

iMélange

The eMagazine of IME(I) Members

November 2022

In this Issue :



39th AGM of IME(I)



Opening of Students' Chapter at TMI



2nd IMO Mock Session at IMU



#WeSeaGreen with DNV

CHART YOUR ROUTE TO DECARBONIZATION



The pressure is on shipping to reduce GHG emissions - but to find the right pathway, you need the right partner. From regulatory compliance, next generation fuels, vessel and operational optimization, to in-depth advice and insight, explore DNV's decarbonization solutions. And find out how together we can realize a greener future.

www.dnv.com/decarbonization



CONTENTS

iMélange
eMAGAZINE OF THE INSTITUTE
OF MARINE ENGINEERS (INDIA)

Administration Office
IMEI House
Plot No. 94, Sector - 19, Nerul,
Navi Mumbai 400 706.
Tel. : +91 22 2770 16 64
Fax : +91 22 2771 16 63
E-mail : editornewsletter@imare.in
Website : www.imare.in

Editor
Sunil Kumar

Editorial Board
Vijay Jain
S.M. Rai
Ramesh Vantaram
Jagmeet Makkar
Hrishikesh Narasimhan
Krishnamurthy Balaji
Rashmi Tiwari (Sub-editor)

Disclaimer:
Papers and articles have been included in this Journal largely as submitted, with basic editing and formatting only, and without technical peer review.
The Institute of Marine Engineers (India) does not take any responsibility whatsoever for any statements and claims made in these papers and articles for the quality, accuracy and validity of data presented or for any other contents. Inclusion of papers, articles, and advertisements does not constitute any form of endorsement whatsoever by The Institute of Marine Engineers (India).

Published and Edited by:
Sunil Kumar on behalf of The Institute of Marine Engineers (India). Published from 1012 Maker Chambers V, 221 Nariman Point, Mumbai - 400 021.

Printed from:
Corporate Prints
Shop No.1, Three Star Co-op. Hsg. Society, V.P Road, Pendse Nagar, Dombivli (E) - 421 201. District – Thane

Design and Layout:
Mr Gaurav Kulkarni

From the Chairman's Desk	05
Editor's Word	07
IME(I) News	08-28
The 8th session of CCC subcommittee of IMO	30
European Project to Develop Solutions to tackle Methane Slip from LNG Vessel	32
Growth of IME(I) and Birth of INMARCO	36
Fuel for Thought!	37
Industry News	40
Student Corner	41
Family Matters	42

World class support, anytime anywhere in the world



ClassNK is a global classification society, providing the highest quality survey and certification services through a network of over 130 exclusive surveyor offices across the world. Established over a century ago, our highly qualified surveyors are there to support your needs, when you need them. Learn more about our efforts to advance maritime safety and protect the marine environment at www.classnk.com





IME(I) Monthly eMagazine

Inaugural Issue

At the onset, as the Chairman of the Publications, Library & Website Sub Committee of The Institute of Marine Engineers (India), I would like to extend a warm welcome to all our esteemed Members.

"Everyone thinks of changing the world, but no one thinks of changing himself" - Leo Tolstoy

Well, we at IME(I) have decided to change a few things for our readers. To start with, our current MER has been bifurcated as follows.

1. Monthly IME(I) Technical Journal MER which primarily will contain Technical Papers, Statutory Updates, Technical Notes, Research studies / articles, Technical Projects, Students' Technical Articles of standard, Reviews of Technical/domain related books, etc. As such this would be a pure Marine Engineering Technical Journal, with aim to have it approved as a recommended Technical Journal by the various Institutes.
2. Monthly IME(I) News Letter which would be a digital social in-house eMagazine, only for internal circulation to our Members and primarily will contain IME(I) and its Head Office & Branches / Chapters updates / news, Non Technical Contributions from our Members, Members personal anecdotes, Students Section, MEO Questions & Answers, etc.

While Dr. Rajoo Balaji, will continue to be the Honorary Editor of MER, Mr. Sunil Kumar will be the Honorary Editor of the eMagazine.

As you are aware that besides IME(I)'s existing 8 Branches & 6 Chapters in India, recently we have also opened 3 overseas Chapters in Hong Kong, Singapore and United Kingdom. Therefore, while



finalising the Editorial Board of IME(I) eMagazine we have also included the Members from our overseas Chapters.

We are pleased and proud to present this inaugural issue of our monthly IME(I) eMagazine, which has been compiled and edited by our Honorary Editor of this eMagazine, Mr. Sunil Kumar and his able Editorial Board. We hope that you find this issue interesting and look forward to not only valuable comments & feedbacks but also regular contributions from our Indian as well as overseas Members.

"Today a reader, tomorrow a leader"

- Margaret Fuller

Happy reading and best of our wishes to all our Members and their families.

Y. Nath

Chairman

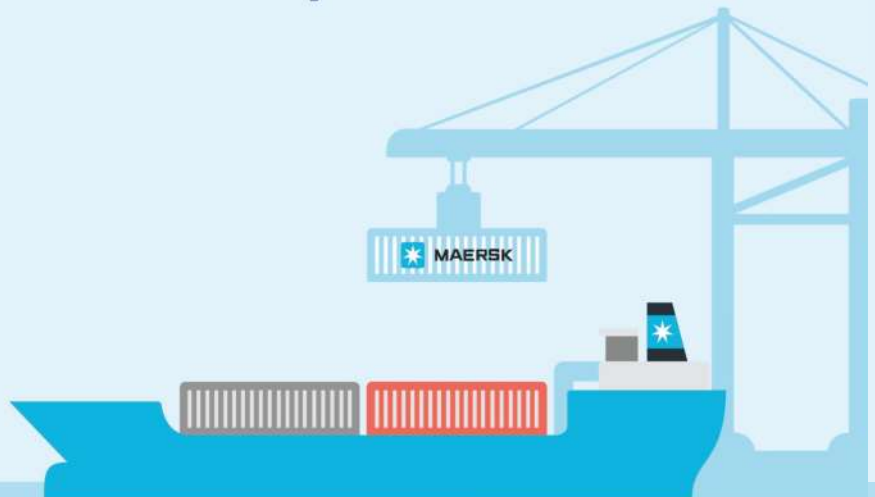
Publications, Library & Website Sub Committee

Together All the way.

OUR VALUES

- Constant Care 
- Humbleness 
- Uprightness 
- Our Employees 
- Our Name 

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



MAERSK IS RECRUITING. Apply today.

THIRD ENGINEER

Minimum 6 months rank experience with COC

FOURTH ENGINEER

Minimum 6 months rank experience with COC

FITTER

Minimum 12 months rank experience

ABLE BODIED SEAMAN

Minimum 12 months rank experience on container vessel

ORDINARY SEAMAN

Minimum 12 months rank experience

SECOND COOK/GENERAL STEWARD/TRAINEE COOK

Minimum 12 months rank experience with COC



Maersk Fleet Management and Technology (I) Pvt Ltd

502 and 503, 5th Floor, Godrej 2,
PirojShah Nagar, Eastern Express Highway,
Vikhroli (East), Mumbai (MH) India 400079

Mail MarineJobs.India@maersk.com

Call +91 22 50492223 / +91 124 6135752 / +91 44 66588335

Web maersk.com

RPS Licence no.: RPSL-MUM-490 Valid upto 31/05/2023



MAERSK



EDITOR'S WORD

Dear Readers,

Warm greetings to you and your family!

It gives me immense pleasure in presenting to you this first edition of iMélange. Your magazine iMélange aims to be just what its name suggests – a mix bag of things - a potent concoction of humour, wit, creativity, and innovation.

A wise man had once said – “A person without a sense of humour is like a wagon without springs. It's jolted by every pebble on the road”.

In the recent times we are all a witness to huge challenges like the geopolitical conflict, pandemic, and climate change. One really wonders, can an informal atmosphere dashed with some humour play an effective role in our work lives now?

The reality is that we have no other choice! We are in the midst of a mental health crisis. There has been a spike in cases of depression and social isolation. Studies have linked having a sense of humour to both mental and physical resilience. In one such large-scale Norwegian study conducted over 15 years it was found that people with a sense of humour have a pronounced increase in their chance of survival if severe disease strikes them. They also live five to eight years longer on an average.

Humour and a relaxed environment are catalysts for creativity. Being creative equips ones to solve problems in all areas of life and work in a much better fashion. Instead of coming from a linear, logical approach, your creative side can approach a situation from all angles. Creativity helps you see things differently and deal better with uncertainty because creative people can adapt their thinking to allow for the flow of the unknown.

The vision of this magazine is to be a place wherein the IME(I) members and their families can share their lighter moments of life. Also, it shall keep you



updated with the various activities undertaken by the different branches of IME(I) including the upcoming events which can be of interest to you.

All members and their loved ones are invited to share their personal achievements, interesting anecdotes, travelogues, celebration of festivities, passion, enriching articles, jokes & trivia, coverage of interesting events & conferences, photography, artwork, cartoons, poetries ... the list is endless.

Members may also write letters to the editor expressing their views on topics of their interest. The best letter to editor will be published in our next issue.

iMélange congratulates Mr. Dushyant Ghanshyam Kamalia (A13447) for winning a complementary INMARCO 2022 delegate pass for suggesting a suitable name for this magazine.

The INMARCO is a quadrennial International Maritime Conference and Exhibition, hosted by the Institute of Marine Engineers (India). The theme for this year's conference is “Evolving Maritime World for Greener and Sustainable Future”. It is being held from 17-19 November 2022, at Hotel Sahara Star, Mumbai.

So folks, let your creative juices flow and splash across your inputs to editornewsletter@imare.in by 7th December for them be a part of our December'22 issue.

- **Sunil Kumar**
Editor, iMélange

D. G. SHIPPING APPROVED

Extra First Class Course

Distance Learning - Correspondence Course



DURATION

1 YEAR
(2 Semesters)



COMMENCING

Jan 2023



ELIGIBILITY

MARINE ENGINEERING
OFFICER CLASS | CoC

ONE BATCH A YEAR

Semester 1 (Part A)

- A1** Law of the Sea & Maritime Law
- A2** Risk Management & Marine Insurance
- A3** Shipping, Economics & Finance
- A4** Marine Materials & Corrosion of Marine Structures
- A5** Advanced Electrical, Electronic and Control Engineering Knowledge
- A6** Environment Protection & Energy Management in the Maritime Industry

Semester 2 (Part B)

- B1** Maritime Regulations
- B2** Management Techniques & Applications
- B3** Naval Architecture
- B4** Vibration Engineering
- B5** Advanced Marine Engineering Knowledge
- B6** Human Element

Choose any five subjects in each semester.

Course completion: Within 5 years

MEO Class 2

Preparatory Course

1st of every month

Vizag & Chennai

MEO Class 1

Engineering Management

1st of every month

Vizag & Chennai

REO

Revalidation course for
all Engineers and ETO's

Every week

ERS

Engine Room Simulators\Operational Level
MEO CLASS - IV

ERSM

Engine Room Simulators
Management Level -MEO CLASS II

DECGS

Diesel Engine Combustion
Gas Simulator - MEO CLASS-I

Every month - Multiple batches at Vizag & Chennai

HV

High Voltage Safety and Switch Gear -
Management Level Course

21st Nov & 19th Dec 2022

R-AFF

Refresher
Advanced Fire Fighting

Every Week

R-PSCRB

Refresher Proficiency in
Survival Craft Rescue Boats

Every Week



Hindustan Institute of Maritime Training
Online Booking at www.himt.co.in



39th AGM OF IME(I)

HELD THROUGH HYBRID MODE

The 39th AGM of IME(I) was held at IME(I) House, Nerul on 25th September, 2022 on Hybrid mode. A total of 72 members participated.

The President chaired the meeting and welcomed all the members. After one minute silence to pay respect to the souls of our departed members, the Honorary General Secretary CMDE Bhupesh Tater commenced the proceeding.

The following resolutions were approved and adopted by the General Body.

1. The minutes of 38th A.G.M were approved and adopted.
2. The audited accounts for the F.Y 2021-2022 were approved and adopted.
3. Statutory auditors, Rajendra Trivedi and Co, were re-appointed for the F.Y. 2022-23 at remuneration of Rs. 75,000/- year plus taxes
4. Mr. M V Ramamurthy appointed as Election officer for the next election of office Bearers in 2023-2025 term.
5. The General body also accepted the below proposal through running a e poll. Revised

article 22.16: A notice may be served by the Council upon any member, either personally or by any electronic media such as email, WhatsApp or sms or by sending it through the post in a prepaid letter addressed to such member at his place of abode registered on the Roll.

Synopsis of the Governing Council report for the period of period 16th July 2021 to 15th July 2022 which was circulated and concluded.

H.S. Rao Memorial Award :

The paper titled – “RAMS - Centred System Engineering and Operations of Modern Multi - Megawatt Marine Power Systems” published in the Nov 2021 issue of the Marine Engineers Review (India) has been adjudged the Best Technical Paper published in the MER during 2021-2022 and qualified for the award of the annual 'HS Rao Memorial Award, 2021-2022'.

PC Jain student Memorial awards :

The paper titled – “Recycling - Challenges and Effects in Shipping Industry” published in the Jan 2022 issue of the Marine Engineers Review (India) has been adjudged the Best Technical published in the MER during 2021-2022 and qualified for the



...39th AGM OF IMEI HELD THROUGH HYBRID MODE



H.S. Rao Memorial Award Awarded to :
Mr. Vedachalam Narayanaswamy



R L Jain IME(I) Lifetime Achievement Award
Awarded to Mr. K. R. Sachar



R L Jain IME(I) Lifetime Achievement Award
Awarded to DR. P. V. Sasi Kumar



R L Jain IME(I) Lifetime Achievement Award
Awarded to Mr. P. S. Murty

award of the annual 'PC Jain Memorial Student Award, 2021-2022'.

R L Jain Memorial, IME(I) Lifetime Achievement Awards for 2022

This year the jury selected the three nominations from three Branches. Our Life Time Achievement award winners for 2022 are Mr. P. S. Murty, Mr. K. R. Sachar and Dr. P. V. Sasi kumar .

The General body was informed of the selection of the jury by the Governing Council to decide the Lifetime Achievement award

winners for next year 2022-2023. The jury comprises of the President, the Hon. Gen. Secretary, Mr. Vijay Arora, Dr. Sanjeet Kanungo and Mr. D. S. Anand Proposed Changes in the Memorandum of Association, Articles of Association, Branch Rules and Benevolence Fund rules which was approved /concluded in 93rd GC meeting held on 16th and 17th July 2022 and duly approved at this Annual General Meeting are hereby approved and adopted.

The AGM concluded with vote of thanks by Vice President, IME(I) Mr. Amit Bhatnagar .



International Maritime Day Celebration in Karnataka Chapter



The Karnataka Chapter of IME(I) celebrated the International Maritime Day on 29th September 2022.

The event was started with a talk in Kannada by one of the senior members Shri. T. Narayanan on All India Radio on the theme for this year.

In the evening a technical paper presentation was organised at Eden Club, the meeting started with a prayer by Ms. Vishishta d/o CE Prakash Udupa. The Chairman Shri. Pavithran Alokkan, IME(I) welcomed the gathering.

Papers were presented by Shri. Harvin from Mangalore Marine College on "High Voltage Oily water Separation System" introduced and mentored by CE Dolphy Pinto.

Shri. Savan from Srinivas College of Marine Engineering talked on "Development of Electrical and Green Marine Ships" introduced and mentored by CE Vivek Kumar

Ms. Rupale Joshi HOD Marine Engineering division of NMPA briefed on "Newer Technologies for Greener Shipping, introduced by CE Amitabh Bhargava. The Kochi Branch of IME(I) sponsored the function and Shri. Mathew Koshi GC Member gave a brief talk.

All presenters were given mementoes by the Senior members of Mangalore Marine College.

Mr. Keshava Rao proposed the vote of thanks and thanked Kochi Branch for their generous contribution and all those presented in large numbers to make the function a grand success.

- Contributed by **Shri. Amitava Bhargava**,
Hon. Treasurer, IME(I) Karnataka Chapter





Opening of Student's Chapter at Tolani Maritime Institute

On Saturday, 24 September 2022 Tolani Maritime Institute inaugurated its IME(I) Student Chapter at the hands of Mr. Vijendra Kumar Jain, President IME(I) at TMI Pune.

The event commenced with a welcome address by Cadet Anil Kumar Padihar, Chairman, Student Chapter, and introductory remarks were given by Mr. Shailendra Kumar, Vice Principal, TMI. The chief guest was introduced with all the student members of the chapter. The event was followed with curtain raising of the inauguration plate and ribbon cutting ceremony, which was done by the chief guest Mr. V.K Jain. The event was graced by the presence of Mr. Sanjeev Ogale (Chairman IME(I) Pune chapter) and other guest members from IME(I).

The guest were taken through the Ideation center and briefed about the student chapter structure and its future steps to be taken for achievement of objectives. The guests were taken through the ideation center and briefed about the set up.

This was followed by the model presentation by Cadet. Bhavesh Sendh on the topic "The Advanced Safety and Security for Autonomous Ships". A motivational speech was given by Mrs. Sujata Naik, Director of Tolani Maritime Institute, Pune about importance of leadership and relations with the Institute of Marine Engineers (India).

Mr. V.K. Jain spoke about the relevance of research by the student fraternity and motivated student team of TMI to generate idea from their own minds. He also praised Tolani Maritime Institute and its quality education over the past 24 years which is imparted to young minds who will command seas in the future. He also congratulated TMI for its entry into silver jubilee year.

Mr. B.K. Saxena, former Principal TMI, expressed his best wishes to student chapter. The final vote of thanks was given by Dr. Sanjeet Kanungo, Principal, TMI expressing his gratitude to all the guest members for the lasting relationship between IME(I) and TMI.

- Contributed by **Shri. Sanjeev D. Ogale**,
Chairman, IME(I) Pune Branch



No Substitute for Professional Training

Jagmeet Makkar,

FICS, FIMarE (I), FRINA, FHKI Arb, IME(I) Chair; Chairman - ICS Hong Kong Branch & IME(I) Hong Kong Chapter

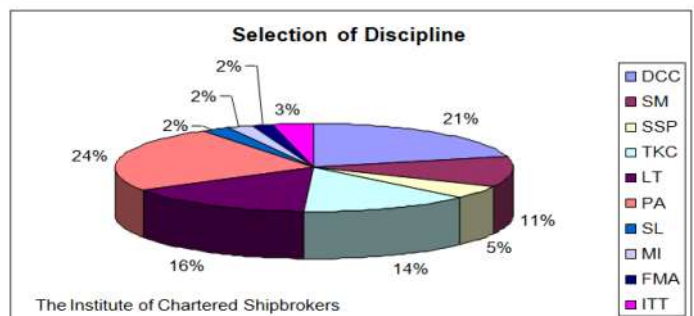
A common perception that is held by the public at large is to think of maritime industry as a synonym for the merchant navy, which is not entirely correct. In addition to a career in merchant navy, ship design and engineering, maritime industry has an immense potential to offer rewarding careers in various other disciplines from commercial shipping, ship sale and purchase, surveying, ship broking, maritime law, marine insurance, ship finance etc.

In addition to the regular courses in the Polytechnics and Universities worldwide, there are a few well established and prestigious Institutes that provide relevant and value-added training worldwide through flexible means of study, especially for those who have started their careers and want to progress. The Institute of Chartered Shipbrokers (ICS) is one such well known and long-established institute.

A structured training scheme with elements of desired seafaring experience and a good understanding of shipping business followed by focused study of the specialized subjects such as dry cargo and tanker chartering; ship management, ship sale and purchase, marine insurance, shipping law, liner trade, port agency, multi-modal transport, Shipping finance etc. prepares the youngsters to take up more responsible roles in the Industry.

Over the last few years, the number of students taking such examinations has increased. This also includes those sailing onboard the vessels (who are ambitious to progress through positions in shore based maritime industry) and fresh graduates but the majority of the students is from the practitioners in the market who want to acquire better understanding of various disciplines.

The qualifying examinations offered by the Institute of Chartered Shipbrokers are challenging and add value. The average success rate is about 60%.



DCC: Dry Cargo Chartering; SM: Ship Management; SSP: Ship Sale and Purchase; TKC: Tanker Chartering; LT: Liner Trading; PA: Port Agency; SL: Shipping Law; MI: Marine Insurance; FMA: Finance & Management Accounting; ITT: (International Through Transport). Source: Institute of Chartered Shipbrokers, UK.

In the previous two years, presented as a percentage of the total, students selected Port Agency (PA) followed by Dry Cargo Chartering, Liner Trading and Tanker Chartering in terms of their preference. Shipping Law, Marine Insurance and Finance and Management Accounting are not the preferred disciplines as found from the data for previous two years.

The number of students realizing the importance of keeping pace with the industry requirements for high skills is gradually increasing. While a lot still needs to be done as identified above, this is a good sign and bodes well for the Maritime Industry.

At IMU, we will soon offer Post Graduation Courses including Master of Business Administration (MBA) where Certificates of Competency will also count towards credits. This will be a good opportunity for those working ashore but also those who are considering transition from Ship to Shop.

You may contact the author at imei.chair@imu.ac.in

**Institute of Chartered Shipbrokers, an Elite Institute with Mission: "Setting the highest standards of professional service to the shipping industry worldwide through education and example"*

You may contact the author at Chairman@ics.org.hk



Soft Skill Development Programme

Cadet. Anuvab Chakraborty,
Tolani Maritime Institute, Induri, Pune

"That's one small step for man, one giant leap for mankind", on that very note the IME(I) students chapter began at TMI, Pune to spread awareness from technical development to all spheres of life. Followed by the inauguration of the IME(I) students chapter an event was organised in the college which was graced by respected delegates from the Rotary Club Pune South like Mrs. Mridula Ghodke, Mr. Shrikant P Paranjape, Mr. Anand Kulkarni, and also the Chairman of IME(I) Pune branch Mr. Sanjeev Ogale also the serving President of Rotary Club of Pune South. Principal Dr. Sanjeet Kanungo and Vice Principal Shailendra Kumar, TMI were also present.

The first speaker Mrs. Mridula Ghodke was a former director (NEWS) on All India Radio for 35 years, a voice makeover artist, a language consultant on the UPSC panel, an interpreter in Rajya Sabha, and many more. She gave a major insight into emotional awareness and mental health. She talked about the strategies on how to handle anger and fear. She taught some basic exercises to calm the minds when at stress so everyone can bring out the best.

Following her was Mr. Shrikant P Paranjape who is a successful CEO of an engineering manufacturing company for over 25 years. He is an internationally

certified handwriting analyst and graphology therapist in India & USA. He talked about the importance of proper handwriting and how that is important in shaping one's future. He explained about the success mantras and how to attain it by developing some basic traits in the handwriting.

Last but not least the final speaker of the event was Mr. Anand Kulkarni who is fondly known as AK. He is a Mind Coach, Corporate Trainer, and Psychologist. He kept everyone engaged at the event with his energy and briefed about the policy of DGAP which stands for – Discipline, Goal, Attitude, and Positive Planning System. He cited various examples to make the audience realise the importance of confidence, persistence, and positivity. He also focused greatly on the importance of developing soft skills.

The Chairman of IME(I) Pune branch Mr. Sanjeev Ogale and Principal Dr. Sanjeet Kanungo also added points to this event. This event appeared to be a great help to everyone present there. It focused on the importance of introspection and retrospection. Moreover, it taught the importance of being disciplined, calm, composed, and having a proper attitude toward everything. Hopefully, more such interactive events will be organised and the big leap that is being self-aware will be achieved by everyone.





*Charu, I just overheard that we have a **LONG STAY** in this Anchorage. Great .. we can really Relax and you can do all the Generator work.*





TMI Silver Jubilee Curtain Raiser Event

This year Tolani Maritime Institute entered the 25th year of its foundation. The Institute will be celebrating its Silver Jubilee year as majestically as possible. To begin with, the Curtain Raising Event was organised on the evening of 24th September 2022 at the Athletics Track of the Institute. TMI was all decked up with flags and banners showcasing our institute motto - Attitude, Skill and Knowledge. The entire campus was lit up to highlight the buildings and other structures.

The evening began with the inauguration of the Student Chapter of IME(I) on TMI campus by Mr. V.K. Jain, President, Institute of Marine Engineers (India) and Dr. B.K. Saxena, Advisor and former Principal of TMI.

The inauguration was followed by the unveiling of two new structures at the Institute. A new name board at the Main Gate and a glittering rotating sheet metal structure depicting '25 Years of Excellence', prepared in-house by the TMI Workshop department, installed behind the Learning Resource Centre of the Institute.

After that, everyone proceeded to the Athletics Track, the main venue for the evening. The Athletics Track of TMI, surrounded by student hostels, witnessed a historical moment in the presence of Dignitaries, students, Faculty and Staff Members, and their families.

The event commenced with seeking the blessings of Lord Ganesh by 'Ganesh Vandana'. It was an outstanding performance of classical and western fusion dance by over 60 students – girls and boys – of TMI. It was followed by the Welcome Address by Dr. Sanjeet Kanungo, Principal, TMI. A documentary film highlighting the making of TMI and its journey into the 25th year was released following the Principal's Welcome Address.

The logo of the Institute is modified as it enters into 25th year. A short video prepared by one of the institute students showed the transformation

of the institute logo.

TMI students have written and composed a song for the Institute, which was presented live by the TMI band. It was indeed an inspiring and energetic performance by the students.

A TMI 'Khel Mahotsav' banner was released as an initiative of the sports department of TMI to organise various sports events over the Silver Jubilee year for all TMI faculty and Staff members and campus housing residents.

Thereafter, Dr. Sujata Naik unveiled the Globe Sculpture installed over the rock fountain in the cooling ponds near the ship in the campus. TMI Workshop Training Department has created the sculpture using jobs prepared by students over the years. The unveiling was done in a very innovative way making use of cold fireworks and light effects. Dr. Naik then addressed the gathering.

Main attraction of the evening was a live musical concert by well-known artist, Mr. Jasraj Joshi. The concert created an electrifying atmosphere and made everyone tap their feet. It was followed by the rocking and energetic performances by TMI Cadets. Sounds of Dhol Tasha and Zanj set a positive rhythm and increased the glory of event.

The programme ended on a happy note, with everyone in high spirits to deliver their best to TMI.





Some Glimpses of the Event



Need luboil?
Think LUKOIL!



LUKOIL Marine Lubricants

MARINE IN ALL WE DO!

Oceanic Lubes
India Representative for
LUKOIL Marine Lubricants
Tel.: +91 22 2781 0406
Tel.: +91 22 6673 5319
email: oceanic@lukoil.com

Second IMO Mock Session Competition (2022) at IMU

The Indian Maritime University (IMU) conducted the Second IMO Mock Session Competition, with the Grand Finale on 09 October 2022. It had conducted the first ever competition of this genre last year (August 2021) for all its six campuses. This year the competition was extended to all IMU affiliated Pre-sea Institutes also. The event was organised in association with the DMET-MERI Ex-Cadets Association (DMECA) and the Mumbai Branch (including the Navi Mumbai and Gujarat Chapters) of the Institute of Marine Engineers (India).

The objective of the competition is to ensure that future leaders of Maritime India are exposed to the art, philosophy and science of regulations development at the International Maritime Organization (IMO), so as to be able to grasp and appreciate the regulatory framework they will be exposed to in the Shipping Industry. It is also conducted as a value addition to the academic pursuits of the students and scholars, as also contributing to honing the cognitive and communication skills of the participants.

The event was specially curated by Shri. Rajeev Nayyar, Chairman of the Navi Mumbai Chapter of IME(I) and an Industry veteran, who has been part of the Indian delegation at the IMO on numerous occasions. He was assisted by a core team of three consisting of:

- Shri. Rajesh Doshi, representing Mumbai Branch of Institute of Marine Engineers (India).
- Cdr. Gaurav Agarwal (Retd), representing the DMET-MERI Ex-Cadets Association (DMECA).
- Prof (Dr) Yogamala HL – representing the Indian Maritime University.

It was conducted in parallel for two topical and critical subjects:

- MEPC:GHG Reduction Strategy – Alternative Fuels.
- MSC : Safety & Training Aspects Associated with Various Fuels being Proposed

Four eminent veterans of the industry constituted the panel of Judges, lending an aura of dignity to the event. The Judges were:

- Shri. MV Ramamurthy, Former President (Shipping), Reliance Industries.
- Dr. BK Saxena, Former Principal. Tolani Maritime Institute.
- Shri. Dilip Mehrotra, Former President. Institute of Marine Engineers (India).
- Shri. Achintya B Dutta, Secretary, Indian Ocean MOU Secretariat.

The participants greatly benefitted from the guidance and mentorship by the galaxy of Industry experts who were roped in for the competition. The Guides were:

- Shri. David Birwadkar, Advisor (Head, The Great Eastern Institute of Maritime Studies).
- Capt. Mahesh Yadav, Director Maritime Education & Training, FOSMA.
- Shri. Mohan Singh Pal, Director (METC), Institute of Marine Engineers (India).
- Shri. Sunayan Sanatani, Fleet Manager, Great Eastern Shipping.
- Shri. Sunil Kumar, CTO and Head Training & Assessment, Great Eastern Shipping.
- Shri. Mahesh Subramanian, General Manager (ESG & Projects), Anglo Eastern Shipping.
- Shri. Devrup Kabi, Senior Principal Surveyor / Vice President, Indian Register of Shipping.
- Capt. (Dr.) Porus Pervez Dalal, Head of Fleet Personnel, GFS Ship Management.

- Shri. Ritesh Kaushik, Chief Engineer, Maritime Lawyer & Techno-Legal Expert Hull & Machinery Claims.

28 teams from 13 IMU Affiliated Institutes / IMU Campuses (for the topic MEPC) and 31 teams from 11 IMU Affiliated Institutes / IMU Campuses (for the topic MSC) began the battle for victory over a grueling four rounds of filtering. 6 teams from MEPC and 4 teams from MSC made it to the Finals.

The Finals were conducted on 09 October 2022 in virtual mode. Shri. Ajithkumar Sukumaran, Chief Surveyor to the Government of India, was the Chief Guest. In her Welcome Address, Dr. Malini V Shankar, Vice Chancellor Indian Maritime University, brought out that India was rightly again focusing its attention on the Maritime Sector, the roadmaps for which were being laid out in the Maritime India Vision 2030 and 2047. The onus was on all maritime professionals, and the youth of today, to ensure that India's future

Maritime leaders were capable of getting the developed nations to pay heed to the needs and requirements of developing and under developed nations in matters maritime.

In his address, Shri. Sukumaran lauded the standard of the competition, stating that after seeing the finalists in action, he was confident that the future of the Indian Shipping industry was in good hands. He emphasised that given the uncertainty in the industry with respect to technological advancements, it was imperative that fresh and innovative ideas kept coming to the fore, and events of this nature were the best opportunities for this. He thanked the DMET MERI Alumni for supporting the competition, bringing out that it is not the Institute that makes the Alumni, but the Alumni who make the Institute.

The First Prize and IME(I) Mumbai Branch Rolling Shield for 2022 for MEPC was won by Anglo-Eastern Maritime Academy, Karjat. They were ably guided and mentored by Shri. Mohan Singh Pal.

The detailed results are tabulated below:

	Winner	1 st Runner Up	2 nd Runner Up
MEPC			
Team / Zone	E2 / Mumbai 1 Zone	E1 / Kolkata Zone	C1 / Kolkata Zone
Institute	Anglo Eastern Maritime Academy	IMU Kolkata Campus	IMU Kolkata Campus
Team Leader	Ajith Aravindan Nair	Khushi Agrawal	Radhika Kumari
Member	Harikrishnan Raveendran Pillai	Karthik BS	SM Shreyas
Member	Akshay Valakkudath Mohandas	Sudin Yadav	Rohit Singh
Member	Jithin Pullaikodi	-	Sachin Kumar
Guide	Shri Mohan Singh Pal	Shri Sunayan Sanatani	Shri Sunayan Sanatani
Campus Co-ordinator	Shri Tejinder PS Bhamra	Shri SK Badhan	Shri SK Badhan
Zonal Co-ordinator	Shri Hare Ram Hare	Shri Anjan Adhikari	Shri Anjan Adhikari
Prize	Rolling Trophy & Rs 18,000/-	Rs 12,000/-	Rs 10,000/-
Prize Sponsor	Mumbai Branch IME(I)	Mumbai Branch IME(I)	Mumbai Branch IME(I)

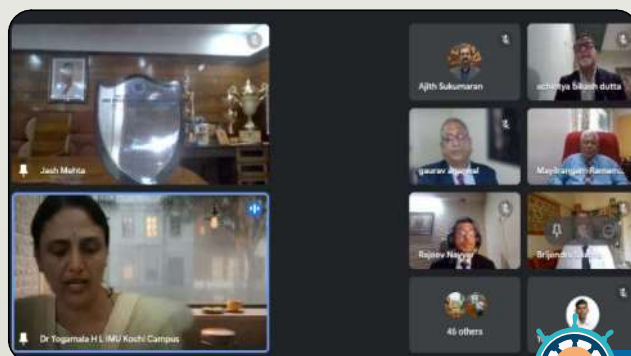
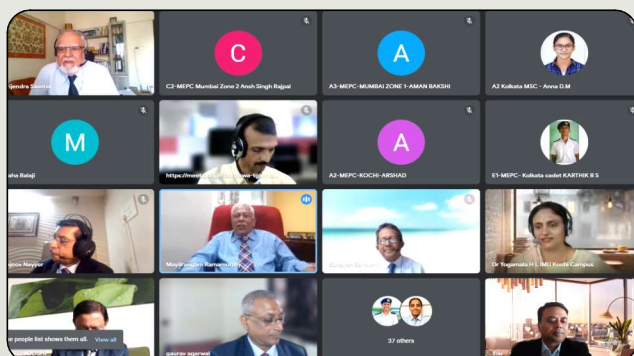
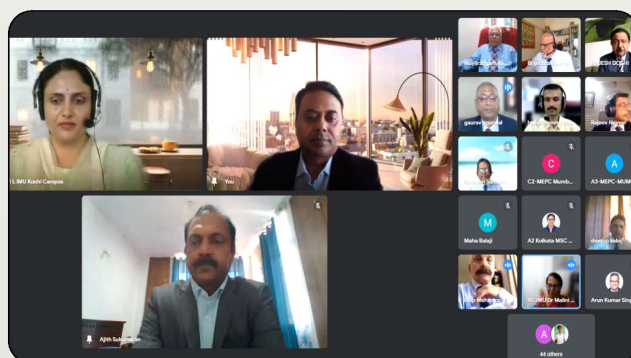
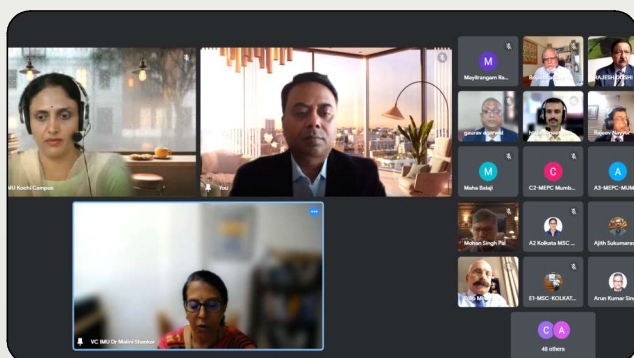
	Winner	1 st Runner Up	2 nd Runner Up
MSC			
Team / Zone	A2 / Kolkata Zone	E1 / Kolkata Zone	A2 / Mumbai 2 Zone
Institute	IMU Kolkata Campus	IMU Kolkata Campus	IMU Navi Mumbai Campus
Team Leader	Raghav Dhaka	Anirban Bhattacharjee	Devang Rajkumar Raut
Member	Rustam Raj	Ritvik Kumar	Divyansh Singh
Member	Yash Mukherjee	Ankur Kundu	Harshad Jadhav
Member	Anna DM	Sayak Sen	Harsh Kumar Srivastava
Guide	Capt Mahesh Yadav	Capt Mahesh Yadav	Shri Ritesh Kaushik
Campus Co-ordinator	Shri SK Badhan	Shri SK Badhan	Capt Parag Mehrotra
Zonal Co-ordinator	Shri Anjan Adhikari	Shri Anjan Adhikari	Capt AK Majumder
Prize	Rolling Trophy & Rs 18,000/-	Rs 12,000/-	Rs 10,000/-
Prize Sponsor	DMECA	DMECA	DMECA

The First Prize and DMECA Rolling Shield for 2022 for MSC was won by IMU Kolkata Campus. They were ably guided and mentored by Capt. Mahesh Yadav.

Consolation Prizes of Rs 5,000/- each were won by IMU Kolkata Campus (MSC segment, sponsored by DMECA)) and Anglo Eastern

Maritime Academy, Tolani Maritime Institute and IMU Kochi Campus (MEPC segment, sponsored by IME(I)).

The collaboration between so many stakeholders of the Indian shipping industry to contribute to the endeavors and activities of the IMU indeed augurs well for the future of Maritime India.



WE CARE

ENGAGING | EMPOWERING | INSPIRING



Setting the standard

 **ANGLO-EASTERN**



NMIS-IME(I) 2nd Passing Out Ceremony of Shipping Management and Logistics Course

The opening speech was given by Mr. Arun Kumar Gupta, Chairman, IME(I) Mumbai Branch. He welcomed all the attendees in the 2nd passing out ceremony of Ship Management & Logistics Course conducted jointly by NMIS and IME(I). 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. B. K. Saxena about his effort and contribution and also congratulated the candidates.

Mr. David Birwadkar, Vice- Chairman, IME(I) Mumbai Branch thanked all the people who are associated with this course including Dr. B. K. Saxena, Dr. Dhingra for all the cooperation, all faculty members, Ms. Harshada, Ms. Poonam from NMIS, Mr. Vijendra Jain, Mr. Arun Kumar Gupta, Ms. Nimisha, Ms. Neetha Nair and Mr. Yogesh. He also praised the team under technical committee comprising of Mr. Sunil Kumar, Mr. Vivek Prasad and Ms. Archana Sangal and all the candidates. He then invited Mr. Vijendra Jain, President, IME(I) to share his key words.

Talking about the course, Mr. Jain focused more on the next date and proper marketing of the same to attract more candidates and fill the required seats. Secondly, he stated about candidates who want to continue and do a regular batch of 3rd and 4th semester and get a diploma certificate. He asked the key people in the meeting to take this forward. Lastly, he thanked Dr. Saxena and Dr. Dhingra in enabling this course.

Mr. Birwadkar then asked Dr. Dhingra to share his key words. Dr. Dhingra started his speech by congratulating and wish the best for future endeavours to all the candidates. About getting candidates and filling up the seats, he also emphasised on doing a relevant marketing so more and more candidate can able to join the course. He again congratulated the team and the candidates who came first, second and third.

Finally above all, Mr. Birwadkar invited Dr. Saxena who is the captain of this course to share his sum and substance. Dr. Saxena complimented all the candidates and congratulated the joint team effort. He requested the team to involve all the branches of IME(I) to get more candidates. Speaking on the occasion, he said that "The days are gone when we engineers were only technical people. Today the job is techno-commercial, it's not pure technical. It is high time the engineers can come out from their shell and grab such opportunities." As regards to diploma courses, Dr. Saxena said that, "We need to now approach Universities and requested the committee to work on it."

The last part of the event was announcing the rank holders. The first-three candidate rank wise are as follows:-

1. Biju Mohan Kadavath
2. Umeshkumar Madhukarrao Sahu
3. Sriram Subramanian Iyer

The candidates who scored highest marks in "Shipping Practices" are:

1. Biju Mohan Kadavath
2. Umeshkumar Madhukarrao Sahu
3. Ritesh Baghel

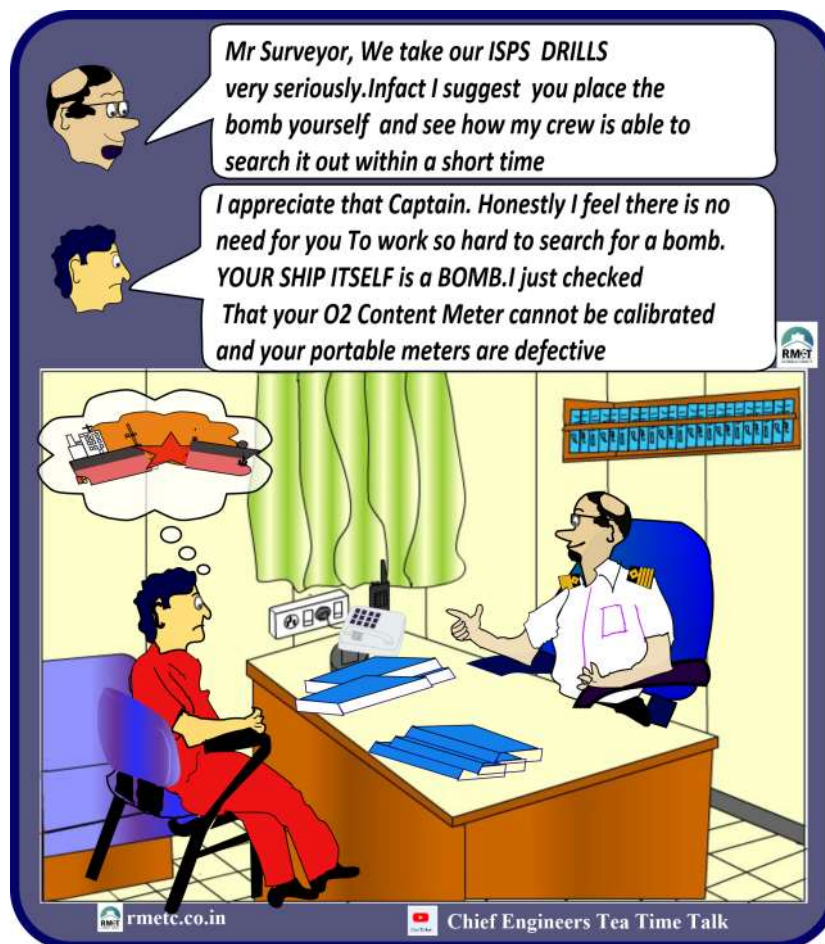
The candidates who scored highest marks in "Costing & Budgeting"

1. Sriram Subramanian Iyer
2. Biju Mohan Kadavath
3. Priyanth Kumar Senthilkumar

Apart from all the rank holders, below are the candidates who completed this course:-

Ashish Kumar Patel; Madhan Pankaj Surendrakumar; Rahul Bhirdwaj; Nandlal Gopal; Revanta Khanna; Sai Preetha Thangagopi.

Vote of thanks was given by Mr. Sanjeev Mehra, Hon. Secretary, IME(I) Mumbai Branch.



Idea, Words & Drawing: Ramesh Subramanian

MariApps' Electronic Record Books



- Oil Record Book Part 1 & 2 (ORB Part 1 & 2)
- Garbage Record Book Part 1 & 2 (GRB Part 1 & 2)
- Cargo Record Book (Annex II)
- Ozone Depleting Substance Record Book (Annex VI)
- Emission Record Book (Annex VI)
- Ballast Water Record Book
- Biofouling Record Book
- Bunker Sample History Logs
- MARPOL Seal Logs
- Sewage and Graywater Record Book

Type approvals received



BUREAU
VERITAS

ClassNK



Flag approvals received



Compliance
MEPC.312(74) resolution



Secure and Accurate
Increases transparency,
reduces errors



Productivity
Reduces administrative tasks



Centralized database
Access data anytime, anywhere

ANGLO EASTERN **MARITIME TRAINING CENTRE**

AEMTC MUMBAI : 401, Fourth Floor, Leela Business Park,
 Marol, Andheri-Kurla Road, Andheri (East), Mumbai-400 059.
 T. +91 22 6720 5600 / 611 / 618 | A.O.H. +91 9820917656
aetr.bom@angloeastern.com
 Capt. K. N. Deboo, Mr. Francis Akkara, Mr. Ivor Wilson

AEMTC DELHI : A-101, Dayanand Colony, Lajpat Nagar- 4,
 New Delhi - 110 024
 T. +91 11 2642 6801 / 802 / 2647 2831 / 2647 1129
aetr.del@angloeastern.com
 Capt. Prashant Gour, Ms. Sukhjeet Kaur

www.maritimetraining.in

MAN | PrimeServ



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



FULL COURSE

PART II (Practical Session)

: 21 - 25 Nov'22, 19 - 23 Dec'22

: 28 - 29 Nov'22, 8 - 9 Dec'22, 15 - 16 Dec'22



For bookings: PrimeServ.academy-cph@man-es.com | aetr.bom@angloeastern.com



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

November 2022 : 21 - 25

D. G. Approved Courses

November 2022

1. Basic Training for Ships using fuels covered within the IGF Code	07 - 12
2. Engine Room Simulator (Operational Level)	9 - 11
3. Assessment, Examination, and Certification of Seafarers (AECS)	21 - 02 Dec
4. Refresher and Updating Training Course for all engineers (RUTC)	14 - 16, 13-15 Dec

Value Added Courses

November 2022

1. Basic Marine Electrical Course Module 1 - Practical Marine Electrical	07-12, 28 - 02 Dec
2. Advanced Marine Electrical Course Module 2 - Practical Marine Electrical	14-16
3. Advanced Marine Electrical Course Module 4 - Electronics for Marine Engineers	17-18
4. Advanced Marine Electrical Course Module 5 & 6, Instrumentation, Process Control & Programmable Logic Controllers	07 - 12, 21 - 25
5. Bridge Manoeuvring & Engine Control - Management Level	09 - 11
6. Bridge Manoeuvring & Engine Control - Operational Level	17 - 18
7. Hydraulics for Engineers	14 - 16
8. Interpersonal Skills & Conflict Management	17, 01 Dec



AUTOMATION LAB



ENGINE ROOM SIMULATOR



HIGH VOLTAGE LAB



INSTRUMENTATION LAB



WARTSILA RT FLEX

VACANCY

Faculty position for Master Mariner

| Location: AEMTC Mumbai

Qualifications and Experience

- Master mariner with at least 1 yr. Rank experience on different types of ships (LNG / LPG / Tanker experience)
- Minimum 1 to 3 years of experience in ship operations as master.
- Previous experience in teaching / auditing / operations preferred.

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



Union Minister Sarbananda Sonowal announces Multiple Initiatives to unlock potential of Blue Economy of Indian Ocean at IMU Convocation

The Union Minister of Ports, Shipping & Waterways and Ayush, Sarbananda Sonowal announced multiple initiatives at the Indian Maritime University's (IMU) 7th convocation on 4th November 2022 at IMU, Chennai Campus. A Centre for Policy Research in Maritime Studies (C-PRiMeS) of IMU was also inaugurated by the Union Minister.

The C-PRiMeS centre will undertake maritime studies and act as a think tank for the development of the marine economy. To supplement the vision of Sagarmala programme of the Government, multiple initiatives were announced open by the Union Minister Sarbananda Sonowal to unlock the huge potential of Blue Economy of Indian Ocean at the IMU convocation.

Speaking on the occasion, the Union Minister, said, *"It gives me immense pleasure to attend this important event. As India works through the Amrit Kaal to become an Atmanirbhar Bharat, the role of Blue Economy in propelling the growth story of India is immense. Under the visionary leadership of Prime Minister Shri. Narendra Modiji, the Ministry is working to strengthen the coastal economy of the country through its Sagarmala programme. While improve our infrastructure, we must equip ourselves to secure optimum utilisation of the opportunity at hand as Ocean based Blue Economy is the next sunrise sector for development."*

Adding on the new opportunities from marine sectors, the Union Minister, said, *"Apart from Traditional sectors like shipping, offshore mineral exploration, fishing, undersea cable and tourism, we must equip our economy to take the best advantage from the upcoming sectors like Aquaculture, marine biotechnology, ocean energy and seabed mining etc. This can be done only through training our talent pool with the best possible knowledge and training on modern marine technologies which is being made possible here at IMU. I am confident that we will continue to work towards enabling our students and cadets with the best possible training so that the ultimate objective of marine economy led growth can be unlocked for the growth of the Indian economy."*

In order to improve the training module with an aim to expose the students to the best minds of the sector, the students are being imparted training under the Global Initiative of Academic

Networks (GIAN) scheme. In order to strengthen the capacity of IMU in industrial research, consultancy and policy studies, the IMU with the support of the Institute of Marine Engineers

India-IME-(I) has established a Chair position, and with the Company of Master Mariners of India (CMMI), the professional exposure for cadets and students are being done. A Cumulative

Professional Development Allowance (CPDA) of ₹ 3 lakhs for three years for the training of faculty has also been introduced.

The IMU also has a tie up with the National Institute of Advanced Study (NIAS), Bengaluru and Research & Information System (RIS), New Delhi to work on the policy research of the maritime economy. A Career Advancement Scheme at IMU for fasttrack career growth of faculty, nomination of students for various training programmes has been going on at Antwerp Port Training Centre in Belgium.

A project worth ₹ 21.94 lakhs awarded to IMU by Inland Waterways Authority of India (IWAI) for 'Development of Energy Efficient River survey drifter drone (Autonomous survey craft)'

On Self-Propulsion Model (SPM) area few among the overall achievements of IMU in the recent years.

In addition, a project worth ₹ 57.50 Lakh was sanctioned by Tamil Nadu Government in respect of offshore Reconnaissance Survey of a Sangam Age Korkai Port, Tamil Nadu is one of the recent

Research project under taken by IMU in association with NIOT, Chennai.

Earlier at the IMU Convocation, the Union Minister Sarbananda Sonowal awarded Gold and Silver medals to the top students from various disciplines.

The programme was also attended by the Union Minister of State for Ports, Shipping & Waterways and Tourism, Shripad Naik along with the Union Minister of State for Ports, Shipping & Waterways and Tourism. The convocation was declared open by Dr. Malini V Shankar, Vice Chancellor of IMU earlier. As many as 401 students were awarded in person their respective Doctoral degrees, Post Graduate degrees & diplomas as well as the undergraduate degrees of all schools. As many as 3179 students received their degrees virtually. The ceremony captured and gathered beautiful memories. The grand ceremony was attended by Shri. K. Saravanan, Registrar; Commodore Kishore Dattatraya Joshi (Retd.), Controller of Examinations and other senior IMU officials & authorities.





The following are some of the social activities carried out by the Kochi Branch during the past year:

1. Onam Celebration

Onam is a traditional festival celebrated in Kerala. Although it has some connection with Hindu mythology, it has become a universal festival of Kerala with no relation to any religion and is celebrated by one and all in Kerala. The main feature of the festival is "Pookkalam" which means "Flower Bed". Various patterns are made using fresh flowers of vibrant colours.

The second feature of Onam is a feast featuring a number of traditional Kerala dishes served in a plantain leaf.

The institute celebrated Onam this year featuring both of the above as shown by the pictures below.

2. International Yoga Day Celebration

International Yoga Day was celebrated by a LecDem on Yoga by the Branch Chairman. It was well attended by the faculty and students of the course the Institute is conducting.

3. Visit on board the Electric Boat of Kochi Water Metro.

Many members of the Institute visited the Electric Passenger Boat, the first of many being pressed into service by Kochi Water Metro shortly.

The members accompanied by their family members made a ride in the boat by kind courtesy Kochi Water Metro, whose senior officials are members of the Institute.



4. Felicitation to Dr.P.V. Sasikumar

Dr. Sasikumar, a active member of the institute, has been awarded this year's RL Jain Lifetime Achievement Award and the Institute felicitated him in a meeting of members.

5. Felicitation to Prof.Venugopal

Prof. Venugopal who is the present Vice-president of Kochi branch has recently taken over as Director, Kunjali Marakkar School of Marine Engineering, Cochin University of Science and Technology. Close friends of Prof.Venugopal felicitated him by hosting a private dinner to him.

6. Support to the sailors of "Heroic Idun"

The members of the Institute actively participated in the Candle-lit vigil jointly organized by the marine organizations in Kochi to declare support to the sailors of the vessel detained in Nigeria. It was well attended by many sailors residing in and around Kochi and their friends and families and received good publicity through the reporting of all print and visual media operating in Kochi.

- Contributed by **S.Krishnan Kutty**,
Chairman, IME(I), Kochi Branch



INSTITUTE OF MARINE ENGINEERS (INDIA) GOA BRANCH

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

The guest house has following salient features:

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

**Room booking can be done by members on email to either
admin@imare.in or imehousegoa@gmail.com**

Address of IMEI House:

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

Contact Number: 7972529309



The 8th session of CCC subcommittee of International Maritime Organization



The 8th session of CCC subcommittee of International Maritime Organisation was held from 14th to 23rd September 2022. Issue of **Containers being lost at sea** during transit was debated and the serious hazard they become to navigation and safety at sea in general was discussed.

The draft amendments to SOLAS chapter V, on safety of navigation will be submitted to the Maritime Safety Committee (MSC) for approval at MSC 107 in 2023. Proposal is that master of every ship involved in the loss of freight containers shall communicate the particulars of the incident without delay and to the fullest extent possible to all the ships in the near vicinity, nearest coastal state and the flag state. The flag state would be required to report the loss of containers at sea to IMO.

Sub committee agreed and proposed that the amendments should enter into force on 1st January, 2026.

Sub committee continued its work on safety provisions related to fuels other than Fuel oil and

low flash point fuels. Work is towards decarbonisation ambition set out in the IMO GHG Strategy. Committee also agreed to develop and finalise guidelines for ships using Hydrogen and Ammonia as fuel.

IMOTECHNICAL COOPERATION COMMITTEE (TC)

The 72nd session of the Technical Cooperation Committee was held remotely from 17th to 20th October 2022. Committee agreed to boost its regional presence with the establishment of a Regional Presence office in the Middle East and North America (MENA) region, to be hosted in Alexandria, Egypt.

Committee noted support from delegations for considering the establishment of a regional presence office in the Latin America region and invited submissions at the next session of TC.

Committee reviewed status of women in Maritime Programmes as part of IMO's efforts to enhance the participation of women in the maritime sector and to celebrate the second International Day for Women in Maritime in person, on Thursday 18th May 2023, at IMO headquarters.

- Contributed by **Shri. S.M. Rai**



5
CAMPUSES



100+
FACULTY



75+
COURSES



3,51,000+
STUDENT ENROLLMENT



25+
AWARDS

From 3 rooms to 5 exclusive campuses, HIMT has come a long way and entering our



SILVER JUBILEE YEAR!



THANK YOU

Students, Shipping Companies, Administration, Faculty, Staff & Other Stakeholders.

We look forward to your continued support...

Join the HIMT Family

VICE PRINCIPAL

Chief Engineer with Teaching Experience

LOCATION: HIMT College, Kalpakkam

REQUIREMENT

- You should have a thorough understanding of the cadets & trainees and Industry needs.
- You should be self-driven with a vision to take HIMT into the next decade.
- At least 15 years total work experience in the shipping industry of which around 5 years ashore in training, classification society, etc.
- Technology savvy.
- Open to innovative ideas in transforming Maritime Training
- Mentor cadets and faculty.
- Long term commitment.

BENEFITS

- Medical Insurance for Self & Family
- Personal Accident Policy
- Family Accommodation available at campus
- Working with a dynamic team
- Freedom to implement new ideas

REMUNERATION

Around ₹24L+ p.a.

including annual incentives & Long term commitment.

Master (FG) & Chief Engineer for D. G. Shipping Approved Physical Classes

LOCATION

Chennai & Kalpakkam

BENEFITS

- Flexibility to work on an hourly basis at your convenient time.
- Medical Insurance for self and family.
- Personal accident policy.
- Family accommodation (at Pre-sea campus).
- Sail for a few months and teach for the remaining months.
- Teach any course to your liking from Pre-Sea to Post-Sea Courses.

ADDITIONAL WEIGHTAGE WILL BE GIVEN FOR

- Tanker Experience.
- Prior Teaching Experience.
- Experience in Simulator Training.
- Chief Engineers competent to teach electrical topics.
- Willingness to take both Competency & Revalidation courses.
- Age below 55 years would be preferred.
- Masters/Chief Engineers with no teaching experience and above 55 years can also apply.

SALARY

Salary and Incentives as per Industry Standards

Interested applicants can send a mail to careers@himtmarine.com

www.himtmarine.com | www.himtcollege.com | www.himtoffshore.com | www.himtelearning.com



European Project to Develop Solutions to Tackle Methane Slip from LNG Vessel

- Vaishnavi Harish, 4th Year, BTech (ME), SMET, IMU-CC

Following the espousal of several International Maritime Organization (IMO) regulations on emissions of nitrogen oxides (NO_x) and sulphur oxides (SO_x), the use of LNG has been on the upsurge.

LNG or Liquefied Natural Gas is super chilled and in liquid state when transported. Since it is already seen as a supplement fuel for a variety of segments, it can create an even bigger impact when used as ship fuel. Climate changes, current and future international shipping regulations, etc. are anticipated as costly laws which need to be complied at various stages and (Liquified Natural Gas) LNG fuel is expected to support in the process.

LNG fuelled ships are able to emit almost zero sulphur oxide emissions, which is appropriate when the regulatory 2015 ECA's (or, Emission Control Areas) come in action. Due to lesser carbon content in LNG, release of the harmful carbon dioxide gas is reduced by nearly 25%. LNG could be offered at a competitive price when compared to heavy fuel oil or HFO and even more attractive when compared to the low-sulphur gas oil, as fuel on ships.

The pollution profile of LNG is favorably juxtaposed with oil-based fuels, both in terms of particle emissions and NO_x and SO_x, thus enhancing overall air quality and curtailing water and soil acidification. However, methane slip remains a hefty challenge that, in the context of increasing LNG use, threatens climate action goals, as methane has a global warming potential (GWP) of 25 times that of CO₂.

Methane slip is the unburned fuel that is not fully combusted in ships' engines. Although methane slip accounts for a generally small percentage of the fuel used (in operations that use a significant amount of energy) methane slip can be a major source of emissions.

Methane slip is caused by two main reasons:

- (i) Due to dead volume in form of crevices between cylinder unit components; and
- (ii) Due to incomplete combustion in form of quenching at the coldest part of the combustion chamber when running lean.

Either by leakage through piston rings, or as a result of insufficient combustion, methane slip occurs when gas is emitted unburned from the engine.

Without countermeasures, there are several routes by

which methane can get liberated unburnt into the atmosphere from both two- and four-stroke gas-burning engines. This methane which evades combustion and emitted with the engine exhaust as well as the crankcase ventilation is referred to as "methane slip". Typically, 85 % to 95 % of natural gas and LNG is methane (CH₄), and methane is a GHG several times more potent than CO₂. A recent study has calculated the Global Warming Potential (GWP) of methane – i.e. its capability to trap heat in the atmosphere compared with the same mass of CO₂ at 84% – 86% over 20 years and 28% – 34% over 100 years.

Orders for LNG-fueled ships are rapidly growing, reaching new highs as the shipping industry seeks a near-term step towards addressing its goals of reducing emissions and improving the global fleet's environmental performance. While contemplated by many as one of the finest currently available options for the shipping industry, the debate advances on methane slip, the release of unburnt gas, which is adjudged by most scientists as tremendously harmful to the environment.

A new program in association with many figureheads in the industry including Shell, Wartsila, and DNW, and being led by the VTT Research Center of Finland, aims at cutting back on methane slip from LNG-fueled vessels. Chantiers de l'Atlantique and MSC Malta Shipyard

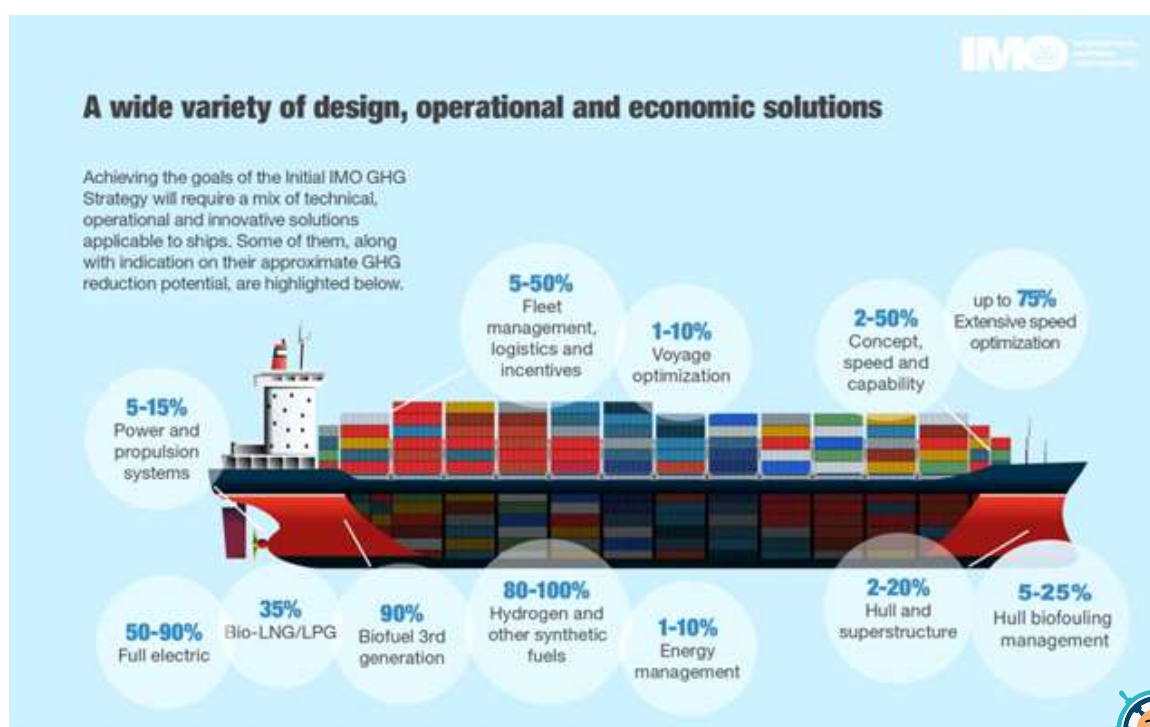
are also partners, as are MSC Cruises, CMA Ships, and the Finish Meteorological Institute. The EU has funded the project with €7 million in capital.

To support European action to lessen GHG emissions from the marine transport sector, the recently launched GREEN RAY project will develop three solutions to reduce methane slip from Liquefied Natural Gas (LNG) in new and existing ships.

[Greenhouse Gases, such as carbon dioxide, methane, nitrous oxide, and certain synthetic chemicals, trap some of the Earth's outgoing energy, thus retaining heat in the atmosphere. This heat trapping causes changes in the radiative balance of the Earth—the balance between energy received from the sun and emitted from Earth—that alter climate and weather patterns at global and regional scales.]

According to the project advisor, Dr Kati Lehtoranta from VTT Technical Research Centre of Finland, the GREEN RAY technologies will lessen the methane slip from LNG vessels coughing up directly to the reduction of the total greenhouse gas emissions. This will increase the LNG fuel utilization in vessels and also add interest towards bio- and synthetic LNG to maximize the potential for climate neutrality.

The developed technologies will be exhibited onboard two new ships and one retrofit, all of them earmarking the Technology Readiness Level (TRL) 7: System prototype demonstration in an operational environment.



The GREEN RAY project, three new technologies:

The project is concentrated on the LNG engine technology centered on a low-pressure dual-fuel concept, which is the most popular in marine applications. To avert methane slip, the GREEN RAY syndicate will develop 2 on-engine technologies and 1 after-treatment solutions for existing vessels and new ships.

1. Four-stroke engine: this engine will aim to enable methane slip reduction at all engine loads and apply to the largest engines in the market involving cruise, ferry and gas carriers.

2. Two-stroke engine: around a patented LNG injection system, this engine will aim to significantly reduce methane slip from, for instance, tankers and container ships.

3. Sulphur resistant catalyst system: this system will significantly reduce methane slip emissions – up to 95% – and reduce the methane slip to less than 1g/kWh. This system will aid the shipowners to lessen their greenhouse gas emissions as demanded by the IMO.

The consortium will also contribute to climate data collection by dint of studying methane levels, which will allow for a more global assessment of GHG emissions from LNG marine fuels. The data gathered will be integrated with onboard experiments and modeling to provide a more extensive outlook of the climate impacts of marine transport.

A similar project was set in motion in Japan in 2021 aiming to achieve a methane slip reduction rate of more than 70 per cent for LNG-fueled vessels over the next six years. The scaling down will be achieved by fusing methane oxidation catalysts

and engine improvements, while other efforts are aiming on altering exhaust scrubbers to also be able to achieve better capture of methane before it is emitted into the environment.

Starting with CO₂, the IMO's focus has shifted to GHG in the form of enforceable targets for overall ship efficiency, prescribed by IMO's Energy Efficiency Design Index (EEDI) and Ship Energy Efficiency Management Plan (SEEMP). More importantly, the IMO has also set the industry goal to reduce shipping's carbon emissions by 50 % until 2050. Shipping, by far, is the lowest emitter of CO₂ concerning the transport task performed, but this percentage will rise if shipping decarbonisation does not keep pace with decarbonisation in other modes of transport. The use of LNG offers significant reductions in polluting emissions and GHG. Furthermore, gas-burning Otto engines need minimized emissions reduction equipment versus oil-fueled engines– e.g. SCR or EGR for NO_x reduction– which reduces operating costs. In addition, due to its chemical composition, LNG produces less CO₂ during combustion than liquid fuels.

Savoring the likelihood of a new carbon-neutral age in shipping will require close collaboration with significant brainers and feasible factors (market stakeholders, regulators and politicians, policies, etc.) to promote and develop the necessary conditions and infrastructure for tackling methane slip from LNG vessels

References:

<https://www.maritime-executive.com/article/european-project-to-develop-solutions-for-methane-slip-from-lng-vessel>



Growth of IME(I) and Birth of INMARCO

- Vijay K. Jain (DMET Roll No. 912, Membership F 0441)

It is a pleasure with pride to see the progress of Institute of Marine Engineers (India) with regular Technical Papers, Seminars like INMARCO's, Social Gatherings including Health, Meditation and even Bollywood Music Sessions on Zoom media during unfortunate last two years of Pandemic.

This e-newsletter separately from MER will give the Institute further recognition and opportunity to Members to participate in its activities. After living out of India for 30 years I remember the first ten Years of IME's formation. It was sometime in 1977-78 when some Marine Engineers in Mumbai who were member of U.K.'s Institute of Marine Engineers thought of establishing similar Institute in India because we could not take part in any Activity of London Institute. Here I would like to mention few important names of dedicated members who were real architect of IME(I). All of them have left us for heavenly abode. Mr. H. S. Rao, I think was the first President and among other very active promoters were Mr. R. L. Jain, Mr. P.C. Jain (present President Vijayendra's father), Mr. G.S.K. Mohan Rao, Mr. Seshadri all in Mumbai. Among these Seniors was my batchmate B. Saraswat who became IME's Secretary for many years. These dedicated members used to carry Receipt Book in their pockets and enrol Members wherever they met a Marine Engineer. Thereafter other branches formed by Mr. Parthasarthy in Vizag, Mr. D'Abreo in Cochin, Mr I.M. Rao in Chennai and in Calcutta and Delhi. There were many others but these members were the backbone and worked as IME(I) was their main job.

The first major Event was held in 1980 in President Hotel Mumbai where many foreign Delegates took part and Technical Papers from Indian and overseas were received, Exhibition with Stalls from Indian and Foreign Companies were arranged. My Company Interlinks was established in 1979 so it was a real excitement to take part in such Event of Marine Industry for the first time in India. This Event was the beginning of our Institutes recognition in Marine Industry in India and abroad. Members were very happy and excited on the success of Seminar and then the Planning of future Similar Seminars started. The decision was made to have similar International

Conferences every Two Years in Mumbai. But then Chennai Branch also wanting to have similar Event which they called "Marine Symposium" so it was decided to have Mumbai Conference every four Years and Chennai in between also every four years so we have Marine Conferences every two years in India,

Now the preparation for first International Conference started and was decided to have in November / December 1982. To name this Conference many Names were suggested by Members and it was finally decided to call it "INMARCO" (a short form for International Marine Conference- 2 letters from each word).

First INMARCO in 1982 was very successful when Chairman was Mr. R.G. Sathey of Scindia Navigation Co. and Convener was Mr. H.K. Taneja of I.R.S. ably assisted by Mr. Ashish Basu. Many companies from Europe and Far East took part by sending Technical Papers, Delegates and Exhibition Material. But the main organiser for this Event was Mr. R. L. Jain who chaired next three INMARCOs in 1986, 1990, and 1994. There was lot of discussions for selection of Chief Guest as Politicians after accepting the Invitation sent last minute apology as they have some other urgent work. That's why we had Mr. Nani Palakhivala, Mr. R. Chidambaram and Chris Horrocks who gave very nice speeches on general matters stating that they have no knowledge on shipping.

While INMARCO was organised successfully every four Years Our Active Member and Past President from Chennai K. Chidambaram, while he was on visit to his sister in California, attended World Maritime Technology Conference (WMTC) in San Francisco in 2003 which was mainly organised by SNAME in U.S. He was quite impressed and admitted IME(I) as member. The next WMTC was to take place in London in 2006 for which there were regular meetings in InMarSet office in London. I was appointed to represent IME(I) since I was living here. London's Event was attended by Mr. Bhavnani, S.M. Rai and K.K. Saxena when we proposed to have next WMTC Meet in Mumbai which was accepted and we had a very successful WMTC meeting in Mumbai which gave our Institute a good publicity and IME(I) is well recognised in Maritime World today. With opening IME(I) Chapters in U.K., Hong Kong, Singapore we are going to become one of the largest Marine Institute.

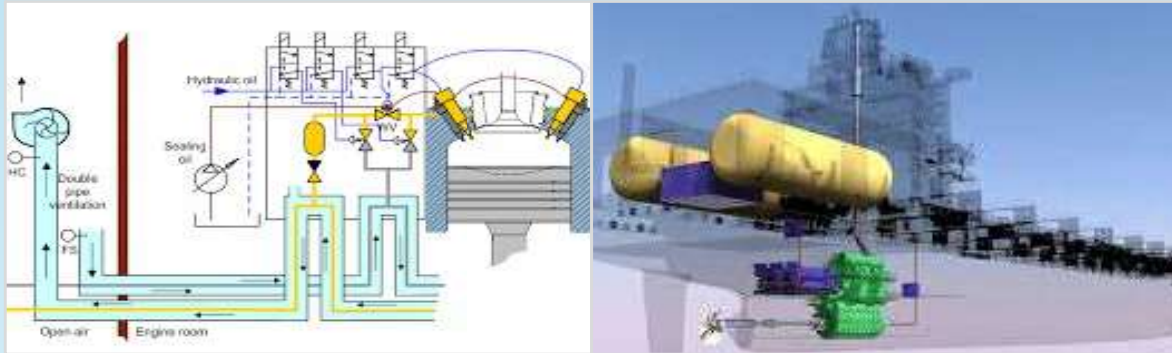


MASSA Maritime Academy, Chennai

83&84, 1st Main Road, Nehru Nagar, Kottivakkam (OMR), Chennai - 600 041.

Phone: 044 – 8807025336, 7200055336, E-Mail : mmachennai@massa.in.net

Website: <https://massa-academy-chennai.com/>



MAN ME-GI Dual Fuel Engines

Operation and Analysis Course

(delivered on-line with access to ME-GI Simulator from Cloud)

Course Duration

5 days

Number of Participants

Maximum 8

Course Schedule

Course is planned to be held once every month
in the 3rd week of the month.

--- A first in India ---



Grade A1 (Outstanding)



Fuel For Thought!

- Sunil Kumar, Hon. Editor, iMélange

"You're warned – here's your warning letter" the words could not stop ringing the ears of Ramalingam, the most respected Senior Technical Manager of Wiedersehen Shipping GmbH, Germany having its management office in Chennai. He had approached Vinay Singh, his boss, and Head – Technical "Give me just one more week to set things straight" he had pleaded.

Vinay Singh was a people's man and technically very sound, but he had pressure from the top management. CEO Henri Bergmann, from Head Office @ Hamburg, was very clear from day one on the conference call "Vinay, YOU have to get the claim settled in our favour for our vessel "Oldenburg Ten".

Ramalingam was extremely glad that Vinay Singh had granted him his request but was earnestly praying to God that this should not become his last request to the company. "Not a day more!" Vinay Singh had told while granting him a week more.

Parvathy could sense that something was amiss when her husband was having his coffee in the evening. Ramalingam's mood was pensive. She asked him softly "What's bothering you?" Parvathy had often come out with creative solutions to the problems faced by them in their twenty-one years of marriage so Ramalingam could always freely confide in her even for office matters. Ramalingam told her everything that had transpired. Parvathy heard him with rapt attention. Ramalingam felt that a huge burden has been lifted off his shoulder after talking to her.

Later, while serving dinner, Parvathy asked, "Why don't you speak to Gopal? He is such a great friend of yours". Gopalakrishnan and Ramalingam were batchmates at their Marine Engineering college. It was always a tussle between them who would top



this semester. Both were equally witty and also good at extracurriculars. While Gopalakrishnan chose to become a classification society surveyor after his successful sailing career, Ramalingam had joined the technical department of the same company where he was sailing as Chief Engineer i.e., Wiedersehen Shipping GmbH.

It was late in the night, but Ramalingam did not hesitate for a second to call Gopalakrishnan, such was their bonding. Gopalakrishnan was settled in Singapore for the last nine years and had carved a niche for himself in the field of incident investigations and was considered to be an expert in the field of maritime law. Ramalingam narrated to him all that had happened and added "Macha, I have only one week to prove myself in the company".

The next day while Ramalingam was sitting in his cabin approving some urgent requisitions on his laptop when someone knocked his door. Without raising his head, he told "Come in". To his surprise, it was Gopalakrishnan who had come to help him from Singapore.

Gopalakrishnan was introduced to Vinay Singh as domain expert. The latter, who was already under tremendous pressure from management, was only too glad to appoint him as an "Investigator" to go in-depth what went wrong and suggest what can be done to salvage the situation.

Gopalakrishnan boarded the ship which happened to be in Kandla port for cargo loading post repairs.

After two days of extensive investigation onboard, the following is the extract of the report that was presented by Gopalakrishnan.

"Oldenburg Ten" was delivered HFO bunkers at Khorfakkan whilst at anchorage. To take advantage of

the prevailing low fuel prices, charterers decided to bunker the vessel to almost full capacity. Although samples were collected, the Barge Master refused to sign on ship's sample instead gave two sealed samples to the Chief Engineer which he accepted without



issuing a "Note of Protest." Bunkered fuel sample could not be sent ashore for laboratory analysis as Master of the vessel gave command to quickly pick up anchor due to inclement weather & commence sailing.

Soon after leaving port, the engineers started using the new bunkers. Within a few hours they experienced abnormal sludge generation in the purifier. The amount of water and sludge also resulted in problems with the performance of the main engine, in the form of fluctuations in exhaust temperatures, as well as a



rise in the scavenge temperatures of the various units.

To prevent any power failure, the fuel consumption of the auxiliary engines was switched to diesel oil. The engine crew had no option but to consume the

recently bunkered HFO for the propulsion machinery as nothing else was available. The Master sought permission to return vessel back to Khorfakkan, but office instructed to continue the passage to the next port of call Mumbai, as the cargo was urgent.

The vessel had to reduce speed and slow steam to the next port, which was originally 5 days away. They also had to stop several times each day to replace fuel valves, fuel pumps and to clean fuel filters and change exhaust valves & deal with turbocharger problems.

Finally, "Oldenburg Ten" arrived in Mumbai - it took 16 days to reach due to reduced speed and intermittent stoppages due to breakdowns. At Mumbai, various repairs were carried out to the main engine. All pistons were dismantled and overhauled. One of the cylinder liners was cracked and had to be replaced. The main engine fuel system and turbocharger had to be completely overhauled. The HFO settling & service tanks had to be emptied and cleaned.

Fuel samples were sent ashore for testing, which revealed that the fuel was not matching the specification sheet provided by the Bunker Barge Master at the time of fuel delivery at Khorfakkan. The off-specification fuel was de-bunkered with great difficulty & new bunkers were ordered. The whole operation became very costly and time consuming (additional six days were lost).

Gopalakrishnan intuitively felt that the case had so many loopholes that Insurance company would likely reject Wiedersehen Shipping GmbH's claim, and he might not be able to stand up to the trust posed in him by his dear friend Ramalingam.

Thereafter, he spent the next two days in minutely scrutinizing the charter party agreement and also the bunker supply contract of charterer with bunker supplier.

He then called for a closed-door meeting with Vinay Singh and Ramalingam which was presided by CEO Henri Bergmann via video conferencing. Therein Gopalakrishnan threw fresh perspectives to the case which ultimately led to total loss recovery of

Wiedersehen Shipping GmbH.

That evening Parvathy, Ramalingam and Gopalakrishnan had the most sumptuous south Indian fare at the rooftop of Taj Club House, Chennai. There were no words exchanged but Parvathy's eyes swelled up with emotion and Ramalingam hugged Gopalakrishnan in gratitude. Needless to say, Ramalingam was saved and Gopalakrishnan was handsomely rewarded by Henri Bergmann.

Dear Readers, what do you think?

- How was Gopalakrishnan able to save Ramalingam?
- CEO Henri Bergmann asked Gopalakrishnan to prepare guidance notes for office & the vessel for not having a similar scenario in future. If you were in

the shoes of Gopalakrishnan, what would be your thoughts?

- What all were done incorrectly by the office/ vessel that the insurance claim was liable to be rejected?

Please feel free to send in your views to editornewsletter@imare.in. A surprise gift awaits the best answer! The best answer will also be published in the next issue of IME I Newsletter.



Work with an **Ownership Company**

MSC offers the best terms & conditions, internet on board, Indian food, one of the best round the year medical insurance scheme in the industry and a safe environment to work.

Make a change for the Better!!

**TRAINING MANAGER
Required**

**CHIEF ENGINEER,
2ND ENGINEER OR
ELECTRICAL OFFICER**

DUAL LNG class vessel

**Requirement of following ranks for yard delivery Container Vessel operated with LNG fuel
Master / Chief Engineer / Gas Engineer / 2nd Engineer / 3rd Engineer & 4th Engineer**



TRUST, RELIABILITY, STABILITY & GROWTH

For further details please call us on our toll free number 1800 209 2555 or simply walk into

MSC CREWING SERVICES PVT. LTD.

Regd. Off: MSC House, 2nd & 3rd Floor, Andheri-Kurla Road, Andheri (East), Mumbai- 400059. (INDIA)

Tel : +91-22-6752 2555 | Fax : +91-22-6752 2525 | Website: www.msccs.com | Email: jobs@msccs.com

CIN No: U63090MH2005PTC151320

New Delhi - Tel: +91 11 43017707/08/09 Email : delhi@msccs.com

Chennai - Tel: +91 44 40155305/06/07 Email: chennai@msccs.com

Patna - Tel: +91 612 2260211/58 Email : patna@msccs.com

Cochin - Tel: +91 484 4039010/9011 Email: cochin@msccs.com

Kolkata - Tel: +91 33 40393402/03/08 Email: kolkata@msccs.com

RPSL No. – MUM – 052, Valid till 11/11/2026

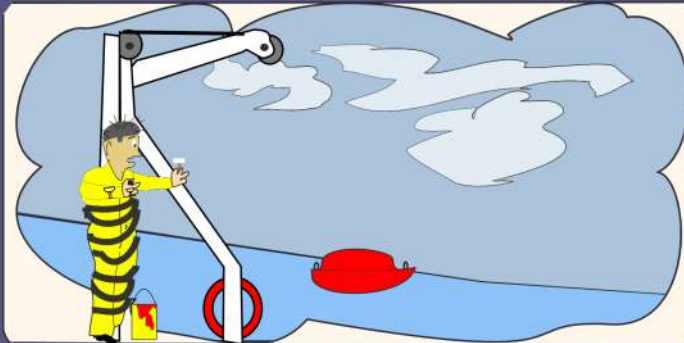
We have NO AGENTS acting on behalf of the company. Be aware of fraudulent job offers misusing our name and report immediately to us



Pyare,Mate told me to be fully familiar with LIFEBOAT LAUNCHING PROCEDURE. One thing I fail to understand is WHY should the PAINTER be TIED to a STRONG POINT on SHIP,When all others are allowed to ESCAPE in LIFEBOAT ??



Friend,somebody is trying to make a fool of you,be careful. There is nobody called a PAINTER. On board a ship,Everybody PAINTS. Even me.



rmetc.co.in

Chief Engineers Tea Time Talk



Captain, I asked Pyare..."What OIL we Use in Compressor"
He says.. "GULF OIL ."
I said " WHAT GRADE??"
Joker says .. " BEST GRADE"
I dont know what to do with this Character ..



rmetc.co.in

Chief Engineers Tea Time Talk

- Ramesh Subramanian





Bilge Separator Discharge Sampling

- Mr. Ramesh Vantaram

Ensuring that any equipment continues to perform as per the approval criteria during its life cycle is a logical requirement, especially when it comes to pollution monitoring. In this regard, the performance of Bilge separators is enunciated in MEPC 107 (49).

Paragraph 6.1.1 states that: For future inspection purposes on board ship, a sampling point should be provided in a vertical section of the water effluent piping as close as is practicable to the 15 ppm Bilge Separator outlet. Further, Annex Part 1 paragraph 1.2.6 states that: In order to approach isokinetic sampling - i.e. the sample enters the sampling pipe at stream velocity - the sampling arrangement should be as shown in figure 4 and, if a cock is fitted, free flow should be effected for at least one minute before any sample is taken. The sampling points should be in pipes running vertically.

Student's Corner Why are the location of the sampling point and the dimensions of the sampling tube so important?

To appreciate this, let us first understand a term known as "Isokinetic". "iso" as "denoting equality, similarity, and/or uniformity" and "kinetic" is defined as "of, pertaining to, or due to motion." Otherwise stated, isokinetic sampling is "the sampling of particles in motion, in an equal, or uniform manner". Hence Isokinetic sampling is recommended, given that the sample drawn shall be a "true" representation of the Bilge separator effluent discharge.

Isokinetic conditions prevail when there is no divergence of flow lines around the sampler inlet. The velocities of the sampled and sampling streams must be equal, and the sampler must face directly into the sampled stream in order to minimize or eliminate divergence of the flow

lines at the sampler inlet

The location of the sampling pipe in any system is an important part of the sampling operation. Ideally, samples should be taken at various points across the discharge pipe to obtain a representative sample. However due to practical limitations in case of bilge separator, only one point is chosen for sampling. Given that horizontal tubing tends to yield a higher and coarser particulate concentration near the bottom of the tube, the sampling point is best at the end of a long straight vertical section of tubing. Also, it is obvious that the shorter the tube length the lower the loss of particulate material on the tube walls.

When attempting to obtain a truly representative sample the following points should be considered:

1. Velocity balancing of the main and sampling streams. (For minimum divergence of flow lines these velocities must be equal. A sharp edge on the sampling inlet aids in reducing divergence and turbulence.)
2. Position of the sampling inlet relative to that of the main stream. (Divergence of lines of flow is minimized: when the sampling inlet faces directly into the main stream.)
3. Length of the sampling tube. (Tube losses are reduced by using a shorter sampling tube.)
4. Diameter of the sampling inlet. (Investigations have shown that the improper selection of an appropriate sampling tube diameter is a source of error).



In mid-October, my school took my classmates and I to Silvassa as a part of a social work project, and at the time, I had not realized exactly how much of an impact this trip would make on my perception of things.

The trip began like any other, with a fun bus-ride to the hotel. Once we had unpacked and freshened up, we dressed up in some traditional wear and were taken to a nearby village. It wasn't long before we reached the secluded area. The "entrance", as one might call it, was decorated prettily for Navratri.

We soon split up into groups and began speaking to the villagers. To our surprise, 75% of the houses were sturdily-built (pakka), with moderately-sized fields which grew rice, jowar and beans. Some of the villagers also owned motorbikes and jeeps. Serving as an explanation, we then found out that almost every adult, man or woman, was employed or had some means of earning money. The ones that were relatively more well-off worked at a pharmaceutical company and the others either worked as drivers or sold clothes, like saris, that they had sown themselves.

We found that the crops they grew were for their own sustenance and they rarely ever sold them. We were also told that the villagers didn't eat meat and though they bred buffaloes and chickens, they only used them for their milk and eggs respectively.

The little children all went to a Gujarati-medium school based in the village itself, while some of the older ones either took online courses on their phones or had to travel a bit further from the village to reach another school. This gave us the impression that the villagers were open-minded, inclusive and progressive.

Despite this, however, there were parts of the village that were cluttered with garbage and we also found that the hospital nearest to the village was located 3.5-4 km from the village itself, which was part of the reason why the village lost a lot of its members during the pandemic.

In spite of their losses, the villagers were content with their lives and modest abodes. This made me think of how, as city-dwellers, we often forget all that we have to be grateful for and constantly long for more. The trip helped me learn to change my

Sojourning in Silvassa

-Samiksha Sunil Kumar

perspective on things and become more satisfied with the luxuries of life that I've been granted.



For Whom the Wind Tolls

- Prabal Mohanty

There are dark clouds hovering
just across the sky,
looking rather ominous
as they whistle by.
I've witnessed many a storm
thrashing my port city
but this tempest feels different-
a wind-swept monstrosity.
The raucous revelers on the beach
are eyeing the throbbing waves,
thrilled with the frothy surf,
unknowing what the wind craves.
The gales are fiercer now,
the seagulls have quit the show
the multitudes are homeward
bound,
with furrows on their brow.
It's difficult to fall asleep
and silence the shrieks outside
no amount of turn can quell
the dull foreboding inside.
God knows how my night passed,
with a feeling of abysmal fear
the day has dawned with banshee
wails and a damp that does not
clear.
There is much work to be done,
and flotsam to be cleared
the house to be swept of debris,
even as water runs unhindered.
The throngs are out on the streets
now and begging to be heard
'Tis true some have broken homes,
but the damage is not as feared.
Ah! The sun is out again,
and a stillness is in the air,
broken by cries and laments
of God's merciless snare.

It's time to count the losses
and control the mindless damage,
and see what I can rescue
from the terrifying ravage.
Wait! What is that sound again?
- the cymbals are louder this time!
Aren't the Gods finished yet?
or are they relishing overtime?
It's back, back, back again
to see what more can be done,
as trees move menacingly
swaying at every turn.
The storm is rougher this time,
as it plays up with all its might,
flaying its fury over every space,
against the dying of the light.
The fight is too one-sided
and the curse- too fraught.
Can we battle nature's will?
- the end is chillingly abrupt.
In time, the horrors will leave
and the Hudhud forgotten too.
but all those who play with nature
will remember what it can do.



HARNESSING THE SPIRIT OF TECHNOLOGY TO DRIVE FUEL EFFICIENCY

Since 1981, Aderco was the first to design and formulate green and sustainable surfactant technology.

Our non-hazardous environment friendly products are developed for the most diverse applications involving combustion engines; overcoming fuel issues with great success.

- Proven solutions for reducing OPEX
- Improves operational reliability
- Lowers emissions
- Ensures optimum fuel lubricity for risk-free operations

HEART OF OUR INNOVATION - THE ADERCO TECHNOLOGY

Molecules use their polarities to act purely in a physical, surfactant action. Thus:

- Breaking down carbon agglomerations (Asphaltenes)
- Facilitating water separation
- Preventing bacteria agglomeration
- Prevents risks linked to fuel incompatibility, Instability, Commingling change-over operations.
- Resolving stability and compatibility issues
- Ensuring CAT FINES segregation

- Stops new sludge formation and microbial growth

HOW DO OUR PRODUCTS WORK?

ADERCO 2055G

- Proprietary surfactant-based technology with detergent action
- Latest generation of fuel treatment
- 100% vegetal-organic, ash less as well as solvent-free, and metal-free.
- Eco-friendly and extremely concentrated for the lowest 'cost per tonne' treated

L1050

- Addresses lubricity issues caused by the low Sulphur marine gasoil challenge [DMA -0.1% Sulphur Cap)
- Restores lubricity and ensures adequate separation of moving parts
- Creates a thin polarized protective film, minimizing friction and wear of fuel-lubricated components
- A go-to choice of major shipping companies

For More Details On How Aderco can help you drive better efficiency, reach out to

Sibamar Marine Logistics PVT.LTD.

E-mail: Info@sibamarmarine.com

Website: www.sibamarmarine.com

Mob: +91 98210 90484

Aderco Marine Office

Aderco Marine, Dreve Richelle 167

1st Floor - B-1410 Waterloo - Belgium,

E-mail: Info@aderco.com

How Ready is your portfolio for retirement?

In 5 years, 2 Lakhs of Monthly expenses will be
2.87 Lakhs per month after inflation.
And in 30 years, **17.5 lakhs per month**

