

iMélange

June 2025



Monthly Magazine of The Institute of Marine Engineers (India)





The Institute of Marine Engineers (India)

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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

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From the Editor's Desk

Dear Esteemed Readers,

As the monsoon sets in, the maritime industry too finds itself awash with energy—driven by collaboration, innovation and a shared sense of direction. The **June 2025 edition of iMélange** brings together stories that highlight progress across education, global partnerships, technological transition and environmental stewardship.

This month, future mariners took center stage at the **Inter-Institute Seminar** hosted by **IME(I) Kochi Branch**, impressing audiences with their technical depth, clarity of thought and spirited presentations. These budding professionals are a reflection of the industry's evolving standards and its promise for tomorrow. Adding to Kochi's momentum, Part II of the webinar on Lubrication took a deep dive into marine applications, enriching attendees with insights into real-world challenges and solutions in shipboard maintenance and efficiency.

Across the seas, the **IME(I) Singapore Chapter** facilitated an engaging dialogue on **digital transformation in the maritime sector**—focusing on data integration, automation and operational efficiency. It was a reminder of how technology continues to reshape the global maritime landscape and how collaboration between regions accelerates this change.

India's global maritime presence deepened further this month. The **India–Norway bilateral talks** opened new chapters in green maritime collaboration, focusing on cleaner fuels, ship electrification and carbon-neutral shipping corridors. Meanwhile, **gratitude poured in from China** for the **Indian Navy's swift and professional rescue operations**, reflecting our growing role in humanitarian maritime responses.

From an economic and strategic lens, the **Sagarmala Development Framework** took a decisive step forward with the announcement of a dedicated maritime financier, promising stronger financial backing for infrastructure and trade. At Vizhinjam, the arrival of MSC IRINA at the International Seaport was a historic moment, marking India's growing capacity to handle next-generation container vessels. The **Indian Coast Guard's inauguration of a jetty at Vizhinjam Harbour** further enhanced coastal security infrastructure in the region.

In a proud moment, the **Indian Register of Shipping launched its first vessel for a Korean owner**, underlining India's expanding ship classification footprint and international trust.

Environmental consciousness echoed loudly this month too—**VOC Port was officially declared 'Plastic Free' on World Environment Day**, setting a commendable example for ports nationwide.

Our **student's column "SailWell"** offers guidance on emotional resilience and our **Cohort Reflection** continues with **Titanic - Part V**, focusing on engines and the unsung engineers who powered the legendary ship.

As we move forward, the threads of knowledge, leadership and sustainability continue to weave a promising tapestry for maritime India. We look forward to your thoughts and submissions at editornewsletter@imare.in or subeditor@imare.in by **7th July 2025**.

SUNIL KUMAR
Honorary Editor – iMélange

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Future Mariners Showcase Technical Excellence at Inter-Institute Seminar



The judges (at the tables) and the Audience

IME(I) Kochi Branch participated in an inter-institute seminar and paper presentation competition held at the new auditorium of METI, Kochi. The event served as a vibrant platform for aspiring marine engineers to present innovative ideas and engage in technical discourse on key industry topics.

Six teams from reputed marine engineering institutions in Kochi and Chennai participated in the seminar, including:

1. **IME(I), Kochi** – Kiran Kumar & Avinash Joshi
2. **HIMT, Chennai** – Janardhan T.P.R & Bharanidharan L.S.
3. **KMSME, CUSAT, Kochi** – Aswin S., Abhishek Krishna A.J. & Siva Jayakumar
4. **Eurotech, Kochi** – C. Ranith Hrishi, Jayakumar Patel & Shon Martin
5. **METI, CSL** – Vivek Yohan Anil & Joppu Joseph
6. **Srinivas Institute of Technology** – Ms. Neerjara Rao & Ms. Devayani S.N.

Each team presented papers on pertinent maritime themes, including:

- Emission Control
 - Enhancing Dredging Operation for Cochin Port
 - Accessing Methanol Potential
 - Exhaust Gas Cleaning – Assumptions and Challenges
 - Gender Equality and Women Empowerment – Opportunities and Challenges
- The students representing IME(I), Kochi, were from the Class-II Preparatory batch and performed commendably. Their team secured the **Third Prize** in the competition. The **First Prize** was awarded to METI, while the **Second Prize** went to Srinivas Institute of Technology—both teams comprising women cadets, making the outcome especially noteworthy.
- The seminar was adjudicated by a distinguished panel of judges: **Capt. Gopal Krishna** of Synergy Oceanic (Kochi), **Capt. Murali** of BSM Training Institute (Kochi) and **Mr. Thomas K. Mathai**, a senior member of IME(I).
- The event began with an inaugural session, followed by the technical presentations in the morning. Post-lunch, winners were announced and felicitated with certificates and prizes. The judges then shared their insights, encouraging students to continue their pursuit of excellence and innovation in the maritime field.

Glimpses of the Event



Contestants with the Judges and METI HOD



The students of the Institutes formed a major portion of the audience



Second Prize Winning Team answering Judges' Questions



Second Prize Winners receiving the prize from Mr. Vetriselvam, DGM, CSL



IME(I) Team Answering Questions from the judges



Mr. Avinash from IME(I) receiving the third Prize



Mr. Abraham K. Mathai addressing the gathering



Mr. Abraham K. Mathai receiving a memento

Webinar on Lubrication – Part II: A Deep Dive into Marine Applications

The Institute of Marine Engineers (India), Kochi Branch, successfully conducted the second part of its insightful webinar series on the subject of Lubrication, an area of significant relevance to marine engineering students and professionals alike.

The session was led by **Mr. Sanjiv Wazir**, a seasoned Marine Engineer with extensive sailing experience and a deep understanding of lubrication systems and technologies. Mr. Wazir has worked closely with multiple firms in the lubricant industry and holds certifications from two reputed organisations in the field. Currently, he manages a family business but continues to contribute actively to knowledge sharing in the marine engineering domain.

Mr. Wazir happened to be in Kochi for a separate engagement and graciously accepted the invitation to deliver the webinar from the institute premises, adding a personal touch to the session.

His presentation drew participation from both students and members of the marine engineering fraternity, reflecting the widespread interest in the topic.

Drawing upon his experience at sea and in shore-based roles related to lubricant production, distribution, and service, Mr. Wazir delivered a session that was both informative and engaging. His articulate and structured approach made complex technical concepts accessible to the audience.

The interactive segment saw a number of thoughtful questions from attendees, which Mr. Wazir addressed with clarity and ease, further enriching the learning experience.

This session not only deepened the participants' understanding of marine lubrication systems but also highlighted the importance of continuous professional engagement with evolving technical subjects.



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COURSE FEES: RS. 4,900/-

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IME(I) Singapore Chapter Drives Dialogue on Digital Transformation in Maritime Sector



The Institute of Marine Engineers (India) Singapore Chapter Special occasion with Mr. Vijendra Jain, past President of IME(I) in Singapore on 20th May 2025

The Institute of Marine Engineers (India) Singapore Chapter hosted a high-impact technical evening on 20th May 2025, bringing together a cross-section of maritime professionals, technologists and thought leaders to explore the future of digital transformation in the marine and offshore sector.

The event commenced with opening remarks by **Mr. Sridev Mookerjee, President, IME(I) Singapore Chapter**, who shared key updates on the Chapter's activities and its growing relevance as an international extension of IME(I). He emphasised the Chapter's commitment to fostering technical dialogue and industry collaboration in the Asia-Pacific region.

The evening's keynote was delivered by **Mr. Jonathan Chin** from Fortinet, who presented a compelling session titled:

"Decarbonization and Sustainability, Driven by Digitization and Cyber Risks – Key Trends and Best Practices Using AI." His presentation covered several forward-looking themes, including:

- **Securing Maritime Operational Technology Challenges**
- **A Holistic Approach to Maritime Cybersecurity**
- **Extending Fabric Possibilities with an Industry-Leading Open Ecosystem**



Mr. Vijendra Jain, Singapore Chapter President and Exco-members with attendees @ Fortinet (Sponsor) Office

These insights showcased how advanced cybersecurity strategies and open, AI-enabled platforms can accelerate decarbonisation, enhance compliance and ensure resilient maritime operations.

Following this, **Mr. Kunal Prasad**, Vice President at Konverge Technologies Pte. Ltd., highlighted how the company is enabling **Maritime Digitalization and Securing Operational Technologies** in collaboration with Fortinet. He shared real-world examples of how system integrators can bridge the gap between traditional marine operations and cutting-edge IT infrastructures—especially in vessel cybersecurity and OT network hardening.

The event concluded with engaging discussions, networking and camaraderie supported by Exclusive Networks and Konverge Technologies. Special appreciation was extended to **Mr. Vijendra Jain**, the **Guest of Honour** from IME(I), whose presence reinforced the commitment to international collaboration.

As a chapter aligned with the vision of IME(I), the Singapore Chapter continues to serve as a strategic platform for marine engineers and naval

architects in the region. With objectives focused on creating a vibrant technical network and providing forums for knowledge exchange in maritime and offshore industries, IME(I) Singapore is playing a vital role in connecting Indian maritime expertise to global opportunities. This progress is driven by the dedication of the Chapter's Executive Committee: **Sridev Mookerjee (President), Kunal Prasad (Vice President), Kapil Berry (Secretary), Rajesh Sapre (Asst. Secretary), Sanjiv Gupta (Treasurer) and Committee Members Rajesh Verma, Ritwik Ghosal, Vimal Kumar and Vinay Gupta.**

Together, the team remains committed to growing IME(I) Singapore Chapter which in turn will also grow IME(I) and will serve as a bridge between India's engineering legacy and Singapore's maritime future.

Event Sponsors

Fortinet: Jonathan Chin as Business Development Director; Exclusive Network: Lindis Deng as Channel Development Manager; Konverge Technologies: Kunal Prasad as Vice President & Principal Consultant.



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Seasoned Mariners Inspire Tomorrow's Innovators



The Great Eastern Institute of Maritime Studies (GEIMS) marked a significant milestone on 30th May 2025 with the grand Passing Out Ceremony of its Graduate Marine Engineer Batch No. 61. Held at the institute's campus, the event was a well-orchestrated tribute to the hard work, dedication and success of the graduating cadets.

The day's proceedings commenced at 0940 hrs with a sense of disciplined anticipation as cadets and wardens assembled smartly at the parade ground while the faculty convened in the conference room. The atmosphere was one of warmth and reverence as the Chief Guest, **Mr. Maneesh Pradhan** – Managing Director of Synergy Maritime Recruitment Services Pvt. Ltd. – and the Guest of Honour, **Mr. Lokanath Tripathy** – Head of Offshore Logistics Services at Greatship India Ltd. – were graciously welcomed by the institute's leadership team. At the forefront of this welcome was **Capt. Mandar Shete**, Head – HSEQ, GESCO, whose poised and dignified presence reflected the hallmark of GESCO's leadership ethos. He was ably joined by **Mr. Sunil Kumar**, Head – Training & Assessment, GESCO and **Capt. Subroto Khan**, Principal, GEIMS, as they collectively set the tone for a day of inspiration and excellence.

The official programme commenced with an introductory session, including a presentation highlighting the institute's legacy and achievements. The dignitaries were escorted to the parade ground where the cadets of Batch 61 proudly marched in formation. The moment was marked by the administration of the ceremonial oath

by Course-in-Charge **Mr. Dharendra Sengar**, affirming the cadets' commitment to professional integrity and excellence.

The event continued in the auditorium where the emcees from Batch 61 took over. A formal introduction of the esteemed guests was followed by the course report presented by Mr. Sengar, reflecting on the training journey, milestones and growth of the batch. A cadet representative then delivered a stirring address on behalf of the graduating class, expressing gratitude and hope for the future.

Awards were distributed to acknowledge exemplary performance, followed by addresses from the Principal, the Guest of Honour and the Chief Guest – all of whom shared motivating insights and well-wishes for the cadets' maritime careers. Mementoes were then presented to the guests as tokens of appreciation.

The ceremony included a vibrant video presentation capturing the memories of the batch and a cultural programme showcasing the diverse talents of the cadets. The event concluded with a vote of thanks, the National Anthem and a group photograph outside the auditorium. A celebratory lunch and a campus tour for the guests brought the day to a graceful close.

The Passing Out Ceremony of GME Batch 61 stood as a tribute to the dedication, perseverance and camaraderie of the cadets, marking the beginning of their professional voyages across the world's oceans.

Glimpses of the Event







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India–Norway Bilateral Talks Advance Green Maritime Collaboration



In a significant step towards strengthening maritime ties and advancing sustainable shipping practices, Union Minister for Ports, Shipping and Waterways, **Shri Sarbananda Sonowal**, held high-level bilateral meetings with Norway's Minister of Transport, **Mr. Jon-Ivar Nygård** and Minister of Fisheries and Ocean Policy, **Ms. Marianne Sivertsen Næss**, during the Nor-Shipping 2025 event in Oslo on 4th June 2025.

Focusing on green maritime technologies, Shri Sonowal highlighted India's strategic vision under 'Maritime India Vision 2030' and the 'Amrit Kaal Maritime Vision 2047', which aim to modernise port infrastructure, promote digitalisation and catalyse clean energy transitions through green hydrogen, offshore wind energy and low-carbon logistics. Discussions with Norway's Transport Minister centred on collaboration in ferry electrification and the adoption of sustainable shipping solutions, drawing from Norway's globally recognised expertise.

The Indian Minister underscored the transformation of Indian ports into global investment hubs through Public-Private Partnerships and green energy integration. "Our ports are not just gateways to trade—they are becoming catalysts of clean energy transitions," he stated.

During the meeting with Norway's Minister of Fisheries and Ocean Policy, both sides explored opportunities in ship recycling, seafarer training, sustainable fisheries, ocean renewable energy and offshore hydrocarbons. The discussions included Norway's support in enhancing India's ship recycling capabilities with a focus on green technologies and environmental safeguards, spotlighting the Alang Ship Recycling Yard in Gujarat as a key centre for sustainable ship-breaking.

Both nations reaffirmed their strong maritime partnership, built on shared values and a commitment to sustainable development. They also agreed to leverage Norway's advanced ship design and India's manufacturing strength to co-develop eco-friendly vessels. The meeting also addressed gender equity in maritime, with Shri Sonowal promoting India's 'Saagar Mein Samman' initiative and advocating for enhanced women's participation in seafaring roles.

Emphasising the potential of the Blue Economy, Shri Sonowal invited Norwegian companies to invest in areas such as ocean renewable energy, sustainable aquaculture and deep-sea exploration. He concluded by affirming India's commitment to converting these dialogues into actionable cooperation.



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Gratitude from China for Indian Navy's Swift Rescue Operations



In a remarkable display of maritime professionalism and humanitarian assistance, the Indian Navy has earned widespread appreciation for its prompt and effective rescue efforts following a major fire incident onboard the cargo vessel MV WAN HAI 503 off the coast of Kerala.

On 9th June 2025, the Singapore-flagged container ship, which was en route from Colombo to Nhava Sheva near Mumbai, experienced a severe explosion in one of its containers, leading to a massive fire onboard. The incident occurred approximately 70 nautical miles off the coast of Kozhikode, with the vessel eventually drifting to around 44 nautical miles off Azhikkal, Kerala.

The 22-member crew included 14 Chinese nationals, six of whom were from Taiwan. The emergency saw 18 crew members successfully rescued, five injured and four still reported missing. The injured were evacuated by **INS Surat** and transferred to the **New Mangalore Port**

Authority (NMPA) Coast Guard berth at Panambur. They were subsequently admitted to AJ Hospital in Kuntikana for medical treatment.

The Chinese Embassy in India publicly acknowledged and commended the efforts of Indian authorities. Embassy spokesperson **Yu Jing** took to social media platform X, stating: "Our gratitude goes to the Indian Navy and the Mumbai Coast Guard for their prompt and professional rescue."

The vessel, measuring 270 metres in length, had departed from Colombo, Sri Lanka, on 7th June and was bound for Nhava Sheva when the accident occurred.

As search operations continue for the missing crew members, China has extended hopes for a successful outcome and a swift recovery for the injured. The operation stands as another example of India's commitment to regional maritime safety and international cooperation in times of distress at sea.

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India Set to Launch Dedicated Maritime Financier Under Sagarmala Development Framework

In a strategic move to strengthen the maritime financing ecosystem, the Ministry of Ports, Shipping and Waterways is set to transform Sagarmala Development Company Ltd (SDCL) into a dedicated non-banking financial company (NBFC). The Union Minister for Ports, Shipping and Waterways, **Shri Sarbananda Sonowal**, announced that SDCL has filed an application with the Reserve Bank of India (RBI) for a Certificate of Registration (CoR) as a Type-II NBFC. The certification is expected to be granted by June 2025.

Once registered, SDCL will operate as a Non-Deposit Taking Investment and Credit Company, enabling it to provide structured financing solutions for maritime infrastructure projects across India and overseas. The scope of financing will include debt funding, project financing and lease financing in the shipping sector.

Type-II NBFCs are entities that either accept or plan to accept public funds and maintain a customer interface. As a result, they fall under a more stringent regulatory framework governed by the RBI. SDCL has been actively engaging with the central bank, addressing all compliance queries and preparing policies in line with RBI's master guidelines.



Post-registration, SDCL aims to mobilise both short-term and long-term capital from various financial institutions to fund eligible projects in the maritime sector. As a key financial arm of the proposed Bharat Global Ports Consortium, SDCL will also support overseas port-led development initiatives by providing financial strategy and execution support.

Currently, SDCL is focused on capacity augmentation, efficiency improvements at existing ports and development of new ports along with allied connectivity infrastructure. For projects executed under Special Purpose Vehicles (SPVs), SDCL's equity contribution will be determined through detailed project reports and financial assessments, generally capped at 49 per cent.

The present board of SDCL is chaired by **Shri T.K. Ramachandran**, Secretary, MoPSW. Other key members include **Shri Dilip Kumar Gupta**, Managing Director; **Shri A.C. Nayak**, Director (Finance); **Shri R. Lakshmanan**, Joint Secretary, MoPSW and **Shri Venkatesapathy S**, Joint Secretary, MoPSW.

This development marks a significant leap towards institutionalising maritime financing in India and aligns with the government's vision to enhance the sector's global competitiveness through robust financial support mechanisms.



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MSC IRINA Makes Historic Debut at Vizhinjam International Seaport

In a landmark event for India's maritime sector, the MSC IRINA, the world's largest container ship by TEU (Twenty-foot Equivalent Unit) capacity, made its debut at the Vizhinjam International Seaport on 9th June 2025. This historic arrival comes just weeks after the port was formally dedicated to the nation by Prime Minister Shri. Narendra Modi on 2nd May 2025.

With an astounding capacity of 24,346 TEUs, the MSC IRINA stands as a symbol of global maritime advancement. Measuring 399.9 metres in length and 61.3 metres in width, the vessel is nearly four times longer than a FIFA-regulation football field. The ship has been engineered to transport large volumes of containers along the vital Asia-Europe trade route, enhancing efficiency in global logistics and reinforcing trade connectivity.

This visit marks MSC IRINA's first-ever docking at a South Asian port, spotlighting Vizhinjam's advanced capabilities in handling Ultra-Large Container Vessels (ULCVs). The port has recently handled several other Icon-class vessels, including MSC Türkiye and MSC Michel Cappellini, steadily

positioning itself as a key maritime hub in the region.

Launched in March 2023 and having commenced its maiden voyage in April 2023, the MSC IRINA is designed to stack containers up to 26 tiers high, offering unmatched cargo capacity. It surpasses the previous record-holder, OOCL Spain, by 150 TEUs, reinforcing its status as a game-changer in container shipping.

In addition to its sheer size, the MSC IRINA reflects a commitment to sustainable maritime practices. It features energy-saving technologies that help reduce carbon emissions by up to 4 percent, in line with modern environmental standards, without compromising on operational performance.

The successful berthing of the MSC IRINA at Vizhinjam not only showcases the technical and operational excellence of the port but also represents a significant milestone in India's maritime journey, paving the way for more such mega vessels and reinforcing the nation's standing in global trade.



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Strategic Boost to Coastal Security: Indian Coast Guard Inaugurates Jetty at Vizhinjam Harbour



In a significant move to enhance maritime security along India's southwest coastline, the Indian Coast Guard (ICG) inaugurated a new dedicated jetty at Vizhinjam Harbour, Kerala. The state-of-the-art facility was formally inaugurated by ICG Director General Shri. Paramesh Sivamani, marking a strategic milestone in strengthening the nation's coastal defence infrastructure.

Highlighting the importance of the new facility, Director General Shri. Sivamani emphasised that the jetty will serve as a critical asset in improving operational readiness and response times for various maritime missions. These include coastal surveillance, fisheries protection, search and rescue operations and anti-smuggling activities.

The 76.7-meter-long modern berth is specifically designed to support rapid deployment

and quick turnaround of ICG vessels, ensuring heightened maritime vigilance in the region. Its strategic location—adjacent to the Vizhinjam International Transshipment Deepwater Port and just ten nautical miles from vital international shipping lanes—further underlines its operational relevance.

The inauguration ceremony witnessed the presence of Inspector General Shri. Bisham Sharma, Commander of ICG Region (West), along with senior officials from various departments, underscoring the collaborative nature of this initiative aimed at securing India's maritime frontiers.

This addition to the ICG's infrastructure is a crucial step in bolstering maritime domain awareness and ensuring a secure, efficient, and responsive coast guard presence in the region.



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Indian Register of Shipping Marks Milestone with First Korean Owner Vessel Launch



In a landmark achievement, the Indian Register of Shipping (IRS) has announced the successful launch of an inter-island passenger ferry at Mokpo, South Korea—marking the first vessel from a Korean owner to be classed with IRS. This significant development underscores IRS's growing global presence and reinforces its credibility within the international maritime community.

The vessel, constructed by Miraero Shipbuilding Ltd. for Dea Bu Marine Transport Ltd., is intended to serve inter-island routes along the Korean coastline. Notably, while classification is not a statutory requirement for such vessels operating within Korean waters, the owner has voluntarily opted for IRS classification. This strategic choice highlights the trust placed in IRS's technical expertise and sets a promising precedent for further adoption of IRS services in the East Asian maritime sector.

Speaking on the occasion, **Mr. Saikat Roychowdhury**, Head of Operations, IRS, stated, "This project is a testament to IRS's expanding global footprint and growing acceptance among quality-conscious international owners. The decision by Dea Bu Marine Transport to select IRS is both an endorsement of our capabilities and a significant milestone for IRS in Korean waters."

The vessel will now undergo a series of essential assessments, including an inclining experiment and sea trials, all to be conducted in collaboration with the Flag Administration. Final delivery is expected by the last week of June 2025.

This milestone reaffirms IRS's commitment to delivering world-class classification services and strengthens its role in supporting quality assurance and safety standards across global maritime operations.



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Felicitation Ceremony 2025 Celebrates Achievements of Graduating Cadets

The End-of-Program Felicitation Ceremony was held at Tolani Maritime Institute to honour the graduating cadets of the 2021 Marine Engineering batch, 2022 Nautical Science batch and 2024 Diploma in Nautical Science batch.

The ceremony was graced by the Chief Guest, **Shri Sushil Mansing Khopde, IPS**, Additional Director General of Shipping, Government of India. A warm welcome was extended by **Dr. Sanjeet Kanungo**, Principal, followed by **Dr. Sujata Naik**, Chairperson, who addressed the gathering of dignitaries and guests from the maritime industry.



symbolising the successful completion of their shore-based pre-sea training. Cadet representatives delivered heartfelt valedictory speeches, reflecting on their growth and expressing gratitude for the values instilled during their time in training.



Among the prominent attendees were **Mr. Satish Kumar Singh** and **Capt. Albe Zachariah** of MOL Maritime India Pvt. Ltd.; **Capt. Shashi Khanna** and **Capt. Rajat Kathuria** of Scorpio Marine Management; **Mr. Abir Dey** of NYK Ship Management Pvt. Ltd. and **Mr. R. Kumar**, MD – TSCL.

Vice Principal **Mr. Shailendra Kumar** presented comprehensive course reports, showcasing the academic rigour, professional development and dedication of the graduating cadets. Special awards were presented to cadets for excellence in academics, leadership and contributions to the institute and community.

A touching moment in the ceremony was the distribution of mementos to each graduating cadet,



The Chief Guest emphasised the Government of India's Maritime India Vision 2030, focusing on expanding global maritime presence, empowering women in shipping and ensuring the well-being of seafarers. He also highlighted the goal of increasing India's seafarer base from 12% to 20%.

The ceremony concluded with a vote of thanks by **Capt. Manoj Kumar Hirkane**, marking the end of a memorable day dedicated to achievement, inspiration and new beginnings.

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VOC Port Declared 'Plastic Free' on World Environment Day 2025



Marking a major milestone in its commitment to sustainability, V.O. Chidambaranar Port Authority celebrated *World Environment Day 2025* on 5th June 2025 with the declaration of the port as a "Plastic Free Zone." The event was held in alignment with this year's global theme, "*Beat Plastic Pollution*," and reaffirmed the port's dedication to environmental responsibility and green practices.

The highlight of the celebration was the unveiling of the "Plastic Free Zone" plaque by **Shri Susanta Kumar Purohit**, IRSEE, Chairperson of VOC Port and the Chief Guest, **Shri B. Kasiviswanathan**, IRSME, Chairperson, Cochin Port Authority. The ceremony was attended by **Shri Rajesh Soundararajan**, IAS, Deputy Chairperson, **Shri P. Kavin Maharaj**, IOFS, Chief Vigilance Officer and other senior officers of the Port.

In his address, Shri Kasiviswanathan commended VOC Port for becoming the first plastic-free port in India, underlining the urgency of sustainable practices. Shri Purohit elaborated on various ongoing green initiatives, while Shri Soundararajan emphasised the lasting impact of activities conducted during World Environment Week in driving future eco-friendly projects.

As part of the week-long observance from 1st to 5th June, the Port organised numerous awareness activities such as a 'Go Green Walkathon', sapling distribution, Green Pledge ceremony, "Best Out of Waste" contest, slogan writing, rangoli competition, Green IQ quiz and photography and reel-making competitions. A street play themed "*Plastic Free Zone*" was also performed at key locations across the port.

Reinforcing its sustainability vision, the Port is actively pursuing green infrastructure projects. These include a 1 MW solar power plant under execution, a proposed 2 MW battery storage system, and a 6 MW wind power project under tendering. Plans are underway for a Green Methanol Bunkering facility, Green Hydrogen production in partnership with NTPC, and Shore-to-Ship power supply. Collaborative efforts with global ports and agencies are also ongoing to develop green corridors and promote biofuel use.

The event began with a welcome address by Shri Srinivasa Rao Chilli, Chief Engineer, who provided an overview of the Port's environmental initiatives. The vote of thanks was delivered by Smt. Sheba, Executive Engineer, Civil Engineering Department, who expressed gratitude to all participants for contributing to the success of the celebration.



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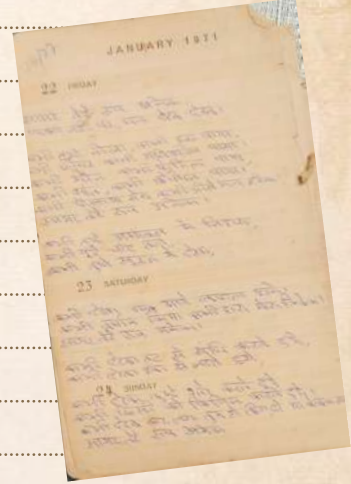
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SailWell: Secure Your Mind, Stabilise Your Journey



ABSTRACT

What began as a simple thought—“What is the real state of mental health among seafarers today?”—soon evolves into a focused investigation. To explore this, we prepare a 15-point questionnaire and conduct a comprehensive survey across various maritime ranks. The findings are striking: 77.5% of seafarers feel overwhelmed by responsibilities and long working hours, 79% experience emotional isolation, 72% report anxiety during inspections and emergencies, and 64% suffer from disturbed sleep patterns. Most notably, 70% admit they avoid seeking help due to stigma and fear of judgment. These responses make one thing clear—there is a critical gap in how mental health is supported at sea. This leads us to envision Sailwell, a platform-based solution designed to provide secure, anonymous and accessible mental health support tailored specifically for seafarers.

INTRODUCTION/BACKGROUND

Following our survey on seafarers’ mental health, it becomes evident that the emotional well-being of maritime professionals is an area long overdue for focused attention. The results are far more serious than we anticipate—pointing to widespread feelings of stress, isolation and anxiety, with a significant number of respondents reluctant to seek help due to fear of stigma or lack of access. These insights do more than highlight a problem; they inspire a vision.

We are currently envisioning Sailwell—not as another wellness app, but as a concept for a platform purpose-built for seafarers. Our approach is simple yet necessary: create a digital space that balances professional support, peer interaction and personal privacy. A platform that understands shipboard realities like low connectivity, irregular schedules, and multicultural dynamics, and still offers structured, meaningful mental health support.

Sailwell is envisioned with the maritime lifestyle at its core—secure, anonymous, flexible and accessible globally. Unlike conventional approaches, it focuses on enabling seafarers to take charge of their well-being on their own terms. This article outlines the reasoning behind that idea, the survey insights that shape it, and how Sailwell distinguishes itself from existing systems like ISWAN in addressing seafarers’ mental resilience.

MAPPING REAL NEEDS TO REAL SOLUTIONS



The concept of Sailwell is built on first-hand insights gathered from the maritime community and shaped by

our understanding of life at sea. The concept is based on a human-centric, seafarer-first methodology: not just responding to problems, but anticipating them. Every aspect of Sailwell will be designed by mapping real user needs to digital mental health interventions.

The foundational design revolves around four core principles:

Accessibility – A platform that works even in low-bandwidth environments.

Anonymity – Seafarers can express freely, without fear of being judged or reported.

Credibility – Verified professionals, peer feedback and multilingual support.

Autonomy – The user controls who to speak with, when and how.

The concept brings together modern psychology, maritime operations, and emerging digital technologies like AI-enabled user matching, gamified self-help modules and secure feedback loops—making Sailwell more than just a service, but a proposed mental health ecosystem for the ocean workforce.

In developing Sailwell, we would structure its functionality around the unique operational rhythm of a seafarer’s life. The platform would be modular, scalable and deeply integrated with the realities of shipboard challenges.

Here’s what Sailwell is proposed to offer:

Symptom-Based Consultation Matching: Seafarers don’t browse through a list—they describe what they’re feeling, and the platform intelligently matches them to the right professional.

Anonymous Support Hub: A community space where users can share experiences, seek advice, and respond to others—without names, ranks or labels.

Good Listeners: For those who don’t need therapy, just conversation—real-time emotional check-ins with trained listeners, available in multiple languages.

Offline Wellness Mode: Whether in the middle of the ocean or facing poor bandwidth, seafarers have access to CBT-based games, calming audio and interactive exercises to manage stress.

Rating and Trust System: Consultants and listeners are not just qualified—they’re accountable. Ratings, language filters and verified tags help seafarers choose who they feel most comfortable with.

Adaptive Interface: The platform adjusts based on user behaviour—frequent users see more personalised recommendations, while new users receive structured onboarding guidance.

Sailwell will not attempt to replicate existing welfare systems—it will reimagine them. The maritime industry has long relied on reactive support services, helplines, and welfare hotlines. While these are crucial, they often



lack engagement, personalisation and follow-through. Our idea “Sailwell” aims to fill this space by being proactive, self-paced, and grounded in the voice of the seafarer.

In comparison to platforms like ISWAN, which excel in emergency support and partnerships, Sailwell will offer everyday support—emotionally preventive rather than just crisis-oriented. It will empower seafarers to take charge of their mental well-being just as they would monitor their physical health or machinery. What Sailwell proposes is a future where mental health is part of daily operational culture—not a taboo, not a hidden conversation.

Its conceptual framework includes potential future integrations such as:

AI-driven mental health predictions based on usage patterns.

Gamified compliance checklists to reduce inspection-related anxiety.

VR-based relaxation spaces simulating calm ocean views or familiar environments.

Sailwell won’t just be a tool. It will be a shift in thinking.

It tells every seafarer: you’re not alone, even when you’re far from shore.

REFERENCE

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(www.iswan.org.uk)

- Mental health and psychological wellbeing of maritime personnel: a systematic review by Samantha K. Brooks & Neil Greenberg.

About the Authors

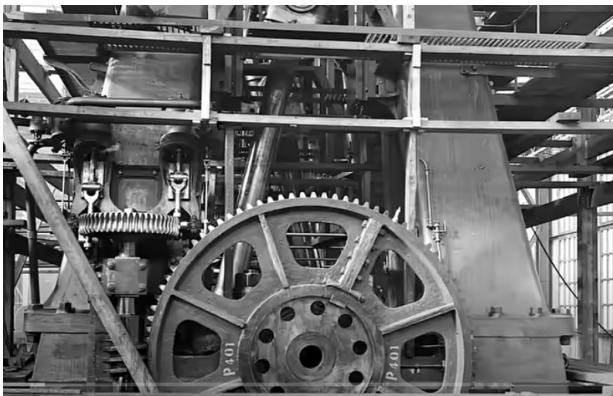
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Titanic - Part V - Engines and Engineers

MORE ABOUT THE THE TITANIC'S ENGINES AND MACHINERY

How did the Engine staff fare during the sinking of the Titanic?



Triple Expansion Engine - Lower Side



Triple Expansion Engine - Upper Portion showing the LP Unit

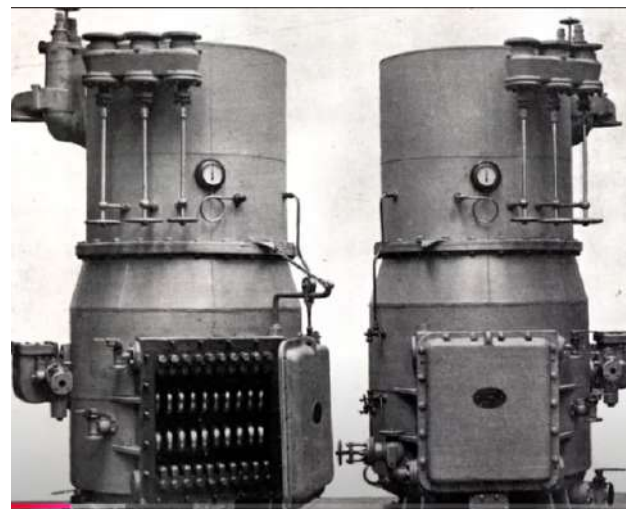


The X head and thrust shoes of the TE Engine

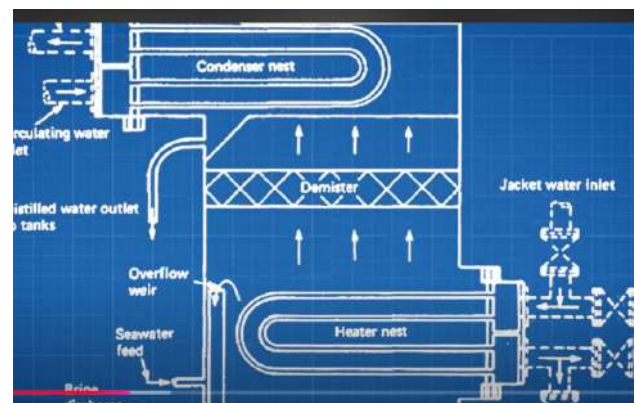
In Red - Boiler Rooms



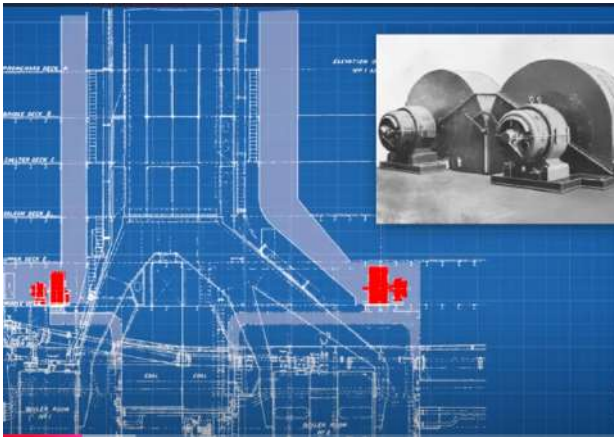
15 ft diameter, 20 ft long boilers - 29 of them



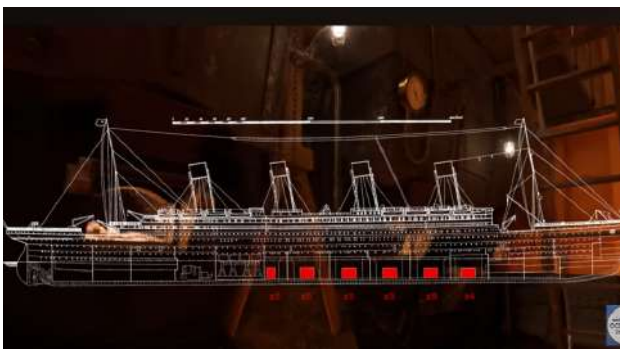
Evaporators



Evaporator circuit
Evaporator capacity 60 tons / day



Forced Draft Air for Boilers



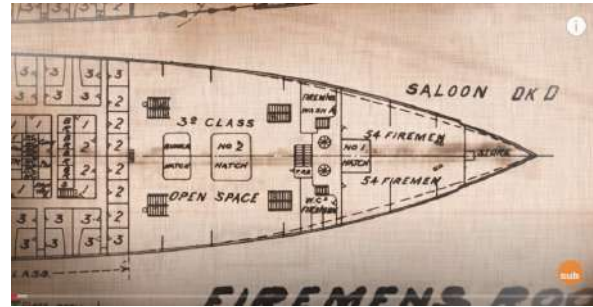
The Double Bottom included 4 tanks for Fresh water, Feed Water, Salt Water. There was space for 5700 tons of Ballast Water. 1000 tons of Fresh Drinking Water

The RMS Titanic had 25 engineers on board, along with other engineering staff members:

- **Chief Engineer Officer:** Joseph Bell led the engineering staff
- **Electrical engineers:** Six electrical engineers
- **Boilermakers:** Two boilermakers
- **Plumber:** One plumber
- **Clerk:** One clerk
- **Trimmers:** 73 coal trimmers
- **Firemen:** 163 firemen and 13 leading firemen

The Trimmers and Firemen were known as the 'Black Gang'.

The 'Black Gang' were about nearly 250 in number and were the ones who did all the stages of work in keeping the boilers fired and producing steam. Being always dirty, black with coal, they were kept out of the passenger's eyes and had separate quarters far away from the path of passengers. Maybe the Third Class passengers saw them. Their quarters were right in the foc'sle. They hardly saw the light of day, as their quarters were directly connected to the Boiler Spaces. (In today's world, those spaces are part of the Forepeak Store, with the Bulbous Bow right forward.



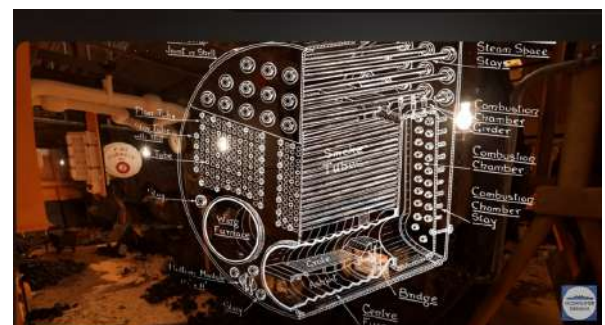
The Firemen worked on a 4 on ~ 8 off work day. This was an age old tradition, followed to this day, if the Engine Room was manned. (These days, there are Unmanned Machinery Spaces Engine Rooms that are not manned in the night hours).

The amount of coal consumed by the boilers was around 600 tons per day. Which means that much of coal had to be manually transported from the coal bunkers to to the boiler spaces, after which they had to be shovelled into the furnaces. Back breaking work.

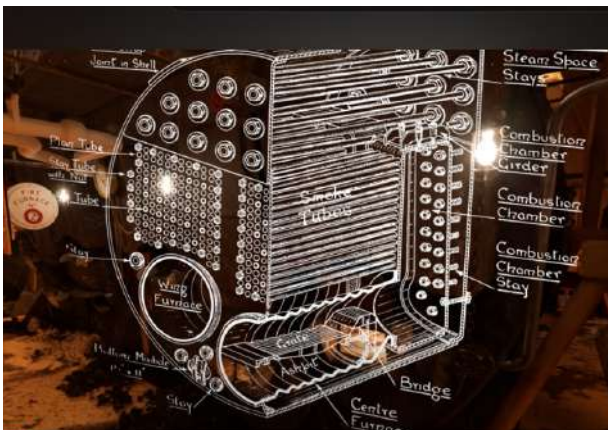
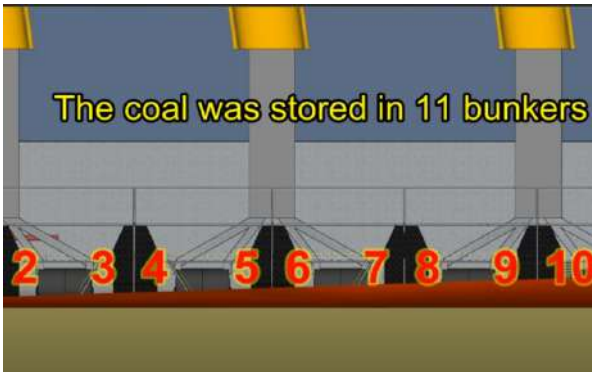
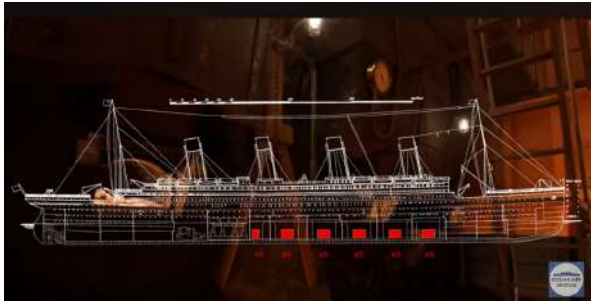


Top: Boilers in shop, under construction

Below : Boiler Spaces on the ship



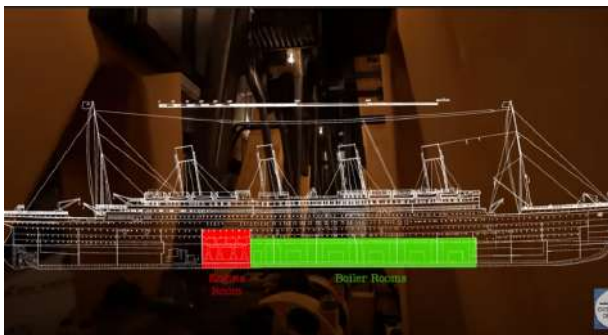
More than a 100 years later, the basic construction of a Scotch Boiler has not changed



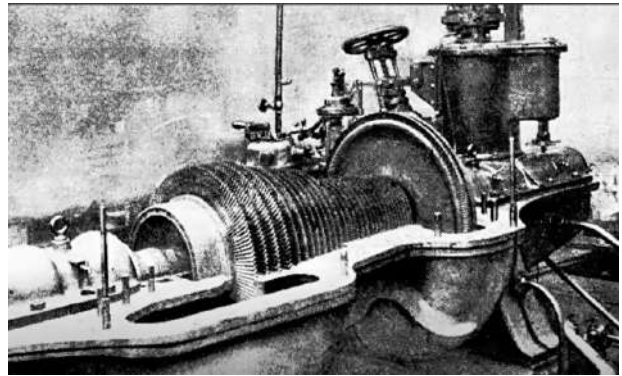
The cut out section of a Scotch Boiler - the basics are still the same a 100 years later

Steam details

There were 'trimmers' working the coal bunkers, who not only had to shovel coal but also do it in such a way that the vessel does not list.



Boiler Rooms and Engine Room Spaces



The Parsons Turbine

The concept of the steam powered turbine was still in its infancy, with most ship owners preferring the Triple Expansion Steam Engine to the Turbine Engine. I keep referring to steam turbines, as its invention brought about an effect which reverberates even today as Jet Propulsion, Gas Turbines, Hydro Power Units, all depend on turbines.

(I think the first steam turbine powered vessel was the 'Tubinia', built in 1894).

The Cunard Lines were well ahead of the White Star Line. Their 1906 ships the Mauretania and Lusitania were both powered by two HP Turbines and two LP Turbines for ahead thrust and two LP Turbines for astern thrust. All were direct drive, no reduction gearing. Because of this, the vibrations were high. Coal consumption for the Boilers was also high, more than a 1000 tons a day. But speeds were high.

But the disadvantage that the Triple Expansion Engine of those days was that, being a reciprocating engine, it could not run beyond a certain rpm (in those days), limiting the speed of the ship. There were technical considerations which limited the size of the TE Engines.

But it was not, then, realised that the Parsons Turbine had no such limitations. Though the efficiency was low, compared to the TE Engines, it could give more power to propel the ship at awesome speeds.

Cunard Lines' Lusitania and Mauretania were the first ships to use direct-drive steam turbines to win the Blue Riband, an honorary award given to the fastest ship across the Atlantic. The Lusitania had four turbines, two high-pressure and two low-pressure, that drove four propellers. The Mauretania had two extra stages of turbine blades in its forward turbines, making it slightly faster than the Lusitania.

In a way, the 'Titanic' was a 'hybrid'. It used the exhaust steam of the 4 Low Pressure Cylinders to run a Turbine that was connected to a centre shaft and propeller, increasing the overall plant efficiency, at a time when hardly anyone bothered about thermal efficiency.

To a modern Marine Engineer, the Triple Expansion Steam Engine will seem formidable and dangerous, as

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Course ID-6511

Course Date-14th July 2025-16th July 2025

Course Fee: Rs.5,000/- (Inclusive of Lunch, 2-time tea & One Time Exit Examination Fee)

Seats are available and booking is open

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- If more candidates are available, we can schedule a special batch as and when required.
- Special Discount may be available for block booking and student candidates.

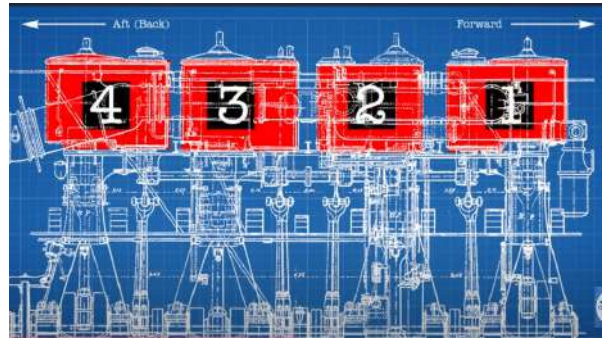
❖ Dates are subject to change

- A trust source of Knowledge
- Experienced Faculty

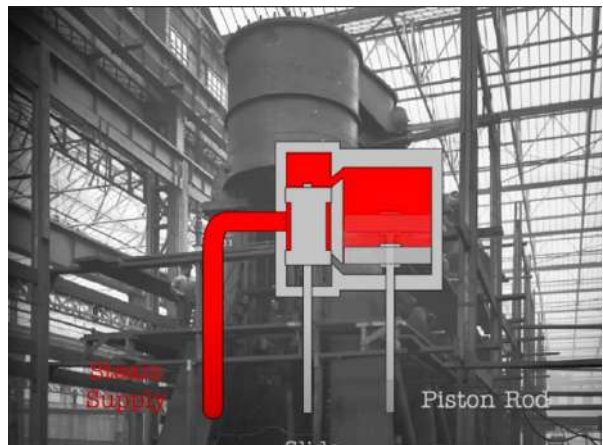
most parts - except for the pistons inside the cylinders - are in the open. But you can actually touch and feel the bearings and moving parts without the use of laser thermometers. Maintenance is easy, as long as you know what to do. You can fine tune the performance of each cylinder, on the (reduced speed) run, by adjusting the slide valve or shuttle valve. For me, it used to be a wondrous occasion when the Triple Expansion Engine driven dredgers used to go out on trial runs, during my apprenticeship days.

So the Titanic had 3 propellers, 2 outer 3 bladed propellers - each connected to a Triple Expansion Engine - and a centre 4 bladed propeller connected to a Parsons Turbine. There are conflicting reports and analyses about the 3 bladed and 4 bladed propellers. See photograph, purportedly of the Titanic below. But the rudder looks to be a hollow rudder, not the single plated rudder that the Titanic had.

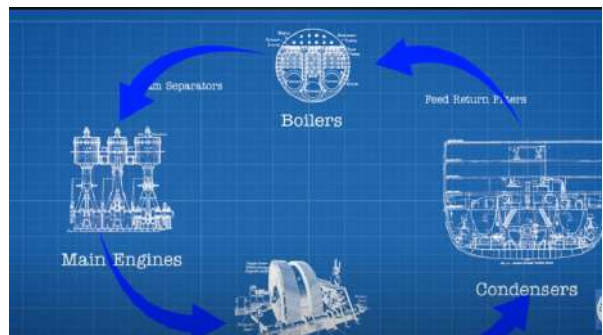
One of the conundrums as far as propellers' configuration was concerned, was the fact that the two outer propellers were right handed, whereas the centre propeller was left handed.



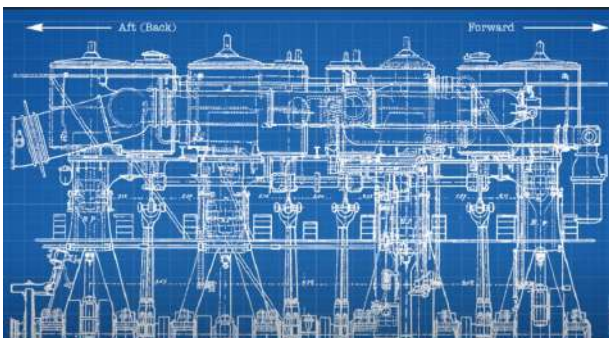
4 Cylinders - HP, IP, and 2 x LP Cylinders



Slide valves for the Double Acting Pistons



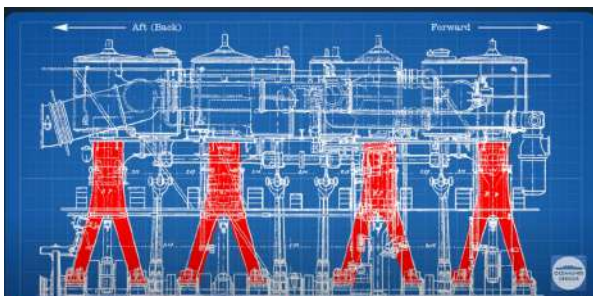
The simplified circuit of the Power Plant



The Triple Expansion Engine's Heavy Bed Plates
5 iron castings bolted together, each almost 200 tons in weight



The Cross Head and Shoes to take the side thrust of the engine



The four cylinder support columns, closely resembling the A - Frames of today's Marine Diesel Engines

Boiler Steam pressure 215 psi (lbs / sq inch)
Reaches the engine at 210 psi

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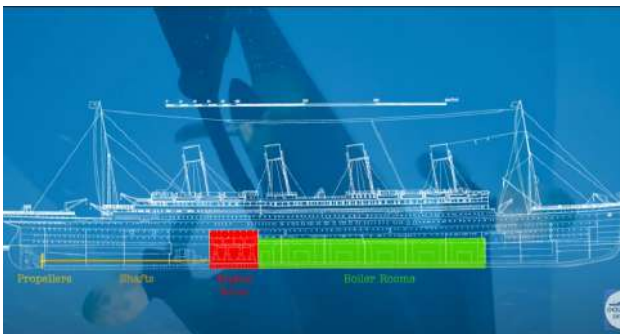
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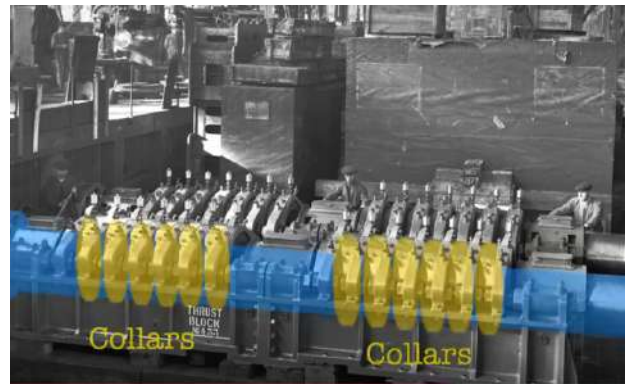
Enters HP Cylinder at 210 psi
 Exhausts into Medium Pressure Cylinder (or Intermediate Pressure Cylinder)
 Enters into Medium Pressure Cylinder at 78 psi
 Exhausts into both Low Pressure (LP) Cylinders
 Enters into LP Cylinders at 24 psi
 Exhausts at 9 psi
 Enters the Turbine at 7 psi
 Exhausts at 1 psi (much below atmospheric pressure, at near 100% vacuum state)



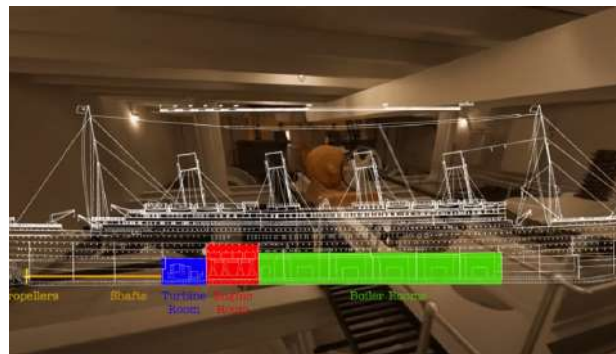
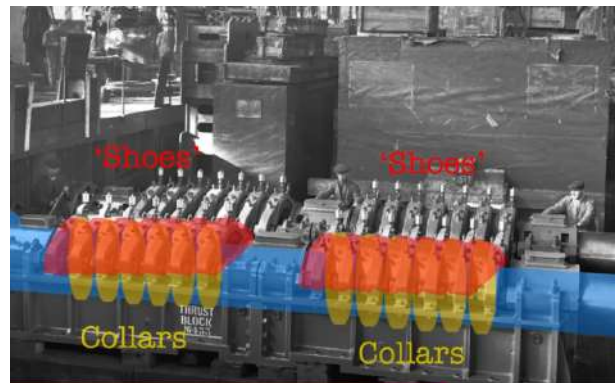
Nearly 250 ft long intermediate shafts



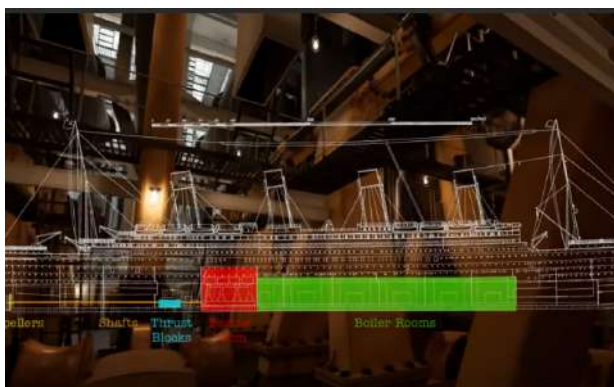
The Shaft Tunnels (3 of them) - Greaser Lubricating the bearing(s)



Thrust Block's Thrust shaft and Collars which transmit the thrust to the ship's hull



Shows the Midships Turbine Room



Thrust Blocks to take up the thrust of the Propellers



Shows the hundreds of Turbine Blades being installed

FIRST INFORMATION BROCHURE



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A close up view of the Turbine Blades. The basic design of the Turbine Blade has not changed.



The 410 ton Low Pressure Turbine - although built for Hull 433, it was the same as the Titanic (Hull 401), developing 16000 shaft horse power. Though built for Hull No. 433, the same design of turbine was used in Hull No. 401, the Titanic.

25 Engineers to operate the three Engines.

Consumed at least 40% less coal than Cunard Lines' Lusitania

With the Boilers roaring red hot flames, the reciprocating engines thundering, the turbine whining, the propellers churning the ocean, the Titanic would have been forging ahead, the machinery working like a harmonic mechanical system.

Hundreds of pieces of auxiliary machinery

Pumps, water filters, electric motors, evaporators, boilers, heaters, coolers, condensers, hydraulic machines, valves.

The Engineers were manning the pumps to pump out the water from all the breached areas, even though the ingress of water was more than the capacity of the pumps.

Some others of the Engine Staff tried to board up the breached seams.

The Firemen kept maintaining steam in the Boiler Rooms where the flooding was less, shovelling coal standing in a foot of icy cold water.

The steam was needed to keep the steam turbines of the generators running, for electricity for running the pumps and for general lighting on the ship. The lighting was most important for the passengers who, otherwise, would have needed to contend with pitch dark corridors and decks.

The Electricians kept working, switching from one circuit breaker to the other, in order to maintain supply.

They kept to their posts till it was no longer possible. The water in the aft boiler spaces had risen to the furnace level.

Their act of gallantry and sacrifice gave the ship at least another hour of life.

Because of that extra hour, all lifeboats and collapsible rafts could be launched.

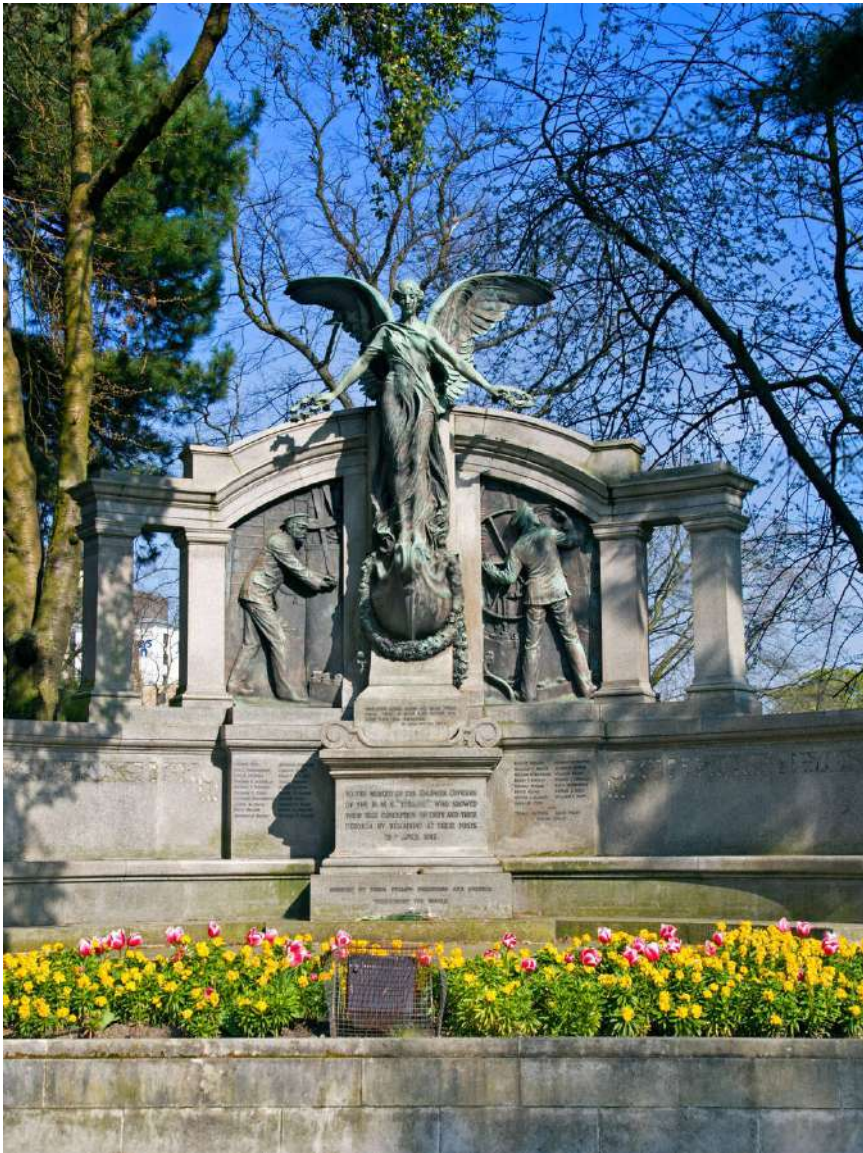
There were 25 Engineers and 10 Electricians - none survived.

The Chief Engineer was Joseph Bell, who kept motivating one and all.

All were given a choice to leave and escape, none did. All stayed.



Some of the Engineers - All of whom gave up their lives -
My Humble Salutations



**Memorial to the Engineers who gave up their lives on the Titanic
At Southshields, Southampton, UK**

Of the 'Black Gang', there were a total of nearly 250 Greasers, Firemen and Trimmers - 4 survived the sinking. Practically all of them were from Southampton.

I dedicate this chapter to all the staff who died in the Engine Room.

I spent 38 years at sea, working my way up from a 5th Engineer to the rank of Chief Engineer. I was a Chief Engineer for 28 years.

Under the circumstances of the certainty of the 'Titanic' sinking, Chief Engineer Joseph Bell kept giving orders, working with the Firemen, motivating them all till the last minutes, knowing fully well that death was certain.

Under similar circumstances, would I have had the same amount of courage and fortitude? Would I have been found wanting?

This section is mostly sourced from 'Oceanliner Designs' You-Tube presentation titled '**A Complete Guide to Titanic's Engines**'.

About the Author



Mr. A. Ranganathan, 1970 batch of DMET, now retired, worked in Sisco and Barber SM. Of the 38 years at sea, 28 were as Chief Engineer, served on Car Carriers, Container Vessels, Bulk Carriers, MPCs and Self Unloaders.





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