

Mélange

June 2023

**IMO-MSC107
Session**



**International Day
for Women in Maritime**



**Welcome Shri. T K Ramachandran (IAS)
as Secretary, Ministry of Ports,
Shipping and Waterways**



**Welcome Shri. Shyam Jagannathan (IAS)
as DG (Shipping), Ministry of Ports,
Shipping and Waterways**



**All India Seminar on Sailing towards a
Circular Economy**



Monthly Magazine of The Institute of Marine Engineers (India)



IME (I) GOVERNING COUNCIL, BRANCH AND CHAPTER COMMITTEE ELECTIONS 2023-25



With elections for The Institute of Marine Engineers (India) approaching, we would wish to notify all Corporate Members of the following procedures:

SCHEDULE

- Notice of the entire process of election shall be intimated through electronic media ONLY.
- Soft copy of the Nomination forms will be sent through mass e-Mail and can also be downloaded from the IME(I) website and returned to the Election Officer.
- Soft copy of the Nomination papers for Council elections will be mailed by 15th May 2023 to the Members email id which is registered in the records of the IME(I).
- Nomination papers for the Council are to be received in the Institute's office by 15th June 2023 to the email id: electionofficer@imare.in
- Last date for withdrawing nomination is **30th June 2023**.
- The scrutiny of nomination papers for the Council to be completed by the Election Committee by the **5th July 2023**.
- Election Officer after scrutiny will publish the CVs of the eligible candidates on IME(I) website.
- The election window for eVoting will remain open from **15th July 2023 to 31st August. 2023**.

E-VOTING

As a corporate member you can exercise your franchise at the forthcoming elections at IME(I), using the standard Ballot **through e-Voting ONLY**.

Two options would be available for both the elections i.e. for Head Office (HO) as well as the Branch Level (if the election takes place for the Branch level). Overseas Members will get Option only for elections at HO level.

Members will get the e-Voting Link **ONLY** on their e-Mail registered in the records of IME(I) as on 15th May 2023. Members may update their e-Mail ID / contact details by writing to the HGS at membership@imare.in latest by 15th May 2023.

USE OF WORKPLACE / OFFICIAL MAIL IDS

- Given that we have, in the past, had mass emails blocked at certain receiving (Organization) mail domain(s), treated as spam and, in some cases the blacklisting of the IME(I) domain, we would strongly recommend the use of personal email ids ONLY.
- The use of your personal mail would ensure that you do not miss any important communication relative to the election process.

Election officer
electionofficer@imare.in

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From the Editor's Desk

Dear Valued Readers,

Welcome to the June edition of iMélange, where we bring you the latest updates and insights from the maritime industry. In this issue, we have several noteworthy events and developments to share with you.

One of the highlights of this month was the Indian delegation's attendance at the 107th meeting of the Maritime Safety Committee (MSC), held from 31st May to 9th June 2023. Led by the personnel from Indian Flag Administration and the Ministry of Ports, Shipping, and Waterways, the Indian delegation showcased India's unwavering commitment to ensuring maritime safety and security. The meeting covered crucial matters such as the development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS) and enhancing the safety of ships in relation to the use of fuel oil and new ship construction standards, among others. India actively contributed to these discussions, emphasising the importance of global cooperation and standards in maritime safety.

iMélange takes immense pleasure in welcoming Shri. T. K. Ramachandran (IAS) as the new Secretary, Ministry of Ports, Shipping and Waterways & Shri. Shyam Jagannathan (IAS) as Director General (Shipping), Ministry of Ports, Shipping and Waterways.

We are delighted to report that the International Day for Women in Maritime was celebrated with great enthusiasm on 18th May 2023. This day highlighted the significance of gender equality and the need to increase women's participation in the maritime industry. Events and activities were organised worldwide to recognise the achievements of women in various maritime roles and promote equal opportunities. We applaud the efforts made to empower women in this traditionally male-dominated industry, as their contributions are vital for the industry's growth and progress.

In this edition, we also feature insightful articles on bunker disputes and cargo thefts. As the global shipping industry continues to expand, these challenges have become increasingly prevalent. The bunker disputes article explores the causes behind such disputes, their impact on shipping operations, and suggests measures to mitigate these incidents. Furthermore, the article on cargo theft sheds light on the rising concern of theft in the maritime sector and emphasises the importance of implementing robust security measures to safeguard valuable shipments. These articles aim to provide valuable insights and strategies to industry professionals, helping them navigate these complex issues effectively.

As we conclude this edition, we extend an invitation to our esteemed readers to contribute to future issues of iMélange. We welcome your travelogues, articles, photographs, and more. Your valuable contributions not only enrich our publication but also foster a vibrant community that encourages knowledge-sharing and dialogue within the maritime industry.

In the words of Albert Einstein, "In the middle of difficulty lies opportunity." Let us embrace the challenges faced by the maritime industry as opportunities for growth and innovation. Together, we can shape a resilient and sustainable future for the sector, where safety, equality, and prosperity thrive.

Thank you for your continued support, and we hope you find this edition informative and inspiring.

SUNIL KUMAR
Honorary Editor – iMélange



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Indian Delegation Attends 107th Session of the MSC (Maritime Safety Committee) at International Maritime Organization (IMO) Headquarters in London

Introduction

From 31st May to 9th June 2023, a distinguished delegation from India attended the 107th Session of the MSC held at the IMO Headquarters in London. The Indian delegation actively participated in the proceedings, contributing to important discussions and initiatives aimed at enhancing maritime safety, security, and environmental sustainability. This article provides an overview of the Indian delegation's involvement and highlights the key topics discussed during the session.

During the first week of the session, the Indian delegation was led by **Shri. Killi Mohan Rao**, the Principal Officer of the Mercantile Marine Department (MMD) in Kolkata. He was supported by **Cdr. Sandeep Kumar**, Principal Surveyor at the Indian Register of Shipping, and **Mr. Sunil Kumar**, a Fellow at the Institute of Marine Engineers India. Together, they actively engaged in the proceedings, representing India's interests, and sharing their expertise on various matters.

In the second week, **Shri. Agrim Kaushal**, the Economic Advisor from the Ministry of Ports, Shipping & Waterways,

took charge of leading the Indian delegation. He was accompanied by **Capt. Vikram Singh Manhas**, Deputy Nautical Advisor at the Directorate General of Shipping (DGS) in Mumbai, and **Shri. Shrish Kumar**, Engineer and Ship Surveyor from MMD Mumbai. Mr. Sunil Kumar and Cdr. Sandeep Kumar continued to provide support throughout the session, remaining present at the IMO Headquarters.

Remote Support and Active Members

The entire Indian delegation attending the IMO session was backed by the valuable contributions of remote participants. Active members viz Mr. Rajeev Nayyar, a Fellow at the Institute of Marine Engineers, Mr. Jyotisman Dasgupta, the President of the Institute of Naval Architects, Mr. Jathesh Chandra Gopinathan from Cochin Shipyard Limited, and Capt. Philip Mathews from the Indian National Shipowners' Association (INSA), played crucial roles in the discussions. Other participants, including Mr. Rajnish Verma from Vedam Design & Technical Services, Mr. Mudit Mehrotra, Mr. L.P. Tripathy, and Capt. Kapil Kekre from INSA, as well as Mr. Ganesh Karthik from Sanmar Shipping, attended in a remote/passive mode. Shri Pradeep Sudhakar K., Deputy Chief Ship Surveyor, provided essential support to the entire team.

Key Topics Discussed

The session covered a wide range of important topics related to the maritime industry. Some of the key areas discussed by the Indian delegation and other participants included:

- Development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS).
- Development of further measures to enhance the safety of ships relating to the use of fuel oil.



- Work program focused on safety measures for reducing Green House Gas emissions.
- Goal-based new ship construction standards.
- Consideration and adoption of amendments to mandatory instruments.
- Measures to enhance Maritime Security.
- Piracy and armed robbery against ships.
- Human Element, Training, and Watchkeeping.
- Navigation, Communications, and Search & Rescue.
- Carriage of Cargoes and Containers.
- Ship design and construction.
- Ship systems and equipment.
- Unsafe mixed migration by sea.

Working Groups

To address specific issues, several working groups were established during the session. Working Group 1, dedicated to the development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS), had the physical presence of Cdr. Sandeep Kumar, with support from Mr. Jyotisman Dasgupta. Working Group 2, focused on enhancing the safety of ships concerning the use of fuel oil, had Mr. Sunil Kumar present, supported by Mr. Rajeev Nayyar. Working Group 3, dealing with goal-based new ship construction standards, was attended by Mr. Jyotisman Dasgupta remotely.

Conclusion

The Indian delegation's active participation in the 107th Session of the International Maritime Organization at the IMO Headquarters in London displayed India's commitment to promoting safety, security, and sustainability in the maritime industry. By engaging in important discussions and contributing to various working groups, the delegation played a significant role in shaping future maritime policies and regulations. The collective efforts of the Indian delegation, supported by remote participants, highlight India's dedication to the global maritime community's well-being and progress.



Change of Guard



Shri. T K Ramachandran (IAS), Named New Secretary, Ministry of Ports, Shipping and Waterways.

The Centre has named Shri. T K Ramachandran, IAS (Tamil Nadu 1991) as the new Secretary in the Ministry of Ports, Shipping and Waterways.

Shri. T K Ramachandran is currently the Chairman, V O Chidambaranar Port Authority, one of the 12 major ports owned by the Centre.



Shri. Shyam Jagannathan (IAS), Appointed DG (Shipping), Ministry of Ports, Shipping and Waterways.

Shri. Shyam Jagannathan, IAS (Assam – Meghalaya 1997), Development Commissioner, Santa Cruz Exclusive Export Processing Zone, Special Economic Zone, Mumbai, Department of Commerce, Ministry of Commerce and Industry, has been appointed as Director General (Shipping), Ministry of Ports, Shipping and Waterways in the rank and pay of Additional Secretary to the Government of India.



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All India Seminar

Sailing towards a Circular Economy: Imperatives and Opportunities in Public Works, Engineering, Hydro Power and Maritime Sectors

The All-India Seminar, organised by The Institution of Engineers (India) in collaboration with the Institute of Marine Engineers (India) and the Institution for Innovation Industrial Engineering and Entrepreneurship Mumbai, was inaugurated on **6th June 2023** at Engineers' Bhavan Shimla. The seminar focused on the theme of **"Sailing towards a Circular Economy: Imperatives and Opportunities in the Maritime Sector"** and was inaugurated by **Shri. Sanjay Kundu**, Director General Police, Himachal Pradesh, an alumnus of DMET and a former Marine Engineer from The Great Eastern Shipping Ltd.

The event attracted distinguished members of IME(I) and IEI delegates from India and abroad, as well as senior naval officers, industrialists, academicians, environmentalists, government officers, faculties, media personnel, and final year engineering students. In addition, many HSSC students and their parents, who aspired to pursue a career in Marine Engineering, participated in the seminar. One of the participating students secured a placement, while two others made it to the select list. Notably, two young girls from humble rural backgrounds in Himachal Pradesh were selected by VR Maritime Services to

join a foreign Shipping Company as GP Ratings, marking a significant milestone for India.

Cdr. Dr. Bhaskar Bhandarkar, the illustrious Chairman of the Marine Engineering Division of IEI, played a key role in conceptualizing the seminar. The event was the first of its kind in the Northern region of India and was inspired by the successful Chandigarh Seminar conducted jointly by the IME(I) Chandigarh Chapter and IEI, led by **Shri. Arun Kumar Agarwal**, Chairman of the IME(I) Chandigarh Chapter.



Shri. V. K. Jain, President IME(I), and **Dr. P.L. Sharma**, Director, University Institute of Technology, Shimla, graced the event as Guests of Honour, while **Capt. Sanjay Prashar**, MD, VR Maritime Services, and **Shri. Saanjeev V Mehra**, MD, Kenmark Tech Solutions, were special invitees. The Himachal Pradesh State Centre IEI, under the dynamic leadership of **Shri. Vishva Mohan Joshi**, Chairman of HPSC IEI Shimla, impeccably hosted and organised the seminar. Distinguished personalities such as **Dr. Raju Mankar**, Director LIT Nagpur, and Former Vice Chancellor DBATU, **Dr. Labh Singh**, Chairman IEI P&C Centre, **Prof. Salodkar** from Punjab University, Chandigarh, **Dr. Anand Hiremath** from GMS, DMCC Dubai, **Cdr. Roopan Bembey**, NauSena Medal (Retd) from the Indian



Navy, **Shri. Hardeep Cheema**, MD of Cheema Boilers, **Mr. Pankaj Dadwal**, Chairman NSDF IEI, **Jaswant Singh**, Hon. Secretary of HPSC, **Capt. Dr. Nitin Agarwala** from the

Indian Navy, **Dr. Shallu Sehgal** from Shoolini Institute of Life Sciences and Science Management Solan (HP), and others graced the marine seminar.

The two-day seminar was successful in effectively promoting awareness about Marine Engineering and Maritime opportunities in the hilly state of Himachal Pradesh. It also served to unite the Marine fraternity into a cohesive and result-oriented team. Cdr. Dr. Bhandarkar shared his vision of expanding the reach of the Indian Marine fraternity to international platforms, with plans for similar events in Colombo, Dubai, Singapore, Hong Kong, and the USA. His vision received encouraging response from various organizations.

Overall, the marine seminar was a resounding success and garnered appreciation from the industry.



ShipTek - Marine/ Offshore/ Oil & Gas Conference

8th edition of the **ShipTek Marine Offshore Oil & Gas Conference and International Awards 2023 India** held on **May 25th, 2023**, at the Grand Hyatt Kochi Bolgatty.

From the Institute **Mr. S. Krishnankutty**, Chairman, IME(I) Kochi branch; **Mr. N. Rajan**, Hon. Secretary and **Mr. Rajan Isaac**, Faculty and Member attended the event as invited delegates. The full day event consisted of sessions on various marine subjects addressed by experts in the subjects. A panellist in one of the sessions was **Mr. Chirag Bahri**, G.C Member from IME(I) Delhi branch. The event ended with presentation of various awards, one of which was for Kochin Water Metro Ltd., received by **Mr. Sajan P. John**, F.I.Mar.E(I), Chief Operating Officer along with MD and Chief General Manager of the organisation.



(From L to R):- N. Rajan, GC, Kochi Branch; Sir Sohan Roy, the man behind the event and Mr. Rajan Isaac, Member of Faculty and Institute



(From L to R):- Mr. Sajan P. John, COO, Kochi Water Metro Ltd., Mr. Shaji P.J., Chief GM, KWML, Mr. Loknath Behra IAS, MD, KWML holding the award

Glimpses of ShipTek Marine/Offshore/Oil & Gas Conference & International Awards India 2023



Mentoring at Marine Engineering Training Institute - Cochin Shipyard Ltd.

Mentoring programme in METI-CSL was introduced on 23rd May, 2023 in a meeting in which the cadets were addressed by **Mr. S. Krishnankutty**, Chairman, Kochi Branch, **Mr. N. Rajan**, General Secretary, Kochi Branch, **Dr. Simon K.A.**, **Mr. Mathew Koshy**, GC Member and **Mr. Jis George**, Member in the presence of **Mr. George Abraham**, HOD, METI-CSL. The Mentoring Programme of IME(I) was explained to the cadets by all speakers after Mr. Abraham introduced the subject to the cadets. Suitable groups of students who are Student Members of the Institute will be formed and Mentors will be assigned to each group in due course.



Meeting with Secretary of Transport, Government of Kerala

An online meeting with The Institute of Marine Engineers (India), Kochi Branch was called by Secretary of Transport, Government of Kerala on 26th May, 2023. The agenda was to discuss Enhancement of Safety of Small Boats and the contribution that can be done towards meeting the said objective. The meeting was attended by Executive Committee Members. Also, **Mr. Sajan P. John**, COO, Kochi Water Metro Ltd. and **Mr. Shaji Gangadharan**, CGM, Kochi Water Metro Ltd. attended the meeting as invitees. It was proposed that, IME(I) Kochi branch can assist in educating the boat owners and operators on safe operation of the boats. The future plan of action will be discussed between both the parties and appropriate decisions shall be arrived at.



Support Transition to Zero-Emission

The shift toward a zero-emission society has accelerated in various fields, with governments making their GHG targets more ambitious and sustainable finance gaining more attention. Likewise, the time has come for the maritime industry to systematically manage the GHG emissions from shipping, as represented by the introduction of a GHG emissions evaluation framework into international shipping.

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The National Maritime Day was celebrated on April 5, 2023 by the Institute of Engineers (India), Visakhapatnam Branch. The theme of the event was 'Amrutkal in Shipping' (Shipping-75 years of Indian Independence)', and it was conducted via Google Meet.

The Guest Speaker for the occasion was **Shri. Voona Lakshmipati Rao**, FIE and FIMARE, a retired Marine Engineer from Visakhapatnam Port Trust and former Chairman of the Institute

of Marine Engineers (India), Visakhapatnam branch. Mr. Rao delivered a speech highlighting the significance of the National Maritime Day and the rich history of Indian Maritime.

On May 11, 2023, Shri. Rao was felicitated during the National Technology Day by **Shri. P.V.S. Ganesh Kumar**, the Chairman of IE(I), along with the committee members of IEI, Visakhapatnam Local Centre. The felicitation function was attended by **Shri. K. Bimdhru Mohan**, Former Chairman, IME(I) and **Shri. V.K. Amara**, Chairman, IME(I) Visakhapatnam Branch, and several others.



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Session on Gender Sensitisation



A constantly evolving environment requires staying current and abreast of the needs and demands of the society at large. Women seafarers are an integral part of the maritime community.

An attempt has been made via the courses on “**Gender Sensitisation**” and “**Refresher & Updating Training (RUT)**” to make the seafarers become more aware and transform their personalities to be more inclusive and non-discriminatory.

The course was conducted by **Ms. Lata Khatri**, Faculty, IME(I) and was first inculcated in the RUT on the 13th of June 2023, held at IME(I) Nerul branch.





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2. High Voltage Safety & Switch Gear Course at (Management Level)	19 - 23
3. High Voltage Safety & Switch Gear Course at (Operational Level)	01, 19
4. Refresher and Updating Training Course for all engineers	26 - 28

Value Added Courses

June 2023

1. Practical Marine Electrical (Basic) - Module 1	05 - 09, 12 - 16, 19 - 23
2. Practical Marine Electrical (Advance) - Module 2	05 - 07, 19 - 21
3. Electronics for Marine Engineers - Module 4	08 - 09, 22 - 23
4. Instrumentation, Process Control & Programmable Logic Controllers - Module 5 & 6	12 - 16
5. Auxiliary Diesel Engine and Maintenance Course (4-stroke)	12 - 16
6. Bridge Manoeuvring & Engine Control - Operational Level	08 - 09
7. Engine Room Emergency Management	08 - 09, 22 - 23
8. FRAMO Cargo Pumping System (Advance)	26 - 28
9. Hydraulics for Engineers - Basic	05 - 07, 26 - 28
10. Hydraulics for Engineers - Advanced	12 - 16
11. Machinery Maintenance - Skill Enhancement - Module 2 (4/E)	05 - 09, 19 - 23
12. Machinery Maintenance - Skill Enhancement - Module 3 (3/E)	12 - 15
13. Machinery Maintenance - Skill Enhancement - Module 4 (2/E, C/E)	05 - 07, 19 - 21, 26 - 28
14. MSM - Module 1 (Occupational and Behaviour Based Safety)	14 - 16, 26 - 28
15. MSM - Module 2 (Risk Assessment)	05
16. MSM - Module 3 (Shipboard Safety Officers)	06
17. MSM - Module 4 (Accident Investigation)	07



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Qualifications and Experience

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- Should be interested in modern teaching methodologies and must have a strong desire to be in the teaching profession.

Radio Officer

Qualifications and Experience

- TOTA / VICT Certified. Holder of AECS Certificate (DG Approved)
- Holding COP / General class of Radio Officer, valid GMDSS GOC Certificate (Indian) issued by Ministry of Communication & IT, New Delhi / Mumbai.
- Sailing experience as Radio officer of min 1 yr.
- Should be interested in modern teaching methodologies and must have a strong desire to be in the teaching profession.

Nautical Faculty | Location: AEMA Karjat

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- Master Mariner Class I – COC from India/UK. Other Specialized Training courses and certification.
- Master of min 1 yr. command experience. Preference shall be given to a Master with Chemical tanker experience.
- 2 to 3 years in ship operation, experience in teaching / auditing preferred.
- Proficient in interacting with Senior Leadership on board and ashore. Strong analytical problem-solving and managerial skills.
- Should be interested in modern teaching methodologies and must have a strong desire to be in the teaching profession.

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Uniting Dreams and Memories: DMET Alumni Event Celebrates Lifelong Connections



In a world driven by sustainability and technological advancements due to environmental changes, few things endure the test of time and leave an indelible mark on our lives. Our Alma Mater holds a special place in our hearts, we cherish not only the education we received but also the bonds we formed during our time on campus. As the proud organizers of the DMET Alumni Event, on behalf of organizing committee, we are delighted to bring together all guys from different generations to celebrate their shared experiences, achievements, and the lifelong connections that have stood the test of time.

DMET – MERI Alumni Event serves as a platform for everyone to reconnect, reminisce, and reinforce the bonds that were forged during the training at the campus. It is a celebration of shared memories, common goals, and the professional accomplishments of the esteemed alumni community. The event is an opportunity to reignite old friendships, network and create new connections that can potentially lead to future collaborations and partnerships.

The DMET Alumni Reunion was not just an opportunity to catch up but also a celebration of the shared achievements, milestones, and memories they had accumulated over the years. The day commenced with a warm welcome and heartfelt speeches by notable alumni who have made substantial contributions to the maritime industry.

Highlights of the Alumni Event:

- 1. Reunion Venue:** The event took place at the prestigious Taj Exotica, Palm Jumeirah, beautifully situated by the waterfront, offering a stunning panoramic view of the ocean—a fitting tribute to the maritime legacy shared by all attendees. The location resonated with the participants, evoking fond memories of their seafaring adventures.
- 2. Networking Opportunities:** Networking is a vital aspect of any alumni event, and the DMET gathering was no exception. Old friends reconnected, and new connections were forged, creating a vibrant atmosphere of collaboration and support. Maritime professionals had the chance to exchange ideas, seek advice, and explore potential partnerships, fostering a sense of unity and camaraderie.
- 3. Honoring DMET Legends:** The reunion paid homage to esteemed DMETians who have dedicated their lives to nurturing and mentoring generations of maritime professionals. A special tribute ceremony recognised their invaluable contributions and tireless efforts in shaping the minds and careers of countless cadets. The gratitude and respect shown towards these revered individuals created an emotional and nostalgic ambiance, reflecting the profound impact



they had on the lives of DMET alumni. Following DMETians were honored and awarded for this year

Legendry Alumni Award:
Mr. Ved Chabra

Life Time Achievement Award:
Mr. Sunil Jaitely

Business Leader of the year
Award:
Mr. Rajiv Rao



The DMET Alumni event was a resounding success, not only for its ability to bring together Alumni from diverse backgrounds but also for its profound impact on fostering collaboration, knowledge sharing, and a strong sense of belonging within the DMET community. The event serves as a reminder that the bond between DMET and its alumni extends beyond graduation, creating a network of support and opportunities for all involved. As the event drew to a close, the participants left with hearts full of gratitude, renewed motivation, and a shared determination to build a brighter future for the maritime industry. By organising such events, the DMET Alumni serves as a shining example of how unity and collaboration can propel an entire industry forward. As organisers of this momentous event, we take great pride in witnessing the joy and mutual support that permeate the atmosphere. The DMET Alumni Event is a celebration of shared dreams, memories, and the unbreakable bonds that transcend time, ensuring that the spirit of DMET continues to thrive for generations to come.



Communication between the Sea and the Shore



Let us talk; let us begin to understand one another and build a bridge from ship-to-shore.

Often you will find a seafarer complaining about unjust treatment from his shore-based Ship Manager. He will not only provide an elaborate and vivid description of the incident that made him feel almost traumatized, while also offering analytical comments about the situation that “could have been handled better”. Does this sound familiar? Did you or anyone you know ever find yourself in such a situation? Then you must read on.

Ship Managers, on the other hand, frequently complain about their crew completing tasks differently than how they were instructed. These repetitive concerns made me wonder what is going wrong?

Communication and common sense are two key skills that are not emphasised enough at marine colleges/universities. Both the engine and deck crews follow a ‘casual mode’ of communication that is highly reliant on mutual understanding, and is much easier due to face-to-face conversations. Formal communication

is typically only required by either the Master or Chief Engineer which are required to communicate via email and telephone to shore-based Ship Managers. This can be when the struggle of effective communication kicks in.

Let’s try to understand the perspective of both parties, namely the Ship Managers at shore (Technical and Operations) and leaders at sea (Master and Chief Engineer).

Keeping an optimistic view, we must believe that our crew at sea give their best efforts daily, and most of their tasks are completed successfully with no errors. However, a serious conversation begins only when the Master / Chief Engineer must report a serious issue or damage to the vessel. This practice makes them anxious, if not fearful to report to Ship Managers, even though they are merely doing their job. On the other hand, Ship Managers also share similar anxiety every time a Master or Chief Engineer calls them on their phone – as the old adage goes ‘**no news is good news**’.

The next stage of the issue is the quality of information and the way in which it is shared. Traditionally, this is where the Ship Managers

“

A sincere effort is required from
both parties to manage and nurture these
long-distance relationships

”

are expected to be at their best. The way they handle a serious issue or damage to the vessel will not only help solve the problem, but also define them as leaders. However, is it fair to put the onus on only one person when it takes two people to have a conversation? In a typical scenario, the Ship Managers will complain about how data is insufficiently shared, and that they must ask many more questions to decipher the extent of the situation and accuracy of the data supplied to accurately analyze the situation. On the other hand, the ship's crew will feel they need to shoulder the blame, and that their work will somehow be discredited and undervalued.

Now that we have acknowledged the problems, let's explore a few possible options that might bridge the gap.

The crux of the matter is that no formal training is adequately provided to seafarers by marine colleges / universities, unlike other professional institutions where communication is taught as a full credit subject. Therefore, it becomes imperative that **formal training and workshops designed to manage effective communication** are provided by the company to both shore-based staff and the ship's crew. Training should focus on expectations regarding information sharing, data accuracy and situational analysis. In my opinion one very key thing to learn is to **manage your emotions** while conveying information. This is best understood through **situational role play and scenario analysis techniques**.

Another key change that might make a difference is to create **structured forms** for incident or damage reporting for Masters / Chief Engineers, very similar to what the Ship Managers currently use to report to the Flag State and Ship Classification Society. These



forms should include key data points that are required for accurate decision making and record situational analysis from the Masters / Chief Engineers perspective. This will improve the nature of each conversation and ensure accurate and timely troubleshooting.

Lastly, a sincere effort is required from both parties to **manage and nurture these long-distance relationships**. While seafarers need to pay more attention and be proactive in data management, the Ship Managers need to be more empathetic and provide encouragement to seafarers to be open and honest in their discussions. While separate team building exercises are planned for crews at sea and ashore, there is very little or no **interaction** between Ship Managers and Masters/Chief Engineers that can help them understand each other better. Seafarers' short-term contractual nature on vessels also makes it more difficult to develop a long-term relationship. Imagine if we can bridge this gap, we not only have effective communication but also earn their long-term loyalty and boost work morale. Everybody is busy, but small gestures such as ordering special meals, having small monetary bonuses, celebrating cultural and religious occasions, or making a brief call just to ask how they are doing and if all is well with their loved ones goes a long way to show appreciation on a job well done. The idea is to feel comfortable talking to one another and complement each other's work through mutual understanding and support. After all, **no one is perfect but a Team can be**.



Written by:-
Krishan Dutt
Fellow, IME(I)



International Day for Women in Maritime

The National Maritime Celebration Committee, under the aegis of Directorate General of Shipping organised the maiden **International Day for Women in Maritime**, on **18th May, 2023** at the auditorium of Maritime Training Institute, Shipping Corporation of India, Powai, Mumbai. Function was graced by **Hon'ble Shri Shripad Naik**, Union Minister of State for Ports, Shipping and Waterways as Chief Guest.

Shri. Atul Ubale, Chairman NMDC Organising committee welcomed the Chief Guest and a packed house. He informed that IMO has announced "Mobilizing Networks For Gender Equality" as the theme for this year.

Shri. Sarbananda Sonowal, Hon'ble Union Minister for Ports, Shipping & Waterways and AYUSH who could not attend the function due other prior commitments, video messaged his good wishes on the occasion. He appreciated and recognised the great contribution of not only the women seafarers but the women who are working ashore in the maritime field all over the world. **Mr. Kitack Lim**, Secretary General of International Maritime Organization (IMO), in his message complimented women for their great contribution in the maritime. He advised industry to promote the recruitment, retention and sustained employment of women in the maritime sector.

At this maiden celebration in India, 16 women including pioneers who lead the industry since independence and excelled in their respective field were fondly remembered and felicitated by the Hon'ble Minister Shri Naik. Torch Bearer awardees who were present on the occasion also expressed their thanks, emotions and experiences in the industry.

Director General of Shipping, **Shri. Rajiv Jalota** in his keynote address complimented women in the maritime industry for their hard work and contribution. He mentioned that the Government has taken various steps for providing financial assistance to the women seafarers for their maritime education and has introduced policy directives for a conducive and happy environment on board ships. He also enumerated the various



initiatives taken to frame grievance redressal mechanism for the women working in the maritime sector. He recalled and

narrated a few successful real-life stories of women working in the maritime field all over the world.

Chief Guest Hon'ble Shri. Naik in his address thanked the NMDC for celebrating the day and informed that the engagement of Indian Female Seafarers on Indian Flag / Foreign Flag Ship is continuously increasing and presently it is having over 3300 women seafarers from India. He stressed that Gender Sensitisation and Gender Equality are the prime objectives in Indian Maritime and a unique step has been taken with the introduction of Gender Sensitisation as a new mandatory subject in the maritime training. He acknowledged the overall contribution of women in maritime. In his address he mentioned that, "We are committed to our goal to "Achieve gender equality and empower all women and girls" per Sustainable Development Goals as envisaged in the United Nations 2030 Agenda."

During the celebration an audio-visual homage was paid to Two women Trail-Blazers of the Maritime Industry, Late Sumati Ben Morarjee and Late Anna Malhotra, chronicling their contribution to the development and strides made by the Indian Maritime Sector. The event also had a very fruitful panel discussion on the Theme 'Mobilizing networks for Gender Equality' superbly moderated and chaired by **Ms. H.K Joshi**, former Chairperson & Managing Director of Shipping Corporation of India with panellist **Ms. Reshma Nilofer**, Maritime Pilot from Syama Prasad Mookerjee Port; **Capt. Mini Verma**, Master Mariner from Fleet Management India Private Limited and **Ms. Snigdha Sabat**, 2nd engineer from BSM. **Capt Ranjit Muduli**, Joint Director General of Shipping (Nautical) felicitated the session chair Ms. H.K. Joshi.

Thereafter gathering were entertained and witnessed an excellent cultural programme,



“

Achieve gender equality and empower all women and girls" per Sustainable Development Goals as envisaged in the United Nations 2030 Agenda

”

consisting of songs, dance and one act play performed by the women in the maritime field. Ballet performance by Chief Engineer **Ms. Amita Kamath** and her daughter **Inara** was spell binding and was beautifully choreographed by her. It also projected special bonding and added responsibility a women seafarer carries of a





Names of the Women whom NMDCC felicitated and received the Awards (Indian Maritime Sector)	
Late Smt. Sumatiben Morarjee	Leading Woman Pioneer Maritime Sector
Late Ms. Anna Rajam Malhotra, IAS (Retd.)	Leading Woman Pioneer Maritime Sector
Ms. Asha Sheth	First Woman to chronicle & promote maritime history
Ms. Rani Jadhav, IAS (Retd.)	First Woman Chairperson of the Mumbai Port Trust
Ms. Kiran Dhingra, IAS (Retd.)	First Woman Director General of Shipping
Dr. Malini Shankar, IAS (Retd.)	First Woman Vice-Chancellor of Indian Maritime University
Ms. H. K. Joshi	First Woman Chairperson & Mg Director , The Shipping Corporation of India
Dr. Sujata Naik-Tolani	First Woman Chairperson, to head a Maritime Training Institute (TMI)
Ms. Ratna Chadha	First Woman Cruise Connoisseur of India
Ms. Parvathi Rajalakshmi	First Woman Naval Architect
Ms. Sonali Banerjee	First Woman Marine Engineer
Capt. Radhika Menon	First Woman Master Mariner & Winner of IMO Bravery Award
Ms. Suneeti Bala	First Woman Marine Chief Engineer
Ms. Reshma Nilofer	First Woman Ship Pilot
Capt. Suneha Gadpande	First Woman to Command vessel with all Women Officers
Ms. Divya Jain	First Woman Chief Engineer of vessel with all Women Officers

loving mother. Skit "Growing Strength to Strength onboard" by a group of MSC Cruise & Operation was very absorbing. Equally facilitating were the folk dance by **Ms. Samruddhi More** from DG Shipping depicting Maharashtra Culture; Mono Acting by **Ms. Preeti Rajendran** from Shipping Corporation of India, and a Poem by **Ms. Nyari Nain**, Engineering superintendent at Maersk India.

Event was witnessed by the invitees of Ministry of Ports, Shipping & Waterways, Officers and staff of DG Shipping and from SCI, IRS, Ports and all other departments of Government of India & state governments, representatives of the Shipping Companies, Maritime Training Institutes, RPSL, Unions, management companies, Unions in Maritime field etc.

Ms. Ambika Singh, Senior Manager (Mktg.) from JNPA compered the programme admirably and vote of thanks was delivered by **Ms. Bharati Bhandarkar**, Member NMDC Organising committee. Function concluded with lunch for all the invitees hosted by the Shipping Corporation of India at MTI's Sagar Gyan.



Report by:-
S.M. Rai,
Fellow, IME(I)



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.

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

Contact Number: 7972529309



IMO Sub Committee NCSR-10

The 10th session of the IMO's Sub-Committee on Navigation, Communications, Search and Rescue (NCSR 10) was held from 10th to 19th May at IMO headquarters, London. Among the several pending issues subcommittee approved guidelines on the communication of emergency and safety information on board ships and finalised the new Radio Installation requirements in Chapter IV of SOLAS. This enters into force from 1st January 2024.

Draft amendments to the performance standards for Electronic Chart Display and Information System (ECDIS) were agreed to facilitate the digital exchange of Ship's route plans.

Subcommittee also approved a revision of COMSAR/Circ.32/Rev.1 on Harmonization of GMDSS Requirements for Radio Installations on board SOLAS Ships. It may be that COMSAR/Circ.32/Rev.2 provides interpretations of the radio installations requirements in SOLAS Chapter IV and relates IMO instruments following the amended GMDSS requirements.

Delays in the availability of new GMDSS equipments which meets the performance standards adopted in connection with the modernisation of the GMDSS requirements were debated and it was agreed that the installation of equipment meeting the current performance standard be permitted till January 2028.

NCSR 10 also discussed development of Digital Navigational Data System (NAVDAT) and VHF Data Exchange System (VDES).

All above decisions were under consideration for approval at MSC 107.

Biofuel Key to Maritime Decarbonization, But Proliferation Challenged By Scarce Supply



DNV's latest white paper "Biofuels in shipping" finds that the flexibility of biofuels can enable the shipping industry to accelerate its journey towards decarbonisation while maintaining operational efficiency. Current limitations in production capacity, however, may impact short-term supply and create stiff competition with other sectors.

With the shipping industry getting ready to meet decarbonisation requirements, the use of biofuels is on the rise. The current global production capacity of sustainable biofuels is around 11 million tonnes of oil equivalent (Mtoe) per year. DNV predicts that a sustainable and economically viable supply of biofuels, ranging from 500 to 1300 Mtoe annually, can be achieved by 2050. However,

to fully decarbonize shipping using biofuels, in combination with energy efficiency measures, an annual supply of 250 Mtoe of sustainable biofuels is required by 2050. This would represent 20-50% of potential global production.

"Biofuels are poised to play a notable role in the decarbonisation of shipping. Nevertheless, existing constraints on production capacity and competition from other sectors is likely to impact short-term supply to the maritime industry," said Eirik Ovrum, Principal Consultant in DNV Environment Advisor, "A major build-up of sustainable production capacity is needed before biofuels can reach their full potential and thus shipping's goal of decarbonizing will need to be achieved in combination with energy efficiency measures as well as use of other low carbon fuels alternatives."

Regulatory developments, such as The EU Emissions Trading System (EU ETS), present a strong incentive for embracing biofuels, making both biofuels and biomass highly sought after by various sectors as they strive for decarbonisation. These resources are also currently being used in cooking, water and space heating, as well as timber and pulp and paper production posing some challenges to production capacity and availability.

The white paper addresses these challenges by shedding light on the potential role of biofuels in enabling the decarbonisation of shipping, while also offering practical advice on the necessary preparations before integrating biofuels onboard vessels.





Cargo Theft

Interesting to note how cargo, if shipped to a few notorious international destinations and without following the usual trade norms, can get lost/burgled in no time.

1. Seller in India enters into a sale of goods contract with a buyer in a Central American country on an FOB basis. (Free on board - roughly meaning the responsibility of costs, insurance, and freight is on buyer now- seller just puts the goods in the custody of a freight forwarder in the seller's country port.)
2. The buyer through his agent contacted a FF (Freight forwarder) in the seller's country and arranges for goods to be shipped at the buyer's premises.
3. The FF in India remained in touch with the buyer's agent, got the cargo container loaded on a reputed shipping line's vessel and the voyage commenced. FF arranged for a warehouse for the custody of the cargo container at the port of destination till further orders from FF.
4. FF was instructed by the seller not to release the cargo container without the buyer producing the original BL (bill of lading) which was still with the seller and was to be duly sent to the buyer's agents at the country of destination upon receipt of payment for the goods.
5. The seller instead of opting for a standard procedure involving LC (letter of credit and thus the two banks) provided the buyer with details of an intermediary bank account in the US (for dollar exchange) and its own bank account in India into which the payment amount would be remitted. On receipt of payment, the seller would have then asked FF to instruct the warehouse to release the cargo container to buyer against the original BL.
6. The container tracking showed that the vessel was about to reach the Central American country but no payment was made by the buyer till then. Reminders were sent but no response was received from the buyer's end.
7. While the seller was busy reminding the buyer for several weeks regarding the payment, the container tracking one day showed that the empty container was on its way back !!!
8. Local intelligence of the seller conveyed that the buyer filed for bankruptcy while the goods in the container had been sold off by the buyer in their market !!!!
9. "And a marine engineer cum marine lawyer is scratching his head while dealing with the matter."

A classic example where just to save costs involved in arranging the transactions between the two banks in the respective countries of both parties, the sellers have lost all of the cargo as of now. How and when the loss would be recovered is a different story.



Written by:
Ritesh Kaushik
Maritime and Commercial Lawyer /
Marine Engineer

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Getting the Fuel Measurement Right!



Bunker disputes have been around for many years and it has been the vulnerable seafarer, who has always been at the receiving end. Disputes are either related to quality or quantity or both. Whereas the seafarer has recourse for appeal with regard to quality (MARPOL Sample) there is no effective process for the quantity of supply.

Back in day, one had to rely on sounding tables to estimate the quantity delivered. Sounding tables had Trim Correction tables to help arrive at a more accurate estimation. There were umpteen ways to manipulate the quantity and at the end of the day, the Chief Engineer always ended up with short supply of Bunkers. With greed for more, the art of deceit was taken to a new level with the “cappuccino” effect. To bring in neutrality to Bunker supply and receipt,, Bunker Surveyors were employed but this too has limitations. The Bunker lobby is extremely powerful and are known to influence the Bunker Surveyor as well!

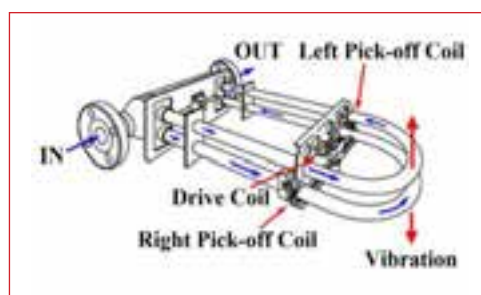
There have been lot of discussions for adopting the mass flow metering system in the bunkering industry to improve upon existing measurement technologies and to prevent fuel-pilferage. Seeing merit in the method, since 2017, Singapore, the world's largest marine re-fueling hub, has made the use of Mass Flow Meters (MFM) compulsory for marine fuel oil bunker barges licensed by the port authority. Mass Flow Metering is based on the **Coriolis flow meter theory**.

Was this the answer? Not really, in late April 2019, the port of Singapore announced that it has suspended the license of [Southernpec's Bunker Craft Operator and Supplier](#) for allegedly using magnets to tamper with the Mass Flow Meter (MFM) on one of its bunker tankers during bunkering operations to manipulate figures of delivered marine fuels.

In particular, Neodymium magnets – which are a type of permanent magnet – were allegedly found attached to the “U” section of the barge's mass flow meter using adhesive tape. It is understood that magnets can interfere with the Coriolis Effect which is the principle of mass flow meter operation. However, it is not clear how much influence magnets have on the accuracy of mass flow meters and it is not yet known if this practice is wide spread.

Coriolis Flow meter Working Principle

In a Coriolis flowmeter, the Fluid to be measured is made to pass through one or more oscillating tubes. The rate at which mass flow affects the oscillations of tubes, and from this both mass flow and density can be determined. A basic dual tube Coriolis meter consists of two curved tubes through which the current passes.

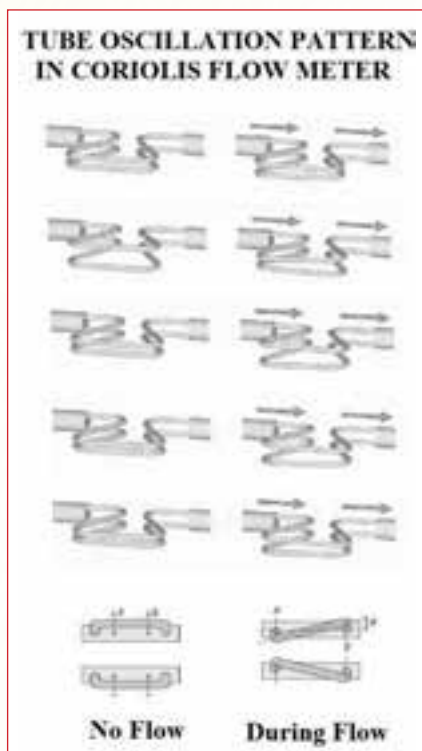


An electromagnetic drive system causes the tubes to vibrate at their resonant frequency like the prongs of a tuning fork. The frequency is determined by the stiffness of the tubes and their mass. A pair of electromagnetic coils called pickup sensors, detect vibrations at points on each side of the drive unit.

If there is no fluid flowing through the tubes, they vibrate away from each other in parallel. But as fluid flows through the tubes, the “Coriolis effect” causes the downstream (outlet) side of the loop to move slightly upward, creating a slight bend in the ends of the tubing. Thus the tubes no



longer vibrate in parallel, instead vibrate in sinusoidal manner. The extent of the bending of the tubes, depend on the velocity of fluid flow through the tubes. Consequently, the phase difference between the outputs of the upstream (inlet) and downstream (outlet) pick off sensors, vary linearly. The phase converges in time, and the time delay is directly proportional to the mass flow.



There are several types of Coriolis flow meters. Their design may vary, but in general, it consists of several basic elements:

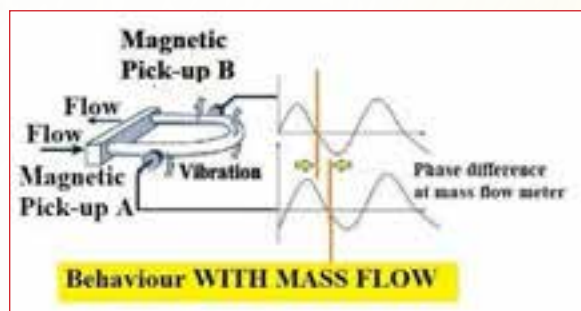
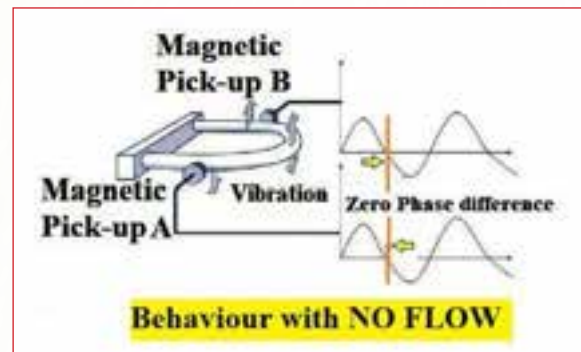
- **Tube (tube);**
- **Sensor;**
- **Oscillating drive;**
- **Transducer**

Tube: The tube is an area where basic measurements take place. It is always U-shaped. For improved flow sensitivity, two of these tubes may be used. A flow splitter is also required in this instance. It directs half of the main current into each tube.

Sensor: The sensor is mounted at the input and output of the tube. At the system's inlet and outlet, these sensors keep track of changes in oscillations.

Oscillating Drive: The oscillation drive, makes a tube vibrate with a constant frequency. The most popular method is the use of pair coils and magnets.

Transducer: The transducer collects the signals after measuring and converts them into digital or analog data. After that, the results can be shown on the display or forwarded to the control systems.



The mass flow rate is determined by comparing and analysing the time delay between two sinusoidal phases of the inlet and outlet of the flowmeter. The time interval δt is expressed in microseconds (μs). This parameter is proportional to the mass flow rate, greater δt the greater is the mass flow.

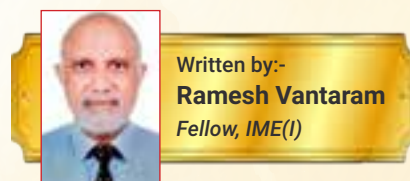
The advantages of this flow meter are:

1. Accuracy of measurement.
2. High repetition.
3. No dependence on flow direction
4. Lack of moving parts

The disadvantages are:

1. A small range of mobility
2. Large dimensions
3. External vibration may affect the result
4. Sensitivity to temperature changes

A Coriolis flow meter is capable of measuring mass flow rate, volumetric flow rate, fluid density and temperature – all from one instrument!



Ship Collision Prevention System



Abstract:

With the increasing demand for transportation worldwide, maritime transportation has witnessed a great development in the past few years. At the same time, shipping traffic has become more and more intensive. The safety of ships has become the primary concern of the shipping industry. As technology continues to evolve, more new technologies and tools are used to improve the safety of maritime transportation. However, ship accidents still occur from time to time. Figure 1 shows the causes of accidents to ships. The International Maritime Organization (IMO) report points out that more than 80 percent of maritime accidents are caused by human factors. Ship collision accident is a major threat to the safety of maritime navigation, which may cause serious casualties, economic losses and marine environmental pollution, etc. Therefore, to reduce the navigational risk and casualties caused by human factors, it is very necessary to improve the ability of autonomous navigation and autonomous collision avoidance of ships. In this model, in order to solve the problem of collision of ships, the ship collision prevention system is made based on sensor technologies for intelligent transport system and behaviour based safety for improved maritime operation.

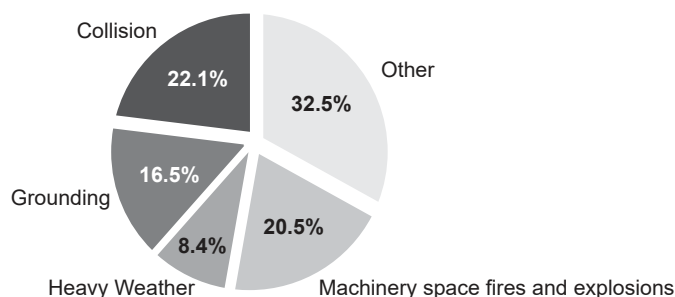


Figure-1: Cause of accidents to ship

Objective:

The objective of this model is to design an innovative concept to prevent ship to ship collision and improve maritime safety.

Introduction:

Ship collision is the name given to the physical impact that occurs between two ships resulting in a damaging accident.

Ship collisions are of particular importance in marine accidents. Some reasons for the latter are:

- The loss of human life.
- The environmental impact of oil spills, especially where large tanker ships are involved.
- Financial consequences to local communities close to the accident.
- The financial consequences to ship owners, due to ship loss or penalties.
- Damage to coastal or off-shore infrastructure, for example collision with bridges.

As sea lanes are getting more congested and ship speeds higher, there is a good possibility that a ship may experience an important accident during her lifetime.

Water traffic has become increasingly busy with the rapid development of the shipping industry in recent years, which has led to an increased risk to individuals and society in terms of various aspects, especially ship-ship collision accidents. Higher speeds may cause larger operational loads, like slamming, or excessively severe loads, for example during a collision. Denser sea routes increase the probability of an accident—in particular a collision—involving ships or ships and shore or offshore structures.

Almost 27% of ship collisions occur near coasts and 22% at narrow channels.[2] This is due to disregarding best practices and regulations by navigation officers and masters. In addition, the IMO guidelines for voyage planning are not always followed. Violations usually occur when inadequate safe speed, overtaking or miscommunication with the pilot.



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- Have not less than 5 years of sea going service on board merchant vessels above 3000 kW or 500 GT, of which, have served, at least 1 year at management level.
- AECS Course

• Ship Security Officer Course

- Master Mariner (FG)
- Ship Security Officer Course Sailing experience in Gas Tanker / Dual Fuel Engine
- "Training of Trainers & Assessors " (TOTA) / VICT Course Certificate
- Experience in Maritime Security related matters and ISPS
- AECS Course

• Passenger Ships Familiarization Course (Crowd Management)

- Master Mariner
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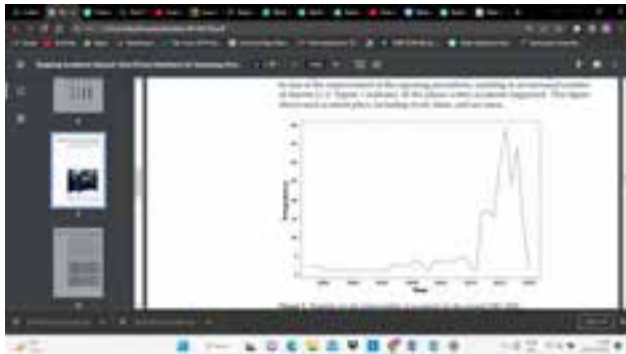


Figure-2: Timeline for the total number of accidents for the period 1983–2020.

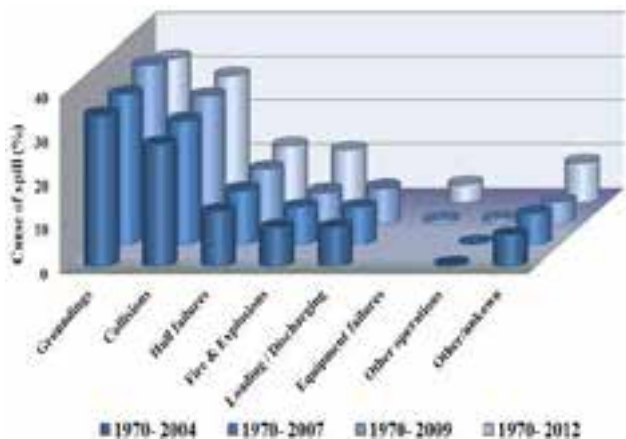


Figure-3: Causes of oil spill

Concept:

There are several different types of maritime collisions, including:

- Side collisions – when a vessel is struck on the side by another vessel.
- Bow-on collisions – when two vessels strike each other head-on.
- Stern collisions – when one vessel runs into the back of another.

In most of the cases of collision between two ships, one ship collides from fore end. The fore end is most vulnerable to damage in case of collision. But other sections of the ship also have the probability of collision. So, this model focuses on prevention of collision at fore end as well as other sections of the ship.

This model is made using ultrasonic sensor, arduino and air blower. An ultrasonic sensor is fitted in the front of the ship. A inflatable air bag is fitted in the bulbous bow and forward shear of the ship. The ultrasonic sensor detects any ship approaching towards the ship. If the approaching ship comes near to the ship then alarm comes, if it comes too close then the inflatable air bag inflates, hence avoids metal to metal contact and minimises structural deformation. The water area around the ship are divided into three regions, as shown in Figure 3 . Those are safe area, potential collision area



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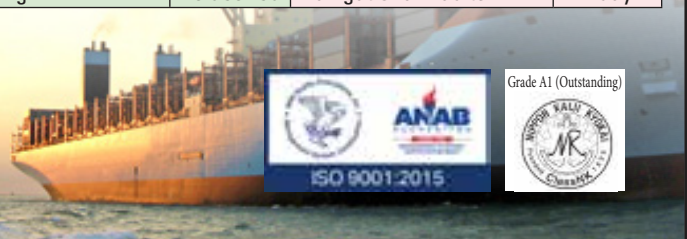
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and forbidden area. There is no danger to the ship when approaching ship is safe area. Once the approaching vessel enters the potential collision area an alarm turns on which also indicates from which side the vessel is approaching. When the approaching vessel enters the forbidden area the inflatable airbag inflates and prevents the collision. The airbag inflates only in the area where collision is about to occur.

This inflatable air bag and ultrasonic module is installed in all over the freeboard of the ship to prevent collision from any side of the ship.

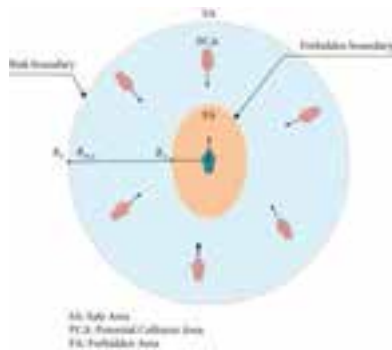


Figure-4: Division of water area around the ship

Working Principle:

This model works on the principle of pressure is inversely proportional to area. At the time of collision the area of contact increases by inflation of air bag in the collision area of both the ships. This reduces the pressure which minimises the structural deformation of both the ships. The inflatable air bag not only reduces the pressure by increasing the area of contact but also gives a cushioning effect which further reduces the impact of the approaching ship at the time of collision.

To detect a ship approaching ultrasonic sensor is used. It works on the principle of when an electrical pulse of high voltage is applied to the ultrasonic transducer it vibrates across a specific spectrum of frequencies and generates a burst of sound waves. Whenever any obstacle comes ahead of the ultrasonic sensor the sound waves will reflect back in the form of echo and generates an electric pulse. It calculates the time taken between sending sound waves and receiving echo. The echo patterns will be compared with the patterns of sound waves to determine detected signal's condition.

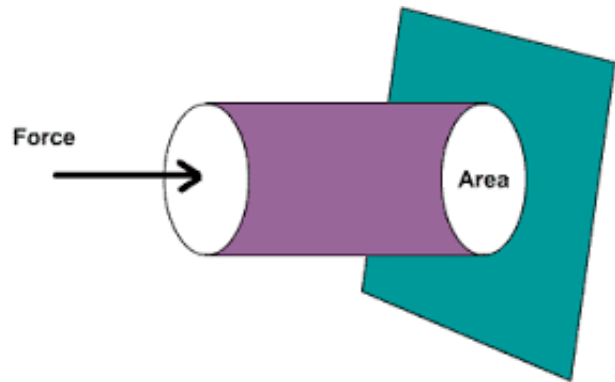


Figure-5: Pressure= Force/Area

Detailed Diagram:

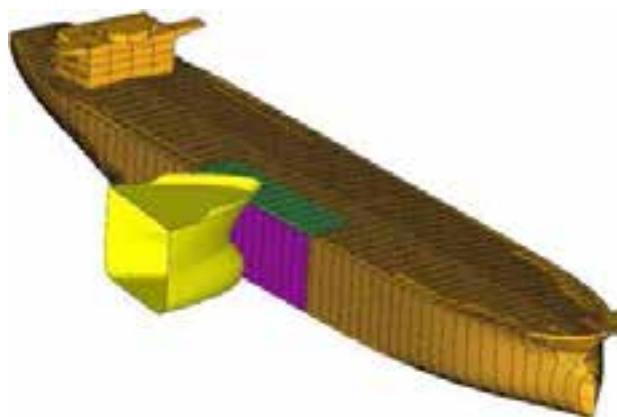


Figure-6: Ship to ship collision without collision prevention system

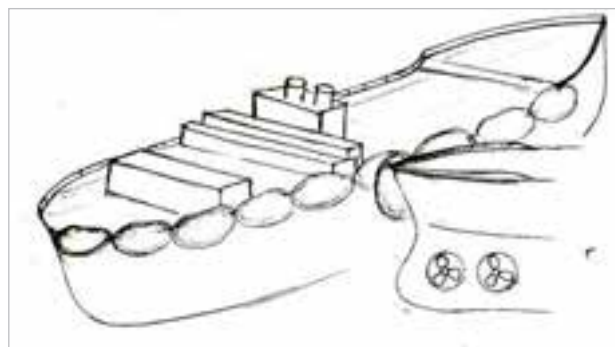


Figure-7: Ship to ship collision with collision prevention system

Conclusion:

Ship collision contributes to a great percentage in accidents in shipping industry. The main contribution of this paper is to present a real-time collision prevention model. The collision prevention system effectively minimises the structural deformations of the ships in case of any ship to ship collision. Thus, it reduces the probability of life loss, economic loss and oil spillage hence, improves maritime safety.

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The Marvel of our Ancient Technology

Every civilisation strives to leave a mark of its existence for future generations to uncover. The marvelous structures ranging from The Kailash temple carved upside down from a single mountain, the Indus valley civilisation to the spectacular Egyptian pyramids, that ancient civilisations have built serve as evidence of their existence. When such ancient structures are excavated, many archaeologists attempt to explain how these structures were built using various hypothetical theories. However, many of the theories put forth by archaeologists have loopholes and are insufficient to satisfy the inquisitive human mind. This article attempts to critically analyse some of these theories.

Most ancient structures, such as temples, monuments, stepwells, were built using huge stone blocks, some of which weighed between 100 to 600 tons. The majority of archaeologists believe that these stone blocks were pulled by elephants and guided on a slow and arduous journey, across a constructed slope to the construction site. However, this theory does not hold up because an average elephant weighs approximately 1 ton to 5 tons and it can carry a load of maximum 4-8 tons that means to carry a stone block of 500 tons, at least an army of well-trained 60 strong elephants would be required in absolute synchronisation to push a stone uphill. This implies that a huge, incredibly wide slope which allows space for 60 elephants as well as the 500-ton stone block has to be created, going to the height of a mountain or hill where the supposed structure is to be constructed. So, this theory that elephants were used to carry huge stone blocks from faraway places to the construction site doesn't really satisfy our logical mind. This further invokes a thought that there may be some advanced technologies used in ancient times to transport large stone blocks, like the modern-day heavy-duty cranes.

Another instance that we can talk about is the construction of exactly similar looking statues of Gods, Goddesses, animals, and various decorative designs where archaeologists' theories fall short is the creation. Many archaeologists believe that these structures were made using primitive tools such as chisels and hammers.

However, even with modern technology, it is practically impossible to make exact replicas of stone statues, let alone with primitive tools. Therefore, it is thought that ancient sculptors knew the art of melting stones to create molds and produce similar replicas.

The beauty of ancient structures, such as temples, is further enhanced by the intricately designed roofs. These structures remain unattended and maintain their durability for over 1000 years, raising questions about



the advanced construction technology used by ancient builders. It is thought that the people who created such advanced architecture had a highly advanced day-to-day life, which allowed them to build such magnificent structures.

In conclusion, despite the advancements in modern technology, the construction techniques used by ancient civilisations still leave many questions unanswered. The primitive tools that they used do not explain how they were able to create such durable and intricate structures that have stood the test of time. This leads to the thought-provoking idea that perhaps ancient civilisations were more advanced than we give them credit for.



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अवलम्ब से निर्लम्ब में, प्रवेश ही उपासना |
बंध से मुक्ति तक, है मोक्ष को पुकारना |

मान से, अपमान से, ऊपर उठाकर चेतना |
द्वंद के इस फंद से, निज आत्म को उबारना |

निज को द्विज बनाकर, ब्रह्म में उतारना |
परमात्म के भी प्राप्ति की, त्यक्त हो कामना |

“कौन हूँ?” से “मौन हूँ! अब”, कर बुद्धि की विसर्जना |
कर स्वतीर्थ स्थापना, हो महान घोषणा |

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Anecdotes



Interesting Proposal in Suriname

I will never forget my visit to this small country because of what happened here. I wish to give you a little background of Suriname and its people before I narrate what happened and why it happened. Suriname has a very interesting history. It is a small country on the Atlantic coast in South America. In those days, it had a population of about 5 lakh, with an area of about 163820 square kilometer. Long ago, it was a Dutch colony known as Dutch Guiana, which had rubber plantations. But the Dutch people required laborers to work in their fields. So, they managed to get lots of young people as slaves under some pretext, all the way from Uttar Pradesh in India. These laborers toiled hard for generations in the fields, waiting for their *acche din* (good days). They adopted the Dutch language but they didn't forget their native language of Bhojpuri.

On 15th December, 1954, they achieved the status of a constituent country and gained full freedom on 25th November 1975. The subsequent generations of the Indian origin population prospered and bought lots of land and became wealthy.

However, hardly any of them ever went back to India. They stayed in Suriname as they had become fully attached to this country by then. Over a period of time, their next generations were able to make a good amount of money through farming but they had no proper education as there were no good schools or universities. They were concerned about their sons and daughters remaining without good education, compared to children in India and the other countries around them. For generations the marriages of their sons and daughters were taking place within their own community, as they wanted to keep their own Hindu identity and didn't want to mingle with the local Black people.

In those days, Suriname had a radio station (like Vividh Bharati) that aired Hindi songs, which we enjoyed during our stay in the country. The station aired Hindi songs 24 hours a day, besides news in Bhojpuri Hindi. I remember that there was also a program called *Chal Ud Ja Re Panchi*, which was an obituary for the departed souls. First two lines of this Hindi song by the same name *Chal Ud Ja Re Panchi* were played followed by the obituary of the person who had died that day.

Though the Indians were doing well financially, something was disturbing them. They were worried about their status in Suriname. They felt their status was not comparable to the status of their counterparts in India; they had heard a lot about India's progress. They came to the conclusion that, in order to uplift their status, they

must get their sons and daughters married to outsiders, especially Hindus from India, who are well educated and from good families.

I guess gradually this became the norm among the Indians living in Suriname. In fact, a yesteryear actress named Chitra got married to a businessman from Suriname.

You must be wondering how I came to know about all this in our short stay here. The answer is very simple.

Gotama Jayanti was the only Indian ship, with an all-Indian crew, to visit Suriname in all these years. The name of the port was Paramaribo, the capital of Suriname. ALCOA (Aluminum Company of America) had a big plant in Paramaribo, and that's why our ship, which was on charter with ALCOA, brought aluminum ore to the country. Our stay was expected to be for four to five days for discharging the cargo.

We arrived at the port of Paramaribo and the ship was tied to the jetty. After completing the work with the engines, I came out of the engine room in my boiler suit. I was about to open my cabin, wondering how to go ashore and look around the city, I saw a well-dressed person of Indian origin hanging around in the alleyway.

Before I could question him, he asked me in Hindi, "*Saab, aap kya kaam karte hai?* (What kind of a work you do?)"

I was taken aback.

I said, "I am the fourth engineer."

His next question was "*Aapki shaadi hui hai?* (Are you married?)"

I thought to myself, *What kind of a question is this and why?*

Anyway, I said, "No, I am not married."

As soon as I said I was not married, he said, "I would like to take you around our city since you are from our Bharat Desh."

I was a little hesitant as I didn't know what to make of his offer.

He said, "*Arre saab, aap chalo to mere saath!* (Hello Sir, just come with me please!) I will show you around our city, introduce you to our people. We welcome all people from Bharat Desh and then I will drop you back."

I thought, *Chalo, free ride around the city! Why not?*

So, with the permission of the second engineer, I took off, after a shower. The Indian origin man and I came down the ship's gangway. The man introduced himself as

Tiwarly and took me to car, a brand new Toyota. In those days, Toyota was a luxury brand.

We sat in the car. I noticed that though Tiwarly was wearing good clothes and nice shoes. But he was not wearing socks. He kept driving around the town, showing me various places. Then he showed me his fields. All the time, he was trying to impress me with his wealth. He kept talking about how good the country of Suriname was and how the people were rich and happy.

Then Tiwarly took me to his big house where all the men and women of his family as well as from other families had gathered around to welcome their guest from Bharat Desh.

I was very surprised to see so many friendly people. They were chatting with me as if I was one of their long-lost friends.

While the women were busy feeding me and taking a good look at me, the men asked very difficult questions such as:

- a) How is Ayodhya nowadays? (Ayodhya is an ancient city, considered the birthplace Lord Rama.)
- b) *Bharat Desh kaisa chal raha hai and kaun chala raha hai?* (How is India progressing and who is running the country?)

Such questions came from the older people.

The young people were more interested in Bollywood and they asked me about the film industry, when they learnt that I was from Bombay.

They said, "You must be knowing Dev Anand well, since you were brought up in Bombay. You must also be knowing other actors and actresses like Raj Kapoor and Vijayanti Mala (famous Bollywood actors of yesteryears). How many times you meet them in a month?"

When I told them that I didn't know any of these actors, they wouldn't believe me.

"How is that possible? How come you don't know them when you stay in the same city?"

To cut the conversation and not prolong it, I said, "Next time, when I go to Bombay, I will make friends with them."

I thought that they were highly impressed with me since I was from their Bharat Desh (India), especially from the city of Bombay, the land of Bollywood. Besides, I could speak good Hindi too. But when the women started enquiring about my parents and my education, the conversation veered towards an uncomfortable territory. After some benign questions initially, I could sense that the conversation had started to focus on a specific topic: that of marriage.

Finally, a good-looking middle-aged married woman with *sindur* (vermillion) on her head asked me smilingly, "Would you consider getting married to a beautiful girl from Suriname? We will ensure that she is fair like you

and from a good family. We would be very happy to take care of you here."

So this is what it was all about!

The free ride around the city, the free food and the free respect did come at a cost!

I could see that the people were genuinely interested in their objective of 'uplifting their status' through marriage. They had good intentions and their behavior was respectful as well as genuine.

All through their conversation, I noticed that although they spoke Bhojpuri Hindi, they could also converse with each other in the Dutch language, which I was unable to understand.

The next question was, "What about your parents? Will they agree with your decision if you say yes?"

"If they say no, can you go against their wishes and get married here?"

I was finding it very difficult to dodge these questions as these people were genuinely interested in finding a suitable boy. At times, I found them nearly pleading with me to say yes.

I didn't want to displease them as I could see that they were very hopeful, but, at the same time, it was not possible for me to consider their proposal.

Then came a hilarious statement from Tiwarly, who had been watching me closely all this time. He probably thought that I was unable to make up my mind, wondering what work I would do in their country.

He told me in front of everybody there, "*Saab, shaadi ke baad, aapko yehan kuch kaam nahi karana padega, hamare paas sub kuch hai. Aapko sirf bacche paidaa karane hai!* (Sir, once you get married, you don't have to do any work. We have enough money to support you and your family. All you have to do is to produce children here with your wife)."

I was completely taken aback with this statement and felt embarrassed.

A little bit of flirting with the subject was alright but now it had taken a serious turn.

My mind was now dancing, dodging and waiting for a perfect opportunity to flee from the situation.

However, I didn't want to hurt them in any way. So I told them, "Let's not be in a hurry. One shouldn't take such a big decision in a hurry like this. Let me think about it, consult my parents and we will surely discuss this on my next visit."

They were happy that I didn't reject their proposal and had given them hopes. Frankly it's my nature not to displease anyone. I do tend to go out of my way to take care of people, if I can. But this case was totally different. So, to cut a long story short, we bid goodbye with a promise to meet up on my next visit to Paramaribo.

Then Tiwary dropped me back to the ship but not before reminding me of our next meeting. He knew when the ship was sailing. So, before the ship set sail, Tiwary came back again with lots of fruits from his garden. I felt very guilty to accept his gift, because I was not sure if we would come back at all. But Tiwary was so full of warmth that I couldn't say no.

Later, I told some of my colleagues about the 'marriage proposal'. A friendly shipmate, while savoring the fruits from Tiwary, said, "Uday, looks like one day you too will come to Gotama or any other Indian ship looking for a guy for your daughter, if you settle here."

I felt like hitting him.

Anyway, we sailed on some other charter and I signed off from the ship in Singapore, after I had finished my sea time of more than 18 months.

I am sure that the people back in Paramaribo would have been disappointed and I am sure that Tiwary would have gone back to Gotama looking for me or some other eligible bachelors. Who knows whose hopes I had raised that day! But I would like to apologise to them, if I ever meet them.

Sometimes it is difficult to choose between a good choice and the right choice in life, though in my case it was not that difficult for me to make a choice.

Uday Ranadive
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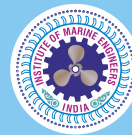
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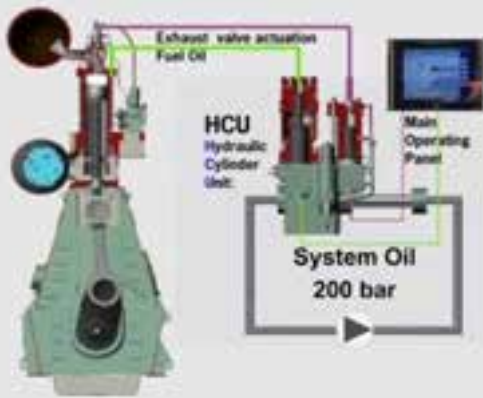


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Those Languid Days of 50 Odd Years Ago and the Harsher Realities of Sea Life



Sailing Memoirs

carbon. Even dreams of disposable boiler suits did not exist at that time. So, I went up to the accommodation to see who it was.

Gathered in the Smoke Room were my Mother, my sisters, my cousins – a whole plethora of them. My Uncle was the only male amongst them. I had not been expecting them, so both were equally surprised – me on their visit and they on my (filthy) condition. Anyway, I excused myself for a few minutes, went down and got permission from the Second Engineer, raced up and had a quick shower and joined my visitors in a more clean boiler suit. After a quick look into my small cabin – which could not accommodate all of them – we went back to the Smoke Room. My Steward and the Chief Cook gladly obliged in getting sandwiches, biscuits, cokes and coffee ready for all of them. In the meantime, I took them on a guided tour of the easier parts of the ship, the accommodation and the Bridge. They all saw the Engine Room from the top platform only. Back in the Smoke Room, all were excitedly talking and helping themselves to the snacks, except my Mother – she was very much withdrawn and did not say a word and they all left the ship.

The same evening I went home. My Mother was pretty upset and after a bit of coaxing, she said that seeing me so dirty had upset her and she was adamant that I leave the job and come home then and there. It took a while to convince her otherwise.

A Legend at the Gates:

We stayed in Madras Port for nearly a month. Shipboard practice and rules were – if you went ashore,

Seeing Chennai from the Seaward Side

Braving storms and a couple of breakdowns, we kept traversing the seas and, one day (15 March 1971) we were alongside at Madras to discharge wheat under the PL-480 scheme. After the vessel was cleared by Immigration and Customs, my Father was one of the first to board the ship. Getting passes to visit the ship – for civilians – was always cumbersome and difficult. But, my Father just drove in, in a military jeep from his office located nearby in Fort St. George. I was really glad to see him. After a few minutes he gave me the news that my maternal Grandfather had passed away a week or so ago, at Wandiwash (Vandavasi). I had always been close to him and had visited him just prior to my joining the ship. The news gave me a feeling of 'déjà vu' as I recollected a dream of a week or so prior, where my Grandfather appeared and spoke to me. Now, I am not one of those who easily recalls dreams, but I distinctly remembered this one after my Father told me the news.

How Mothers look at their Marine Engineer sons:

The first two or three days I could not go home, due to a lot of maintenance work that needed to be done after a long sea voyage. On the third day, around 1500 hrs, the 'Sukhani' (who was keeping gangway watch) came down to the Engine Room asking for me. He told me 'Saab, aap ka guest koi aaya hai'.

At that time, I had been cleaning the scavenge spaces along with other staff. (In an MAN KZ type, loop scavenged engine, one of the really dirty jobs is cleaning the scavenge space or renewing scavenge valves, because of the carbon and dirty oil mix inside and the narrow trunking which we have to crawl through). As a consequence my boiler suit was black and filthy with oil and

you had to return, even if it is late in the night, and sleep on board. My brother and I had an arrangement where he would pick me up at the Harbour Gate around 1730 / 1800 in the evenings. No cell phones those days. So, he would come on his scooter and wait at the gate till I finished work, had a bath and left ship. While waiting, he noticed that the Police Inspector in charge of the gate looked familiar. So, he went up to the Inspector and asked him, "Aren't you Francis?". The Inspector responded and affirmed it and asked my brother how he knew the name. My brother explained.

It transpired that Francis was the captain and goal keeper for the Madras Police hockey team, who were regular participants in the MRC Gold Cup tournament held annually at Wellington. During my Father's Wellington stint, my brother and I were keen spectators of all the matches being played. Francis was one of the top class goal keepers in the tournament, who had represented India in 3 Olympics, having got Gold medals in all three.

Wikipedia says:

Ranganathan Francis

Ranganathan Francis (March 15, 1920 – December 1, 1975) was an Indian field hockey player who competed in and won three gold medals in the 1948 Summer Olympics, 1952 Summer Olympics, and 1956 Summer Olympics.[1].

Francis was the goalkeeper of the Indian hockey team which emerged the world champion by bagging gold at the Olympics three times in a row – London (1948), Helsinki (1952) and Melbourne (1956). Often described as a 'Titan between the Posts', Francis served the then Madras Police and retired in 1968.

Having retired from Madras Police, he had taken up security duties at Madras Port when my brother and I met him. He was overjoyed at being recognised after more than 12 years and they spent quite a while reminiscing time, till I came from the ship. Belatedly, Francis realised that my brother did not have a pass and hence could not go up to the ship to pick me up. He then told the other security staff that 'Ulla porthuku Saarukku pass ellam thevai illai. Avaru ennoda guest '(Tamil). (Translation: "For going inside, Sir {my brother} does not need a pass - he is my guest"). Having learnt that I was from the Chennai Perumai, he visited me often on board during our stay in Madras and also helped a lot of my shipmates. A gem of a person.

I still recollect a particular scene from the tournament: Madras Police were not doing too well and were losing. From the goalmouth, Francis would shout to his team and tell them what to do, with the choicest of Tamil expletives. During one of the frustrating moments, he took the ball from his own 'D', dribbled through a host of defenders – all the time wearing his goal keeper pads – and once the opposing team's goal keeper was also beaten, passed the ball to one of his teammates to score.

From goal keeping at the highest level, he was now gate keeping at a port exit. But he continued to be the

same exuberant character, irrespective of his change of status.

He died in 1975.

I believe his family is in poverty. Chennai Hockey Association, after a lot of pressure are, belatedly, helping out and also propose to name the Egmore Stadium in his honour, as Francis Stadium.

He gave a lot of pleasure to a ten year old boy, with his exploits on the hockey field.

Rigours of Life in the Engine Room:

Something else of import happened during our Chennai stay. The 1960s and 1970s had been pretty harsh on Engineering Graduates. Engineering colleges had mushroomed, but no jobs were available for the graduates. In early 1970, to ease the unemployment amongst Graduate Engineers, the Government of India passed an order that Shipping Companies had to select an appropriate number of graduates and take them on board for further training and employment, if found fit. 12 were selected from amongst 600 applications.



To give them a feel of what an engineer's life at sea was all about, all 12 were sent on board for acclimatisation and work in the engine room. They all boarded the ship on the same morning that my guests came aboard late afternoon. Divided into 4 groups, each group was given a particular job, mostly to do with cleaning work. At that time, I was cleaning the scavenge space and had three of the new group with me. Apart from showing them what needs to be done, I was also cleaning the spaces, cheerfully showing them that this was all par for the course, in order not to discourage them. The carbon and dirty oil was a shock to them, as they had never dirtied their hands ever, let alone their bodies and faces. When they went up for lunch, 8 of the twelve quietly put on their civilian clothes and left the ship, never to return. Only one, Sathyanarayanan, continued, came back the next day and stuck. As he explained to me later, he had nowhere else to go. It takes a different mindset, a stubbornness and a deep resolve to stay at sea and face the rigours of sea life.



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