietnam in 1945 after a combined occupation by Vichy France and Japan, and before the Communist revolution in China. They were led by Ho Chi Minh. The Viet Minh-held sections of Vietnam were more concentrated in rural areas. Following the death of Franklin Roosevelt and the abandonment of anti-colonialist policies, the U.S. (in an attempt to control the spread of communism) supported France in regaining its control over the country, with effective control spanning mostly in the Southern half and parts of the Red River Delta region like Hanoi, Haiphong and Thai Binh.

Former Emperor Bao Dai made Saigon the capital of the State of Vietnam in 1949 with himself as head of state. In 1954, the Geneva Agreement partitioned Vietnam along the 17th parallel (Ben Hai River), with the communist Viet Minh, under Ho Chi Minh, gaining complete control of the Northern part of the country, while the Saigon government continued to govern the State of Vietnam which continued in the southern half of the country and the southern half gaining independence from France. The State officially became the Republic of Vietnam when Bảo Đại was deposed by his Prime Minister Ngo Dinh Diem in the 1955 referndum. Saigon and Cholon, an adjacent city with mostly Sino-Vietnamese residents, were combined into an administrative unit known as the *Đô Thành Sài Gòn* (*Capital City Saigon*), or *Thủ đô Sài Gòn* (*National Capital Saigon*).

South Vietnam was a capitalist and anti-communist state which fought against the communist North Vietnamese and their Viet Cong proxy forces during the Vietnam War, with the assistance of the United States and

other countries. The Viet Cong and North Vietnamese, on the other hand, were supported by the Soviet Union and the People's Republic of China. During the 1968 Tet Offensive, communist forces launched a failed attempt t capture the city. On 30 April 1975, Saigon, ending the Vietnam War with a victory for North Vietnam.

Today: In the conclusion of the Vietnam War on 30 April 1975, the city came under the control of the Vietnamese People's Army. Among Vietnamese diaspora communities and particularly the U.S. (which had fought the communists), this event is commonly called the "Fall of Saigon", while the Socialist Republic of Vietnam refers to it as the "Liberation of Saigon". In 1976, upon the establishment of the unified communist Socialist Republic of Vietnam, the city of Saigon (including Cholon), the province of Gia Định and two suburban districts of two other nearby provinces were combined to create Ho Chi Minh City in honor of the late Communist leader Hồ Chí Minh. However, the former name *Saigon* is still widely used by the Vietnamese, especially in informal contexts. Generally, the term *Saigon* refers only to the urban districts of Ho Chi Minh City.

Day 7

The day started as being hot and humid, we were met by our tour guide Mr Luong, and bundled into a mini-bus with other tourists, a nice group of Canadian couple with their Doctor son, a pair of English ladies – who could have

walked out from the 21st version of an Agatha Christie novel and we probably must have appeared to them as the quintessential Indian family on holiday.

By now, the river trips were becoming a bit routine, but there was a twist to this one in form of bees and a python, Revathi and Aniruddh held up a section of the beehive swarming with bees, Aniruddh even had a python draped around his neck, while Akshay sipped vodka from a bottle with a snake in it.

The Mekong river is infamous for its river pirates and guerrillas during the Vietnam war. It was easy to visualize this after seeing the various hiding places along the Mekong delta.

After a boat ride we transferred ourselves to small boats/sampans with two oars-persons, we were taken to a coconut farm/factory where we saw the process of making coconut sugar, candies and had tasted awesome honeyed tea. The honey was sourced from their own hives. We also had lunch – standard Vietnamese fare, nothing as special as our self cooked feast at Ho An.

After the Mekong river trip, we headed back to the hotel. For dinner we went for pizza, at Ben Thanh Pizza 4 P's – normally at Pizza joints – I have to be content with garlic bread as I am allergic to tomatoes but wonder of wonders – this place had pizza with NO tomatoes and even NO tomato puree, this was the first time I have gorged on Pizza. God bless you 4 P's.

Day 8

Ho Chi Minh city tour in the morning and departure – we changed the schedule a bit, instead of the city tour, we took the tour of the famous wartime tunnels on the outskirts of the Saigon city, where the Vietcong guerrillas hid and fought against the South Vietnamese and the US troops.

Cu Chi Tunnels

The **tunnels of Củ Chi** are an immense network of connecting tunnels located in the Cu Chi District of Ho Chi Minh City (Saigon), Vietnam, and are part of a much larger network of tunnels that underlie much of the country. The Củ Chi tunnels were the location of several military campaigns during the Vietnam War, and were the Viet Cong's base of operations for the Tet Offensive in 1968.

The tunnels were used by Viet Cong soldiers as hiding spots during combat, as well as serving as communication and supply routes, hospitals, food and weapon caches and living quarters for numerous North Vietnamese fighters. The tunnel systems were of great importance to the Viet Cong in their resistance to American forces, and helped to counter the growing American military effort.

American soldiers used the term "Black Echo" to describe the conditions within the tunnels. For the Viet Cong, life in the tunnels was difficult. Air, food and water were scarce and the tunnels were infested with ants, venomous centipedes, snakes, scorpions, spiders, and rodents. Most of the time, soldiers would spend the day in the tunnels working or resting and come out only at night to scavenge for supplies, tend their crops, or engage the enemy in battle. Sometimes, during periods of heavy bombing or American troop movement, they would be forced to remain underground for many days at a time. Sickness was rampant among the people living in the tunnels, especially malaria, which was the second largest cause of death next to battle wounds. A captured Viet Cong report suggests that at any given time half of a People's Liberation Armed Forces (PLAF) unit had malaria and that "one-hundred percent had intestinal parasites of significance".

The tunnels of Củ Chi did not go unnoticed by U.S. officials. They recognized the advantages that the Viet Cong held with the tunnels, and accordingly launched several major campaigns to search out and destroy the tunnel system. Among the most important of these were Operation Crimp and Operation Cedar Falls.

The operation did not bring about the desired success, throughout the course of the war, the tunnels in and around Củ Chi proved to be a source of frustration for the U.S. military in Saigon. The Viet Cong had been so well entrenched in the area by 1965 that they were in the unique position of locally being able to control where and when battles would take place. By helping to covertly move supplies and house troops, the tunnels of Củ Chi allowed North Vietnamese fighters in their area of South Vietnam to survive, help prolong the war and increase American costs and casualties until their eventual withdrawal in 1972, and the final defeat of South Vietnam in 1975.

The 75-mile (121 km)-long complex of tunnels at Củ Chi has been preserved by the government of Vietnam, and turned into a war memorial park with two different tunnel display sites, Ben Dinh and Ben Duoc. The tunnels are a popular tourist attraction, and visitors are invited to crawl around in the safer parts of the tunnel system. The Ben Duoc site contains part of the original tunnel system, while the Ben Dinh site, closer to Saigon, has tunnel reconstructions and some tunnels have been made larger to accommodate tourists.

The trip to the tunnels at Diem Than were a revelation. The desire for national identity and freedom from colonists was so strong that the Vietnamese were willing to live in these tunnels for years with no great chances of survival. Aniruddh, Akshay and Easha did crawl through the tunnels – as much as was permitted. I did enter the tunnel but better sense prevailed as the Vietnamese ingenuity would have been further tested

The map of the Diem Tham Site

A cut off view of a representative tunnel








SỨC
GẮN
ĐÁ




WORLD MARITIME TECHNOLOGY CONFERENCE
Chennai, India 2024

GLOBAL SHIPPING – A BATTLE FOR SURVIVAL OR A TORCH BEARER OF HOPE ?

Knowledge & Technology Partner
IRCLASS
Indian Register of shipping

Platinum Sponsor DNV

December 4 - 6, 2024
The Leela Palace, Chennai

INSTITUTE OF MARINE ENGINEERS INDIA

WORLD MARITIME TECHNOLOGY CONFERENCE
CHENNAI, INDIA 2024

"You Get to Make Your Own Choices, but You Do Not Get to Choose Your Consequences"

"It was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness, it was the epoch of belief, it was the epoch of incredulity, it was the season of Light, it was the season of Darkness, it was the spring of hope, it was the winter of despair, we had everything before us, we had nothing before us, ..."

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

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

Is it the first choice industry for an entrepreneur? For the hopeless romantics, it is!

We would like stakeholders in the industry to come forward to make a case for Shipping. We invite you to Chennai and fearlessly present views to make the industry safe, environment friendly and investor supportive. In Chennai, one of India's largest cities and its cultural capital, you would find the rhythm and the beat to speak your mind, with an unwavering conviction and unfounded joy.

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

World Maritime Technology Conference (WMTC - 2024)

"GLOBAL SHIPPING – A BATTLE FOR SURVIVAL OR A TORCHBEARER OF HOPE"?
{AMIDST TECHNOLOGY, REGULATIONS, GEO-POLITICS & CLIMATE CHANGE}

Is Shipping a good story? Let us debate.

Looking forward to meeting you in Chennai
On behalf of the Organising Committee, WMTC 2024

Hrishikesh Narasimhan
Convenor

C V Subba Rao
Chairman

SPONSORSHIP OPPORTUNITIES

Sponsorships	Qty	Indian Co'S INR + GST	Overseas Co'S USD	Free Delegates	Feature Slot
SPONSORSHIP					
Knowledge & Technology Partner	1	33.6 Lakhs	42000	12	Strategic Forum Address - Plenary
Platinum Sponsor	1	24 Lakhs	30000	12	Key Note Speaker 1- Plenary
Gold Sponsor	1	19.5 Lakhs	24000	9	Key Note Speaker 2- Plenary
Silver Sponsor	1	15 Lakhs	18000	6	Key Note Speaker - Papers Panellist - Plenary
Bronze Sponsor	3	10.5 Lakhs	12600	3	Anchor – Plenary Panel Discussion (2) Key Note + Panellist - in Sessions (1)
Associate Sponsor	12	3.6 Lakhs	4500	1	Key Note Session or Panellist
Inaugural Dinner	1	10.5 Lakhs	12600	3	Panellist - Plenary
Conference Lunches	3	4.2 Lakhs	5100	1	Key Note (3) Paper Session
Closing Dinner	1	10.5 Lakhs	12600	3	Panellist - Plenary
Conference Bags (420)	1	4.2 Lakhs	5100	1	
Lanyards (420)	1	1.95 Lakhs	2040	0	
EXHIBITION STALLS					
Exhibition (Stall Size A)	6	3 Lakhs	3600		Stall – Deluxe Location
Exhibition (Stall Size B)	18	2.4 Lakhs	3000		Stall – Standard Location
DELEGATE FEE					
Member-IMEI, CMMI, ICS	90	4500	150		Conference Material + All Dining
Non Member	60	6000	195		Conference Material + All Dining
Students	90	960	60		Conference Material + Day Dining Only
MARINERS NITE					
Mariners Nite	96	1500			Free for Delegates
SOUVENIR ADVERTISEMENTS					
Front Cover	1	3.6 Lakhs	4500		
Front Inside	1	2.4 Lakhs	3000		
Back Cover	1	1.95 Lakhs	2400		
Inside Back Cover	1	1.5 Lakhs	1950		
Colour Full Page	60	42000	510		
Black & White Full Page	24	24000	300		

PAPERS

Papers are invited from Financial Institutions, Business Managers, Ship Owners and Managers, Shipping Associations, Regulatory Institutions, Classification Societies, Analysts, Brokerage Houses, Academic Institutions, Shipbuilding & Repair Yards, Professional Bodies, Engineers, Designers, Manufacturers, Students, Researchers, Recyclers, Salvors, Adjudicators etc.

- **Navigating the Future** - Blockchain, AI, Data Analytics and Digital Transformation
- **Managing and Hedging Risk** - Asset, Cargo and Currency
- **Ship Building and Repairs** - Can India grab a share of the market?
- **Shipping Markets** - Can we predict the future?
- **Marine Money** - Do Banks believe in Shipping? - The Basel and The Poseidon Narrative
- **Duty of Care** - Safety Management and Crew Welfare
- **Reforming (or Romancing) the Future** - Is Education the same as Schooling?
- **Classification Society** - A voice of Influence or just an IMO ally?
- **The Bugle of Geo Politics** - Sounds of the 21st Century for Shipping
- **Sustainable development** - Is it only about climate change?
- **Powering Academic Research** - Hulls, Propulsion Equipment, Vibration & Underwater Noise
- **The Connectivity Conundrum** - Linking Rivers, Ports and Railways
- **Advancements in Product Technologies** - Fuel Lubricants, Paints, Chemicals & others
- **Cost Leadership in Maintenance**
- **Managing Learning** - What can Shipping learn from other Industries?

HIMT College
GRADE A1 OUTSTANDING

IMEC Indian Cadet Graduate Marine Engineering (GME) Program

IMEC

- **Eligibility:** Mechanical Engineering, 60% Aggregate
- **Max. Age:** 24 years as of 31st March 2024

Last Date of Application: 15th June 2024
Course Commencement: 1st Sept 2024

Guaranteed Pre-Course Placement
for Students selected by IMEC Member Companies*

About IMEC:

International Maritime Employers' Council (IMEC), represents a global association of over 260 Maritime Employers.

Our Cadets were placed in the following companies through IMEC in it's Pilot Program

WALLEM EST. 1903 | ASP SHIPS GROUP WE MANAGE SHIPS SAFELY | MARLOW NAVIGATION | WESTERN SHIPPING

Scan the QR Code to know more

www.himtcollege.com
98404 98000 / 98404 00000
admission@himtcollege.com

*Upto 20 candidates will be selected by IMEC Member Companies. T&C Apply. Visit Website for Admission process & other details.

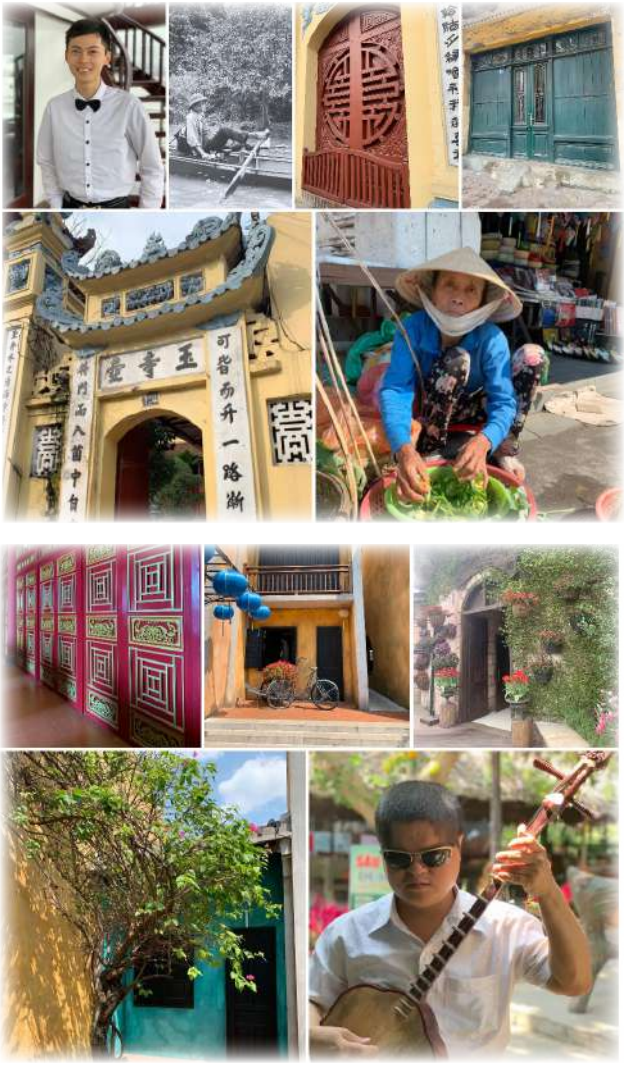
on how to extricate a 100 kg middle age man with a generous middle spread from a tunnel meant for an agile 40 kg guerrilla.

The booby traps, were ingenious and barbaric at the same time.

Seeing the booby traps, I felt a sense of sadness for the 18-19 year old children drafted to fight a war that they had no idea about. Sent to battle by old men and armament interests – as would be saviors of democracy yet hated when you returned, one can imagine the plight of these patriotic young men dying for a cause that eventually did not mean a thing.

One of the major attractions of a Vietnamese trip, is it's food. The food is SE Asia is similar but with it's own subtle and distinctive features, Vietnamese cuisine has also added a distinct french flavor to some of its dishes. Sufficient to say we enjoyed it specially as the Vegetarians were not left out. Akshay's snaps below of the culinary feast during the tour.

After finishing with our trip, we headed to the airport, Easha's flight was much later. We learnt that her flight was cancelled but the airlines put her up in a hotel next to the airport, but we were very worried and felt at ease



L-R, Yogi, Sam, Self, Revathi and Aniruddh

only when we heard from her later that she had reached home safely. Easha – needs a bit of introduction, she was with Aniruddh in AOL sessions. When she was doing her undergrad medicine in Navi Mumbai, she became a part of the family, Revathi and I treat her as a non-biological daughter. Her photos taken during the trip need to be shown on their own.

We reached Bangkok, at night but not too late to have a good night's rest.

I should mention the great care taken by our tour manager Mr Sam Duong. He constantly kept checking on us, helped Easha out during the cancelled flight crisis, made sure that some items left behind on the cruise vessel were safely delivered to us in Ho Chi Minh.

If you ever travel to Vietnam and are looking for a tour operator I would definitely recommend Sam and his agency.

Thank you Sam, and your team – for making our trip wonderful and memorable.

VIETNAM – We will be back!

About the Author

Anil Rao is a senior business management professional with more than four decades of experience in ship operations management, ship repair and shipbuilding. He is an alumni of DMET and currently relocated to India. He was last employed with MSC Shipmanagement Thailand in Bangkok.

Email: anil.r.rao@gmail.com

Diesel Engine Run-Away Condition

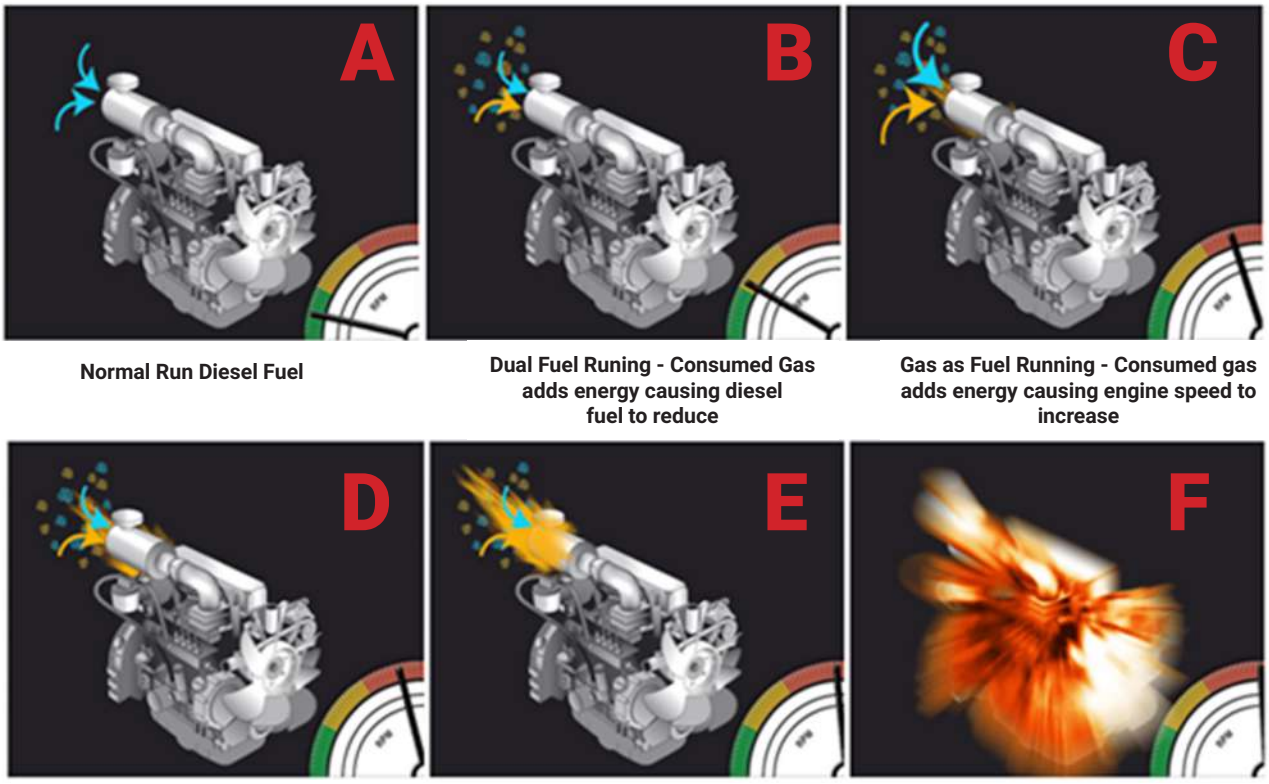
Let's understand what goes on in the combustion chamber of a diesel engine. A mixture of diesel fuel and clean air is compressed thereby increasing the heat to result in combustion. The speed of the engine will be determined with the amount of fuel that is admitted into the cylinders by the governor. In the engine room, there is no shortage of clean air, so if more fuel is admitted the speed will keep increasing.

Theoretically there is no speed limit, but the reciprocating parts have a mechanical limit. If the speed increases beyond a certain value the reciprocating and rotating parts cannot withstand the load and the weakest part will give away and the engine will mechanically fail.

Under normal operating conditions, there is no reason why the engine has to over speed. However in a hydrocarbon – rich environment for instance in a petrochemical industry, this scenario is very likely. A similar situation can be envisaged on gas carriers and hence a reason for the Marine Engineer to be alert.

Diesel engine runaway occurs when a diesel engine ingests a hydrocarbon vapour, or flammable vapour, through the air intake system and uses it as an external fuel source. As the engine begins to run away these vapours, the governor will release less diesel fuel until eventually; the vapours become its only fuel source. In other words, even with the fuel from the engine fuel system complete shut, the engine continues to run, beyond the control of the operator.

As the engine speed rapidly increases, it draws in more air – and more vapours. The cycle continues until the engine is running off the



Normal Run Diesel Fuel

Dual Fuel Runing - Consumed Gas adds energy causing diesel fuel to reduce

Gas as Fuel Running - Consumed gas adds energy causing engine speed to increase

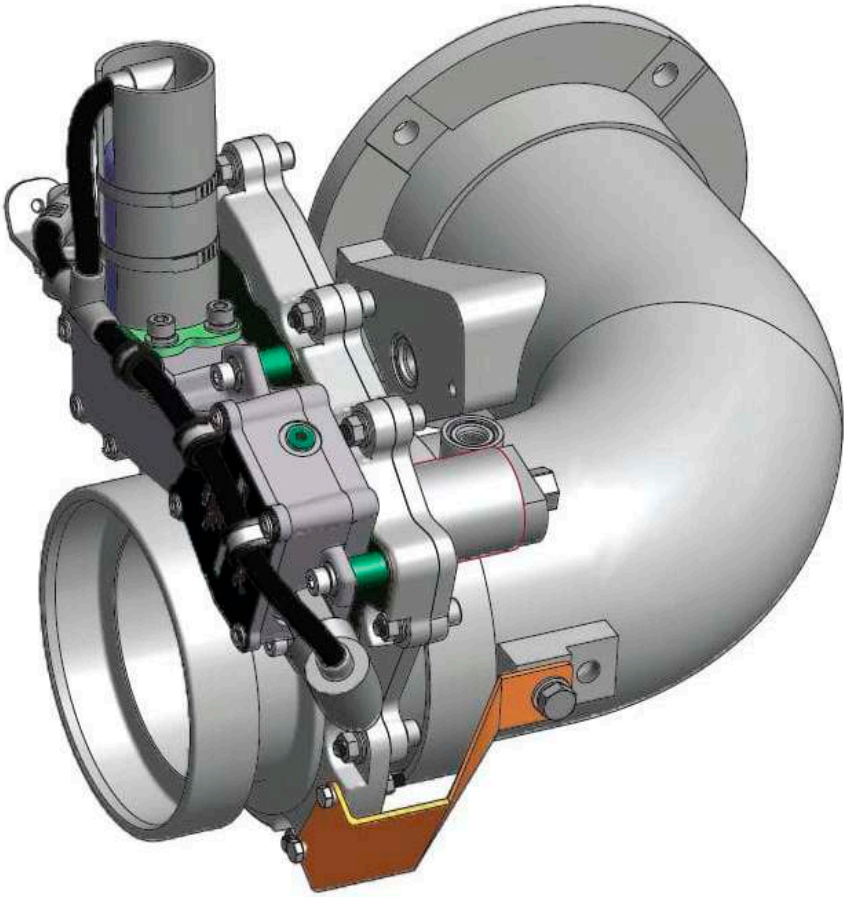
Engine races at RPM above it's limit, exh. and inlet valves will be unable to seat efficiently

Flashback with flames through manifolds

ENGINE EXPLOSION

THE PROCESS OF ENGINE RUNAWAY

The valves completely block the engine air intake system, cutting off an uncontrolled external fuel source and the air required to keep the engine running. The valve is a flap valve that is activated by a signal from the over-speed sensor. As the over-speed limit is reached the valve shuts off, thus starving the engine from combustion air.



unmetered vapours as its fuel source. If this cycle is not stopped, it can cause the engine to over-speed, or runaway, making it a potential ignition source for the explosive vapours and lead to:

- Valve bounce
- Flames exiting the intake and exhaust pipes
- Surface temperatures (auto ignition)
- Sparks
- Catastrophic injury or death

The engine runaway can occur in as quickly as 3 to 12 seconds! Such a short reaction time is impossible for a human to react and take control of the situation. The only way to prevent diesel engine runaway is to install devices on an engine's air intake manifold that sense over speed and shut off the air supply to shut down a diesel engine in a safe, rapid fashion.

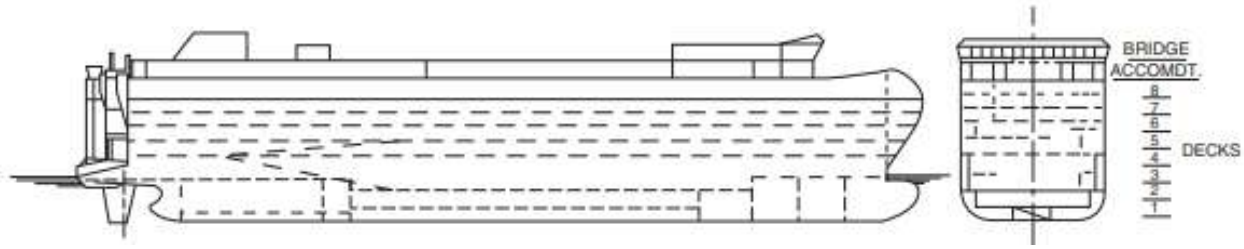
Air intake shut off valves provide emergency over-speed shutdown protection for diesel engines and are the most effective way of preventing a runaway situation.

About the Author

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

Email: ramesh.vantaram@gmail.com

Ventilation Flaps without Flaps



Ventilation is at the Heart of Fire Fighting

A fire on board is a nightmare for all. Fighting a fire takes courage, planning and a well-trained crew. Although all crew would have undergone a Fire Fighting Course ashore and would be in possession of a certificate without which he cannot board a ship, the training ashore is a standard one-method-fits-all course. I do not know if the present day training scenario is any different: perhaps the authorities have introduced computer based modules.

Each ship is different. Training a crew in firefighting - through drills - on a specific ship is the responsibility of the designated Fire Chief, on most ships a Chief Engineer, on some the Chief Mate.

On most ships, those in authority fail to recognise the functional importance of the various aspects of the drill, treating it as part of a mandatory checklist that needs to be ticked in the ship's calendar. Thereby, the allotment of time for a particular drill is minimised, with other factors taking priority.

The more realistic the drill, the more the possibility of finding the weak points of the system and the process - sometimes in the deficiencies of the equipment on board, sometimes in the weaknesses of personnel, sometimes in the approach to a hypothetical situation.

On board, the Fire Chief will have to contend with crew members who panic when wearing an SCBA set (he may be the designated person to wear the SCBA set, as per the Fire Muster List) or a person who panics in the proximity of an actual fire, when handling a fire hose.

(During a situation where we had a severe explosion in the fore peak store, followed by an intense fire, a head count found the 'Chippy' missing. Along with fighting the fire, the designated wearer of the Smoke Helmet, the Second Mate, - this is before the advent of SCBA sets - was given a protective water screen as he was supposed to go near the proximity of the fire, to search for the missing Chippy. Hardly had he taken 3 steps, when he turned about, took off the fire suit and smoke helmet, threw it on the deck and vanished into the accommodation, in sheer panic. A few crew members also were panicking while handling the fire hoses. Luckily, we had sufficient staff who braved the fire and, after 3 hours, managed to douse the fire).

Through successive drills, an astute Fire Chief will build a psychological profile of who to trust under pressure situations.

Through a post-drill evaluation meeting with **all** crew members, some interesting and important aspects will

always turn up, provided the crew members have been encouraged to speak up and participate in the discussion.

One of the most important aspects of fighting a fire, apart from its prevention at source, is to prevent or minimise its spread. The efficient closing of Ventilation Dampers deprives the fire of oxygen and, thereby, slows its spread and also reduces its intensity.

Were CO2 to be injected into the spaces, the efficiency of the sealing of these ventilation dampers plays a very important part in the effectiveness of the CO2 in dousing the fire.

Ventilation for Car Decks

Ventilation on Car Carriers are of the utmost importance. During loading or discharging of cars and vehicles, the car decks are filled with exhaust fumes of cars. All the deck fans are in use at this time. During transit, petrol and diesel fumes accumulate in the car decks and need to be exhausted to avert any chances of fire, for which a scientifically analysed plan of using some blowers on 'supply' mode and some on 'exhaust' mode, is put into operation - all approved by Class.

Lately, another hazard has been added to the multitude of dangers that a Car Carrier faces - carrying of electric vehicles.

The dangers have been compounded in the present day car market scenario, wherein EVehicles, which are battery powered, are being transported in their thousands by Car Carriers. The gases that vent out of batteries are an explosive mixture of hydrogen and oxygen.

Most of the EV vehicles, presently, are powered by dense Lithium Ion batteries, the high density required in order to maintain and retain a high degree of charge. The gases that get vented out from these batteries are a mixture of Carbon Monoxide, Carbon Dioxide, Oxygen and Hydrogen, the first two being lethal to humans and the latter two lethal to Fire Safety.

Quote from 'Researchgate' papers:

"Experimental evidence is presented that combustion can ignite at room temperature spontaneously inside microbubbles filled with mixture of hydrogen and oxygen. We perform water electrolysis in a closed microchamber by voltage pulses of alternating polarity at repetition frequencies > 100 kHz to pump the gases rapidly into the electrolyte and produce extreme supersaturation with both gases. After a delay of 300 - 600 us, we observe stroboscopically microbubbles of 5 - 20 um in diameter that appear in between the electrodes for several microseconds. Each event is accompanied by a pressure jump of 0.1 - 1 bar that is measured interferometrically. The pressure jumps are attributed to combustion of the gases in the microbubbles."

Unquote

If this can happen at room temperature, please evaluate for yourselves what can take place when the vessel is transiting hot climates, sometimes rolling, sometimes pitching.

The photographs below are those of a car carrier that caught fire. Source of fire? One of the Electric Vehicles they were carrying.

Depending on the size of the ship, its capacity and design, there can be upto 40 blowers situated on the top deck, with at least 20 of them capable of being reversed and used in the exhaust mode.

On the Car Carrier 'Anna', all the Ventilation Motors, Fans and their flaps were located on the outboard side of the top deck, on both port and starboard sides. The housings were all rectangular shaped boxes, some containing one and some containing two fans in them.

This made it pretty convenient for maintenance purposes.

Trunkings led the air into different parts of the car decks.

There were a large number, 25? 30? I am not certain.

The box type ventilation housings can be seen on the outboard sides

The ventilation dampers seemed well greased and free, as the Chief Mate took me around to show me, about a week after I joined the ship, as part of my work schedule as Fire Chief. I felt that the dampers were, perhaps, a bit too free, as even I could move them with ease. Being of a light physique, most ventilation flaps on any ship would be beyond my strength, because of which I would carry a 40 cm long pipe to insert onto the handle, in order to gain more leverage.

These ventilation dampers were the 'venetian blinds' type with one operating lever connecting about 20 rods, a plate being welded on to each rod. (Imagine the many skewers across a barbecue pit, all connected to one another). On operating the outside handle, either the plates come to a vertical position (Open) or to a horizontal position (Closed), where each plate (almost) seals against the next, like 'venetian blinds'.

The dampers were all set inside a housing, under the impeller and motor of the blower.

All seemed too free. I called the Fitter and opened one of the inspection doors provided and, using a flash light, peered in. Then we checked all of them.

(When something is too 'easy', it can turn out to be a cause for concern).

There were only rods, no steel plates on the rods, in almost all of them. The steel plates had eroded away, leaving only the centre rod that ran through from one end to the other, parallel to each other, most of which were also badly eroded. It was akin to a cat cleanly eating all the flesh of a fish, leaving behind the bare bones.

This was an alarming situation, as it meant that - in case of a fire in the car decks - the ventilation fans can be stopped, but the spaces could not be isolated, as air would be drawn in through the now-flapless flaps.

I shuddered to think of the number of months, even years, that the ship had been running in this condition. Luckily, it had survived unscathed.

This was the kind of job that should, under normal circumstances, be done in a ship yard. But the dry dock was more than 18 months away and, now that we knew the extremely bad condition of the dampers, we had to consider serious action.

With this kind of a condition of Fire Dampers, we would be badly compromised in case of a fire. I estimated that it would take at least 8 to 10 months' time to renew all dampers, using ship's staff and a sailing repair team , provided all supply of gases, welding material, the correct steel plating, steel rods etc. were supplied in smooth succession.

As the Chief Mate was close to his promotion, I helped him draft and send a report of the condition of Fire Dampers, with photographs, the condition of which compromised Fire Safety in various ways and the necessity to repair them forthwith. My rationale was that, by making him the author of the Condition Report - the fans on deck were directly under his control - it would enhance his standing in the Company enough to gain him his promotion to that of Master. (All sailors will admit that the toughest promotion is that from the rank of Second Engineer to that of Chief Engineer for Engineers and from the rank of Chief Officer to Master for Navigating Officers).

Obituary

Dr. L R Chary (F 3780)

(30-01-1945 to 03-06-2024)

Dr. Lakshminarayan R. Chary, a former Executive Director and Group General Manager of SCI, passed away on June 3, 2024, in Mumbai.

Dr. L. R. Chary was a marine electrical engineer who earned his Bachelor's Degree in Electrical Engineering, Master's Degree in Industrial Electronics and Control Engineering, and Doctorate in Control Engineering and Automation from VJTI, University of Bombay. Known for his intelligence and honesty, he expressed his views candidly.

After retiring from SCI as Executive Director, Dr. Chary led initiatives in computerisation and digital data analysis during the late 1980s and early 1990s. He later headed SCI's Regional Office in Chennai and was actively involved with the Indian Maritime University (IMU) and the Institute of Marine Engineers (India).

Dr. Chary received the HS Rao Award for the best article in the Marine Engineers Review (India) twice (2010-2011 and 2022-2023). Recently, he invented a solar-based water purification system and was working on its commercial application. He also advocated for the recognition of an MBA program for engineers with Mumbai University through IME(I) and pursued a similar initiative with the Jamnalal Bajaj Institute of Management Studies, though it was not realised.

His unwavering dedication and "never say die" attitude were exemplary. The institute has lost a knowledgeable engineer and an inspiring figure. Dr. Chary was a mentor, guide, and teacher to many, and a wonderful human being.

He authored the book "Corporate Transformation without Tears." The Institute of Marine Engineers (India), Mumbai Branch, pays humble tribute to him.

May his departed soul rest in peace.

We were on a Northern Europe ~ Mediterranean Europe ~ Suez Canal ~ Singapore ~ Hong Kong ~ Japan run. We had made this discovery of nonexistent flaps on the dampers in Northern Europe itself and had intimated the Superintendent of the seriousness of the situation and the necessity of a repair team along with equipment for fabrication, forthwith. Spares needed for overhaul of the motors were also asked for.

Due to the known deficiency in Safety, we set up a system of round-the-clock vigilance in the car decks, till the situation could be improved by other means. The Fire Alarms in the car spaces were tested more often.

Singapore came and went and there was no sign of any action.

The Superintendent and the General Manager boarded the vessel in Hong Kong. When I realised that no action had been taken nor was any action planned, I bluntly informed both of them that I will be calling NK Class Surveyor in Japan to show him the condition of the flaps, after which he could either recommend a 'no sail' order or other recommendations. This got me into a furious argument with the Superintendent. On the General Manager interceding, I showed the GM how unsafe were the fire dampers. He had been unaware of the 'Condition Report' already in the hands of the Superintendent, and pointed out to the GM the lapse on the part of the structure of the workings of a Management Office, where Superintendents hid actual conditions from senior Management.

(Chief Engineers and Masters should note that they have the power and the authority to call Class where it involves the safety, water tight integrity, sea worthiness etc of the vessel - after having tried to get the Office to act, with no success. But, you'd better be right on the money).

The GM was instrumental in expediting our needs for the repairs.

A 'Repair Team' of 4 was asked for. They joined in Japan.

In anticipation of the arrival of a repair team and start of repairs, I had requisitioned material for supply at Singapore. 10% of what I had asked for was supplied in Singapore, intimating that the Superintendent was not taking the matter seriously enough or he was too inexperienced to evaluate the scope of a possible disaster.

All necessary supplies were received in Japan.

The Chief Mate and I worked together on this.

He would blank that particular trunking. The Electrical Officer - all working together - would remove the motor, overhaul it, renew the bearings, improve the insulation readings, assemble and keep ready. The motor would be wire brushed and painted.

The Deck Crew would lift up the trunking below the motor and swing it away for chipping and painting. Two others would remove the square shaped housing of the Fire Dampers and take it out on deck.

The Repair Team, using the removed housing as a template, would fabricate whatever was needed. In some cases it was only the fins of steel plates and the central rod of the 'venetian blind'. In some, the whole housing of the ventilation flaps had to be fabricated anew, bolt holes drilled, large gaskets cut.

Till each damper was completed, for Fire Safety reasons, in the event of a fire in the Car Decks where the ventilation needs to be shut off, we cut fire proof sheets to size, made eyelets for ropes - something akin to kitbags - in them and kept them on standby to cover the ventilators with a canvas shroud, as a temporary measure. Luckily, we did not need to use them.

The Engine Room Fire dampers and casings were also in very poor condition and became part of the 'to-do' list.

As circumstances turned out, our next voyage was to Australia, where AMSA (Australian Maritime Safety Authority) Inspectors boarded. On seeing the considerable amount of fabrication work already in progress, they were lenient in their defects' documentation, only asking that the Class Surveyor be called in for issuing a 'Condition of Class'. Our forthright honesty in the condition of a safety item - flaps - and our taking immediate action and the back up plans, turned the tide our way. Otherwise, we would have spent at least the next month in port, completing the repairs and involving expensive shore workshops.

This work was in progress when I got off the ship in January 1990 and was completed nearly a month after I joined the same ship in Sept 1990.

Chief Engineers should never compromise when faced with a dangerous situation, even if it means fighting with a Superintendent over supply of spares, stores, equipment, man power or a Charterer when you know you have serious defects.

As for Class Surveyors and Port State Control Inspectors, one should never try to dodge them or lie to them. It could cost you your certificate, apart from the dangers to the ship.

In all the ships that I served on, there was almost a kind of blind faith that the crew had - that the Master and Chief Engineer would make the right decisions when it came to the matter of the crew's safety. One has to live up to the blind faith shown, by taking decisions that may place you in a tough spot with the Office. The weight of that responsibility alone should act as an impetus to your decision making and spur you on when needing to persuade a recalcitrant Office staff, who are more interested in ensuring their budget lines are not crossed. The worst a Chief Engineer or a Master could do is to do nothing at all, leaving the baby in the bathwater for the next person to throw out.

In summary, some observations on Ventilation on board:

It is one of the most neglected sectors, maintenance wise, on board any ship and is at the bottom of the list when prioritising.

Container ship container section vent repair

= Open Deck Natural Ventilator Casing =

Due to the salt air being blown under pressure, corrosion is rampant. Just take a hammer and bang on the casing of any blower and one would hear the rust cakes coming loose and falling.

Open any casing and bang on the flap and you will, very likely, find sections of the flap eroded and eaten away and many holes becoming visible.

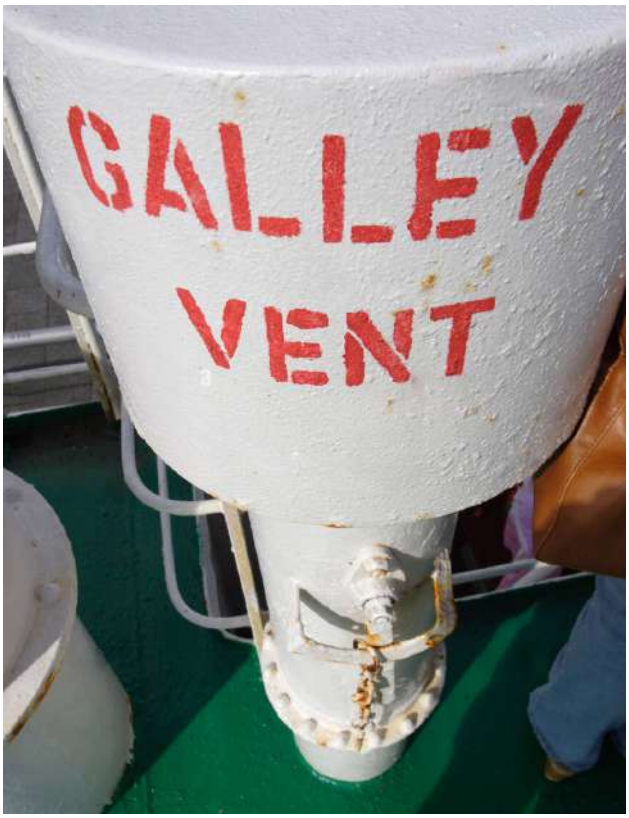
All this compromises safety in the event of a fire.

Include all blowers' maintenance in the ship's Maintenance Software and do a thorough job at least once in 5 years. This way, 20% of the blowers get attended to every year. It is a labour intensive maintenance job, but needs to be done diligently.

Stenciling the date of such overhauls on the casings is a sure fire way of attracting the attention of Surveyors and PSCs - in a positive way.

Make sure to include the natural ventilators, mostly for hold ventilation (bulk carriers and container vessels). Natural ventilator casings located on deck are very vulnerable to corrosion and get holed at the base of the casing. (I have seen such holes taped over with heavy duty masking tape and painted over).

The Galley exhaust vent mushroom of any ship, when opened, will reveal a thick coating of oily grease in the



piping, sourced from the oils used in the Galley. An instant fire hazard.

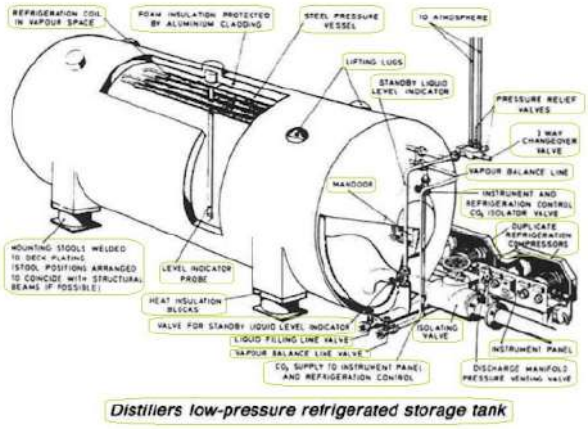
CO2 Systems on Car Carriers:

Older Car Carriers had the standard - mostly 'Kidde' or a licensee of 'Kidde' - system of CO2 in hundreds of bottles, where they were in sections for manual release - of so many number of bottles depending on the volume to be covered.

Later Car Carriers have a huge (Low Pressure) CO2 tank, insulated, with liquid CO2 being kept cool through a refrigerated system, akin to what is used for Meat / Fish / Veg Room cooling. They have an inherent weakness - that of venting itself into the atmosphere in the event of the refrigerated cooling failure, as the CO2 would get hot, turn into gas, and increase in pressure inside the tank - upon which the safety vent valve would open.

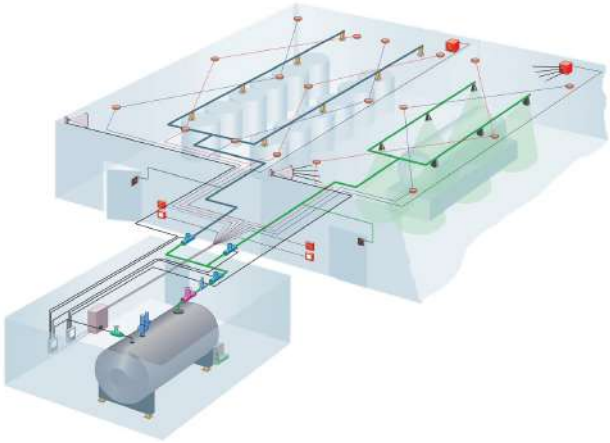
= On the older ships =

Due to the vast volume that each section of several Car Decks combined cover, the quantity of CO2 involved for each section is huge. In the event of release of CO2 into any one section, the ventilation flaps need to be



Distillers low-pressure refrigerated storage tank

= On Later Ships =



gas tight for effective flooding / blanketing with CO2. (The mechanics of detecting, isolating, responding and fighting a fire on Car Carriers is a separate subject in itself).

About the Author

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

Email: 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

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