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May 2023



Inauguration of Kochi Water Metro



Opening of Rajasthan Chapter of IME (I) Delhi Branch



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# From the Editor's Desk

Dear Esteemed Readers,

Welcome to the May edition of iMélange, where we aim to bring you the latest news and updates from the maritime industry. We are thrilled to share some exciting developments with you in this issue.

We are delighted to report that the **Kochi Water Metro Project**, a long-awaited dream of the people of Kochi, was finally realized on April 25th, 2023, when Hon'ble Prime Minister Shri Narendra Modi dedicated it to the nation. This project will connect various islands in the backwaters of Kochi, utilizing the waterways that were previously underutilized. The introduction of this comfortable and clean mode of

transport is expected to encourage people to shift from road transport, leading to a reduction in traffic congestion and air pollution.

We are also pleased to announce that the Institute of Marine Engineers (India) has established a **new Chapter in Rajasthan**, with a ceremonial inauguration held in Jaipur on April 23rd, 2023. This new chapter provides opportunities for professionals, students, and enthusiasts to network, learn, and share knowledge in the field of marine engineering.

We have covered a study on **"The Future of Seafarers 2030: A Decade of Transformation,"** published by classification society DNV. The study examines the key drivers transforming the maritime industry, particularly decarbonization and digitalization, and their impact on sea-going professionals in the lead-up to 2030.

As we are all aware, shipowners and unions have teamed up to form the **Maritime Just Transition Task Force**, which aims to promote seafarer training for the shipping industry's zero-carbon emissions transition. The group's initial goal is to ensure that new decarbonization technology is safe for seafarers and operators before investing in training programs. Just Transition estimates that up to 450,000 seafarers will need to be trained in new technology by 2030, and 800,000 by 2050, to meet shipping's decarbonization targets. This effort aims to broaden the scope of labour supply countries, helping to alleviate shortages and address issues such as gender and diversity.

This month, we also cover glimpses of some recent seminars, sessions, and initiatives by various branches of IME(I), including a seminar on **"Contemporaneous Issues in Seafaring"**, a **"Mentoring Program for Seafarers"**, Session on **"Gender Sensitivity"** and on **"Net Zero: Alternate Fuel for Marine Propulsion"**. These events provide a platform for industry experts, professionals, and enthusiasts to discuss and learn about the latest trends and developments in the maritime industry.

We invite our esteemed members to share their interesting anecdotes, travelogues, memoirs, enriching articles, coverage of noteworthy events and conferences, photography, artwork, cartoons, poetry, and more. Please send your contributions to [editornewsletter@imare.in](mailto:editornewsletter@imare.in) by **June 7th, 2023**, to be included in our next issue.

Thank you for your continued support, and we hope you enjoy this month's edition.

**SUNIL KUMAR**  
Honorary Editor – iMélange

# India's First Water Metro System Inaugurated in Kochi

## Kochi



A fond dream of the people of Kochi became a reality on **25<sup>th</sup> April, 2023** when **Hon'ble Prime Minister Shri Narendra Modi** dedicated the Kochi water Metro Project to the nation. Conceived in the year 2015, the project envisaged a water born transport system connecting various islands in the back waters of Kochi, using the water ways that exist but whose potential was not fully utilised so far. This was a logical extension of the land based Metro rail system that has been in operation for about 6 years now and has helped to solve the road traffic problems that are faced by Kochiites to a great extent. Water Metro is expected to further improve the situation considerably and also provide faster, smoother and more frequent travelling possibilities hither to unavailable to people living in some parts of the city suburbs. The availability of the water metro will entice the people to shift to this comfortable (air-conditioned) and clean (Electrically Propelled) mode of transport from the presently used motor vehicles which are over-crowding the roads and adding to air pollution. From the economical point of view also, it is advantageous as the tariffs are quite reasonable for daily travel and more economical for regular travelers using the monthly passes.

The Water Metro system consists of 78 boats and 38 jetties (water metro terminals), located on 10 islands over 76 route-kilometers in the Vembanad Lake (back waters of Kochi). The state-of-the-art air-conditioned boats will provide safety, comfort, reliability, punctuality and affordability to a large section of people just like the Kochi Metro Rail system. The De-jure owner of the project is the Government of Kerala. The cost of the project is Rs 747 Crores, out of which an amount of Rs.579 Crores is funded by German funding agency KfW under Indo-German financial cooperation. The boats are constructed under stringent regulations of the classification societies – DNV, IRS and Kerala Inland vessel Rules. Boats have the latest navigation and communication equipment ensuring safety of passengers, and are capable of monitoring and controlling from one state-of- the-art Operating Control Centre (OCC). An automatic boat location system enables the boats to be tracked from the OCC, facilitating centralised monitoring. Cameras

deployed in every compartment of the boat transmit live to the monitors in OCC.

The water metro will have two types of boats, one with capacity of 100 pax and the other of 50 pax. Contract for construction of 23 boats of 100 Pax capacity has been awarded to Cochin Shipyard and out of this, 9 boats have already been delivered. The boats are made of Aluminium Catamaran hull and FRP superstructure which brings the light weight of the boats considerably down there by increasing the loading possibility. Innovative and cutting-edge design and construction technology have been employed for the boats. Latest Lithium Titanate Oxide (LTO) batteries with long life and quick charging capabilities, which are the safest batteries commercially available presently, add to the stature of the boats.

The 9 boats already delivered to KWML, have started ferrying passengers in two most important routes. The response from passengers has been over-whelming with demand for tickets far exceeding the declared capacity of the boats. This has forced on the operators the unpleasant task of turning away potential passengers!



This was a logical extension of the land based Metro rail system that has been in operation for about 6 years now and has helped to solve the road traffic problems that are faced by Kochiites to a great extent

Even after allowing for “novelty” factor, this augurs well for the project.

Water Metro is expected to commute 34,000 passengers daily in the first phase, decongesting the presently over-loaded roads and thereby reducing the carbon footprint of the city of Kochi. A reduction of 44,000 tons of CO2 emission per annum is expected when the project is fully operational. This would help the city in achieving its green energy targets faster and through that helping the country in realising its ambitious plans to become carbon-neutral earlier than anticipated thereby enhancing the efforts of saving the planet Earth. The above has been made possible by the most unique feature of the boat namely Electric Propulsion using power stored in batteries carried on board. The diesel generator installed on board is only meant to be used in an emergency when stored electric energy is insufficient to safely operate the boat at the design speed against heavy water current. Charging of the batteries from shore power is through connections provided at main jetties and the rate of charging and the power of the batteries are matched in such a way that the batteries can be fully charges in about fifteen minutes, which is the normal period the boat will remain in the jetty for disembarking and embarking passengers. This ensures that the boat need not wait in the jetty and waste passage time just for charging the battery. The capacity of the batteries is such that with one full charge, the boat can cover the round trip of the intended passage, limited to a maximum period of one hour. Thus, the normal service of the boats will continue smoothly and uninterrupted without taking recourse to running the diesel generator. This ensures that the boats, during the normal service, has zero carbon emission, a factor which is of great importance in the context of emission controls in place presently.

The boat can seat 50% of the maximum carrying capacity of 100 passengers, in cool comfort as the boats are fully air-conditioned. There is a passenger control system that is centrally controlled which limits the passengers entering the boat to its maximum designed capacity by locking the entry automatically when the vacancy reduces to zero. This prevents any possibility of over-loading the boat. The brilliant catamaran design is optimised for low wake at the design/service speeds of 10/8 knots in pure electric mode thus ensuring that the passage of the boat will not produce waves large enough to disturb the country boats or the banks in the narrow



channels it operates in. It also keeps the propulsion power to the minimum. The most efficient hull design has helped in achieving an actual power consumption of 34 kW against the design target of 38 KW at the service speed of 8 knots for a vessel of 24.8m Length and 6.4m beam.

The boats are provided with wide panoramic glass windows which offers the passengers an uninterrupted view of water around the boat as well as natural picturesque sceneries around the back waters. Since the boats have practically no rolling or pitching, even those passengers who are travelling standing will feel no discomfort.

Four emergency response cum workboats are strategically placed, which can reach any boat on any spot within 10 minutes on an emergency or for a normal requirement of assistance.

The jetties where the boats berth have floating pontoons which are designed and installed in such a way that they can change their vertical position without changing the lateral position at all times tune with the rise and fall of water levels produced by tidal variations. This is managed by engaging the vertical round holes made in the pontoons with the cylindrical pillars fixed to the ground. Since there is no relative vertical movement between the boat and the boarding platform (ponton) of the jetty, at any point of time, embarking and disembarking are very effortless and smooth. The boarding gangway is fixed to the jetty at one end and to the shore at the other end with the slope depending upon the levels of water. This ensures that there is no “stepping up or down” required while embarking and disembarking. This makes the process totally effortless even for those who are using a wheel chair, making it a disabled-friendly system.

The terminals are made with state of art design, construction and facilities. Ticketing and gate controls





Vyttila Jetty

use modern electronic systems. Also, a seamless travel experience is available to the passengers by provision of shore travel vehicles and allowing usage of same ticket for the boat travel as well as the shore transportation. This helps those passengers who may need shore transportation to reach their destination away from the boat terminal. Electric buses and auto-rickshaws are available from the boat terminal to reach important points of destination away from the terminals. A card called Kochi 1 has also been issued which can be used to travel in any of the Metro means of transport. Mobile tickets are also available by downloading a mobile app designed for the purpose, into your mobile phone.

Kochi Water Metro boasts of many features absent in the domain of water transport presently as listed below:

1. **Materials used:** The hull is made of aluminium and the super structure, of FRP which makes the boat light, thereby reducing the energy consumption for the same speed and distance of travel compared to the conventional boats.
2. **Power:** Propulsion power is totally electrical which precludes storage of fuel on board thus reducing the weight and power consumption. This also adds to fire safety.
3. **Navigational Aids:** The boats use most modern navigational aids which makes operation and control very easy and safe. Thus berthing of the vessels is very fast, smooth and safe.
4. **Number of crafts:** When the metro is fully operational, it will have a total of 78 boats operating in about 15 routes, providing a high frequency of travel facility and reducing waiting time considerably for the passengers.
5. **Staff:** Metro uses well qualified and extensively trained personnel to operate the vessels.
6. **Jetties:** The design and construction of disable friendly jetties in public transport is a first for KWM.

7. **Design:** The sleek catamaran design of the boat has already won accolades in the international competitions.
8. **Centralised Control and Monitoring:** The entire operation of water metro system is centrally monitored and controlled from an operating control centre. Boats communicate through an automatic Boat location system to this OCC including critical parameters online. CCTV cameras cover all the compartments onboard and are accessible from OCC online.
9. **Passenger amenities:** Onboard passenger amenities include ample charging points, two wheel chair stations, two feeding areas for feeding - mothers, talk back system to communicate with the Master, safety videos displayed on large displays, automatic announcement systems etc.

It won't be an exaggeration to say that Kochi water Metro will tremendously enhance the stature of Kochi in many aspects like tourism potential, modernity of transport system, reduction in air pollution, improvement of life for those who stay in various islands among many others.



Written by:  
**S. Krishnankutty,**  
 Fellow IME(I) with inputs from  
**Sajan P. John, COO,**  
 Kochi Water Metro Ltd. &  
 Fellow IME(I)



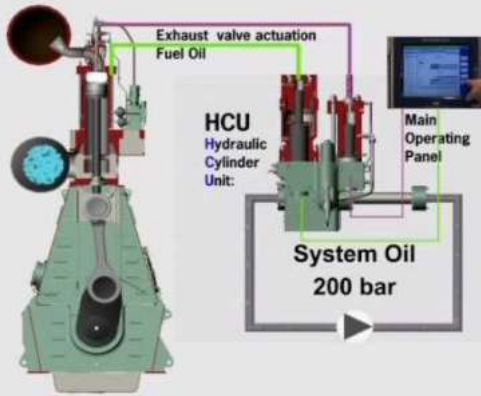


**MASSA Maritime Academy,  
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**The Institute of  
Marine Engineers (India)**

## **Electronic Engine Familiarisation Course (ME-Type Engine) Delivered online with Cloud access to ME Engine Simulator**



This 3 days course is designed for all Ship's Engineer Officers and Electro Technical Officers responsible for the operation of ME Engine. This course consists of technical lessons and practical instructions on the design, principles, operating procedures and maintenance activities for the safe, efficient and optimal performance of the engine system.

### **Course Aims and Objectives:**

The course aims to provide practical understanding of the principles, design, operation and maintenance of the ME Engine System, enabling participants to safely and efficiently operate the engine and perform fault-finding in the control system.

### **Coverage / Program Focus:**

This course deals with the following training areas:

- Introduction to ME Engine
- Hydraulic Power Supply (HPS)
- Hydraulic Cylinder Unit (HCU)
- Engine Control System (ECS)
- Main Operating Panel (MOP)
- Standard Operation

### **Entry Requirement / Target Group:**

Entry is open to all Ship's Engineers and Electro Technical Officers with basic knowledge of diesel engines.

<b>DATE &amp; TIMING</b>	: 23 <sup>rd</sup> , 24 <sup>th</sup> , 25 <sup>th</sup> May 2023 / 20 <sup>th</sup> , 21 <sup>st</sup> , 22 <sup>nd</sup> June 2023 / 25 <sup>th</sup> , 26 <sup>th</sup> , 27 <sup>th</sup> July 2023 / 25 <sup>th</sup> , 26 <sup>th</sup> , 27 <sup>th</sup> August 2023   8:00 am - 4:00 pm IST
<b>VENUE</b>	: Web Platform / Zoom. <b>APPLICATION LINK:</b> <a href="https://forms.gle/e4As7kCucR5xoJBm9">https://forms.gle/e4As7kCucR5xoJBm9</a>
<b>REGISTRATION &amp; PAYMENT</b>	: Rs. 15,000/- /- per participant – inclusive of taxes. For IME(I) Members 13,500/- per participant - inclusive of taxes. Payment to be made to: <a href="https://imare.in/buy-online.aspx">https://imare.in/buy-online.aspx</a> (Under Category - Value added Courses) 10% discount available for IME(I) members
<b>FOR MORE INFORMATION</b>	: @IME(I) - email: <a href="mailto:training@imare.in">training@imare.in</a> , Ms. Anukampa (M). 9819325273, (T) 022 27701664 / 27711663 / 2771 1664. @ MASSA Maritime Academy Chennai - email: <a href="mailto:mmachennai@massa.in.net">mmachennai@massa.in.net</a> Ms. Saraswathi, (T) 8807025336 / 7200055336 .

After registration and payment, please email the details of the receipt to: [training@imare.in](mailto:training@imare.in)

## Branch News

The Institute of Marine Engineers (India), started a new **Chapter in Rajasthan** with a ceremonial inauguration in presence of large members at **Jaipur** on **23<sup>rd</sup> April 2023**.

The opening of a new chapter in Rajasthan will provide opportunities for professionals, students, and enthusiasts to network, learn, and share knowledge in the field of marine engineering. It is a positive step towards the growth and development of the maritime industry in the region.

**Shri Hitesh Chauhan**, Hon. Secretary, IME(I) Rajasthan Chapter steering the event, unfolded the happenings for the day and introduced the dignitaries to the audience. **Cmdr Bhupesh Tater (Retd.)**, Hon. General Secretary, IME(I) in his Opening Address, welcomed the gathering, introduced the office bearers of the Rajasthan Chapter and thereafter requested **Shri Rajesh Kasargod**, Hon. Treasurer, IME(I) Mumbai Branch to present medals/mementoes to the office bearers.

The event continued with presentations by **Shri Devbrath Singh**, Chief Engineer and **Shri S M Rai**, senior Fellow member and first Graduate Marine Engineer from the State. Shri Singh spoke about new technologies and about use and operation of ships with Methanol. He narrated his experiences with the use of Methanol and precautions necessary. He was followed by Shri Rai, who spoke and apprised all about the lucrative and adventurous maritime life, opportunities it provides and the challenges it throws. He also mentioned profession being of international nature is highly regulated and monitored by the International Maritime Organization and the Directorate General of Shipping, Mumbai. The presentations was followed by an interactive session. This provided an opportunity for members to discuss and exchange ideas on the latest trends and advancements in the maritime industry. While Experts in various fields of the industry shared their knowledge and experience,



## Inauguration of Rajasthan Chapter of Delhi Branch: Another Milestone Achieved

### Rajasthan

queries of many participants on how to join the IME(I) were also addressed.

**Shri V.K. Jain**, President, IME(I) and **Shri Rakesh Kumar Agrawal**, Chairman, Rajasthan Chapter, IME(I) formally inaugurated the chapter by lighting of the tradition lamp. The President in his address, briefed the attendees about the purpose and mission of the new chapter by laying a strong foundation for the chapter and ensuring that its goals are clearly understood by its members.

The opening of IME(I) Chapter in Rajasthan was well-received and appreciated by the Maritime fraternity. The establishment of this new chapter will provide a platform for professionals in the region to connect, collaborate, and exchange ideas related to the marine engineering industry. It's an excellent opportunity for individuals and organisations in Rajasthan to network not only with members of IME(I) and associate Institutions but also with the broader marine community to contribute in the growth and development of the industry. The event concluded with a vote of thanks by Shri Manoj Taylor and was followed by a gala dinner.



# Glimpses: Inauguration of Rajasthan Chapter of Delhi Branch, IME(I)



**Branch News**



## Paper Presentation Competition for MTI Students

On April 3rd, 2023, the Chennai branch of the Institute of Marine Engineers (India) held a Technical paper presentation competition for MTI students at the Seminar Hall of The Seafarers Club in Chennai.

The event was welcomed by **Mr. S. Kannan**, Hon. Secretary who delivered the keynote address. The theme for this year's competition was **"The Prospective Role of Fuel Cell in Shipping in the Future"** and **"The Role and Influence of Social Media and Digital Media in Shaping the Training and Career of Aspiring Marine Engineers."** Marine institutes were invited to submit abstracts on either of the two topics, and 11 papers were selected for presentation. Winners were announced and awarded certificates and cash prizes on April 5th at the NMDC celebration by **Hon'ble Justice Mr. T Raja**, Acting Chief Justice, Madras High Court. The event was attended by students from various maritime institutes accompanied by the faculty members.

At the end of the event the Vote of Thanks was delivered by **Mr. S. Kannan**.

### Chennai



Following is the list of 11 papers that were selected:

S.No	Name of the Student	Name of the Institute /College
1	Cdt. Pradhumanyas Vyas & Cdt. Jaydeep Asvani	HIMT College , Chennai
2	Cdt. Shashank Tiwari & Cdt. Shyam Anand	HIMT College, Chennai
3	Cdt. Aditya Thukral, Cdt. Jai Malhotra & Cdt. Nitin Anand Sharma	Indian Maritime University, Chennai
4	Cdt. M S Krishna Prabhu & Cdt. Praveen Singh	Indian Maritime University, Chennai, Tuticorin
5	Cdt. Raj Jiteadra Singh & Cdt. Bessetty Ayush	Indian Maritime University, Chennai
6	Cdt. Richardson Elias Robert & Cdt. Jomon Joy	Maritime Foundation, Chennai
7	Cdt. Sajindas PK	R.L Insitute of Nautical Scienses, Madurai
8	Cdt. A.R Prince Jai	R.L Insitute of Nautical Scienses, Madurai
9	Cdt. Ananthkrishnan S.P & Cdt. Mayank Pandey	Vels Institute of Science Technology & Advanced Studies, Chennai
10	Cdt. Siddhant Sanjeev Niar & Cdt. Melron Dsouza	Vels Institute of Science Technology & Advanced Studies, Chennai
11	Cdt. P.Sharun & Cdt. Keerthivaasan	AMET University, Chennai

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**Chennai**

**Branch News**

## National Maritime Day Celebration at Chennai Branch

National Maritime Day was celebrated on **April 5th, 2023**, in Chennai, India, to recognise the importance of the maritime industry to India's economy and encourage the development of the country's ports and shipping infrastructure. The **60th National Maritime Day** was celebrated with a seminar on "**Amrit Kaal in Shipping**" in the city organised by "**National Maritime Day Committee**". The program was a formal event, starting with the arrival of the Chief Guest **Rear Admiral S Venkat Raman**, VSM, Navy Office (INS-Adyar) and Guest of Honour **Shri. C. V. Subba Rao**, Managing Director, Sanmar Shipping Ltd. The event started by the unfurling of the Merchant Navy Flag, followed by a Guard of Honour and March Past by the Merchant Navy Cadets from various training institutes. The program also included the laying of a wreath on the Seamen's Memorial and garlanding the statue of V.O. Chidambaram.

The Chief Guest and Guest of Honour addressed the gathering, followed by the distribution of mementos.

The seminar was followed by speeches from distinguished guests, who highlighted the significance of the maritime sector in India's economic growth and development. Cmdr. Sanjiv Deoras, Senior Vice-President, James Mackintosh & Co. Pvt. Ltd., made a presentation on the submarine/under sea cable industry with special emphasis on India and Chennai. Mr. N. Krishnakumar, Senior Vice President (South India) Mediterranean Shipping Company, Chennai, made a presentation on the Indian economy and its growth, government of India initiatives, future ports development and India's export outlook 2023. Representatives from the shipping fraternity and students from various maritime colleges were present in large numbers.

National Maritime Day Celebration continued in the evening from 1730 hours, at Rajah Annamalai Mandram, Esplanade, Chennai. Hon'ble Justice Mr. T Raja, Acting Chief Justice, Madras High Court, was the Chief Guest of the event. In his speech, he highlighted the need for India to prioritise the development of its coastline and emphasised the significance of the maritime sector in the country's economic growth. He also encouraged private and public investment in coastal infrastructure projects and emphasised the importance of sustainable development practices to protect the country's coastal environment. Furthermore, he highlighted the need for collaboration between the government, private sector, and other stakeholders to leverage India's maritime potential and compete with other countries in the region.



Mr. Mandalika Srinivas, IRS, Principal Chief Commissioner of GST & Central Excise, Tamil Nadu



and Puducherry, was the Guest of Honour. In his speech, Mr. Srinivas highlighted India's rich maritime heritage and its strength. He also mentioned how the trade evolved in ancient times and the tradition over a period which transformed to modern India as Customs duty and the formation of the Indian Customs Act 1962. Further, he applauded about the contribution of ports in India and the maritime sector during the COVID-19 pandemic. Dr. Naesey J. Ramachandran, Founder and Chancellor of AMET University, was the Guest of Honour and spoke about the significance of the Cholas and

Pandya's kingdoms in South India's maritime history. He also emphasised the increasing demand for skilled marine professionals due to the conflict between Russia and Ukraine, with Indian marine cadets being sought after in the global shipping industry. Mr. U.V.R. Krishnan, Director and COO of Synergy Maritime Pvt. Ltd., was also a Guest of Honour. The event also featured a cultural program featuring Bharatanatyam, a classical Indian dance form, and light music karaoke performance. The event was concluded with National Anthem.

# Seminar on ‘Net Zero: Alternate Fuel for Marine Propulsion’



**Arun Kumar Agarwal, Chairman, IME(I) Chandigarh Chapter Garlanding Visvesvaraya ji**

The Marine Engineering Division Board of The Institution of Engineers-India (IEI), Punjab and Chandigarh State Centre, in collaboration with several other organisations, recently held a seminar on ‘Net Zero: Alternate Fuel for Marine Propulsion’. The event aimed to discuss innovations and solutions for achieving net-zero emissions in the maritime industry.

The seminar began with the garlanding of the bust of Sir Mokshagundam Visvesvaraya by the Chief Guest, Prof Dr. SK Sharma, Prof Emeritus Panjab University, Chandigarh, and other dignitaries. Dr. Labh Singh, Chairman IEI P&CSC, delivered the welcome address, followed by several other dignitaries along with Chairman of IMEI-CHD Chapter who shared their thoughts on the occasion.

Chief Guest Prof Dr. Sharma spoke about the innovations in “Carbon Capture, Usages and Storage [CCSU],” and the work being done on smaller modular atomic reactors, energy efficiency measures, and hybrid propulsion. Vice Admiral HS Malhi, AVSM, VSM, (Retd),



**Chief Guest Mr. S. Narayanan (IFS), being Honoured**

former CMD MDL, Mumbai, spoke about achieving zero-emission targets with nuclear energy and stressed the importance of being ready to face the challenges of life ahead.

Distinguished Entrepreneur Sardar Harinder Singh Cheema was also felicitated and talked about his patented Hydrogen Gas Burner for having a smoke-stack less boiler and achieving absolute net-zero pollution. Captain Dr. Nitin Agarwala, Indian Navy, presented his paper on LNG as fuel for marine propulsion, while others presented on topics such as generating power from STP and technologies to reduce GHG levels, uses of Hydrogen as Marine Fuels. Er Yuvraj Thakur, CEO of Verifavia Shipping talked about various levels of regulations at present in relation with GHG emission and their verification.

The event also featured four technical sessions, including a panel discussion led by Extra Master Captain Prabhat Nigam and his team. The vote of thanks was proposed by Er Swinder Singh, FIE, Honorary Secretary, IEI



**Felicitation of Vice Admiral Malhi by Prof Dr. S. K. Sharma**



**Chief Guest Prof Dr. S. K. Sharma being Honoured**



P&CSC, while the Master of Ceremonies were Captain Amarjit Thakur, General Secretary, CMMI-Chandigarh, and Er Ajit Singh ji, Former President of MNOA.

Event came to an end with the valedictory function, where the DG cum Secretary New & Renewable Energy Dept Haryana, Mr. S. Narayanan, IFS, spoke about new and renewable energies and the government's commitment to achieving the target. The event was attended by about 100 engineers, students, and guests. The message from Mr. Satya Arora, council member of Delhi Branch was very heartening. The invaluable contribution of Cdr. Dr. Bhaskar Bhandarkar in making this event a success starts from its conception and continued till the last. The seminar concluded by singing National Anthem.

In conclusion, the seminar on 'Net Zero: Alternate Fuel for Marine Propulsion' was a thought-provoking event that successfully brought together experts from various fields to discuss innovative solutions for achieving net-zero emissions in the maritime industry. The collaboration between multiple organisations and the active participation of attendees made this event a success, and we hope that the insights shared and ideas discussed will contribute to a sustainable future for the maritime sector.



H S Cheema being Felicitated



▲  
Capt. Dr. Nitin Agarwala,  
Indian Navy



◀  
Cadets from  
Chitkara  
University in  
attendance





## Navi Mumbai

Under the guidelines of DG Circular, a 2-day session on “Gender Sensitivity” was held at IME(I) House, Nerul on the 21<sup>st</sup> February 2023.

The course was spearheaded by **Ms. Lata Khatri**, Faculty, IME(I). The first day aimed at bringing about awareness towards unconscious bias with a tilt towards Emotional Quotient. With females entering a male dominated industry, it has become imperative to bring awareness to our seafarers about their unconscious bias.

All female employees who work in an organisation need to be provided equal opportunity and equal pay. This leads to not only the empowerment

## Session on “Gender Sensitivity”

of female employees, but also the betterment of the company they work for.

Research suggests that having a higher representation of women in the workforce has a positive impact on overall employee relations, engagement, and retention. Women bring a unique perspective to the workplace, combining analytical thinking with intuition. It is therefore crucial to provide equal opportunities to women and challenge existing stereotypes that may limit their

## Branch News

participation in certain roles or industries.

The second day drove home a critical message: achieving gender equality requires effective communication from everyone, regardless of gender. By recognising the importance of affective communication and actively practicing it, we can break down barriers and create a more inclusive and equitable society for all. Let’s work together to make this a reality.





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**Address of IMEI House:**

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

**Contact Number: 7972529309**

## Third Passing Out Ceremony of the 1-Year Shipping Management and Logistics Course

IME(I) Mumbai Branch on 03<sup>rd</sup> May 2023 conducted a short meet for the **Third Passing Out Ceremony of the 1-Year Shipping Management and Logistics Course** at NMIS-IME(I).

**Mr. David Birwadkar**, Vice Chairman, Mumbai Branch and Head of Training Sub-Committee started off the evening and requested **Mr. Arun Kumar Gupta**, Chairman of Mumbai Branch to open the event and render the welcoming speech. Mr. Gupta welcomed all the attendees and in his speech he emphasised on the needs of the structural training on the commercial aspect of shipping. He said it is the need of the hour and NMIS is doing it wonderfully and in this endeavour both the institutions are making an impact in the industry. He thanked **Dr. S. Dhingra** and **Dr. B. K. Saxena** for all their efforts and contribution and also congratulated all the successful candidates. He also suggested that we should do many more of such trainings and especially with regards to commercial aspects as Marine Engineer's knowledge in these areas is lacking.

During the event, Mr. David Birwadkar provided an update on the course and its progress so far. He acknowledged that due to many passing out candidates being from outside Mumbai and unable to attend in person, the event was held online. Mr. Birwadkar expressed gratitude towards all the individuals associated with the course, including Dr. S. Dhingra, Dr. B.K. Saxena, Mr. Vijendra Jain, Mr. Arun Kumar Gupta, the faculty members Ms. Harshada, Ms. Poonam from NMIS, Ms. Nimisha, Ms. Nita Rao Patil, Ms. Neetha Nair, and Mr. Yogesh. He also thanked the technical committee, which consisted of Mr. Sunil Kumar, Mr. Vivek Prasad, and Ms. Archana Sangal. Mr. Birwadkar reserved special praise and appreciation for all the candidates. However, he expressed his concern and disappointment that the fourth course has not yet commenced due to a lack of applicants and enthusiasm compared to previous batches. He expressed hope that changes to the course's method of delivery could attract more candidates to enroll. Finally, Mr. Birwadkar invited **Mr. Vijendra Jain**, President of IME(I), to share his thoughts.

During his address, Mr. Jain discussed the importance of offering more courses like this one. He highlighted a particular challenge with the current course, which is that students cannot seamlessly progress to the second year of the SMLC diploma course at NMIS without completing additional coursework or spending more time on gap-filling training. This requirement has discouraged some potential applicants from enrolling. To address this issue, Mr. Jain announced that IME(I) would propose changes and write to NMIS with suggestions on how to make the course more attractive, including exploring the possibility of accommodating candidates into the second year of the diploma course





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without requiring additional learning time. Mr. Jain congratulated all the passing students and gave special recognition to those who had excelled. He expressed gratitude towards all involved parties at NMIS and IME(I) Mumbai branch for their exceptional work in conducting this and other training courses.

Afterwards, Mr. Birwadkar invited Dr. Dhingra to give his remarks. Dr. Dhingra began by congratulating all the candidates and wishing them success in their future endeavours. Regarding the challenge of attracting and filling seats with qualified candidates, he stressed the importance of conducting relevant marketing efforts to attract more applicants.

Lastly, Mr. Birwadkar invited Dr. Saxena, who, along with Mr. Vijendra Jain conceptualised this course, to share his insights. Dr. Saxena commended all the candidates and congratulated the collaborative effort of the team. He urged the team to involve all branches of IME(I) to attract more applicants. During his speech, he expressed that the days are gone when engineers were only responsible for technical tasks. Today, the job is techno-commercial, and engineers must step out of their shells and seize such opportunities. Dr. Saxena agreed that NMIS and IME(I) will need to work together closely to make this course more attractive and feasible for prospective candidates.

The final segment of the event involved announcing the rank holders. The top three candidates, listed in order of their rank, are as follows:

1. Ms. Priyanka Pharne
2. Mr. Deepak Pai
3. Mr. Abhishek Gupta

The candidates who scored highest marks in “Shipping Practices” are:

1. Mr. Himanshu Kumar
2. Mr. Srigopal Mundada & Mr. Shabeer Ahmad
3. Shahad Bin Usman



The candidates who scored highest marks in “Costing & Budgeting”

1. Mr. Venkat Subramanian Suriyanaryanan
2. Mr. Deepak Pai
3. Mr. Nisarg Vinay Shah

Below are the candidates who completed this course:-

Batch wise –

### 3<sup>rd</sup> batch –

1. Ms. Priyanka Phane
2. Mr. Deepak Pai
3. Mr. Abhishek Gupta
4. Ms. Girija Yogaraj
5. Mr. Shahad Bin Usman

### 2<sup>nd</sup> batch –

1. Mr. Shabeer Ahmad
2. Mr. Nisarg Vinay Shah

### 1<sup>st</sup> batch –

1. Mr. Himanshu Kumar
2. Mr. Srigopal Mundada
3. Mr. Chandan Kumar
4. Mr. Venkat Subramanian Suriyanarayanan



Following the announcement of the rank holders, an interactive session was held to discuss how to attract more candidates and conduct future batches of this course. The primary focus was on gathering feedback from the students regarding their thoughts on the course and suggestions for improvement. All the suggestions were noted for possible implementation of changes to improve the course. Overall, the consensus was that the course was valuable in enhancing their competence and knowledge, and it was a great opportunity for individuals working in the Maritime Industry.

The event concluded with the “Vote of thanks” delivered by **Mr. Sanjeev Mehra**, Honorary Secretary of the IME(I) Mumbai Branch. He expressed gratitude towards all the dignitaries, staff, and individuals involved in organising the course and the event, particularly the candidates.



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## Kochi



# IME(I) Kochi Branch Kick-Starts The Mentoring Programme!

Happy to report that IME(I), Kochi Branch has, albeit after a small delay, set the ball rolling for the **Mentoring Programme** by a simple but tasteful (engaging/interactive) inaugural ceremony held in Kunjali Marakkar School of Marine Engineering, CUSAT, with the kind help rendered by **Mr. R. Venugopal**, Director, KMSME, Vice-chairman, Kochi Branch and **Mr. Jis George**, Course in-Charge, KMSME.

The inaugural session was held at 1500 hrs. on 5th May, 2023 in the seminar hall of KMSME attended by our team consisting of **Mr. S. Krishnankutty** (Chairman), **Mr. N. Rajan** (General Secretary) and **Mr. Mathew Koshy** (GC Member). The audience consisted of students of course for B.Tech. Degree in Marine Engineering, some of whom are already student members of IME(I).

The welcome address was delivered by **Mr. Venugopal**, Director and in his address, he introduced participants from IME(I) to the students and explained to them the background of the session and the work being carried out by IME(I) for the Marine Engineering community. He told the students that they are fortunate in having this unique opportunity of meeting senior members of the marine engineering community and receiving advise from them. He said he was sure that this will help the students greatly in achieving their goals.

**Mr. Krishnankutty** introduced the subject of mentoring to the students and explained how it is different from the instruction they are receiving at the classes held in KMSME. He also told the students the importance of maintaining correct attitude in everything they are doing and having respect for every individual they interact with, irrespective of his/her status in any aspect of life in



general. Also, he pointed out to them the importance of believing in the dignity of labour and not showing disdain for any job because as a marine engineer one should be able to meet any situations and find solutions for issues faced. He also reminded them that knowledge is power and they should always try to enhance their knowledge for which ample opportunities are available now and plenty of time during their stay on board a vessel. He reminded the students that unless one is ready to accept one's ignorance, one would never be able to acquire knowledge.



**Mr. Mathew Koshy** used his address to caution the students from having only rosy pictures about life on board a vessel. He warned them about adverse situations they may encounter in their career and advised them how to make themselves stronger and come up a winner in any situation they face. To a question from one student regarding the options of a marine engineer apart from a sea career, he explained the various opportunities that await a marine engineer who decides to call an end to his sea career, when he comes ashore for good.

Mr. Rajan introduced the Institute and its operations to the students and explained to them the advantage they would gain by getting associated with the Institute. He also advised the students to set clear objectives/targets early in life and do everything possible to achieve that target. Also, one should learn how to avoid the unwarranted clutter and distractions of the Social media. He also mentioned that they should not be under the impression that the ultimate goal for them is only to become a Chief Engineer on board the vessel and explained to them the various options available for a Marine Engineer even after he/she leaves sea life at any stage of their career.

Mr. Jis George in his address appreciated the efforts of IME(I) Kochi branch in initiating a mentoring programme like this and urged students to make maximum use of such facilities provided by the professional body of marine engineers who are very well experienced and have expertise in the various areas of maritime industry.

The session lasted for more than an hour and there was interaction between the students and our team. We promised the students that we will start mentoring sessions as soon as possible and keep schedules for the same in consultation with them and the mentors who accept the mentoring responsibility. **The mentoring will be immediately provided to students who have become Student Members and will cover other students as and when they join the Institute as Student Members.** The participants from KMSME promised to form suitable batches of eligible students, consisting of 3-5 students each and find time slots available to them, most probably on Saturdays, so that the mentors can take plan to make necessary adjustments to their engagements and make themselves available accordingly.



## Book Release



A book launch was organised at the lecture hall of IME(I) Kolkata Branch on 23<sup>rd</sup> April 2023 for the book '*An Autobiography of a Sailor*' written by **Mr. Swapan Kumar Saha**, GC Member, Kolkata.

Chairman, Kolkata Branch, **Mr. Gautam Sen** and Shri Saha jointly launched the book. **Capt. Debabrata Joardar**, Senior Master Mariner, was Guest of Honour at the function.

Mr. Sen, in his speech, noted that many marine engineers had written books on technical subjects but hardly anyone had written about life out at sea. In this respect, this book was unique.

Capt. Joarder spoke about Mr. Saha and the years spent together with him.

Mr. Saha read out some portions of his book. That was appreciated by all present.

The presentation was followed by a brief question and answer session, after which the meeting was concluded.

A total of 30 members and guests attended the function.



## अभी बाकी है!

वक्त का इम्तिहान अभी बाकी है,  
तुम्हारी हौसलों की उड़ान अभी बाकी है,  
क्यों घबराना इतनी जल्दी जब,  
तुम्हारे कदमों तले सारा जहान बाकी है |

रुक जा ठहर जा, थोड़ा संभालना अभी बाकी है,  
हजारों खुशियों की सौगात अभी बाकी है,  
हताश होकर क्या मिलेगा जब,  
आस्मां को छूना अभी बाकी है |

सारी दुनियां मुठी में करना अभी बाकी है,  
खुद की पहचान बनाना अभी बाकी है,  
अभी तो सफ़र की शुरुआत है मुसाफिर,  
अभी तो तेरा पूरा मुकाम बाकी है |

## Poem



Written by:-  
**Rashmi Tiwari**  
Sub-editor, iMélange

# National Maritime Day Celebration Awareness Walk

Branch News

## Mumbai

During the **Diamond Jubilee of National Maritime Day** week long Celebrations, one of the most spectacular and popular event was an **Awareness Walk & March Past on Marine Drive, Mumbai on Sunday 2<sup>nd</sup> April 2023**, by the trainee cadets, industry personnel and representatives sailing on ships or working ashore. The aim of the walk was to raise public awareness about Merchant Navy and service the ships and seafarers provide to the humanity, working under challenging global political, natural and climatic conditions, remaining away from homes for months.

Awareness walk was flagged off by the **Chief Guest Mr. Vivek Phansalkar, IPS, Commissioner of Police, Greater Mumbai** who very kindly agreed to grace the occasion, in the early hours of the morning at the Shipping House, the Shipping Corporation of India, Madam Cama Road, Mumbai. On arrival, Chief Guest was received and welcomed by the Director General of Shipping **Mr. Rajiv Jalota, IAS** and other senior officials of the NMDC Central committee. He was given Guard of Honour and was presented with a welcome bouquet by **Mr. SM Rai, Convener, Organising Committee** and was pinned with NMDC flag by **Mr. Sanjeev Mehra, Coordinator of the Awareness Walk**. DG Shipping **Mr. Jalota** presented





him with a memento and **Capt. B.K. Tyagi**, CMD Tyagi, presented him an NMDC coffee Table book. In his welcome address Mr. Jalota briefed all about the Maritime Day and vital role being played by the Seafarers and the merchant navy in transportation of goods, ensuring uninterrupted supply chains of all important items, goods and medicines etc. He praised services being rendered under acute situations and hardships including during the pandemic remaining away from homes for prolonged periods. Cadets of **T. S. Rahaman** presented a street skit of life at sea and how pride and needs of the nation and humanity are maintained and kept high. The street play was a moving tribute to the hard work and dedication of seafarers and left a lasting impact on the audience. This powerful performance left bystanders with tears in their eyes and chills down their spine.

Chief Guest **Mr. Phansalkar**, flagging off the walk, spoke high of the occasion and services being provided by the Merchant Navy and life seafarers in the service to the nation, remaining away from home in vastly varying working and climatic conditions and situations. He complimented all for the services and wished the awareness walk and the diamond jubilee celebrations a big success.

Apart from the Industry stalwarts and officials working in the Shore offices and institutes who participated in the walk on marine drive, cadets from 9 Maritime training institutes of Maharashtra including IMU Navi Mumbai, IMU MERI, TS Rahaman, MTI SCI, GEIMS, MANET, AEMA, SIMS and TMI formed 9 contingents for March Past in their smart impressive uniforms. 3 contingent including girl cadets played merchant navy band. The students felt honoured to be a part of such an important event, and their participation showed their commitment to the maritime industry.

Walkathon flagged off by the Chief Guest **Mr. Phansalkar** starting from SCI traversed Madam Cama Road, Sachivalaya, Air India Building, Oberoi Hotel and long walk on Marine drive before returning to SCI with high enthusiasm and spirits. All along the walk participating contingents carried impressive banners and placards depicting messages of merchant navy profession, life at sea and opportunities it provides. Walkers also distributed colourful leaflets during the walk, as to how to join the merchant navy, opportunities it offers and to serve the country. Enthusiasm among the walkers and involvement of bystanders at the Marine Drive promenade was very heartening and encouraging. Overall, the event was a great knock out success with over 800 persons participating in addition to the public at Marine Drive.

# National Maritime Day Celebration

## Seminar on “New India- New Tonnage”

Branch News



**Mumbai**



To commemorate the Diamond Jubilee of Maritime Day, two interactive seminars were arranged during the week. A technical seminar on the theme “**New India-New Tonnage**” was arranged on **3<sup>rd</sup> April 2023** in the auditorium of Indian Register of Shipping. **Mr. Ajith Sukumaran, Chief Surveyor, Govt of India** and **Additional Director General of Shipping** chaired the session. **Mr. SM Rai, Convener Organisation Committee**, introduced and invited the moderators **Mr. Saanjeev Mehra, IME(I)** and **Capt. MP Bhasin CMMI** to conduct the session.

Moderators introduced Session Chair and the Panellist **Mr. Anil Devli from INSA, Mr. Sunayan Sanatani from GESCO, Dr. Suhas Vhanmane from IRS** and **Mr. Nikhil Raj from SCI** and invited them on stage.

Mr. Sukumaran while appreciating selection of a very relevant topic, gave an in-depth account of current status of Indian shipping and what is in store for the maritime sector in the years ahead. He also gave a brief of maritime deliberations at IMO, highlighting strong role being played by India there. He compared and spoke about the huge scope India has for expansion leading to New India. He said India is the fastest growing economy of the times and look forward to New India which is going to be 3<sup>rd</sup> largest economy of the world by the end of the decade. With our huge talent pool, India is one of the largest human resource capital and Shipping should make use of this talent pool for India’s thriving economy.

Mr. Anil Devli, spoke about the critical and sensitive issue, ‘Why Indian Tonnage is not Growing’. He said in other industries, the local Indian companies are given access to market worldwide, but in shipping you are not allowed to engage in any port/export service without a local entity. So it is cheaper to import shipping services in India. He added that even though Shipping being one of the first sector



to have FDI but no one is coming forward and there is hardly any investment. He gave statical comparison of Indian flag vessel and Foreign flag vessel, covering their operative cost, demonstrating the various factors like bunkers, wages, high taxation, compulsory cadet training, IGST on import of ships etc. etc which are added costs for the Indian owners. He simply said it is cheaper to carry Indian cargo on foreign flag vessel without paying any duties etc than on an Indian flag vessel.

Topic of Greenhouse gas emission and the use of newer technologies was taken up by Mr. Sunayan Sanatani. He also spoke about EEXI and on improvement of CII ratings. He described best practices to run existing ships and said the shipping be prepared and start to ascertain what will be the future alternative fuel for their fleet to reduce carbon footprint which would meet their regulation requirements.

Mr. Nikhil Raj gave the details of Indian shipping fleet composition, its regulatory requirements and the challenges for the ship owners to have new tonnage with the ever changing technology. He touched on the National Green Hydrogen mission as well and the global ship scenario for the way forward.

Dr. Suhas Vhanmane brought to front the digitalisation in the maritime sector and its impact on seafarers with regard to recent HTW session 9 roadmap. He also spoke on the various IRS activities towards digitalisation and services it is providing to the Indian Maritime sector particularly with fast changing and advancement of technologies.

Presentations were followed by a very informative question answer session smartly taken by the moderators. Thereafter Mr. Vikrant Rai, Dy Director General of Shipping (Engg) summarised the presentations and the discussions in brief at MEPC, IMO, making stakeholders aware of likely changes in the coming years.

## National Maritime Day Celebration Seminar on “Contemporaneous Issues in Seafaring”

On the eve of 60<sup>th</sup> National Maritime Day Celebration, on **04.04.2023** at Maritime Training Institute, SCI, Powai a seminar was held on the **Contemporaneous Issues on Seafaring**. **Capt. B. K. Tyagi, Chairman, SCI** was kind enough to grace the occasion as **Chief Guest**.

He motivated the cadets present in his inaugural speech and kickstarted the seminar.

The first speaker of the seminar **Capt. L.K. Panda, ex-Nautical Advisor** to the Government of India talked about the competitiveness required among seafarers. He emphasised that seafarers need to develop skillsets to adapt with respect to changing technology. He further stated that as new regulations of IMO like CII and grading of ships based on carbon emission will lead to increase in operating cost of shipping thereby requirement of competent seafarers will be required in the future. Further, the psychological issue faced by the seafarers due to the changes in the system also needs to be catered to.

**Capt. Tushar Pradhan, General Secretary of Maritime Union of India**, spoke about the opportunities available for seafarers in the future. He stated that a seafarer should have a strong Emotional quotient. He highlighted that seafarers should be good listener and needs to also work on their communication skill. He further said that the opportunities available in shipping industry for seafarers lies in the commercial, operational and crewing sector.



### Branch News



### Mumbai

Next speakers **Dr. Deepti Mankad, Director MINDSPEAK** and **Dr. Paulomi M Sudhir** (joined online Virtual Mode) from **NIMMHANS** communicated about Mental wellbeing of seafarers. It was informed by them that poor conditions at ships, long working hours, isolation, issue of shore leave, discrimination etc., among seafarers are some of the reasons affecting the mental wellbeing of seafarers. This jeopardises the operation in sea which leads to clinical depression. Dr. Deepti further said that focus on mental health in India is reactive. As per UN report, 80% of nation recognises mental health care as primary health care. However, the same is not getting equal attention in shipping industry in India. Hence, it is imperative to revise the policy to monitor the fatigue level and rest time culture to identify the stigma among the seafarers. Dr. Palaomi further insisted that promotional of mental wellbeing is related to sleep disturbance and monotony of work. As seafarers work in multicultural atmosphere, going back to spirituality is the need of the hour.

Finally, **Dr. Prasad Shetty** from **3Cube Medicare** discussed about Gender sensitisation. He stated that discrimination among women seafarer needs to be looked from all the possible facets. In India, the rise in seafaring among women is very slow due to the societal norms and seafaring being thought as a male dominated industry. The women who are in seafaring has carried out their duties with great pride and competency and that needs to be publicized for further attracting other women in seafaring profession.

Questions were taken online as well as from the audience in the end. Seminar was very articulately Moderated by **Mr. Ashish Sinha, Dy Director General Shipping** and **Ms. Sonali Banerjee, Surveyor, Indian Register of Shipping**. Seminar concluded with lunch courtesy from Shipping Corporation of India.



## National Maritime Day Celebration Sports Meet

During the maritime week celebration a **Sports Meet** was organised on **Sunday 1st April 2023 at Indian Maritime University Campus, Navi Mumbai (T.S. Chanakya)**. Several Maritime institutes, organisations and companies took active and very enthusiastic part in the daylong events with high spirit and excellent sportsmanship, irrespective to their age and gender.

Meet was inaugurated by Capt. BK Tyagi, Chairman & Managing Director, The Shipping Corporation of India and Vice Chairman of the NMDC Central Committee.

The following sports activities were among those that were held at the event:

Futsal, Volleyball, Tug of War, Box Cricket, Basket Ball, Chess, Table tennis, Badminton, Carrom, and Survival at Sea & Pilot Ladder.

16 teams participated in Futsal where Tolani Maritime Institute emerged winners and Gaur Hari Marine runner up. Competition was well monitored and controlled by Capt. Ajit Topno. Box Cricket, played concurrently, was Monitored by Capt. S. Halbe and was played by 21 teams where finally Synergy Maritime won and NUCI were the runners up.

14 Teams participated in Volleyball which was won by T. S. Rahaman and Great Eastern Institute of Maritime Studies (GEIMS) came second. Capt. Prateek monitored the matches. Water events played by 7 teams were monitored by Capt. Suborto Khan. T. S. Chanakya team came first and MTI SCI team stood runner up. Capt. Sudarshan, Capt. Pankaj, oversaw indoor games of Chess, Table Tennis and Carrom. Lastly Tug of War was played in which 16 teams participated. Capt. Anshul Rajvanshi acted as the judge. In a very stiff competition SCI was declared winner and GEIMS runner-up.

Winners were given Medals by **Capt. R. K. Muduli (NA) Jt Director General of Shipping**. Meet ended in high note and spirit.



# Report on the 9th Session of the Sub-Committee on Human Element, Training and Watchkeeping



The ninth session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW) was held **from 6 to 10 February 2023**, at IMO London. A **ten member** Indian delegation attended the same.

The Indian delegation was headed by **Dr. Pandurang Raut**, Deputy Director General, Directorate General of Shipping and attended at London by **Mr. Senthil Kumar Jayaraman**, Engineer and Ship Surveyor/Deputy Director-General (Tech), Directorate General of Shipping, **Capt. Manish Kumar**, Nautical Surveyor/Deputy Director General (Tech), Director General of Shipping, Mumbai, **Capt. Kersi N. Deboo**, Director, Principal, (MASSA), **Mr. Rajeev Nayyer**, Fellow, Institute of Marine Engineers, **Capt. Chhote Lal Dubey**, Warden, Company of Master Mariners of India, while **Capt. Philip Mathews**, Senior Vice President, Seven Islands Shipping Ltd., **Capt. Mahesh Chandra Yadav**, Director (Training), FOSMA, **Capt. Shivanandan Madhav Halbe**, Chief Executive Officer, MASSA and **Capt. Vinod Naveen**, Associate Professor, Indian Maritime University joined from remote.

The following working groups and drafting group were established at the session -

- a. Comprehensive Review of the 1995 STCW-F Convention;
- b. Comprehensive Review of the 1978 STCW Convention and Code
- c. Implementation of the STCW Convention ; and
- d. Drafting Group on Model Training Courses

The key points of the meeting covered :

**a. MODEL TRAINING COURSES** – this involved work with the purpose to validate 1.23 on Proficiency in survival craft and rescue boats other than fast rescue boats ,1.24 on Proficiency in fast rescue boats; and 1.20 on Fire prevention and fire fighting . Also the draft terms of reference for the revision of the following model courses were developed 3.20 on Company Security Officer , 3.21 on Port Facility Security Officer , 3.23 on Actions to be Taken to Prevent Acts of Piracy and Armed Robbery , 1.25 on General Operator’s Certificate (GOC) for the GMDSS; and 1.26 on Restricted Operator’s Certificate (ROC) for the GMDSS.

**b. ROLE OF THE HUMAN ELEMENT** - the issue of a holistic approach on the human element was deliberated on .

Following endorsement by C 125 of the establishment of a joint ILO/IMO Tripartite Working Group to Identify and Address Seafarers’ Issues and the Human Element (JTWG), the 343rd session of the ILO Governing Body (November 2021) had approved its establishment and the first meeting which would consider the guidelines for port State and flag State authorities on how to deal with seafarer abandonment cases, had already been held; and a second meeting on the issue of fair treatment of seafarers detained on suspicion of committing maritime crimes was expected to take place in 2024.

The need for joint action with ILO to tackle bullying and harassment in the maritime sector, including sexual assault and sexual harassment,



with the objective of ensuring a safe workplace for seafarers, was duly noted and was amongst other actions an action point for the JTWG to “consider bullying and harassment in the maritime sector, including sexual assault and sexual harassment, taking into account information submitted by interested parties, with a view to providing recommendations for future steps, including the development of legislation, mechanisms and policies, and the launching of awareness campaigns by relevant stakeholders, aimed at reporting and addressing these matters”.

Further the Sub-Committee noted the information provided on the implementation of training programmes for MASS personnel , assessing human element in navigational safety using artificial intelligence (AI)-based tools in a simulator , experience with conducting courses on navigation in polar waters for more than 30 years and experiences gained from the use of remote training during the COVID-19 pandemic submitted by certain members .

**c. Fraudulent certificates :** The Secretariat provided the summary of reports received by the Secretariat on **fraudulent certificates** detected in 2021 and 2022 and reiterated the need to urge Member States and international organizations to submit proposals on a strategy to address the problems associated with fraudulent certificates of competency , including providing updated information, which would be included in the “Certificate Verification” facility accessible on the IMO website, in order to facilitate and respond in a timely manner to requests for verification of certificates.

**d. COMPREHENSIVE REVIEW OF THE 1978 STCW CONVENTION AND CODE** - The working group formed for this worked and :

- a.** in the discussions agreed and supported to develop and include a standalone competence relating to **psychological safety** within section A-VI/1 and table A-VI/1-4 during the comprehensive review of the STCW Convention and Code
- b.** made draft amendments to table A-VI/1-4 of the STCW Code to prevent and respond to bullying and harassment, including SASH
- c.** agreed to add a reference to the MLC provisions on bullying and harassment and to align the language when revising Model Course 1.21 on Personal Safety and Social Responsibility;

- d.** agreed to give more detailed consideration concerning the evidence of maintaining the standard of competence on prevention and response to bullying and harassment, including SASH during the process of the comprehensive review of the STCW Convention and Code
- e.** proposed a workflow to be approved for adoption of the draft amendments to table A-VI/1-4 of the STCW Code i.e. following approval by MSC 107 and consideration by JTWG, the draft amendments should be referred back to HTW 10 for final consideration, with a view to adoption at MSC 108.
- f.** agreed to the aims and principles to guide the review of the STCW Convention and Code ; and
- g.** proposed for establishment of a correspondence group on the review of the STCW Convention and Code and accordingly also proposed the draft terms of reference which covered:
  - i. preliminarily undertake the identification of the specific areas to be reviewed, and
  - ii. prepare a roadmap for the comprehensive review of the STCW Convention and Code

**e. COMPREHENSIVE REVIEW OF THE 1995 STCW-F CONVENTION**

– **the** working group formed for same made progress on finalization of the comprehensive revision of the 1995 STCW-F Convention and development of the draft new STCW-F Code and noting that the work on this output had been completed, the Sub-Committee invited the Committee to delete it from its biennial agenda

**f. DEVELOPMENT OF MEASURES TO ENSURE QUALITY OF ONBOARD TRAINING AS PART OF THE MANDATORY SEAGOING SERVICE REQUIRED BY THE STCW CONVENTION**

The report the Correspondence Group on Maritime Training was taken up and it was opined that further work was required and thus the Sub Committee invited the Maritime Safety Committee to agree with the inclusion of this work in the output on “Comprehensive review of the 1978 STCW Convention and Code”, and to delete this output from the Sub-Committee’s biennial agenda.

**g. DEVELOPMENT OF MEASURES TO FACILITATE MANDATORY SEAGOING SERVICE REQUIRED UNDER THE STCW CONVENTION**

- the sub-committee considered the correspondence group’s report and the submissions and invited the Maritime Safety Committee to agree with the inclusion of this work in the output on “Comprehensive review of the 1978 STCW Convention and Code”, and to delete this output from the Sub-Committee’s biennial agenda . The Sub Committee further encouraged Member States to adopt policies to promote and facilitate access to mandatory seagoing service for the certification of seafarers in accordance with the STCW Convention; and invited interested Member States and international organizations to submit relevant proposals to a future session of the Sub-Committee.

Under any OTHER BUSINESS the following issues were covered - *draft guidelines on the use of electronic certificates of seafarers , Carriage for use of HFO as fuel by ships in Arctic Waters, Man overboard from fishing vessels , Report on dispensations issued under article VIII of the STCW Convention and experience with hybrid meetings.*

**Date of the next session:**

**The tenth session of the Sub-Committee had been tentatively scheduled to take place from 5 to 9 February 2024**

# The Future of Seafarers 2030: A Decade of Transformation

Industry News

Classification society DNV published a study that examines the key drivers transforming the maritime industry—particularly decarbonisation and digitalisation – and their impact on sea-going professionals in the lead-up to 2030.

The study, titled *The Future of Seafarers 2030: A Decade of Transformation* was co-sponsored by the Singapore Maritime Foundation to advance the conversation on the training and development of sea-going professionals as well as the attraction and retention of the talent pool.

The findings were obtained through a combination of literature review, expert consultations, and a survey of more than 500 seafarers collectively responsible for operating dry bulk, tanker, and container vessels globally. Some 70% of the seafarers who responded to the survey had been in the industry for over 11 years. Approximately two-third of the respondents held the rank of officers.

## Key Findings

A pressing need for training in new fuels and technology

- Broadly, both officers and ratings strongly indicated a pressing need for training in new fuels and technology—the survey results were consistent across the ranks.
- Over 75% of seafarers (Deck and Engine Officers 78%) indicated they would require partial or complete training on fuels such as LNG, batteries, or synthetic fuel.
- Almost 87% of respondents (Deck and Engine Officers 91%) indicated a need for partial or complete training regarding emerging fuels such as ammonia, methanol, and hydrogen.
- A total of 81% of respondents (Deck and Engine Officers 85%) indicated that they require either partial or complete training in dealing with advanced digital technologies (such as further automation of equipment/systems, advanced sensors, artificial intelligence, remote operations etc.); only 13% (Deck and Engine Officers 11%) agreed that they were well trained.
- 52% of Seafarers (Deck and Engine Officers 53%) indicated a strong preference for in- person training



at a maritime training centre or academy, with 23% (Deck and Engine Officers 27%) indicating a blend of in-person and online training would be suitable.

- Almost 70% of respondents (Deck and Engine Officers 74%) have used simulators, virtual reality or other digital environments when undertaking training, and 60% (Deck and Engine Officers 65%) indicated that these training methods helped develop their skills. Only 10% (Deck and Engine Officers 9%) of the respondents indicated that these training methods were ineffective in developing their skills.

## Embracing new technology

- Two-thirds of seafaring officers said more advanced technology onboard would make their job easier. This positive feedback from seafarers on the introduction of new technologies onboard fits well with the thriving maritime innovation ecosystem with increasing venture capital funding, particularly in Singapore.
- However, only 40% of seafaring officers think shore-based remote-control centres, which can remotely operate some or all functions, would make their onboard job easier.

## Sustainability and technology as talent recruitment and retention tools

- A total of 55% of respondents (Deck and Engineering Officers 50%) indicated that new developments in fuels, automation and digitalisation onboard ships can assist in attracting new seafarers to a career at sea and retaining existing seafarers.

## Key Recommendations

Corollary to the key findings, the study puts forward a number of recommendations, particularly in the area of seafarer training and development well as attraction and retention, including:

### A collective responsibility to prepare seagoing professionals for the future

- Key stakeholders such as regulatory bodies, shipowners/operators/managers and training academies should carefully assess and target the skill deficits in digitalisation and decarbonisation in the current decade to ensure seafarers have the necessary skills in place when they are needed in the future. Training could be prioritised on LNG and batteries as these fuel types are likely to be the most prevalent ‘alternative option’ in the current decade, and as the number of vessels in operations and on orders having LNG and battery or battery-hybrid has significantly grown in the last few years.
- The industry should use the future seafarer training model where maritime training academies focus on delivering basic/generalised shipboard skills while ship operators should be focusing on delivering fuel-specific and vessel-specific training.

### Opportunity to employ modern training methods to address augmented training and development

- The industry is well placed to embrace modern training methods to fill the skills deficit and enhance seafarers’ development in the current decade. Although not all training will be suited to a single medium, the industry should be encouraged to effectively use a range of training options to enable training to be accessed universally, promptly and comprehensively. This may result in the blending of training courses to have both a digital and in-person component to make best use of the available training resources and thereby be more accessible to seafarers. There is also scope to further include technologies such as VR/AR in enhancing seafarer training.
- Shipowners/operators/managers and training academies must ensure that the best-placed seafarers based on position onboard, experience and availability are trained at the right time to ensure continuity

of operations and knowledge and skills transfer. This may result in Senior Officers being trained on new technologies and fuels first to enable an effective mentoring and on-the-job training environment onboard. The junior crew could have their onboard training supplemented by harnessing the available technology-assisted training (e.g., virtual reality, simulators etc.).

- Future STCW courses could introduce updated fire-fighting techniques and methods into the curriculum to combat the new types of fire, posed by the adoption of new and emerging fuels.
- It is recommended that a renewed focus on the development of a seafarer’s soft skills be made by maritime training organisations and by employers of seafarers.

### Providing a pathway for sustainable career progression for seagoing professionals, vital for talent attraction and retention

- Shipowners/operators/managers should closely manage their seafarer’s progression opportunities from both an attraction-retention point of view and an operational capability perspective. The career development opportunities that digitalisation and decarbonisation present should be leveraged to retain and attract people to a seafaring job.
- Shipowners/operators/managers should harness seafarers’ unique and desirable skill sets and provide them with opportunities for complementary shore-based roles such as vessel control and monitoring facilities (shore control centres), which will likely become more prevalent later in the current decade and beyond.

“As industry transformation—spurred by digital innovation and fuel transition—picks up pace, we must prioritise the training and development of sea-going professionals, ensuring that they possess the technical competencies to safely operate the more advanced ships that are coming on stream. Digitalisation and decarbonisation could present opportunities to attract a younger generation of sea-going professionals, provided a pathway to sustainable career development is visible, transiting from sea to shore based careers. I thank DNV for their partnership in developing this study, which we hope could serve to provide useful inputs to advance the discussion in the training and development as well as attraction and retention of sea-going professionals,” said Ms. Tan Beng Tee, Executive Director, Singapore Maritime Foundation.

“Emerging fuels and new technologies could pose safety risks for assets and crews, if not handled properly. Therefore, we must focus on the human factor and adequately train seafarers who operate and maintain ship systems, including carrying out bunkering operations”, said Ms. Cristina Saenz de Santa Maria, Regional Manager South-East Asia, Pacific & India, DNV Maritime.

“As an industry, we have a responsibility to keep them safe and well prepared for all eventualities. Therefore, we are pleased to have helped, with this study, to identify challenges and opportunities for seafarers in an era of transformation driven by decarbonisation and digitalisation.”

*Courtesy:- DNV*

# Satire

Life is a satire on life itself  
it laughs and mocks our ignoramus ways  
gives chock full of rules, then changes the game  
and belly laughs the whole way away

it bookends us, with incontinence  
meanwhile lets our arrogance have it's day  
leads us by nose to want everything in sight  
then quietly tucks it all away

gives us health and youth and a swagger to boot  
and just when we feel, we hold sway  
slips in old age, disease and death  
hysterically laughing all the way away

Oh I got you bitch, says the man who is rich  
until fortunes turn and he lies in a ditch  
at his curious expression, life gives a nice aww!  
and belly laughs the whole way away

when we are done teaching our parents to do it right  
life gives us children to enjoy our plight  
it gets us to make plans for years on out  
in very next hour tackles us to the ground

it makes us seek love for years on end  
then burns us with heartaches that will not mend  
gives us fists to hold everything tight  
but the tighter we hold the less there is to find

it makes us believe that a bud turns into a flower  
not telling us that the flower pulls everything its way  
that all that there will be, already is  
Just for fun life plays it this way

Life is a satire on life itself  
it laughs and mocks our ignoramus ways  
gives chock full of rules, then changes the game  
and belly laughs the whole way away



Written by:-  
**Atul Kumar Singh,**  
*Marine Engineer*



# 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 **15<sup>th</sup> 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 **15<sup>th</sup> June 2023** to the email id: [electionofficer@imare.in](mailto:electionofficer@imare.in)
- Last date for withdrawing nomination is **30<sup>th</sup> June 2023**.
- The scrutiny of nomination papers for the Council to be completed by the Election Committee by the **5<sup>th</sup> 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 **15<sup>th</sup> July 2023 to 31<sup>st</sup> 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 **15<sup>th</sup> May 2023**. Members may update their e-Mail ID / contact details by writing to the HGS at [membership@imare.in](mailto:membership@imare.in) latest by **15<sup>th</sup> 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](mailto:electionofficer@imare.in)

# Prayaan Fest 5.0

**Event Report**

**PRAYAAN 5.0**, the annual techno-cultural fest at **Indian Maritime University, Mumbai Port Campus**, was a grand success. The event witnessed enthusiastic participation from cadets from six different colleges - **Anglo Eastern Maritime Academy, Academy of Maritime Education and Training, BP Marine, Hindustan Institute of Maritime Training, Tolani Maritime Institute, and Datta Meghe College of Engineering.**

The two-day extravaganza comprised a total of 11 events, including PRATIBHAVAAN, DRISHYAM, LAASYA, MUKHAVARNA, PRAVAAH, SAMARTHYA, SHASTRARTH, PARIKALPANA, CHAKRAVYUH, KALARAV, and ANVESHAN.



The cadets participated in each event with great sportsmanship and enthusiasm, making it a thrilling experience for everyone present.



The event kicked off with an opening ceremony graced by **Mr. Mohan Singh Pal**, Director (METC) IME(I), as the chief guest, and **Capt. Albe Zachariah**, General Manager, Mitsui O.S.K. Lines as the guest of honour. The chief guest was escorted by the pilots to the auditorium, where ex-faculties M. Darshana M Pashte and Ms. Vini Ravinder Kaur were invited to judge the events.

On day two, the closing ceremony was attended by renowned personalities such as Mr. Ranjit Singh, Past President and CEO, Essar Shipping, Capt. Subroto Khan, Director TS Chanakya, Mr. Vedant Chaudary, Managing Director, Sadhav Shipping, Mr. Bhushan Raj, Kenmark Tech Solutions, and Mr. Rajan Vardhan, Marine Surveyor, and currently working with Bureau Veritas.



The event concluded with a photo shoot of all the dignitaries, Cmde (Dr.) Vivek Chawla, campus Director, Mr. Hare Ram Hare, HOD and Mr. Shashank Bani, Associate Professor. A token of memento was given to the guests.





PRAYAAN 5.0 was an exceptional display of talent and sportsmanship. The event provided a platform for the cadets to showcase their skills and learn from each other, making it a truly enriching experience for all.



The success of PRAYAAN 5.0 is a testament to the commitment and hard work put in by the organising team and the participants. We look forward to more such events in the future, which will continue to inspire and motivate the budding talent in the maritime industry.



## Institute of Marine Engineers (India)

### Kochi Branch

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

- ❖ **TRAINING :** Our Institute with **Grade A1 (Outstanding)** Certification offers the following DGS Approved courses
  - **MEO Class I Preparatory Course: 2 Months Duration**
    - course scheduled based on demand
  - **MEO Class II Preparatory Course : 4 Months Duration**
    - Admissions every month
  - **Refresher and Updating Training course for all Engineers**
    - course scheduled based on demand
- ❖ **OTHER ACTIVITIES :**
  - Organises Technical Meetings & Seminars for Mariner Engineers & seafarers.
  - Facilitates joining the Institute as a Member of The Institute of Marine Engineers (India).
  - **Benefits of membership:** Free access to campus library facilities and IMarEST UK Student membership, Fee discount for the courses conducted by us, Eligibility for scholarships, aid and research funding, publishing opportunities for original technical articles/research work & sponsors members for national & international seminars.
  - Free advice on technical matters and opportunity to attend any specific session

Email us for Enquiries & Course booking at [kochi@imare.in](mailto:kochi@imare.in)

Contact no. : +91- 7025159111



# ANGLO EASTERN MARITIME TRAINING CENTRE

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

**AEMTC DELHI:** A-101, Dayanand Colony, Lajpat Nagar- 4, New Delhi - 110 024  
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[aetr.del@angloeastern.com](mailto:aetr.del@angloeastern.com)  
Capt. Prashant Gour, Ms. Sukhjeet Kaur

[www.maritimetraining.in](http://www.maritimetraining.in)

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

May 2023: 22 - 26

For bookings: [aetr.bom@angloeastern.com](mailto:aetr.bom@angloeastern.com)  
[PrimeServ.academy-cph@man-es.com](mailto:PrimeServ.academy-cph@man-es.com)

**WIN G2**

Winterthur Gas & Diesel



## Advanced Course UNIC - Controlled X Engines (OEM Approved Course)

May 2023: 08 - 12

For bookings: +91 22 67205611 / 12 / 18



WÄRTSILÄ

## Wartsila RT Flex Engine

May 2023 : 15 - 19

Conducted by Wartsila Switzerland (OEM Approved Course)



AUTOMATION LAB

## D. G. Approved Courses

May 2023

1. Engine Room Simulator - Operational Level	15 - 17, 24-26
2. Engine Room Simulator - Management Level	02 - 06, 29 - 02
3. Refresher and Updating Training Course for all engineers	02 - 04

## Value Added Courses

May 2023

1. Practical Marine Electrical (Basic) - Module 1	08-12, 15-19, 22-26, 29-02
2. Practical Marine Electrical (Advance) - Module 2	08-10, 22-24
3. Electronics for Marine Engineers - Module 4	11-12, 25-26
4. Instrumentation, Process Control & Programmable Logic Controllers - Module 5 & 6	02-06, 15-19, 29-02
5. Auxiliary Diesel Engine and Maintenance Course (4-stroke)	02-06, 15-19, 29-02
6. Bridge Manouevering & Engine Control - Management Level	02-04, 29-31
7. Bridge Manouevering & Engine Control - Operational Level	11-12, 25-26
8. Engine Room Emergency Management	11-12, 22-23
9. FRAMO Cargo Pumping System (Advance)	08-10
10. Hydraulics for Engineers - Basic	08-10, 22-24
11. Hydraulics for Engineers - Advanced	15-19
12. Machinery Maintenance - Skill Enhancement - Module 2 (4/E)	08-12, 22-26
13. Machinery Maintenance - Skill Enhancement - Module 3 (3/E)	02-05, 15-18, 29-01
14. Machinery Maintenance - Skill Enhancement - Module 4 (2/E, C/E)	10-12, 24-26
15. Maritime Safety Management - Module 1 (OBBS)	04-06, 17-19, 31-02
16. Maritime Safety Management - Module 2 (RA)	22
17. Maritime Safety Management - Module 3 (SOC)	23
18. Maritime Safety Management- Module 4 (AI)	24



ENGINE ROOM SIMULATOR



HIGH VOLTAGE LAB



INSTRUMENTATION LAB



CARGO SIMULATOR

## VACANCY Faculty position for Chief Engineer | Location: AEMTC Mumbai

### Qualifications and Experience

- Marine Engineer Officer Class I from India / UK.
- Other Specialized Training courses and certification is preferred
- Should be interested in modern teaching methodologies and must have a strong desire to be in the teaching profession.

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

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



# Steering Gear Pumps

**SOLAS II-1 Regulation 29-3 states that Steering Gears shall be capable of putting the rudder over from 35° on one side to 35° on the other side with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed and, under the same conditions, from 35° on either side to 30° on the other side in not more than 28 s.**

In order to comply with this requirement, insofar as electro-hydraulic systems are concerned the hydraulic pump should be of variable delivery type capable of meeting a full range of demands. During manoeuvring conditions like arrival/departure port and to a lesser extent canal/river transit, the pump must promptly respond to the demand.

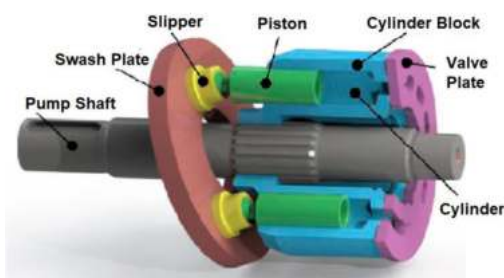
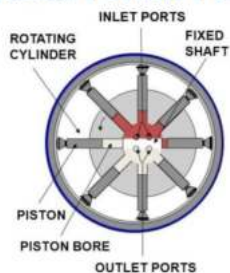
The two types of variable delivery pumps used in the marine industry are:

- Radial piston type – Heleshaw pump
- Axial piston pump – Swash plate pump

**Radial piston pump:**-The variable stroke pump having radial piston is driven by a constant speed electric motor. Its output is controlled by a simple push pull rod attached to the floating ring in the pump. Without stopping the pump the output can be moved from zero to maximum delivery in both directions. The fluid pressure increases without any shock load on pipeline

**Axial piston pump:**-The axial piston pump is driven by a constant speed electric motor. The rate of delivery and the direction of oil flow are varied by the angular movement of the swash plate. Step less changes of pump delivery from zero to maximum in either direction is achieved through lever or servo controls.

## Radial Piston Pump



## Axial Piston Pump

### Why are there odd-number of pistons in Radial and Axial piston pumps?

It is important that the operation of the pump is smooth and vibration-free. One of the factors that contribute to this condition is the pump geometry. The figure below pertains to radial piston pumps, will shed light on this aspect.

During each revolution, there are 2 transition points, one at the 12 O'clock position and the other at the 6 O'clock. For instances, if helm is ordered to Port and the left side is delivery and right side is suction; then when steering to Starboard, the

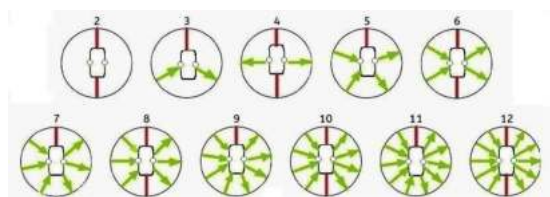
## STUDENT'S CORNER

left side will be the suction and right side will be the delivery.

Notice that in case of even-number pistons, at a certain position, the cylinder block will disable 2 pistons. However in case on odd-number pistons the cylinder block will disable only 1 piston. Comparing the 7-piston pump with 8-piston pump, at a certain position, both the pumps will have 6 active units. In other words, the 7-piston pump will be 85% capacity compared to 75% capacity of the 8-piston pump. So the capacity fluctuation is 100%-85% in the former and 100%-75% in the latter. Needless to state that as the number of pistons reduce, the capacity fluctuation will increase. Capacity fluctuation has a direct relation with the smoothness of the operation. Hence these pumps are designed with an odd number of pistons.

In case of Axial Piston pump the explanation is not so evident. The following text is an extract from a paper entitled "**Analysis of the Influence of Structure and Parameters of Axial Piston Pump on Flow Pulsation**"

Simulation Analysis were carried out and the results proved that the odd number pistons are always preferable to even number pistons with regard to output pulsation that would eventually translate to vibration.



Notes:

Red lines represent the units that are disabled by the valve block

Green lines represent units that are active, arrowheads pointing towards centre are units in delivery stroke and arrowheads pointing away from centre are those units in suction stroke

Suction stroke is from 12 O'clock to 6 O'clock position and delivery stroke is from 6 O'clock to 12 O'clock position

The output flow pulsation curve of a nine – piston unit working under variable conditions was obtained by running METLAB for simulation analysis as shown in **Figure 4** below:

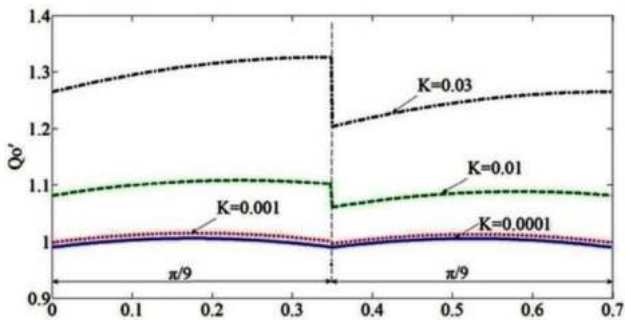


Figure 4. Output flow pulsation curve of piston pump with 9 pistons.

When the number of piston were 10, the output flow pulsation curve of a ten– piston unit working under variable conditions was obtained by running METLAB for simulation analysis as shown in **Figure 5**.

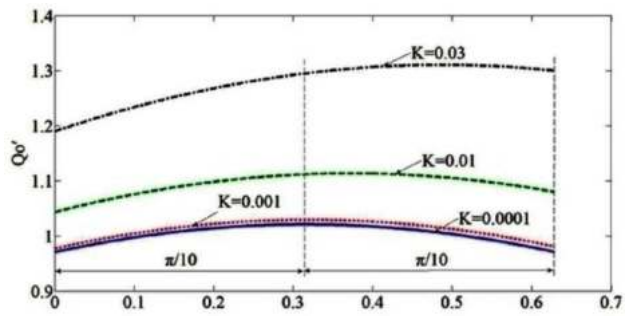


Figure 5. Output flow pulsation curve of piston pump with 10-pistons.

The corresponding output flow pulsation rate values of a nine-piston and 10-piston unit obtained from **Figure 4** and **Figure 5** are shown in **Table 1**.

The flow pulsation change curve of the pump at different variable speed ratio extracted from the data shown in **Table 1** is shown graphically in **Figure 6**. below:

K (variable speed ratio)	0.0001	0.001	0.01	0.03
Pulsation rate $\delta 1/\%$ ( $\gamma = 10^\circ; z=9$ )	1.47	1.83	4.78	11.97
Pulsation rate $\delta 1/\%$ ( $\gamma = 10^\circ; z=10$ )	5.01	5.18	7.0	12.03

It can be seen from **Figures 4, 5 & 6** and **Table 1** that under variable working condition with the increasing of “K”, the pulsation rate of the pump output flow increases

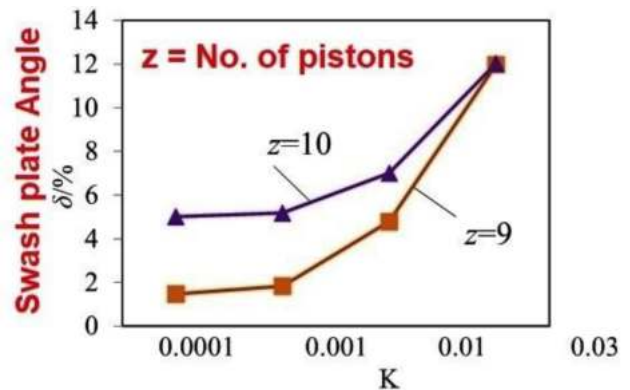


Figure 6. Flow pulsation curve with different piston pump variable speed ratios.

and the pulsation rate of odd-numbered piston pump output flow is significantly lower than that of even-numbered piston pump output flow. Further the larger the “K” Value, the more significant is the pump output flow, and the smaller is the difference between odd-number and even-number output flow pulsation rates.



Written by:-  
**Ramesh Vantaram**  
Fellow, IME(I)

## Heartiest Congratulations to the Topper (MEO Class I Exams) - Mr. Vikash Khaliyav



**Mr. Vikash Khaliyav** holds a Bachelor’s degree in Marine Engineering from R.L Institute of Nautical Sciences, Tamil Nadu. In 2016, he obtained his Class IV certification, followed by completing the Class II preparatory course from IME(I) in 2019 and successfully passing the exams. In 2022, he passed the Class I preparatory course from IME(I) and cleared the Class I MEO CoC Examination in the first attempt. For the year 2022, he has cleared Class I MEO CoC Examination with highest marks for entire year across all MMDs.

He is currently serving as Chief Engineer with VR Maritime Services. In his own words Mr. Khaliyav says that, “I owe a great debt of gratitude to the teaching faculty at IME(I) for helping me achieve my certifications. I would like to extend a special thanks to our Mr. Mohan Singh Pal, Director, METC, IME(I) as well as all the in-house and external faculty at IME(I). Attending the class II and class I preparatory courses at IME(I) has tremendously improved my skills and knowledge, enabling me to perform better onboard. The seminars held at IME(I), Nerul, featuring industry experts as guest speakers, have been particularly valuable in keeping me up-to-date with the latest technologies and regulations. I feel fortunate to have had the opportunity to learn from such knowledgeable and experienced professionals at IME(I).”

iMélange congratulates Mr. Vikash Khaliyav on his meritorious performance.



# Sleep Arrester-Device To Minimise Accidents Onboard Ship

**STUDENT'S COLUMN**

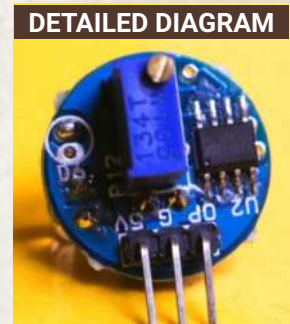
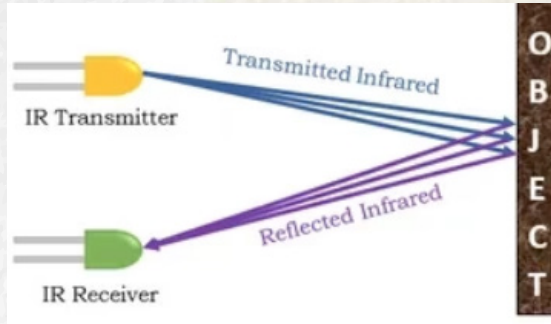
## INTRODUCTION

Eye blinking is one of the informative and non-verbal behavioural cues for solving many problems. As we all know on-board seafarers have very tedious and hectic schedule. Even after regular working hours they need to work at night when there is loading or discharging of cargo. Also they have night watches to keep. According to research many accidents have taken place due to the seafarer falling asleep during watch. The main purpose of this project is to develop a real time self-adaptation eye blink system. The developed system is provided as a low cost and robust alternative as compared to similar systems.

## WORKING PRINCIPLE

The eye blink sensor works based on the principle of IR. The IR array contains two components, an IR Emitter and an IR Photodiode.

The IR Emitter emits an IR light towards the eye. The IR Photodiode is designed to detect if the radiation of the same wavelength is reflected back and detected. If the eye is closed, the IR rays will reflect back with a larger intensity and the



## RESULTS (TABLES/GRAPHS)

TYPE of SHIP	TYPE of MARINE ACCIDENTS						
	Collision	Grounding	Damages to ship or equipment	Occupational accident	Fire/explosion	Flooding/sinking	Other
Bulk Dry/ General Cargo	97	66	52	20	23	10	20
Container	41	12	13	19	4	2	5
Oil Tanker	14	10	4	9	6	2	4
Chemical Tanker	15	6	9	7	4	2	1
Gas Tanker	2	1	1	4	3	-	-
Passanger Ship	4	7	3	4	3	3	6
Passanger Ro/Ro Cargo	15	2	5	2	4	1	2
Ro-Ro Cargo	7	8	5	6	7	2	1
<b>Total</b>	<b>195</b>	<b>112</b>	<b>92</b>	<b>71</b>	<b>54</b>	<b>22</b>	<b>39</b>

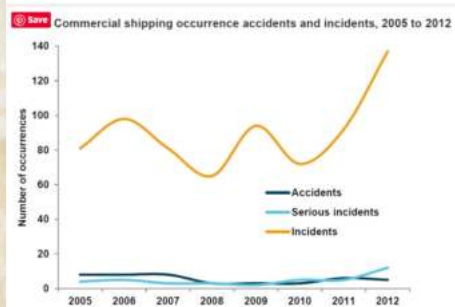
photodiode will detect it. If the eye is open, the IR rays will either go into the eye or scatter across the eye thereby causing a very low intensity of reflected IR light. Therefore, by monitoring the Photodiode, we can come to a reasonable conclusion if the eye is indeed closed or not.


The module also comes with an onboard potentiometer which can be used to tune the sensitivity of the Photodiode. So with this principal in this project we have set 2 alarms that will work on the movement of the eyes of the person. If the watch keeper is sleeping and his eyes are closed for more than 10 sec then one self-alarm will be given. If he does not respond to it then after 20 sec second alarm will be given to the respective chief and master. In case the watchkeeper has fainted due to any reason then the chief and master will come to know and the watchkeeper can get medical attention as soon as possible and also accident can be avoided.

## CONCLUSION

Therefore we can conclude that if we make use of new technology we can minimise the hazards on-board. However, all seafarers also should make sure that safety should be their first priority because negligence in safety will lead to human loss, economic loss etc. So with this project we can minimise the accidents that take place on-board due to fatigue or if the seafarer on watch falls asleep.

Occurrence category	2005	2006	2007	2008	2009	2010	2011	2012	Total
Accidents	8	8	8	3	3	3	8	5	44
Serious incidents	4	5	3	3	2	5	5	12	29
Incidents	81	88	81	85	94	72	92	137	720
<b>Total occurrences</b>	<b>93</b>	<b>111</b>	<b>92</b>	<b>71</b>	<b>99</b>	<b>80</b>	<b>103</b>	<b>154</b>	<b>803</b>





Written by:-  
**Shardul Shantanu Bendre**  
B.Tech (Marine Engineering), 3rd Year

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# Anecdotes



## Shipboard Shenanigans: A Hilarious Impersonation Show

During my tenure as a 5th engineer at sea, I had some memorable days onboard. Back then, it was quite normal to have a few 5th Engineers on a vessel. To my good fortune, I was posted on a ship where there were three of us from the same batch. It was a coincidence that proved to be fun, as outlined in the anecdote below. One amongst us had a knack for vocal impersonation and was always ready to amuse us with his skills.

One evening, we managed to coax him into putting on a show for us in the smoke room. It was a common post-dinner ritual for most of us, especially junior-level officers and deck cadets, to gather in the smoke room for a movie or a casual conversation. And so, he began his act by imitating the 2nd engineer, effortlessly replicating his speech patterns and mannerisms. His flawless mimicry had us all in fits of laughter. Encouraged, he continued to mimic other senior officers, including the chief engineer and the captain.

As fate would have it, the captain, who was known for being bit *khadoos*, walked in on the performance just as my batchmate was impersonating him. My friend froze, realising the awkwardness of the situation, but to everyone's surprise, the captain erupted into laughter and even joined in on the fun. He then requested my friend to mimic him again, which my batchmate happily did with great enthusiasm, leaving us all astonished.

From that day on, the impersonations became a staple source of amusement for the crew during parties onboard, and even the captain relished them.

It was a light-hearted moment that broke the monotony of shipboard life and highlighted that humour and camaraderie could thrive even in a hierarchical environment like a ship.

- Sunil Kumar  
F- 3609

## My Claim to Fame

When I leave this earthly abode and go to Heaven (as all marine engineers do), I, for one shall not be stumped when asked for my claim to fame. Loudly shall I say, "I was responsible for the fitment of grills in the ground floor classrooms of my alma mater, DMET, now called MERI." And therein, good Sir, lies a tale.

It was a warm and sunny day in First Year 1981-82. An extremely boring class in Workshop Technology was in progress in one of the classrooms on the ground floor of the front wing of our College Building. The instructor was trying his level best to interest us in the intricacies of

various types of machine tools, but was failing miserably. The cooler climes of the hostel beckoned enticingly as the period of ragging was almost over and there was not much danger in going back early.

I slowly started to shift towards the window overlooking the grass quadrangle between the front and rear wings of the building, exchanging seats with my classmates as I went along. Two cadets had already used this 'window of opportunity' to effect their great escape, and I planned to be the third.

As the instructor conveniently had his back to the class for long periods of time, I managed to gain the seat next to the window without him noticing. Thereafter, it was but the work of a moment to hoist myself onto the window sill and jump into the grassy quadrangle.

As I straightened up and started walking across the quadrangle, towards freedom, who should appear in the corridor opposite, the genial and good natured Mr. Saha, the Dean (Academics). Seeing me in the quadrangle,



he gave me a strange look, wondering what on earth was I doing there. He knew something was wrong but was unable to put his finger on it. I, on the other hand, courteously wished him (and he replied too!) and continued walking away nonchalantly, as if I had all the right and reason to be there.

It would have been home free in only a few seconds more, but alas....it was just not to be. Before I could reach the safety of the rear corridor and disappear, there hurtled out of the same window and into the quadrangle with a loud thud, in full view of Mr. Saha, another body. "Mystery solved," thought Mr. Saha, "the class is not engaged and these cadets have used the window to exit the classroom."

He ordered the two of us back into the classroom through the window. With no options at hand, the other cadet and self-meekly complied. Fortunately the

instructor was still with his back to the class, and to our utter astonishment and delight, we were able to regain our seats without detection. Wow!

Meanwhile, the Mr. Saha reached the classroom, with the full intention of taking us to task (for an incorrect exit policy, perhaps). Imagine, to his consternation and amazement, there was an instructor in the class, who was not only blissfully unaware of our untimely departure from the class, but also our equally untimely re-entry into the class. The poor chap did not know what hit him when the normally cool and calm Mr. Saha berated and blasted him mercilessly for his slackness, punctuating his outburst with gesticulations towards the two of us. At the end of it, all the poor chap only knew that we were in some way responsible for the rocketing he had just got. But he had absolutely no idea why!!!

We did get our just desserts in the form of suitable punishments, but we had our 15 seconds of fame, back in the hostel.

And, a few months later, grills were fitted on the windows of all ground floor classrooms.

My sincere apologies to all batches of DMET / MERI, whose gateway to precious freedom was blocked by those grills. Sorry, chaps!! That's the way the cookie crumbles.

Be that as it may, my claim to fame stands, to this very day.

- Gaurav Agarwal  
F - 3750



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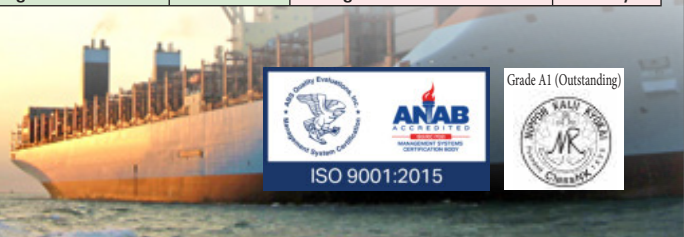
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# Review of 'The Corporate Boogeyman'

Book Launch

Although a fiction, I am convinced that the reader of this novel will find it to be an excellent textbook on Corporate Management. The author has superbly laid out the principles of management in clear and precise terms by simply making it a personal experience & thought processes of various dramatis personae in this novel thus avoiding the boredom that generally tends to set in while reading all that management jargon. Individuals at various tiers of management will find it to be a fascinating account of all that happens in a concern or an industry. Effective leadership at all levels, especially at the topmost level, is the key in this narrative. The novel revolves around the new arrival at the Top-most level of an otherwise well run & well-oiled Project Management Consultancy which causes quite an upheaval proving it detrimental to the overall interest of the Company and how a bunch of well meaning, loyal and dedicated personnel at top & middle level management join hands to restore the past glory once again. The author has painted the characters in black & white making the reader understand who is 'for' and who is 'against' the interest of the Company right when the reader initially meets them. The fence-sitters are painted in shades of grey. Thus the utterances and behaviour of all the characters are easier to understand and no guesswork is necessary for the subsequent outcome. There are a few interesting side-stories mainly amongst the young & junior-most lot but the author has restricted that to the beginning with some reference to it in the end. The author has very well described the role of the HR Manager who proves to be the 'key person' largely responsible in bringing about the success in restoring the Company to

its original rightful position. If Human Resources are managed well then any & every endeavour will always lead to success. And that seems to be the theme of this book.

**Sunil Damle**

Retd Vice Admiral, Indian Navy

Corporate governance is a buzzword these days. Do all Directors act in good faith to promote and protect the interest of its shareholders? What goes behind the closed doors of the Board Room? How low can some board directors stoop down in order to remain in control, is unbelievable but true. Uday has done full justice in showcasing the inside story.

**Arun Kumar Gupta**

Ex CMD, Shipping Corporation of India

Sadly, some companies fail not because they have bad products or tough competitors, but because they have an extremely selfish and egotistic leadership which cannot see the truth. And when the Board fails to act as an honest mirror to make the CEO face facts, companies are destroyed. In "The Bogeyman", Uday has vividly shown how even a company with a strong track record can be brought to its knees. It raises many interesting questions worth thinking about.

**Ajit Rangnekar**

Former Dean, Indian School of Business, Hyderabad

The author Mr. Uday B. Ranadive has written a well-researched book describing how Narcissistic leaders play the game, which is not necessarily always well-intentioned, but at times fraught with risks not envisaged while trying to make changes in the existing transformational style of management culture. The book in my view will make a good case study for the students of business schools to put on their thinking caps and engage in an insightful debate which will bring out leadership skills to be acquired by an aspiring C-suite occupant". A book worth reading. I wish the author all the success in his future endeavours.

**Ulhas S. Kalghatgi**

Ex. Sr. Vice President, IRS

## From the Author

During my journey of 40 years of working ashore, after a sailing career, I saw different types of leadership and it became clear to me that not all leaders have a good understanding of running their organisations as many a times, they get stuck up in "exercise authority" with "high ego" mode in which the leader holds tightly to power and behaves like a narcissist to create fissures in the organisations. Leadership is based on inspiration, not domination; on cooperation, not intimidation. Hence, I decided to pen down my thoughts based on my understanding, experience and observations of many years in the industry.







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