

Mélangé

October 2024



Monthly Magazine of The Institute of Marine Engineers (India)





The Institute of Marine Engineers (India)

IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai.

Tel: +91 – 8454847896/ 022-27711663

Email: training@imare.in. Website: <https://imare.in/>

REGISTRATION OPEN FOR Following DGS APPROVED COURSES

- Basic Training for Ships using Fuels covered within IGF code **Course Id – 5311** (OFFLINE) – (5 Days) - 4th Nov 2024/ 18th Nov 2024/ 2nd Dec 2024/ 16th Dec 2024
- Assessment, Examination and Certification of Seafarers **Course Id – 1062** (OFFLINE) – (12 Days) - 11th Nov 2024 / 14th Jan 2025
- Advanced Training for Ships using Fuels covered within IGF code **Course Id – 5312** (OFFLINE) – (5 Days) - 26th Nov 2024/ 10th Dec 2024
- MEO Cl. I (FG) : 2- months course (OFFLINE) - 02nd Nov 2024 / 02nd Jan 2025 / 01st Mar 2025 / 02nd May 2025 (followed by Simulator course) **Discount on combined bookings of Class I Course with Simulator**
- MEO (CEO – NCV) – STCW 2010: 2 month course (OFFLINE) – 2nd November 2024
- MEO (SEO – NCV) Part-A - STCW 2010: 2-month course (OFFLINE) – 01st February 2025
- MEO (SEO – NCV) Part-B - STCW 2010: 4-month course (OFFLINE) – 2nd November 2024
- MEO Cl. IV (NCV) - STCW 2010 - 4 months course (OFFLINE) – 2nd January 2025
- MEO (CEO – NCV) BRIDGING COURSE: 15 Days (OFFLINE) – 02nd November 2024/ 02nd January 2025
- MEO (NCV – SEO) BRIDGING COURSE: 1 Month (OFFLINE) – 1st Feb 2025
- MEO CL. II (FG): 4-month Course (OFFLINE) – 01st Nov 2024 / 01st Dec 2024 / 02nd Jan 2025 / 01st Feb 2025 / 01st Mar 2025 / 01st April 2025 / 02nd May 2025 (Discount on combined bookings of Class II Courses with Simulator)
- REFRESHER & UPDATING TRAINING (RUT - 3 DAYS) COURSE FOR REVALIDATION OF COC FOR ALL ENGINEERS and ETOs (OFFLINE) – 7th Nov 2024/ 25th Nov 2024/ 9th Dec 2024/ 26th Dec 2024
- ENGINE ROOM SIMULATOR MANAGEMENT LEVEL (3 DAYS) COURSE FOR MEO CLASS I (OFFLINE) – 4th Nov 2024/ 7th Nov 2024/ 28th Dec 2024/ 2nd Jan 2025/ 6th Jan 2025/ 25th Feb 2025/ 1st Mar 2025/ 5th Mar 2025/ 28th Apr 2025/ 2nd May 2025/ 6th May 2025
- ENGINE ROOM SIMULATOR MANAGEMENT LEVEL (5 DAYS) COURSE FOR MEO CLASS II (OFFLINE) – 26th Oct 2024/ 02nd Nov 2024/ 26th Nov 2024/ 2nd Dec 2024/ 26th Dec 2024/ 2nd Jan 2025/ 27th Jan 2025/ 1st Feb 2025/ 24th Feb 2025/ 1st Mar 2025/ 26th Mar 2025/ 1st Apr 2025/ 25th Apr 2025/ 2nd May 2025/ 27th May 2025
- ENGINE ROOM SIMULATOR OPERATIONAL LEVEL (3 DAYS) COURSE (OFFLINE) - 18th Nov 2024 / 16th Dec 2024
- MEO Cl. IV(FG) non mandatory course (2months duration) – On request
- Familiarisation Training Course For Liquefied Natural Gas (LNG) Tanker Operations (Online) - On request

For
Payment:
Visit <https://imeimum.marineims.com/course/register>

For enquiries
contact on
training@imare.in

For registration of Courses, click on:

<https://imeimum.marineims.com/course/register>

Features:
Experienced Faculty,
Individual Attention

CONTENTS

- 07** Several Thematic Seminars Mark World Maritime Day 2024 Celebrations
- 13** Chandigarh Chapter AGM 2024: Reviewing Achievements and Future Goals
- 15** IME(I) Kochi Branch Celebrates Traditional Onam with Enthusiasm
- 17** World Maritime Day 2024 Celebrated in Collaboration with Mariners Society
- 19** Technical Lecture on 'CII – Corrective Action Plan'
- 21** World Maritime Day 2024 - 'Navigating the Future: Safety First'
- 23** Dr. B.K. Saxena and Shri A.K. Gupta Honoured with Lifetime Achievement Awards
- 27** Leadership Transition in INSA: New President and Vice President Take Charge
- 29** IMO Celebrates World Maritime Day 2024
- 33** India's Participation in Intersessional Working Group on the STCW Convention and Code Review at IMO (HQ), London
- 37** The Bread Thief: Unpacking the Myth
- 38** जीवंत- जहाज़ी- जीवन !!
- 39** Futuristic Approach Towards Safe Pilot Transfer Arrangement
- 45** The Evolution of Control: The Controllable Pitch Propeller Saga

Administration Office:
IMEI House
Plot No. 94, Sector -19, Nerul,
Navi Mumbai 400 706.
Tel. : +91 22 2770 1664
Fax : +91 22 2771 1663
E-mail: editornewsletter@imare.in
Website: www.imare.in

Editor: **Sunil Kumar**

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

Edited and Published by:
Sunil Kumar on behalf of
The Institute of Marine
Engineers (India).
Published from 1012,
Maker Chambers V,
221 Nariman Point,
Mumbai - 400021.

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

Design and Layout:
Kryon Publishing Services (P) Ltd.,
www.kryonpublishing.com

DISCLAIMER

The views and opinions expressed in articles and content published by iMélange are solely those of the authors and do not necessarily reflect the official policy or position of the publication. Any content provided by our contributors, authors, or advertisers is for informational purposes only and should not be construed as professional advice. iMélange does not endorse any products or services mentioned in our articles or advertisements. iMélange assumes no responsibility or liability for any errors or omissions in the content or for any actions taken based on the information provided. No part of the publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior permission of the Institute of Marine Engineers (India).



WE CARE

ENGAGING | EMPOWERING | INSPIRING

Setting the standard

[✉ manning.bom@angloeastern.com](mailto:manning.bom@angloeastern.com)

 **ANGLO-EASTERN**



From the Editor's Desk

Dear Esteemed Readers,

As the maritime world sails forward, we invite you to embark on a new journey through the pages of this October 2024 edition of *iMélange*. This issue offers a fresh wave of thought-provoking seminars, industry milestones and cherished traditions that collectively shape our path toward a sustainable and vibrant maritime future.

This year's theme, "Navigating the Future: Safety First," took the centre stage at The National Maritime Day Celebrations Committee, under the aegis of the Directorate General of Shipping, Ministry of Ports, Shipping & Waterways. The event focused on the critical role of maritime safety and environmental responsibility in shaping the future of our industry. Experts thought leaders and key stakeholders came together to explore the latest innovations and policies that will help safeguard our oceans and shipping lanes for generations to come.

At the IMO several initiatives were held to commemorate the World Maritime Day 2024 which included a Symposium on Extreme Maritime Weather, Lighting up important landmarks and Social media participation. This theme resonated globally as the *IMO* gathered maritime leaders to discuss strategic initiatives aimed at protecting lives and the marine environment.

To celebrate the World Maritime Day 2024, The Institution of Engineers (India), Punjab and Chandigarh State Centre in collaboration with the Chandigarh Chapters of the Institute of Marine Engineers India and the Company of Master Mariners of India along with the Merchant Navy Officers' Association organised a seminar to celebrate the theme "*Navigating the Future - Safety First.*"

At a distinguished ceremony Dr. B.K. Saxena and Shri A.K. Gupta were honoured with the prestigious Lifetime Achievement Award by the Shipping Tribune. This accolade celebrates their exceptional contributions and decades of dedicated service to the maritime industry. Both awardees have been instrumental in driving innovation, shaping the future of shipping, and promoting growth and development within the sector.

As I participated in the discussions at Intersessional Working Group on the STCW Convention and Code Review at IMO (HQ), London earlier this month, I was reminded of how crucial it is for us in India to stay at the forefront of maritime advancements. The evolving challenges of cybersecurity, mental health, and technological innovation at sea demand not just adaptation but leadership. It was an honor to contribute to the ongoing review of the STCW Convention, ensuring our seafarers are equipped with the skills necessary to navigate the complexities of modern maritime operations.

As we navigate these dynamic waters, I encourage you to share your insights with us at editornewsletter@imare.in by 7th November 2024. Your thoughts shape our shared journey.

As the festival of lights graces our homes and hearts, we extend our warmest wishes for a joyous and prosperous Diwali! May this auspicious occasion illuminate your lives with happiness, success, and the promise of new beginnings. Thank you for your continued support, and may the year ahead bring you and your loved ones peace, good health, and boundless opportunities.

SUNIL KUMAR
Honorary Editor – *iMélange*

OUR VALUES

Constant Care 

Humbleness 

Uprightness 

Our Employees 

Our Name 

Together All the way.

Industry Leader

Timely Relief and Assignments

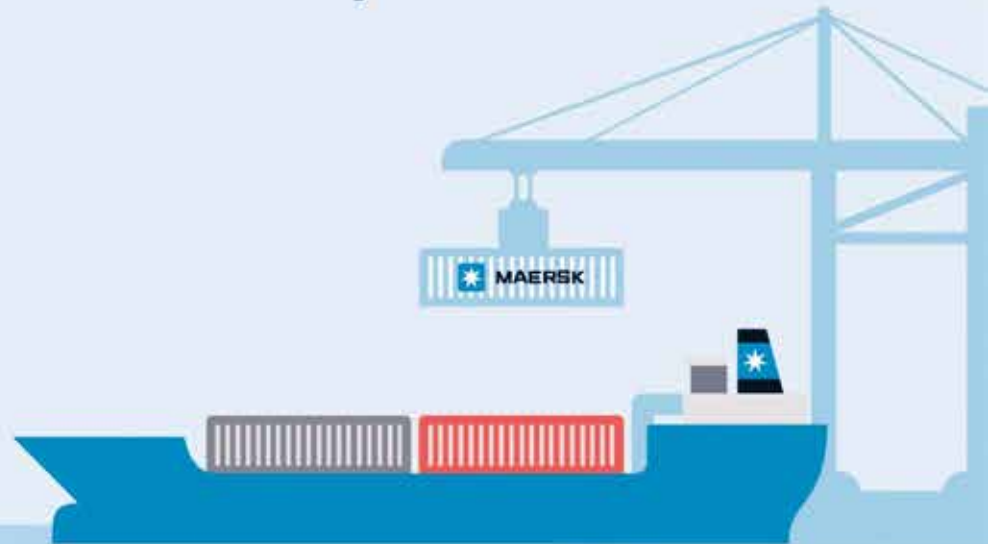
Competitive Wages and Benefits

Safe Working Condition

Empowered Frontline

Attractive Workplace

Free Internet Across Entire Fleet



MAERSK IS RECRUITING. Apply today.

SECOND ENGINEER

Minimum 12 months rank experience on vessels with UMS

THIRD ENGINEER

Minimum 6 months rank experience on vessels with UMS

ETO/EE

Minimum 12 months rank experience, with COC

Should have experience in handling minimum 250 Reefers

FITTER

Minimum 12 months rank experience

ORDINARY SEAMAN

Minimum 12 months rank experience

WIPER

Minimum 12 months rank experience

SECOND COOK

Minimum 12 months rank experience, with COC



Maersk Fleet Management and Technology India Private Limited

502 & 503, 5th floor, Godrej Two, Pirojshah Nagar Eastern Express Highway,
Vikhroli (East), Mumbai MH 400079

Email: marinejobs.india@maersk.com

Call: +91 22 5049 1725/ +91 124 628 7885

Web: www.maersk.com

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



MAERSK

Several Thematic Seminars Mark World Maritime Day 2024 Celebrations

The Institution of Engineers (India), Punjab and Chandigarh State Centre (IEI P&CSC), in collaboration with the Chandigarh Chapters of the Institute of Marine Engineers India – IME(I) and the Company of Master Mariners of India (CMMI), along with the Merchant Navy Officers' Association (MNOA), organised a seminar to celebrate World Maritime Day 2024. The seminar, themed "Navigating the Future - Safety First," aligned with the International Maritime Organization (IMO)'s focus for World Maritime Day 2024, aiming to address innovations and solutions for the maritime industry.

The seminar commenced with a tribute to Sir Mokshagundam Visvesvaraya, as Chief Guest **Shri. Ramkishan Bhaker**, Chief Engineer, along with other dignitaries, garlanded his bust. **Dr. Labh Singh Bhari**, Chairman of IEI P&CSC, welcomed the attendees, followed by addresses from key speakers, including the Chairman of the CMMI-Chandigarh Chapter, who shared their thoughts on the occasion.

Shri. Bhaker delivered an insightful speech, followed by **Prof. Dr. S.K. Sharma**, Professor at Panjab University, Chandigarh, who highlighted the environmental impacts of various fuels on greenhouse gas emissions. He emphasised the importance of life cycle assessments in evaluating fuels from production to disposal. Dr. Sharma also explored innovations in *Carbon Capture, Utilization, and Storage (CCUS)*, the development of small modular nuclear reactors, and advancements in energy efficiency and hybrid propulsion systems. He noted the potential of the North-South Corridor, connecting Iran to Russia, in reducing shipping distances, costs, and emissions.

Capt. Dr. Nitin Agarwala, Senior Fellow at the Centre for Joint Warfare Studies, Indian Navy, spoke about the IMO's efforts to meet the carbon emission targets set by the Paris Agreement. While Liquefied Natural Gas (LNG) has shown limitations as a decarbonising fuel, hydrogen is emerging as a promising net-zero emission fuel for the future. He elaborated on ongoing research to make hydrogen production safer, more reliable, and cost-effective for ships.

Sardar Harjinder Singh Cheema, a renowned entrepreneur and innovator, presented his research on hydrogen fuel cells, explaining how he successfully produced hydrogen in a cost-effective and safe manner. He described the use of doped graphite plates

(a more affordable alternative to rare earth elements like palladium) in hydrogen cells and discussed his plans to commercialise these technologies for land-based engines and boilers.

Capt. L.C. Dharmani, former Principal and Senior Faculty Member of SHAPE-ARI, raised safety concerns related to the use of alternative fuels, particularly regarding handling, storage, and fire risks. He emphasised the critical need for training not only ship staff but also stakeholders involved in the shipping industry to ensure safe operations.

Shri. Ashok Gupta, former Head of the Marine Safety Inspectorate (MSI) office in Delhi, spoke about the challenges posed by Maritime Autonomous Surface Ships (MASS), including issues related to safety, security, and accountability in case of accidents or pollution. He highlighted the implications for insurance companies, classification societies, and port state controls.

The event also included an engaging panel discussion led by **Capt. Jagdeep Kahlon**, Managing Director of Ocean One Ship Management and Chairman of CMMI-Chandigarh Chapter, along with his team.

The seminar concluded with a vote of thanks by **Shri. Swinder Singh**, FIE, Honorary Secretary of IEI P&CSC, and the proceedings were expertly moderated by **Shri. Rakesh Mittal**, President of MNOA. **Shri. Arun Kr. Agarwal**, Chairman of IMEI-Chandigarh Chapter, provided a closing summary.

The seminar was attended by approximately 80 participants from various sectors of the maritime industry, including a significant number of sailing personnel. Certificates of participation were jointly issued by the Chandigarh Chapters of IME(I) and CMMI to all attendees. The event concluded with the singing of the National Anthem.

In summary, the seminar on "Navigating the Future - Safety First" was a highly successful and thought-provoking event. It brought together experts from diverse fields to discuss innovative solutions for achieving net-zero emissions in the maritime industry. The collaboration between multiple organisations and the active engagement of participants contributed to the success of the event, offering valuable insights for a sustainable future in maritime operations.

THE MOST PROMISING MARITIME TRAINING INSTITUTE



THE INSTITUTE OF MARINE ENGINEERS (INDIA)

IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai – 400 706

Email: training@imare.in Website: <https://imare.in/>

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

RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved Course

★ **AECS Course**
Course Id - 1062

11
Days

Assessment, Examination and Certification of Seafarers meets the guidelines provided in the IMO Model Course 3.12

Entry Criteria: Master (FG) / MEO Class I (FG) / GMDSS (GOC) / ETO COC Holder and TOTA / VICT Holder

This Course ensures that the Core publications namely, the STCW Convention and the Code and the Quality Management System is familiarized and well understood by the trainee.

This Course also covers the techniques of assessment and developing written tests and conduct of oral and practical assessments

Assessment, Examination and Certification of Seafarers

Dates: 11th November 2024/14th January 2025

Time: 9am - 5pm

Course Fee: Rs.15500/- (per participant inclusive of Taxes)

VENUE: IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai- 400706

For Registration:- [CLICK HERE](#) or click on - <https://imeimum.marineims.com/course/register>

FOR MORE INFORMATION, please email to training@imare.in or contact on Mob: 8454847896 / Tel:- 022 2770 1664 & 27711663

Or

Visit our Website: <https://imare.in/>

Glimpses of the Event



THE MOST PROMISING MARITIME TRAINING INSTITUTE



THE INSTITUTE OF MARINE ENGINEERS (INDIA)

IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai – 400 706

Email: training@imare.in Website: www.imare.in

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

RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved IGF Courses

★ **Basic IGF** **Course Id-5311**

Basic Training for Ships using
Fuels covered within

5
Days

★ **Advanced IGF** **Course Id-5312**

Advanced Training for Ships
using Fuels covered within IGF

5
Days



Course Dates:

Basic IGF: 4th Nov 2024/ 18th Nov 2024/ 2nd Dec 2024/ 16th Dec 2024

Advanced IGF: 26th Nov 2024/ 10th Dec 2024

Time: 8:30am - 4:30pm

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

MEO CL-I (FG)	2 Months	02nd Nov 2024 / 02nd Jan 2025 / 01st Mar 2025 / 02nd May 2025	Rs. 30000/-	CLICK HERE
MEO (CEO – NCV)	2 Months	02nd November 2024	Rs. 30000/-	CLICK HERE
MEO CL-II (FG) - NEW	4 Months	02nd Nov 2024 / 01st Dec 2024 / 02nd Jan 2025 / 01st Feb 2025 / 01st Mar 2025 / 01st April 2025 / 02nd May 2025	Rs. 40000/-	CLICK HERE
MEO (SEO – NCV) Part- A	2 Months	01st February 2025	Rs. 28000/-	CLICK HERE
MEO (SEO – NCV) Part- B	4 Months	02nd Nov 2024	Rs. 40000/-	CLICK HERE
MEO. CL-IV NCV	4 Months	2nd January 2025	Rs. 36000/-	CLICK HERE
Diesel Engine Gas Combustion Simulator for MEO Class I	3 Days	4th Nov 2024/ 7th Nov 2024/ 28th Dec 2024/ 2nd Jan 2025/ 6th Jan 2025/ 25th Feb 2025/ 1st Mar 2025/ 5th Mar 2025/ 28th Apr 2025/ 2nd May 2025/ 6th May 2025	Rs. 12000/-	CLICK HERE
Engine Room Simulator Management Level for MEO Class II	5 Days	26th Oct 2024/ 02nd Nov 2024/ 26th Nov 2024/ 2nd Dec 2024/ 6th Dec 2024/ 2nd Jan 2025/ 27th Jan 2025/ 1st Feb 2025/ 24th Feb 2025/ 1st Mar 2025/ 26th Mar 2025/ 1st Apr 2025/ 25th Apr 2025/ 2nd May 2025/ 27th May 2025	Rs.14000/-	CLICK HERE
Engine Room Simulator Operational Level for MEO Class IV	3 Days	18th Nov 2024 / 16th Dec 2024	Rs.7500/-	CLICK HERE
Refresher Updating Training Course for all Engineers (RUCE)	3 Days	22nd Oct 2024/ 7th Nov 2024/ 25th Nov 2024/ 9th Dec 2024/ 26th Dec 2024	Rs.7000/-	CLICK HERE
Basic Training for Ships using Fuels covered within IGF code Course	5 Days	4th Nov 2024/ 18th Nov 2024/ 2nd Dec 2024/ 16th Dec 2024	Rs.15500/-	CLICK HERE
Advanced Trg. for Ships using Fuels covered within IGF code	5 Days	26th Nov 2024/ 10th Dec 2024	Rs.21500/-	CLICK HERE
Assessment, Examina- tion and Certification of Seafarers	10 Days	11th November 2024 / 14th January 2025	Rs.15500/-	CLICK HERE

THE INSTITUTE OF MARINE ENGINEERS (INDIA) MUMBAI BRANCH



Hydraulics Workshop – Skill Upgradation Course (Online)

for Marine Engineers, Electro Techno Officers & Superintendents

Faculty Name : Mr. Pravin R Marathe, Ex- Chief Engineer (MEO Class I)

OBJECTIVES:-

- To understand Principle of operation of various hydraulic equipments such as pumps, control valves and actuators.
- To understand the symbolic representation of various hydraulic equipments so as to read and analyse the hydraulic circuit diagrams.
- To know the correct dismantling and assembly procedure for various hydraulic equipments.
- To understand safe operation and trouble shooting of hydraulic systems.



Venue : Web Platform / Zoom

Time: 0900 hrs to 1700 hrs

Fees :

Members - Rs. 11,800/- (Inclusive of GST)
(IMEI, CMMI and INA Members)

Non Members - Rs. 14,160/- (Inclusive of GST)

MORE INFORMATION

Ms. Anita Patil: +91-7350002757 , +91-9225516456
Ms. Neetha Nair: 91-9930977647



www.linktr.ee/imei.m



training_mumbai@imare.in /
mumbai@imare.in



The Institute of Marine Engineers (India) Mumbai Branch
1012, Maker Chamber V, Nariman Point Mumbai 400021

Chandigarh Chapter AGM 2024: Reviewing Achievements and Future Goals

The Annual General Meeting (AGM) of the Institute of Marine Engineers India IME(I) Chandigarh Chapter was held on 18th September 2024 at Hotel Chandigarh Beckons, Sector 42C, Chandigarh, at 1600 hrs. The meeting began with a review of the chapter's activities for the year 2023-2024.

One of the highlights of the year was the celebration of National Maritime Day (NMD) on 5th April 2023 at the IEI Bhawan, Sector 19A, Chandigarh. This was the first time NMD was celebrated jointly with the Institution of Engineers India (IEI) after it became a part of their official calendar. The event was organised in collaboration with MNOA-Chandigarh, CMMI-Chandigarh, and members of the IEI-Chandigarh & Punjab State branch.



Another key event was the seminar on "Net Zero: Alternate Fuel for Marine Propulsion," held on 25th April 2023 at the IEI Bhawan. This seminar, organized by the Marine Engineering Division Board of IEI Punjab and Chandigarh State Centre in association with IME(I) Chandigarh, MNOA, CMMI, and other organizations, attracted 100 attendees. The event focused on exploring alternative fuels and innovative solutions for achieving net-zero emissions in the maritime sector.

Throughout the year, several webinars were organised by various maritime bodies, with IME(I) members encouraged to participate.

One of the major events was the All-India Two-Day Seminar, held in collaboration with the Institution of Engineers India, the Institute of Marine Engineers India,

and the Institution for Innovation Industrial Engineering and Entrepreneurship Mumbai. The seminar, on the theme "Sailing Towards a Circular Economy: Imperatives and Opportunities in the Maritime Sector," took place on 6th June 2023 at Engineers' Bhawan, Shimla. It was inaugurated by Shri Sanjay Kundu, DGP of Himachal Pradesh, and a distinguished alumnus of DMET. The seminar was a resounding success.

On 27th October 2023, IME(I) Chandigarh Chapter, in association with MRDB, IEI, and MNOA, hosted a seminar on "Basics of Contemporary Ship Finance" at IEI Bhawan, Chandigarh. The event was presided over by **Cdr. Dr. Baskar Bhandarkar**, Vice President of IME(I) and Chairman of MEDB, IEI. **Shri. Jagmeet Makkar**, former IME(I) Chair at Indian Maritime University, delivered the lecture. This hybrid event saw 35 mariners attending in person.

Another significant event was the seminar on "Increasing Global Risks and Probable Impact on the Shipping Industry," held on 1st March 2024 at IEI Bhawan, Chandigarh. The seminar, presented by Mr. Jagmeet Makkar, included a panel discussion and was attended by 32 mariners.

During the year, a total of six management meetings were held to discuss various chapter activities. The minutes of the meeting held on 2nd September 2023 at Hotel Chandigarh Beckons were presented, and the action taken report was adopted without modifications.

The audited account statement for FY 2023-24, along with the balance sheet, was circulated to all members via email and presented during the AGM. The financials were approved by those in attendance.

Looking ahead, the chapter plans to focus on increasing its membership base. A key point of discussion was the challenge of encouraging sailing members to attend seminars and events. The chapter aims to engage more young professionals and increase participation in future activities.

A suggestion to organise an Annual Contributory Dinner for members and their families was well received, and the chapter hopes to implement this idea in the upcoming year.

The meeting concluded at 5:30 PM and was followed by high tea.



ClassNK is a major supporter of the Digital Era

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

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



www.classnk.com

IME(I) Kochi Branch Celebrates Traditional Onam with Enthusiasm

The IME(I) Kochi Branch celebrated Onam in a vibrant and traditional manner, highlighting the unity and inclusivity that define the festival. Onam, cherished by all Keralites regardless of religion or social status, was marked by several key activities.

The celebration featured the creation of beautiful flower carpets, known as "Pookkalam," and cultural performances, including singing

and dancing. The festivities concluded with a traditional Onam feast, enjoyed by all.

Students of the Institute actively participated in the event. They formed two groups to design and lay two Pookkalams, competing for the best design. The most impressive Pookkalam was awarded the first prize, adding a friendly and creative spirit to the occasion.



Pookkalam Group-1



Pookkalam Group-2



MASSA Maritime Academy, Chennai

(A Unit of Maritime Training and Research Foundation)
GRADE A1 (OUTSTANDING)
 E-mail - mmachennai@massa.in.net
 Website - <https://massa-academy-chennai.com/>

COURSES OFFERED

DG SHIPPING APPROVED COURSES

Competency Courses

Simulator Courses

Modular Courses

VALUE ADDED COURSES

Academy Courses

DNV Certified Courses

MASSA BOARD

Chairman, MASSA: Capt Girish Phadnis,
 Chairman, MTRF : Capt S Jahagirdar,
 Chairman, Gov. Council: Mr Deepu Kishinchandani
 CEO: Capt Shiv Halbe

In Service of Seafarers



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

ANGLO EASTERN MARITIME TRAINING CENTRE

AEMTC MUMBAI : 401, Fourth Floor, Leela Business Park, Marol, Andheri-Kurla Road, Andheri (East), Mumbai-400 059.
T. +91 22 6720 5600 / 611 / 612 |
A.O.H. +91 8657408962 / +91 9820917656
aetr.bom@angloeastern.com
Capt. K. N. Deboo, Mr. Francis Akkara, Mr. Ivor Wilson

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



Anglo Eastern Maritime Training Centre



aemaritimetr

For more details visit website:



www.maritimetraining.in

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



MAN | PrimeServ

ME-C Control System Standard Operation

(OEM Approved Course)

October 2024: 21 - 25 **November 2024: 11 - 15**

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



(OEM Approved Course)



Advanced Course UNIC - Controlled X-DF Engines

October 2024: 14 - 18

Advanced Course WECS 9520 Controlled X Engines

November 2024: 11 - 15

For bookings: +91 22 67205611 / 12 / 18



Wartsila RT Flex Engine

Conducted by Wartsila Switzerland
(OEM Approved Course)

October 2024 : 14 - 18
November 2024 : 18 - 22



D. G. Approved Courses	October 2024	November 2024
1. Advanced Training for Liquefied Gas Tanker Cargo Operations	-	11 - 22
2. Engine Room Simulator - Management Level	07 - 11	04 - 08
3. Engine Room Simulator - Operational Level	14 - 16, 21 - 23	11 - 13, 25 - 27
4. Refresher And Updating Training Course For All Engineers	28 - 30	25 - 27
5. High Voltage Course Management Level : 02 - 06 December 2024		



Value Added Courses	October 2024	November 2024
1. Practical Marine Electrical (Basic) - Module 1	-	04 - 08, 11 - 15, 18 - 22
2. Practical Marine Electrical (Advance) - Module 2	28 - 30	11 - 13, 25 - 27
3. Electronics for Marine Engineers - Module 4	-	14 - 15, 28 - 29
4. Instrumentation, Process Control & Programmable Logic Controllers - Module 5 & 6	07 - 11, 21 - 25	04 - 08, 18 - 22
5. Auxiliary Diesel Engine and Maintenance Course	07 - 11, 14 - 18, 21 - 25 14 - 16	04 - 08, 11 - 15, 18 - 22 25 - 29
6. Bridge Manouvering & Engine Control - Management Level	-	11 - 13
7. Hydraulics for Engineers - Basic	07 - 11, 21 - 25	25 - 27
8. Hydraulics for Engineers - Advanced	07 - 10, 14 - 17,	04 - 08, 18 - 22
9. Maritime Crew Resource Management (MCRM) - CAE Accredited	28 - 31	04 - 07, 11 - 14, 25 - 28
10. Machinery Maintenance - Skill Enhancement - Module 2	07 - 11, 21 - 25	04 - 08, 18 - 22
11. Machinery Maintenance - Skill Enhancement - Module 3	07 - 10, 14 - 17, 28 - 31	04 - 07, 25 - 28
12. Machinery Maintenance - Skill Enhancement - Module 4	03 - 05, 14 - 16, 28 - 30	11 - 13, 25 - 27



VACANCY Faculty position | Training – Engineering

Qualifications and Experience

- Marine Engineer Officer Class 1 – COC from India / UK.
- With min. 1 year rank experience as Chief Engineer (Preference for experience on LNG/ LPG/ Tanker vessels).
- Experience in Ship operation, ship repair, teaching, auditing, inspections preferred.
- Training for Trainers and Assessors (TOTA) or Vertical Integration Course for Trainers (VICT).
- Other ISO / ISM / Technical Value-added courses.
- Excellent verbal and written communication skills.
- Should be interested in modern teaching methodologies.
- Candidate must have a passion for learning continuously and a desire to be in the teaching profession.
- Proficient in use of computers and savvy with use of various software.

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



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



World Maritime Day Celebrated in Collaboration with Mariners Society



Shri. N.M.C. Nair being felicitated in the World Maritime Day Function in Kochi

World Maritime Day was celebrated in a grand event organised in collaboration with the Mariners Society. The occasion also included a felicitation for **Shri. N.M.C. Nair**, in recognition of his contributions to the maritime industry.

As part of the celebrations, several prominent shipowners who initiated the shipping business in Kochi were honored. Distinguished invitees on stage included **Dr. K.A. Simon**, **Shri. Rajesh Gopalakrishnan** (Executive

Director, Cochin Shipyard Ltd.), **Shri. V.V. Paul** (Director General of Shipping, Kochi Office), **Dr. Jose Paul** (Former Chairman of Mangalore Port Authority), **Shri. Sajan Thommachi** (Fleet Management), and **Capt. Muthukumar** (Deputy Conservator, Cochin Port Trust).

The event was well-attended by members of the marine fraternity in Kochi, student cadets from METI-CSL, and the seafaring community, along with their families, making it a memorable and unifying celebration of maritime heritage.



Dr. K.A. Simon and Shri. Krishnankutty adorning Shri. N.M.C. Nair with Ponnada in Kochi



Some of the members who gathered to felicitate Shri. N.M.C. Nair in Kochi

THE MOST PROMISING MARITIME TRAINING INSTITUTE



THE INSTITUTE OF MARINE ENGINEERS (INDIA)

IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai – 400 706

Email: training@imare.in. Website: <https://imare.in/>

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

RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved Course

06
Days

★ **Course Id - 5111**

Basic Training for Oil and Chemical Tanker Cargo Operations

Entry Criteria: Any seafarer who has successfully completed approved Basic Safety Training Course as per STCW Section A-VI/1, para 2,3, Tables A-VI/1-1, A-VI/1-2, A – VI/1-3, A-VI/1-4

This course is principally intended for candidates for certification for basic training for oil and Chemical tanker cargo operations as specified in section A-VI/1-1 para 1 of the STCW Code as amended.

On successful completion of this course, candidates will be qualified in accordance with regulation Section A-VI/1 of the STCW code for Seafarers, 1978 as amended and will be eligible to carry out the assigned specific duties and responsibilities related to cargo or cargo equipment on Oil and Chemical Tankers



VENUE:- IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai-400706

Course Date: 2nd – 7th December 2024

For Registration: [CLICK HERE](#)

FOR MORE INFORMATION please email to training@imare.in or contact on
M: 8454847896/ Ph. No. - 022 2770 1664 & 27711663

Technical Lecture on 'CII – Corrective Action Plan'

The Institute of Marine Engineers (India), Kolkata Branch, held a Technical Lecture on 3rd October 2024 at its newly developed Maritime Education & Training Centre. The lecture was delivered by **Shri. Sadhan Kumar Sarkar**, an Executive Committee Member of IME(I) Kolkata Branch and former Director (i/c) of the Marine Engineering & Research Institute, Kolkata. The topic of discussion was the "CII – Corrective Action Plan."



Shri. Gautam Sen, Chairman of IME(I) Kolkata Branch, welcomed Shri. Sarkar and provided a brief introduction to the audience.

In his presentation, Shri. Sarkar explained the global challenge of rising temperatures due to global warming and outlined the International Maritime Organization's (IMO) strategies to limit temperature increases to 1.5°C. He discussed key regulatory measures such as the Energy Efficiency Design Index (EEDI), the Energy Efficiency Existing Ship Index (EEXI), and the Carbon Intensity Indicator (CII) ratings.

Shri. Sarkar elaborated on various corrective actions approved by the IMO, including the adoption of alternative fuels, renewable energy sources, and carbon-neutral fuels like ammonia and hydrogen. He also highlighted ways to enhance hull and propeller efficiency. Among the corrective actions, Shri. Sarkar emphasised Engine Power Limitation (EPL) and Shaft Power Limitation (ShaPoLi) as the most practical and immediate solutions for existing ships.

The lecture also touched on Market-Based Measures (MBMs) under review by IMO advisory bodies, which are expected to be implemented soon to help shipowners achieve Net Zero Emission targets.

Despite the inclement weather, the event saw attendance from distinguished guests such as **Mr. Santanu Paul** from the Indian Maritime University, **Mr. Supriyo Bhattacharya** from Eastern Marine Engineers, as well as MEO Class-I candidates from institutions like the Indian Maritime University, Marine Education Charitable Trust, and Hoon Maritime Institute. Several trainee cadets were also present.

The event concluded with a vote of thanks.





Maritime & Coastguard Agency

Training course recognised by the MCA

UK MCA Approved Courses

Tanker Fire Fighting

**Advanced Training For
Oil Tanker Cargo Operations**

Advanced Fire Fighting

**Basic Training For
Liquified Gas Tanker Cargo Operations**

**Proficiency in Survival Craft And Rescue Boats
(Other Than Fast Rescue Boats)**

**Advanced Training For
Liquefied Gas Tanker Cargo Operations**

Proficiency in Medical First Aid

**Basic Training For
Oil And Chemical Tanker Cargo Operations**

Proficiency In Medical Care

**Advanced Training For
Chemical Tanker Cargo Operations**

**Human Element Leadership
And Management - Management Level**

**High Voltage Safety & Switch Gear-
Management Level**

**Human Element Leadership
And Management - Operational Level**

**High Voltage Safety & Switch Gear-
Operational Level Course**

**Electronic Chart Display And Information
Systems Simulator Training**

Updated Proficiency in Advanced Fire Fighting

**Updated Proficiency in Survival Craft and
Rescue Boats Other Than Fast Rescue Boats**

**Basic Training For Service On Ships
Using Fuels Covered Within The IGF Code**

**Advanced Training For Service On Ships
Using Fuels Covered Within The IGF Code**

World Maritime Day 2024 - 'Navigating the Future: Safety First'

The National Maritime Day Celebrations Committee, under the aegis of the Directorate General of Shipping, Ministry of Ports, Shipping & Waterways, commemorated World Maritime Day 2024 on 24th September at the Maritime Training Institute (MTI), Shipping Corporation of India, Powai, Mumbai. The event brought together a large gathering of maritime industry stakeholders, government officials, seafarers, and their families. This year's theme, selected by the International Maritime Organization (IMO), was "Navigating the Future: Safety First."

Capt. B. K. Tyagi, Chairman and Managing Director of Shipping Corporation of India Ltd. and Vice-Chairman of the NMDC (Central) Committee welcomed all the participants to the event. He underscored the significance of World Maritime Day, highlighting its alignment with global maritime trends, green shipping and its relevance to the UN Sustainable Development Goals (SDGs).

In a video message, Union Cabinet Minister **Shri Sarbananda Sonowal**, Ministry of Ports, Shipping and Waterways, marked 2024 as the 50th anniversary of the adoption of the 1974 SOLAS Convention—an essential IMO treaty governing maritime safety. He spoke about the rapid advancements in maritime technologies, which are enhancing safety, efficiency, and sustainability while also reducing environmental impact. Shri Sonowal emphasised that India is modernising its legal and regulatory framework to embrace these innovations and to steer the sector toward a sustainable future.

The event also featured a video address from IMO Secretary-General **Mr. Arsenio Dominguez**, who emphasised the critical role of the SOLAS Convention in ensuring safe ship construction, equipment, and operations, thus preventing maritime disasters. He called for global collaboration to prioritize safety as the shipping industry navigates technological and operational transformations.

A panel discussion on the theme "Navigating the Future: Safety First" was Moderated by **Capt. Mahesh Yadav** Director of Maritime Education & Training at the Foreign Owners

Representatives and Ship Managers Association (FOSMA). The panel included prominent speakers such as **Capt. Anish Joseph**, Deputy Nautical Advisor at DG Shipping, who guided the seminar emphasising on the current demanding situation in the industry. **Capt. Abhijith Balakrishnan**, DPA at Scorpio Marine Management; **Capt. Pratigya Arora**, Master Mariner on a Bulk Carriers at SCI and **Mr. Vivek Mahadev Lakhwani**, Second Engineer were the other speakers. The entire WMD programme was compered by **Shri David Birwadkar**, Chairman of IME(I) Mumbai Branch.

In his keynote address, Director General of Shipping and Chairman of the NMDC Central Committee, **Shri Shyam Jagannathan**, stressed the need to prioritise safety in the increasingly complex and challenging global maritime environment. He elaborated on India's efforts to position itself as a global maritime leader, including updates to maritime legislation, the Maritime India Vision 2030, and the Maritime Amrit Kal Vision 2047. He further outlined DG Shipping's initiatives in occupational health, safety, security, disaster preparedness, and contingency planning. Specific programs like "Sagar Mey Yog" and "Sagar Mey Samman," a comprehensive revision of the STCW Convention, the establishment of the Bureau of Port Security, and measures to achieve zero carbon emissions were also highlighted.

As a token of appreciation for providing commendable contribution in organising the NMDC events during the year, Organising Committee Chairman **Shri Atul Ubale** and Convener **Shri SM Rai** presented flowerpots to the members of the team which included **Shri. David Birwadkar**, **Shri Sanjeev Mehra** and **Shri Mohan Pal Singh** from the IME(I) Mumbai Branch.

In conclusion **Dr Sudhir Kohokade**, Dy Director General of Shipping (Training) complimented the shipping fraternity for the services they are rendering to humanity and gave a vote of thanks. This year's World Maritime Day celebrations underscored the industry's commitment to safety, sustainability and innovation as it navigates toward a secure and environmentally responsible future.

Glimpses of the Event



Dr. B.K. Saxena and Shri A.K. Gupta Honoured with Lifetime Achievement Awards

In a prestigious ceremony held on 4th October 2024, **Dr. B.K. Saxena (F 1264)** and **Shri. A.K. Gupta (F 2247)** were conferred with the esteemed *Lifetime Achievement Award* by the Shipping Tribune. This honour was bestowed upon them in recognition of their extraordinary contributions and long-standing service to the maritime industry. Both recipients have played pivotal roles in shaping the future of shipping, bringing innovative practices, and fostering growth and development in the sector.

Arun Kumar Gupta is the former **Chairman & Managing Director of The Shipping Corporation of India Ltd . (SCI)**, the national shipping line and a Navratna PSU. He was instrumental in dramatic turnaround of the Company in 2014, which had been suffering losses for three consecutive years.

On his superannuation from SCI on 31st December 2015, Ministry of Shipping appointed him as the Managing Director of **India Ports Global Ltd (IPGL)** on 1st January 2016.

IPGL is a Company formed in January 2015 and is an extended arm of the Government of India to make investments in Ports overseas. As the first task IPGL was entrusted to undertake the strategic Port Project at **Chabahar, in Islamic Republic of Iran**.

Mr Gupta has been responsible for the critical Contract negotiations with the Iranian side which led to its signing during Hon. Prime Minister visit to Iran in May 2016. Thereafter he spearheaded the commencement of India's first overseas port operations at Chabahar in December 2018.

Mr Gupta has served as **Director Administration** with

Irano-Hind Shipping Company Tehran from May 2002 to November 2005. He was also **Chairman** of the Board of **India Ports Global Free Zone, Chabahar** from June 2018 to September 2020.

A Marine Engineer from the Directorate of Marine Engineering and Training (1972-76), he possesses First Class Engineer (MOTOR) Certificate of Competency from Government of India.

He is a Fellow Member of the **Institute of Marine Engineers (India)**, Member of **Narottam Morarji Institute of Shipping** and also has the membership of **The Institution of Engineers (India)** as well as **Indian Arbitration Council**. **Informatively Mr Gupta is the current Chairman of Institute of Marine Engineers (India), Navi Mumbai Chapter.**

He has earlier served as a **Trustee** of Kandla, Tuticorin and Cochin Ports. Mr Gupta has been on the Board of several entities of the maritime industry. He is in the panel of Advisors of **Union Public Service Commission**.

Mr Gupta has also been associated with a number of **committees** related to the marine field, including as a panel member of **Mumbai University** for finalising syllabus for post graduate degree courses in maritime studies. He is also is a faculty for virtual MBA programme of **Indian Maritime University**.

Overall Mr Gupta has over 48 years of experience in Port and Shipping sector, including 14 years at the Board level. Mr Gupta was been recently conferred with **Life Time Achievement Award** by "Shipping Tribune".

Due to his immense domain experience, presently Mr Gupta is serving as **Advisor** and also





Join the HIMT Family

Applications Open For **FACULTY & INSTRUCTORS**

LOCATION - HIMT College, Kalpakkam

Instructors

- Bosun/Petty officers/Chief petty officers and above from the seaman branch for Survival Technique course.
- Engine room Apprentice (ERA), Petty officer Mechanical Engineering (POME) and above, NBCD Instructor for fire fighting training.
- Life Guard for swimming pool.

Preference will be given to instructors already teaching PST, PSCRB, AFF, FPF courses in DG Approved MTI's

Masters/Chief Engineers

- 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

As per Industry Standards

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

Quality Training | Commitment | Professionalism

as a Director on the Board of several Private and Public sector Companies.

Mr Gupta is registered in the Data Bank for Independent Directors, maintained by **Institute of Corporate Affairs**.

Presently he is Director with **Dredging Corporation of India Ltd** and **Jubilant Ship Management Company**. He has also been appointed by **Central Vigilance Commission** as Independent External Monitor in the following PSUs:

Numaligarh Refinery Ltd.
Hindustan Organic and Chemicals Ltd.

Dr. Brijendra K. Saxena is a highly accomplished marine engineer with over five decades of experience in the shipping industry. He is the Founder Principal of Tolani Maritime Institute, Pune, where he served for nearly 20 years before retiring in 2018. Currently, he continues to contribute to the institute as an Advisor. He is also a former President of the Institute of Marine Engineers (India).

Dr. Saxena is a graduate of the prestigious World Maritime University (WMU), Malmö, Sweden, where he has also taught. He holds a Master of Science degree from BITS, Pilani, and has pursued advanced qualifications in chartering, insurance, insurance law, financial management, and maritime law, including a PhD. Most recently, he completed a Postgraduate Diploma in International Maritime Law from WMU. His expertise is widely recognized, and he has published and presented numerous papers at conferences both in

India and internationally. He also serves as a guide for postgraduate and PhD students.

Dr. Saxena has received multiple prestigious accolades for his contributions to maritime education. In 2023, he was honored with the Lifetime Achievement Award from the Narottam Morarjee Institute of Shipping. Previous awards include recognition from the Institute of Marine Engineers (India) in 2020, GlobalMET, FOSMA, and Samudra Manthan. Additionally, the Government of India awarded him for his "Outstanding Contribution to Maritime Education and Training."

Internationally, Dr. Saxena has participated in HTW meetings as part of the Indian delegation and served on IMO panels for evaluating regulatory documentation submitted by various countries in accordance with the 1978 STCW Convention. He is a Fellow of the Institute of Marine Engineers (India), the Institution of Engineers (India), and the Narottam Morarjee Institute of Shipping. He is also a Senior Member of the American Society of Quality (USA), a Member of the Institute of Chartered Shipbrokers (London), and holds memberships in the Indian Council of Arbitration, Indian Maritime Foundation, and the Association of Maritime International Commercial Interests & Expertise (AMICIE).

Dr. Saxena currently serves as the Chairman of both the Academic Council and Research & Training Committee of the Narottam Morarjee Institute of Shipping, and he is the Associate Editor of the technical journal of the Institution of Engineers (India).





**THE MOST PROMISING
MARITIME TRAINING INSTITUTE**

**RANKED GRADE A1
(OUTSTANDING)**

**D. G. Shipping
Approved Course**

**Basic Training for Liquefied Gas
Tanker Cargo Operations (LGTF)**

09th – 13th December 2024

**Course Id – 5121
05 Days**

**COURSE FEE
RS. 6500/-**

[Click Here to Book Now](#)

For any queries:



training@imare.in



022 2770 1664 & 27711663



8454847896



IMEI HOUSE, Plot No.94, Sec-19, Nerul, Navi Mumbai – 400 706

Visit: <https://imare.in/>

Leadership Transition in INSA: New President and Vice President Take Charge

The Indian maritime industry is witnessing a significant leadership transition with the appointment of two highly esteemed professionals to helm the Indian National Shipowners' Association (INSA). **Shri. C.V. Subba Rao**, Managing Director of SANMAR, has taken over as the President, while **Capt. B.K. Tyagi**, Chairman and Managing Director of Shipping Corporation of India (SCI), has assumed the role of Vice President.

Both leaders bring decades of experience, expertise, and commitment to the maritime sector. Shri Rao

is known for his strategic vision and leadership at SANMAR, a company that has set benchmarks in the shipping and chemical sectors. On the other hand, Capt. Tyagi, with his distinguished career at SCI, has been instrumental in driving growth and innovation in India's shipping industry.

IME(I) extends its heartfelt congratulations to Shri C.V. Subba Rao and Capt. B.K. Tyagi on their new roles and wishes them great success as they steer the course of INSA towards new milestones.



Shri. C.V. Subba Rao



Capt. B.K. Tyagi





IME(I) - iConnect

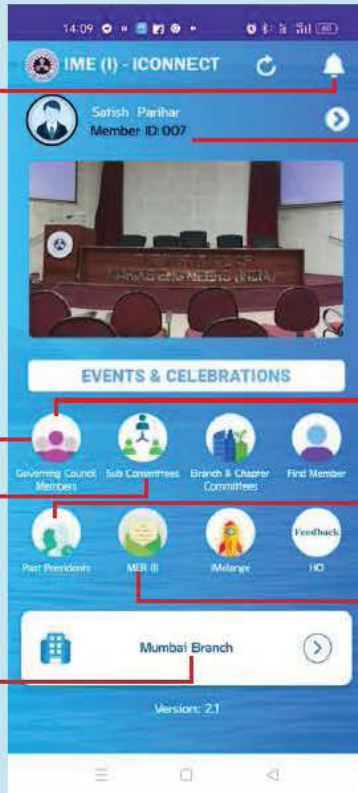
Mobile App for Effective Communication Within the IME(I)

Broadcasting events and/or announcements to the members (e.g. AGM or Technical Seminar Notices, etc.) with provision for RSVP response

Connect with current members of the Governing Council

Know the current members of Sub Committees

Search for birthdays of members in your branch



Easy search for IME(I) Members by Name, Branch / Chapter, Grade or Membership Number

Know the current office bearers of your Branch or Chapter

Read the names of all the past Presidents of IME(I)

Read the monthly technical journal Marine Engineers Review (India) & IME(I) monthly eMagazine iMélange

How Secure Is The Data In IME(I)-iConnect ?

IME(I)-iConnect respects the privacy of every member and takes utmost care to protect it. The data is highly secure and the app can only be enabled on a phone by a registered member user. Whilst downloading you will be sent a one time password on your registered mobile number, which would then enable you to download the members data on your phone. This ensures access to only respective member using their valid mobile number.

Steps To Download The App

Step 1: To Download the Mobile App on Your Mobile
Click on the link: <https://onelink.to/6xzk2d>

Step 2: Install the App on Your Mobile
Depending on your OS, you will be directed to either the Google Play Store or the Apple App Store. Tap the "Install" button to download and install the IME(I)-iConnect Mobile App.

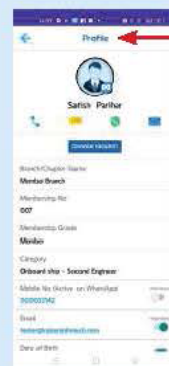
Step 3: Enter Your Mobile Number
Once the app has been installed on your Mobile, open it and you'll be prompted to enter your mobile number. Please enter the registered mobile number associated with your IME(I) Membership account.

Step 4: Receive OTP
After entering your mobile number, you will receive a One-Time Password (OTP) via SMS and your registered eMail. Please enter the OTP received in SMS or eMail in the app to verify your identity.

Step 5: Access IME(I)-iConnect Mobile App
Once you have successfully entered the OTP, you will have access to the IME(I)-iConnect Mobile App.

Making Changes In Your Profile

It is probable that you may wish to update your data in the app once you download it. This can be done by a "Change Request" - a feature that is available within the app itself. You may also enable / disable personal details e.g. your phone no. & email id.



Click here to change your profile

Click here to refresh & get the latest updates



IN CASE OF ANY PROBLEM ENCOUNTERED WHILE INSTALLATION, kindly contact Ms. V. G. Geeta at membership@imare.in

THE INSTITUTE OF MARINE ENGINEERS (INDIA)

"IME(I) House", Plot No. 94, Sector 19, Nerul, Navi Mumbai - 400 706, Tel.: +91 22 2770 1664 / Fax : +91 22 2771 1663
Email: administration@imare.in / accounts@imare.in, membership@imare.in / training@imare.in

IMO Celebrates World Maritime Day 2024



As the maritime community prepares to navigate the waters of change, 2024's World Maritime Day, celebrated on September 26, has brought the theme "Navigating the future: safety first" to the forefront, spotlighting the significance of safety at sea in an era of considerable transformations and new risks.

Several initiatives were held to commemorate the Day, including:

The World Meteorological Organization (WMO) - International Maritime Organization (IMO) Symposium on Extreme Maritime Weather: The event focused on

«**Bridging the Knowledge Gap Towards Safer Shipping**» and took place on 23-26 September 2024 at IMO Headquarters, London.

Lighting up landmarks: IMO Headquarters were bathed in blue light in the evening of the day to promote this year's theme. IMO invited Member States, intergovernmental organizations in cooperation with IMO, and non-governmental organizations in consultative status with IMO to light up landmarks.

Social media participation: IMO invited Members States and everyone in the maritime industry to celebrate





the day by using the hashtag #WorldMaritimeDay and tagging IMO on social media

For the IMO, the year 2024 marks a particularly special occasion. It has been exactly 50 years since the adoption of the International Convention for the Safety of Life at Sea (SOLAS), the world’s chief treaty for the security of merchant ships.

SOLAS: then and now

SOLAS was first adopted in 1914 as a direct response to the sinking of the RMS Titanic two years before. The catastrophic event, which claimed the lives of over 1,500 people, exposed considerable shortcomings in maritime safety regulations and accentuated the need for global standards that could protect passengers and crew at sea.

In recognition of this need, the SOLAS convention was developed to establish ‘comprehensive’ safety protocols, setting the foundation for modern maritime safety practices.

As per IMO, the SOLAS convention that is in force today was adopted on November 1, 1974, and has undergone several amendments. It consists of 15 chapters that cover a wide range of crucial topics, including life-saving appliances and arrangements, distress and safety communications, the carriage of dangerous goods, and the integrity of ship structure and stability.

“We can be proud of the crucial role this convention has played in setting international safety standards for ship construction, equipment, and operation, preventing maritime disasters and protecting lives,” said **Arsenio Dominguez**, Secretary-General of the IMO.

“But we cannot be complacent. World Maritime Day calls for collective effort to ensure we keep pace with the ongoing transformation in shipping. We must ensure the continued development and implementation of the regulatory regime to prioritize safety as we steer toward tomorrow.”

Over the past 50 years, SOLAS has provided a framework to protect countless lives. However, now that five decades have passed, IMO remarked that the maritime community is still at a crossroads, facing rapid technological advancements, global security challengers and the shift to green energy.

In his message, United Nations Secretary-General **Antonio Guterres**, pointed out that, as it steers toward greater digitalization, automation, and decarbonization, the maritime industry is bound to undergo more profound changes.

“New technologies and designs offer the opportunity to make important contributions to climate action. I count on the commitment of regulators, seafarers and ship operators alike,” he highlighted.

Celebrating World Maritime Day

There will be several initiatives to mark this year’s World Maritime Day. As disclosed, one of those events was the WMO-IMO symposium on extreme maritime

How does IMO's ship safety treaty make a difference?

The International Convention for the Safety of Life at Sea (SOLAS) contains 15 chapters covering the following topics:



Mr. Rajeev Nayyar, President, IME(I) with Arsenio Dominguez, Secretary-General, IMO

weather, which took place from September 23 to 26, 2024, at IMO Headquarters in London.

Another key highlight, IMO has revealed, will be the World Maritime Day Parallel Event, which is hosted every year in a different IMO Member State. This year it will be Spain.

The event is set to held from October 20 to October 22, featuring a number of speakers who will explore critical topics in the maritime industry.

Last year, IMO's theme for the World Maritime Day 2023 was "MARPOL at 50 – Our commitment goes on". The theme reflected upon the significance of the International Convention for the Prevention of Pollution from Ships (MARPOL), which covers the prevention of pollution of the marine environment by ships from operational or accidental causes.

Courtesy: IMO



THE MOST PROMISING
MARITIME TRAINING INSTITUTE

RANKED GRADE A1
(OUTSTANDING)

D. G. Shipping
Approved Course

**Advanced Training for Chemical Tanker
Cargo Operations (CHEMCO)**

Commencing Soon

10 Days

**COURSE FEE
RS. 9900/-**

[Click Here to Book Now](#)

For any queries:



training@imare.in



022 2770 1664 & 27711663



8454847896



IMEI HOUSE, Plot No.94, Sec-19, Nerul,
Navi Mumbai – 400 706

Visit: <https://imare.in/>

India's Participation in Intersessional Working Group on the STCW Convention and Code Review at IMO (HQ), London



India took on a prominent role during the Intersessional Working Group on the Comprehensive Review of the STCW Convention and Code, held from October 7th to 11th, 2024, at the International Maritime Organization (IMO) headquarters in London. This critical meeting focused on updating the 1978 STCW (Standards of Training, Certification, and Watchkeeping for Seafarers) Convention and Code, ensuring that global maritime training standards are in line with modern challenges and advancements.

The Indian delegation was led by **Shri Dendra Bisen**, Deputy Director General of Shipping, who headed a diverse team of experts and representatives from various Indian maritime institutions. The delegation included:

1. **Shri Praveen Nair**, Engineer & Ship Surveyor, Directorate General of Shipping (DGS) (in online mode)
2. **Capt. Ravi Singh Sikarwar**, Nautical Surveyor, DGS (in online mode)
3. **Capt. Pankaj Sarin**, Representative from the Company of Master Mariners of India (CMMI)
4. **Capt. Mahesh Yadav**, Representative from the Foreign Owners Representatives and Ship Managers Association (FOSMA) (in online mode)
5. **Capt. Kersi Deboo** (in online mode) and **Capt. S.M. Halbe**, Representatives from the Maritime Association of Shipowners, Shipmanagers and Agents (MASSA)
6. **Mr. Rajeev Nayyar** (in online mode) and **Mr. Sunil Kumar**, Representatives from the Institute of Marine Engineers (India)
7. **Capt. Harish Khatri**, Representative from the Board of Examinations for Seafarers Trust (BES)
8. **Capt. Philip Mathews**, Representative from Indian Shipowners

India's involvement in the working group was centered on addressing emerging challenges in the maritime sector, including new technologies on ships,

THE MOST PROMISING MARITIME TRAINING INSTITUTE



THE INSTITUTE OF MARINE ENGINEERS (INDIA)

IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai – 400 706

Email: training@imare.in Website: <https://imare.in/>

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

RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved Course

10
Day

★ **Course Id - 5113**

Advanced Training for Chemical Tanker Cargo Operations

Entry Criteria: The Trainee should hold as a minimum a Certificate of proficiency as Rating in charge of a Navigational /engineering watch OR

1. Completed sea time required for appearing for a Certificate of Competency examination
2. Officers holding Certificate of Competency
3. Holds a Certificate of Proficiency for Basic training for Chemical Tanker cargo Operation
4. Has at least three months of approved sea going service on chemical tankers Within the last sixty months on Chemical tankers, or at least one month of approved onboard training on Chemical tankers on a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book as specified in section B-v/1 of the STCW Code.

Advanced Training for Chemical Tanker Cargo Operations

10 Days

Commencing Soon

[CLICK HERE](#)

VENUE: IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai- 400706

For Registration:- [CLICK HERE](#)

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

Or Visit our Website: <https://imare.in/>



on addressing gaps and updating provisions in the STCW Convention to incorporate new technological trends, mental health, cybersecurity, and gender diversity in maritime training.

The involvement of Indian representatives in the discussions was significant, given India's vast seafaring workforce and its prominent role in global maritime activities. The delegation's contributions reflect India's commitment to improving international maritime standards and ensuring that its seafarers are equipped to meet new global challenges. The progress made during this session will form the foundation for further reforms, with the comprehensive review targeted for completion by 2027.

India's active participation in the intersessional working group underscores its role as a key player in shaping the future of global maritime training and certification standards, ensuring its seafarers remain at the forefront of industry developments.

e-certification, cybersecurity awareness, mental health, and gender sensitization. The delegation actively participated in discussions on updating outdated training requirements, proposing solutions to align with digital advancements and promoting psychological safety within the seafaring profession.

As part of the comprehensive review, a two-step methodology was agreed upon, beginning with an in-depth assessment of the STCW Convention and Code. The identified gaps would be followed by revisions to ensure the standards reflect modern technological trends and global best practices. India contributed to the drafting groups focused on these reforms and submitted papers addressing various issues, including training requirements for emerging technologies and mental health awareness at sea.

The Intersessional Working Group on the Comprehensive Review of the STCW Convention and Code, chaired by Capt. Cathleen Mauro from the United States, saw active participation from India alongside other key member states. Delegations from countries such as Argentina, Australia, China, the United Kingdom, and the United States, as well as representatives from various intergovernmental and non-governmental organizations, contributed to critical discussions. The Group focused



THE MOST PROMISING MARITIME TRAINING INSTITUTE



THE INSTITUTE OF MARINE ENGINEERS (INDIA)

IMEI HOUSE, Plot No.94, Sector-19, Nerul, Navi Mumbai – 400 706

Email: training@imare.in. Website: www.imare.in

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

RANKED GRADE A1 (OUTSTANDING)

D. G. Shipping Approved Course

**10
Days**

★ Course Id - 5122

Advanced Training for Liquefied Gas Tanker Cargo Operations

Entry Criteria:

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

Officers are required to hold a Certificate of Competency and a Certificate of Proficiency for Basic Training for Liquefied Gas Tanker Cargo Operations and at least three months of approved sea going service on Liquefied Gas Tankers within the last sixty months on liquefied gas tankers, or at least one Month of approved onboard training on Liquefied Gas Tankers in a Supernumerary capacity, which includes at least three loading and three Unloading operations and is documented in an approved training record book as specified in section B-V/1 of the STCW Code.



Course Date: Commencing Soon

For registration, [CLICK HERE](#)

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

The Bread Thief: Unpacking the Myth

Many natives in developed countries wonder why they're losing jobs and struggling to find new ones. Somewhere in this bewilderment, they start rationalising what is there in front of their eyes and what they encounter at market place, school, hospital, restaurant or any other similar crowded / most often visited place on a daily basis. The obvious culprit, in their eyes, is immigrants. However, this assumption warrants a closer look.

Prolonged unemployment leads to financial strain, reduced family outings, and increased stress levels. This can escalate into psychological disorders, substance abuse and irrational behavior. The frustration sometimes manifests as racial attacks on immigrants, further complicating the issue. Regular venting out incidents, misplaced anger when seen as a bigger picture, leads to increased divide between job holders v/s job seekers, natives v/s immigrants and haves v/s have nots in a given society.

But are immigrants truly the bread thieves? A more nuanced perspective reveals a different story.

The Bigger Picture

Immigrants have been around in neighbourhood of these attackers since long time, contributing to their economies, paying taxes, and trying to integrate into local cultures. While they may have taken some jobs, they're not the primary reason for native's unemployment. And if one shifts one's lens of wisdom and focuses on the bigger picture and try to see the whole globe as a flat one, one may see a different picture altogether. The real culprit lies in global economic shifts:

1. Economies of scale and business economics drive producers/ service providers to reduce costs.
2. Rapid industrialization in Asian countries (mainly China) has led to a mass exodus of jobs related to production / operation / maintenance / warehousing / logistics and administration activities from developed economies to these nations. And this led to a spiral effect into other allied sectors like transportation of all kind, travel, hotel, leisure, expats positioning and host of other similar opportunities.

Now think of vast evaporation of jobs, (at all levels, skilled, semi skilled and low skill levels) in developed economies. Somewhere this evaporation was a rapid phenomenon (e.g. in sectors like IT, back end operations

etc.) and somewhere it happened slowly (e.g. in sectors like production, warehousing, maintenance etc). Unfortunately this process did happen in all developed nations cutting across all continental barriers.

The poor natives, less educated locals who lost their jobs in this process still kept thinking that these immigrants have taken away their jobs.

The Challenge

Educating and explaining this global shift to frustrated natives is crucial. Equally crucial is advising him how to cope up with this change or how to up-skill or again become employable. However neither the immigrants (who themselves have been at receiving end of this misplaced anger) nor old generation of natives (who themselves did not experience this shift or could not foresee it coming) can be expected to reason with angry youths.

Instead, it's up to:

- Politicians
- Educators
- Entrepreneurs
- Community leaders

to guide them toward understanding the new world order.

Consequences of Inaction

If left unaddressed, this misinformation can lead to:

- Protectionist economies
- Decrease in immigrant population
- Lower intake of new immigrants
- Reduced tax collections
- Decreased spending
- Further job losses

Additionally, parents of prospect immigrants back in rest of the developing / under developed countries will stop sending their wards for higher education to developed countries, further straining education system of developed nations. All this shall result into a spiral downward process adding additional burden to an already complex global challenge. To make things further difficult, newer technologies like artificial intelligence etc are making jobs evaporate all across globe and not only within developed nations.

A Wake-Up Call

It's time for all to accept that the world today is a multi-polar one, and for remaining relevant, one requires:

- Continuous up-skilling
- Awareness of global trends
- Understanding economic shifts

The Silver Lining

Humans have always adapted to challenges, overcome them in the past resulting in a more comfortable, technologically advanced conditions and life styles. We shall overcome this challenge too and will be in a better state going forward. By acknowledging the new world order and preparing accordingly, we can:

- Create a more sustainable planet
- Blur lines between developed, developing, and underdeveloped nations
- Foster a more peaceful and comfortable world

About the Author

Commander JP Singh, MBA (Finance & Marketing, M.Tech (Nuclear Technology), B.Tech (Mechanical) served Indian Navy for 20 years. He was one of the key members of its Nuclear Submarine Design team. He served on board as Engineer Officer on various ships (Vidyut -class missiles boats, Nanuchka-class corvettes and Sukanya Class offshore patrol vessels) After leaving Indian Navy in 2007, he served as Director Marketing, Mahindra Consulting, Vice President, Dantal Hydraulics and a key member of business development team of Reliance Naval Engineering Ltd (erstwhile Pipavav Shipyard). He started Makk Consulting (an equity research & investment firm and co-founded Sohshel Foundation (an Education Research Foundation) in 2014.

E-Mail: jeetinder999@yahoo.com

जीवंत-जहाज़ी-जीवन !!

सागर पर लहरों का नर्तन, कहां मिलेगा और !
घनघोर घटा का गहरा गर्जन, कहां मिलेगा और !
क्लेश-शांति का जीवनदर्शन, कहां मिलेगा और !
नीरव-निर्जन, निर्मल-जीवन, कहां मिलेगा और !



नीलाभ गगन की छतरी ताने, नील-समंदर !
खो जाते आगोश में जिसके सरित-सरोवर !
श्वेत-सलोने चन्द्र की छबि ले, हृदय-के-अंदर !
कहां मिलेगा यह सुख ! बोलो तो ? धरती पर !



उदित भानु का चरण पखारें, लहरें जाकर !
उन्मत्त पवन, जल-मदिर, घटों में भर-भर कर,
दौड़ी जाती, सुन, प्यासी-धारिणी का दारुण स्वर !
कहां मिलेगी? रजनी काली ! तारक मणियों से
सजधजकर !.....

हूँ देख रहा मैं, ठगा-ठगा सा, विस्मित होकर !
यह कौन? उतर जो आया! स्वर्गलोक से, धरतीपर !
था खोज रहा मैं, जीवन की, जो छटा मनोहर !
ले रहा हिलोरें मनस-पटल पर, वह, रह-रह कर !



Atul Kumar Singh



Futuristic Approach Towards Safe Pilot Transfer Arrangement

ABSTRACT

Pilot boarding is considered as a high-risk activity and several instances of causalities have been reported over the years. The task of pilot transfer between vessels out at the sea has been recognized as hazardous for a few decades now since it has resulted in much undesired fatalities and serious causalities. Through this paper we have tried to convey a new idea that can mitigate the risk and improve the safety and security of a pilot's life to an extent. This research paper focuses on the risks and threats of using a traditional pilot ladder and mitigate the risks of pilot boarding keeping in mind the innovations and technologies that surround us today and make the best use of the futuristic ideas and future resources that are yet to come.

KEYWORDS

Pilot Ladder, embarkation accidents, alternatives to pilot ladder, safety of pilot

ABBREVIATIONS USED

SOLAS- International Convention for the Safety of Life at Sea

OHS- Occupational Health and Safety

IMPA- International Marine Pilots Association

IMO- International Maritime Organization

INTRODUCTION

Pilots come aboard ships to support the captain navigate a vessel in the most effectual and safe style in the precise zone and safeguard arrivals and departures from ports. Pilot embarkation is hence considered a critical operation. Numerous factors affect this process deeming whether it will be successfully carried out or result in a casualty or disaster. International rules and regulations have stated the necessities for pilot boarding arrangements in order to ensure successful boarding and operations thus reducing the risk to life.

The task of pilot transfer between vessels out at the sea has been recognized as hazardous for a few decades now since it has resulted in much undesired fatalities and serious causalities. Historical evidences and documents suggest that no changes in the transfer arrangements have taken place over many years with the pilot continuing to rely on a ladder made up of rope

and timber with no protection or mechanical assistance as such. Considering the developments innovation in technology all around us and the extent that man is dependent on technology on their day to day lives, use of a traditional pilot ladder seems really unsafe and bleak.

During the pilot transfer process, there should be sufficient preparations onboard the ship. The first and most important thing is to establish proper communication with the pilot and understand their requirements.

Every time a pilot boards a ship, a Master/Pilot exchange happens. This procedure is carried out to ensure that the pilot is provided with the necessary information available about the ship to maneuver the ship in the safest and most effectual way.

Pilots ensure maximum safety for the ship's crew, the cargo itself, and the environment when navigating in precise areas. A pilot is a person who is tremendously familiar of the specific area being navigated. The knowledge includes various things, such as:

1. The capability of the pilot to anticipate the effects of the current and tides
2. The skill to understand the local traffic and the finest way to navigate efficiently in a narrow channel or in close proximity to land
3. His familiarity with the use of tugs and handling linesmen.

WHY THE USE OF PILOT LADDERS IS NOT SAFE

The pilot's embarking and disembarking of a vessel at sea using a pilot ladder has long been recognized as hazardous. This has resulted in Marine Pilot accidents which result in disabling medical conditions or even in the worst-case scenario; death.

Too many fatalities, injuries and repeated deficiencies in the rigging, maintenance of the ladder and understanding cause. It is a critical operation

For a critical operation, there is a percentage of ladder related errors of 21% which is very high considering the fact that it has to do with human lives. (Survey done by IMPA in the last 6-7 years in major maritime commence areas).

WORLD MARITIME TECHNOLOGY CONFERENCE Chennai, India 2024

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

Knowledge & Technology Partner



Platinum Sponsor **DNV**

December 4 - 6, 2024
The Leela Palace, Chennai



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

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

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

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

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

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


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

World Maritime Technology Conference (WMTC - 2024)

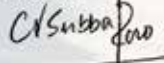
**"GLOBAL SHIPPING - A BATTLE FOR SURVIVAL OR A TORCHBEARER OF HOPE?"
(AMIDST TECHNOLOGY, REGULATIONS, GEO-POLITICS & CLIMATE CHANGE)**

Is Shipping a good story? Let us debate.

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


Hrishikesh Narasimhan

Convenor


C V Subba Rao

Chairman

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

PAPERS

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

NAVIGATING THE FUTURE - Blockchain, AI, Data Analytics and Digital Transformation

MANAGING AND HEDGING RISK - Asset, Cargo and Currency

SHIP BUILDING AND REPAIRS - Can India grab a share of the market?

SHIPPING MARKETS - Can we predict the future?

MARINE MONEY - Do Banks believe in Shipping? - The Basel and The Poseidon Narrative

DUTY OF CARE - Safety Management and Crew Welfare

REFORMING (OR ROMANCING) THE FUTURE - Is Education the same as Schooling?

CLASSIFICATION SOCIETY - A voice of influence or just an IMO ally?

THE BUGLE OF GEO POLITICS - Sounds of the 21st Century for Shipping

SUSTAINABLE DEVELOPMENT - Is it only about climate change?

POWERING ACADEMIC RESEARCH - Hulls, Propulsion Equipment, Vibration & Underwater Noise

THE CONNECTIVITY CONUNDRUM - Linking Rivers, Ports and Railways

ADVANCEMENTS IN PRODUCT TECHNOLOGIES - Fuel Lubricants, Paints, Chemicals & others

COST LEADERSHIP IN MAINTENANCE

MANAGING LEARNING - What can Shipping learn from other Industries?



Columbia Bar is one of the roughest places where the pilot exchange becomes treacherous especially due to the waves, wind, and current are hazardous for vessels of all sizes.

Compared with other ladders, climbing a pilot ladder is more challenging as it is completely vertical and may have considerable negative slope. Moreover, it is not rigid, but flexible and in rough weather, it is a serious challenge to climb.

Root cause of these accidents is the lack of awareness amongst maritime society.

Past credentials suggest that the pilot transfer arrangement has not changed over many years, with the pilot continuing to depend on a rope and timber ladder, with no mechanical assistance. The ladder design and rigging arrangements are not within the control of pilots but are affected by the needs and preferences of many international stakeholders.

NEW INNOVATIVE IDEAS THAT MITIGATE RISKS AS WELL AS TO MAKE PILOT TRANSFER EASY

1. Using a ladder made up of a magnetic material

Using a pilot ladder made up of galvanized steel (chain links) that can be retracted with the help of a motorized pulley/winch so that the crew members on board do not have to lug/pull up the heavy weight every time a pilot transfer takes place. When the ladder is

rigged for the boarding and disembarking of the pilot, it should be attached to the ship’s sideshell with the help of electromagnets placed at both the starboard and port so that the ladder doesn’t swing around in rough weather or end up twisting while the pilot is climbing.

Several electromagnetic blocks can be attached to the starboard and port side of the ship’s hull so that when activated they can hold the weight of the ladder and the weight of the pilot. The electromagnetic power of the blocks and the factor of safety of the ladder should be more than enough to avoid any kind of causalities. The pilot ladder should be let down when the pilot is in close vicinity and then the electromagnets can be activated to fix the pilot ladder onto them. The pilot should be wearing magnetic gloves (with braided metal inserts) to get attracted to the ladder (already magnetic due to mechanism of attraction). This attraction should be moderate to an extent that the pilot can move up the steps without any problem and on the other hand strong enough not let any slippage happen. There should be constant communication between the pilot boat, the officer in charge on the deck and the crew who is controlling the electromagnets through the VHF while the pilot is boarding. Once the pilot is at the top of the ladder, the officer in charge can help him onboard the vessel. After a safe pilot boarding has been carried out, the electromagnets can be deactivated fully and the ladder can be pulled up with the help of the winch.

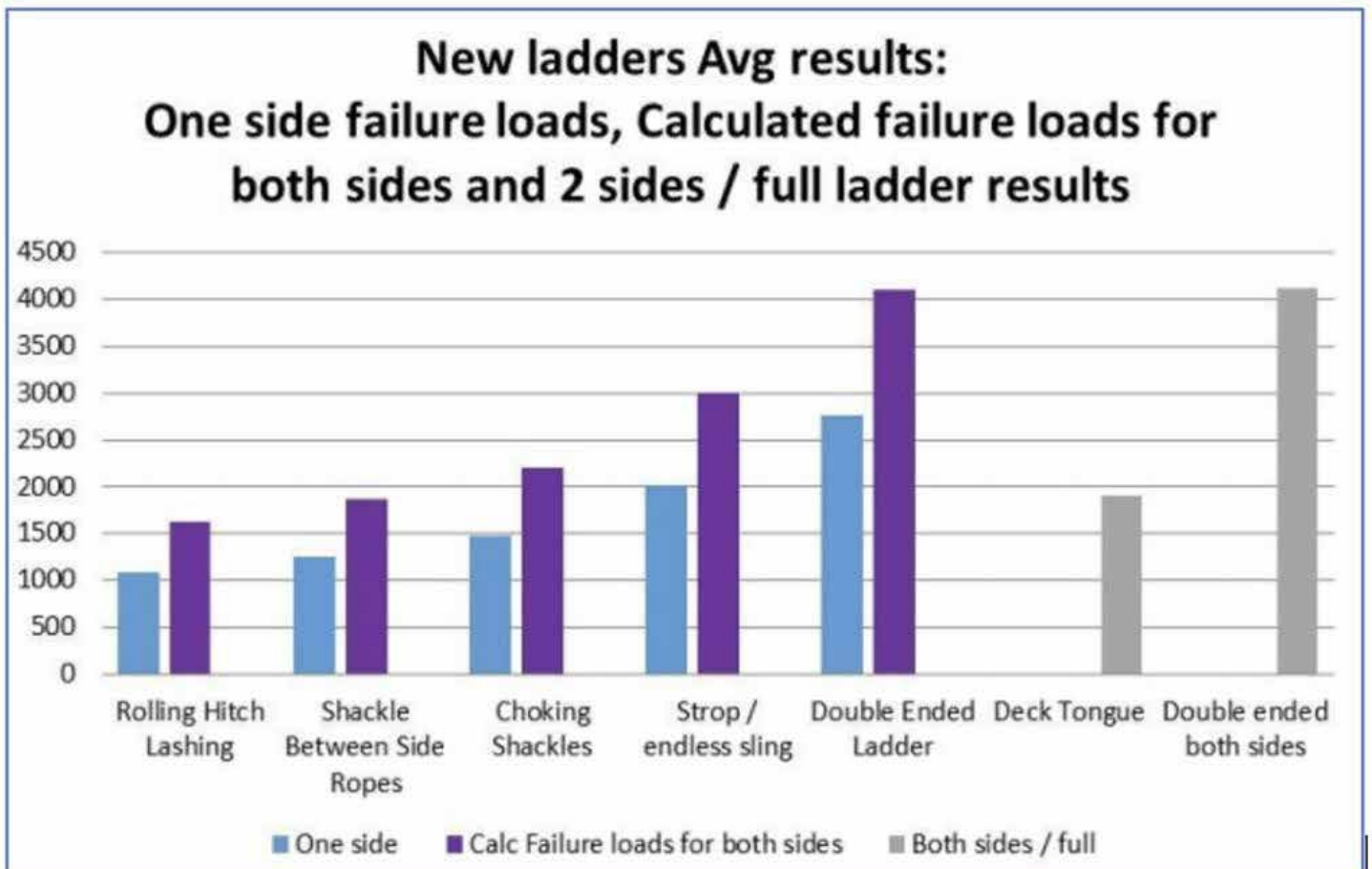


Table.1: Failure loads of ladders and full ladder results [2]

A safety harness secured on the main deck would be tied around the body of the pilot during ascent or descent. So that there's no casualties when the pilot jumps/ mounts on to the pilot ladder or from the pilot ladder. This safety harness will have a fall arrester mechanism which works on the mechanism of a car seatbelt. When pulled slowly, the safety harness will not obstruct the movements of the pilot. During the case of an accidental slip, this mechanism will arrest the movement and make sure that no sudden movements or jolts are allowed thus minimizing the effect of a potential fall. This safety harness can be retracted with the help of winch so that it does not swing around in rough weather and also in case of an accidental slippage, does not let the pilot fall all the way down the ladder because the sudden stopping force at the end can heavily injure the pilot.

Alternative- The ladder can have wheels and be attached to electromagnetic rails which will allow free vertical movements of the ladder and prevent the ladder from twisting or swinging around. A pilot may wear magnetic gloves that will prevent the ladder from slipping. These magnetic gloves can be turned on and off according to the instructions given.

The galvanized ladder can be stored anywhere on board without worrying about rust or corrosion from moisture.

2. Passenger Lifts and Elevators

A platform made up of galvanized steel which can be operated with the help of a mechanical or a hydraulic

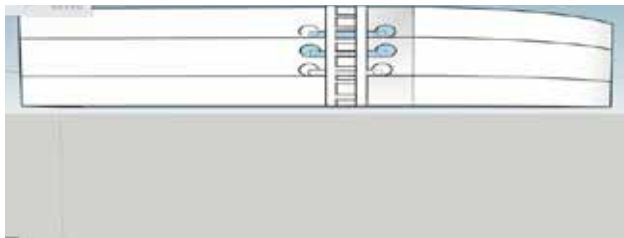


Figure 1: Illustrating how the pilot ladder will be held on to the sideshell of the ship by the electromagnetic blocks

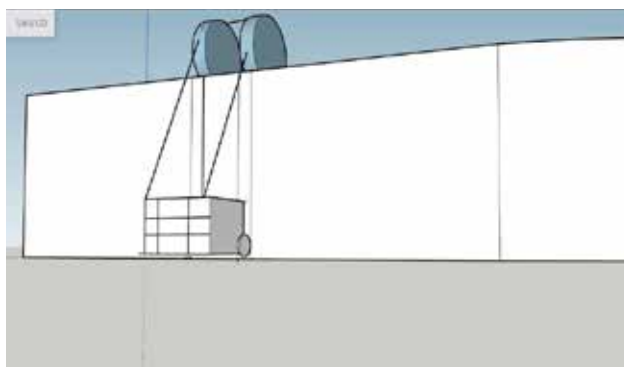


Figure 2: Illustrating how the passenger lift will work against the ship's sideshell

winch. The platform should have small wheels on the side adjacent to the ship's body which moves on rails. These wheels will not be detachable so as to reduce the risk of coming free and always remain clamped to the rails. These rails should be welded on the ship's body and then bended onto the main deck so that the platform can move up and over it with the help of wheels attached to it causing no increase in breadth of the ship. The platform will have two guard rails for the pilot to hold on to while the transfer takes place. When on reaching the upper edge, the platform can be pulled up on the main deck and can be secured on the main deck with the help of chains or locks. The galvanization will allow the platform to be on the main deck exposed to all weather conditions without any issues of rust or corrosion even after being in contact with moisture.

CONCLUSION

Through this paper we have put in words our ideas and visualizations which, after testing and further researching can improve the pilot transfer arrangement and reduce the risks. The use of Helicopters was not considered during this project since it has already been advantageous and accepted as a safe transfer method. This research paper has been written keeping cost of production and operation in mind and thus bringing out the most cost effective and long-lasting forms of pilot transfer that are safe as well.

This idea calls out for further research and development since as students, it is not possible for us both technically and financially to test these ideas out practically.

ACKNOWLEDGEMENT

The completion of this paper could not have been possible without the active participation, guidance and assistance of my friends, teachers and faculty members of Tolani Maritime Institute, whose names may not all be enumerated. The contributions and helping hands are sincerely appreciated and gratefully acknowledged. I would like to express deep gratitude and indebtedness to Capt. Kevin.S. Mascarenhas (Professor), Dr. Nitin Junnarkar (Professor), Professor Anirudh Kumar, Mr. Akshay Arun Singh (2nd Officer; OSM Maritime Group), Professor Sujit Das and Professor Abhishek Sharma who has been our my side thick and thin during this undertaking.

About the Authors

Cadet Arkajyoti Mukherjee and Cadet Gautam Saxena

Department of Marine Engineering, Tolani Maritime Institute

Email: arkajyoti.mukherjee20202me@gmail.com / gautam.saxena2020me@gmail.com



THE INSTITUTE OF MARINE ENGINEERS (INDIA) MUMBAI BRANCH



VIKING MARITIME TRAINING INSTITUTE

&

VIKING MARITIME TRAINING INSTITUTE NAVI MUMBAI

INSTRUMENTATION & AUTOMATION COURSE

Online and Offline
for Marine 3rd/Eng, 2nd/Eng,
Ch/Eng & ETO.



Topics:-

- Instrumentation
- Process Control Engineering
- PLC / HMI
- Encoders, Proximity Sensors & Retentive Timers
- VFD
- Machine Communication
- PLC Based Boiler Firing Sequence Simulator
- Level and Flow Simulator

Offline Course :

Timing : 9 am to 5 pm daily (5 Days)

Venue : Offline courses at VMTI,
CBD Belapur, Navi Mumbai

Online Course:

Timing : 9 am to 5 pm daily (5 Days)

Venue : Web Platform / Zoom

Contact Person for any queries:-

Ms. Anita Patill: +91-7350002757 , +91-9225516456

Ms. Neetha Nair: 91-9930977647

Email :training_mumbai@imare.in / mumbai@imare.in

Faculty Name : Mr. Kishore Khopkar , B.E.(Elect.)

Ex - Sr. Faculty for Marine Automation, Control Engineering and Electronics for Six Years at
A.E.M.A., Karjat, and previous
30 Years of Sea and as Marine Superintendent Experience.

Registration Link : <https://linktr.ee/imeim>

The Evolution of Control: The Controllable Pitch Propeller Saga



A Ship being battered in the North Sea

When revisiting and reconstructing the events that led to a disaster or a tragic sinking that cost lives or a breakdown at sea, one can find the genesis of the cause for such a disaster in a series of small errors in decision making, which gets compounded by others following suit, till the fatal incident occurs at a much later date.

The following narrative is about a series of such decisions that will certainly have had a serious impact on the ship, but prevented from happening by taking some firm - and unpopular - decisions.

What is a Controllable Pitch Propeller (CPP)?

A Controllable Pitch Propeller (CPP) is a type of propeller where the blade angle can be adjusted during operation, allowing for better maneuverability and efficiency. This feature enables ships to change speed or

direction without altering the engine's RPM, making CPP ideal for vessels requiring frequent speed adjustments or precise control, such as naval ships, tugs, and ferries. The hydraulic mechanism within the propeller hub adjusts the blade angles to optimize propulsion based on the ship's operating conditions.

A slight increase in the rpm of the Main Engine takes place with increase of load / pitch.

Earlier, CPPs were either manufactured by Kawasaki or by LIPS. Each had a different reaction to loss of power or loss of hydraulic pressure. One shifted the propeller to 'Full Ahead' pitch of the propeller blades automatically (due to a spring & piston arrangement), while the other (Kawasaki?) brought the blades to zero pitch. (Nowadays, most are Wartsila made).



INTERNATIONAL MARITIME INSTITUTE

(An ISO 9001 : 2015 Certified Institution, Approved by DG Shipping, Govt. of India) (Graded A1 Outstanding by IRS)



PRE-SEA COURSES		
*DNS	*GME	*GP RATING
*B.TECH	*ETO	*CCMC



For Course Bookings
scan the QR code

POST-SEA COURSES	
*BASIC & ADVANCED STCW	*BASIC & ADVANCED IGF
*MEO 1 & MEO 2	*RUCE & RTCD
*SIMULATOR COURSES	*VICT & AECS



For Course Bookings:

+91 9650657755 | admissioncell@imi.edu.in | www.imi.edu.in



The North Sea - the most dangerous sea in the world



A CPP Blade being Fitted on the Propeller

The advantage of the propeller blades going to 'Full Ahead' pitch is that the ship can continue running, while the Main Engine can be taken on to 'Local Control', the fuel regulated to required rpm and the engine reversed using local controls.

On the other type, if there is a loss of pitch (zero), an emergency tool kit can be used, where a countersunk screw on the shaft is removed, a threaded hollow tube inserted and a hand hydraulic pump used to build pressure to push the blades to 'Full Ahead' pitch, after which the hollow tube is locked in place. About 20 litres of oil is needed for this operation.

I joined a ship (a Self Unloader) and we sailed out almost immediately. During the 4 days to the next port, I noticed that the second (standby) hydraulic pump for the CPP was not in place.

The Second informed me that they were awaiting spares for the hydraulic pump. Fair enough.

My second question was how many weeks has the second pump been non functional - he was not aware. Digging through the maintenance logs, we found that it had broken down - shaft and all - about 9 months ago, after which a requisition was made.

In today's ISM world, this hydraulic pump would have come under the category of 'Critical Equipment' and spares would have been sent post haste to the ship. Those days, 9 months had passed and still no spares sent. The outgoing Chief Engineer had not even reminded the Office nor enquired about the spares, nor had he mentioned it in his 'Handing Over Report'.

My third question stumped all. I asked 'What happens if the remaining hydraulic pump failed?'

Nobody knew.

The Instruction Manual informed us that the blades would come to zero pitch and advised us to use the supplied tool and hydraulic pump to push the blades to 'Full Ahead' pitch.

I decided that, as soon as we were alongside at the load port, I'll have a 'dry run' of shifting the propeller pitch to 'Full Ahead' and, at the same time, try out the Main Engine on 'Astern' - both of which procedures had never been carried out - there were no records.

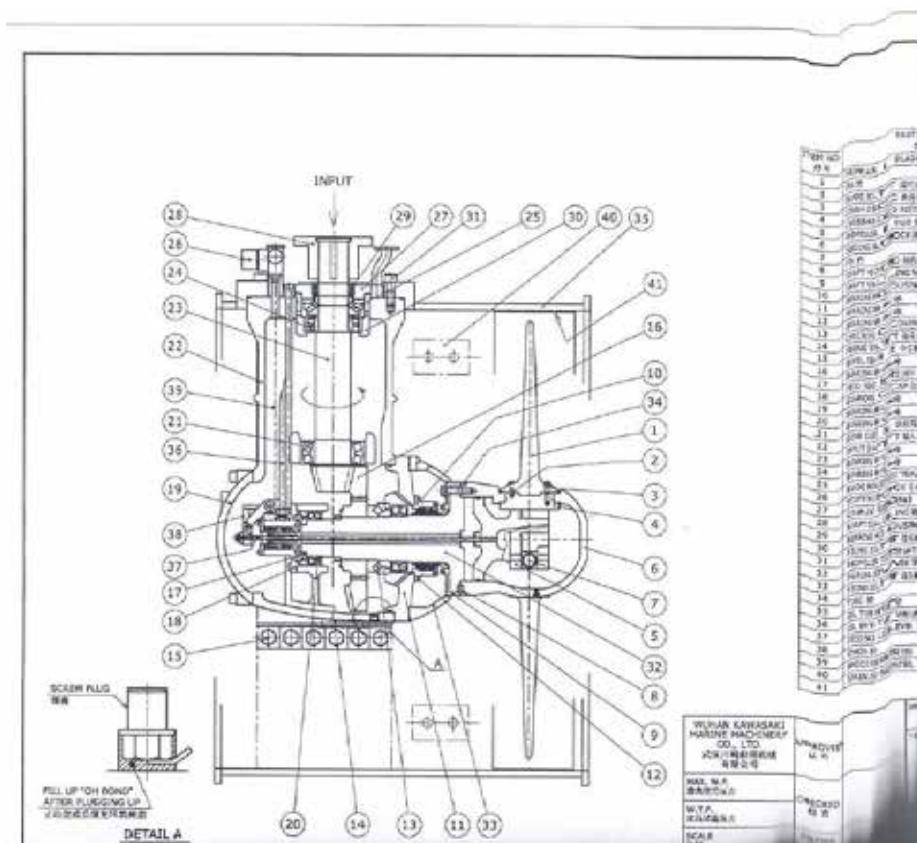
The tool - a hollow threaded tube - was nowhere to be found. As for the hand hydraulic pump, we could always use any other hydraulic pump, using adaptors for matching the threads. One full day of searching and we found it in a remote place, dusty, never been touched - and the ship was twenty years old, a Laker.

In port, we tried to use the tool and hydraulic pump to push the blades to 'Full Ahead' pitch. The Instruction Manual had provided the information that about 20 litres of hydraulic oil would be needed for the hand hydraulic pump.

Even after 200 litres of oil was used by the pump, the blades had not shifted. A careful look at the drawing revealed that a seal in the cone of the pitch mechanism was, most likely, leaking because of which the oil we were pumping in was returning to the tank from which the main hydraulic pumps took suction, suspected so, as the Hydraulic Oil Tank Level was increasing as we used up 200 litres in the process of trying to shift the CPP blades to 'Full Ahead' pitch.

Which meant that, in case of a failure of the only operational hydraulic pump, we would be stuck in mid sea.

I contacted the Office and asked the Superintendent to expedite the spares to the same port that we were in,



in Norway, as we were staying there for another 36 hours. He insisted on supplying it at the next port and told me that the previous Chief Engineer had not made a noise for 9 months and “Why are you doing so?” I patiently explained the consequences of loss of hydraulic pressure and our inability to push the blades to full pitch angle due to the leaky seal, further adding that we were traversing the North Sea and that too in winter when the weather was at its worst.

He was adamant that I can get the spares only in the next port. I had to insist on getting the spares here before we sail out or else ‘we will not sail out’. I also informed him that I will be calling the Class Surveyor in order to stop the sailing.

As promised, after we completed cargo, we went out to anchorage for the spares to arrive. On the 8th hour at anchor, a boat came alongside with the spares. 7 hours later, having tried out the newly assembled pump, we were on our way.

Meanwhile, we had cleaned out the hydraulic oil tank, found a lot of metal particles, possibly from the running pump. We renewed the oil and used the new pump.

Just to be sure, I put in an ‘urgent’ order for a set of spares for the second pump, more as a precaution than anything else. My instinct proved to be true as that pump broke up a month later.

One of the questions that came to my mind was - if the seal in the propeller assembly was leaking, how is it

that the pitch was capable of being changed with the one remaining, operational, hydraulic pump.

These hydraulic pumps were on ‘Auto’ and were supposed to cut in and cut out when the pressure in the system reduces or increases. My only, surmised, explanation was that the pumps were running continuously to maintain the required pressure, to offset the leaking seal. They were not cutting in or cutting out.

The reversing of the Main Engine was also tried out and found that, because of stuck pneumatic valves in the reversing circuit, reversal was not taking place. We started on that job also.

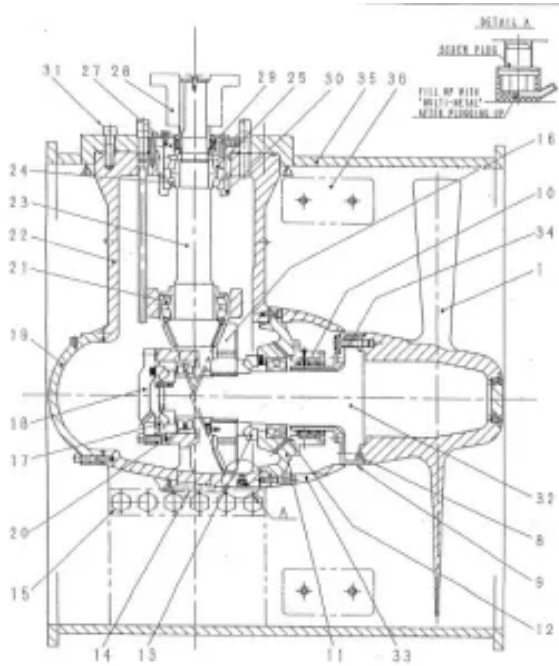
Renewal of the seal in the propeller assembly required dry docking of the vessel. A ‘Work Order’ was issued to the Office.

Why am I writing about this incident?

Firstly, Engineers should be suspicious of any “Handing Over Report’ that does not mention specifics - when you are taking over.

Secondly, neither the outgoing Chief Engineer nor the other Engineers would have gone that extra mile - mainly through ignorance - to ask themselves the question of ‘What if the running pump fails,, when we do not have a standby?’

Thirdly, most of the Superintendents of today are overly inexperienced and are not able to make that leap of knowledge, that connection, that needs to be made



looked at it and pondered over the cost of all the parts of the full pump.

In today's ISM and SMS world, this hydraulic pump would have been categorised as "Critical Equipment", which is supposed to force an immediate reaction from him.

Fourthly, Chief Engineers should demand action on a loitering Spares Requisition. One of the methods that can be used is to send a monthly message on "Status of Requisitions", by e-mail.

Lastly, if the risk is high for the ship to perform the next voyage, the Chief Engineer has the authority to call the Class Surveyor and let Class decide. If you have solid evidence, like in the above incident, he will back you up with a 'No Sail' order.

Decisive action matters and saves lives.

when a Requisition for Spare Parts is in front of him. Each Requisition should, therefore, be followed up with a detailed history of the failure of the equipment, the urgency of those spares and the consequences of not receiving them soon enough. The Requisition should specify that they be air freighted, depending on the urgency.

In earlier times, this 'Urgent' requisition would be lying on the Superintendent's desk, while he occasionally

About the Author

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



E-Mail: ranganathan.blog@gmail.com

'The God Concept'

...is Not a book on any religion

It's a work of PURE LOGIC!

YOUR FUTURE
DEPENDS ON
WHAT YOU READ
TODAY!

Order at
www.genialsenior.com



Genial Senior

"Specialized Articles, E-books, E-courses, Audiolectures"

Obituary

Ramesh Madhavan Menon

On behalf of The Institute of Marine Engineers (India) – Mumbai Branch, including the Navi Mumbai & Gujarat Chapters, we are deeply saddened by the passing of Mr. Ramesh Madhavan



Menon (F 9469), MDL Batch 78-82, on 7th October 2024. We offer our heartfelt tribute to his departed soul and extend our thoughts and prayers for strength and solace to his grieving family.



Institute of Marine Engineers (India)

Kochi Branch

1st 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

Contact no. : +91- 7025159111



The Institute of Marine Engineers (India)

CONTACT DETAILS

For General Queries:

(Except Courses, TAR Book, Membership and MER / iMélange):
The Institute of Marine Engineers (India) "IMEI House"
Plot No. 94, Sector-19, Nerul, Navi Mumbai – 400706, India
Phone: +91 22 2770 1664, +91 22 2770 6749
E-mail: hgs@imare.in

For Training/Admission:

Training Programmes:

The Institute of Marine Engineers(India) "IMEI House "
Plot No. 94, Sector-19, Nerul, Navi Mumbai – 400 706, India.
Phone: 022 – 27711663 / 27701664
Mobile No.: +91 – 9967875995 | E-mail: training@imare.in

For Membership Queries:

The Institute of Marine Engineers(India) "IMEI House"
Plot No. 94, Sector-19, Nerul,
Navi Mumbai – 400 706, India
Phone: +91 22 2770 1664, +91 22 2770 6749
E-mail: membership@imare.in

Send your Articles to:

The Institute of Marine Engineers(India) "IMEI House"
Plot No. 94, Sector-19, Nerul,
Navi Mumbai – 400 706, India
Tel.: +91 22 2770 1664 | Fax: +91 22 2771 1663
E-mail: editormer@imare.in

For iMélange Queries and Articles:

The Institute of Marine Engineers(India) "IMEI House"
Plot No. 94, Sector-19, Nerul,
Navi Mumbai – 400 706, India
Tel.: +91 22 2770 1664
E-mail: editornewsletter@imare.in / subeditor@imare.in



IME(I) House, Nerul, Navi Mumbai