

M é l a n g e

September 2023



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Institute of Marine Engineers (India)
AMET STUDENTS CHAPTER



Monthly Magazine of The Institute of Marine Engineers (India)





The Institute of Marine Engineers (India)

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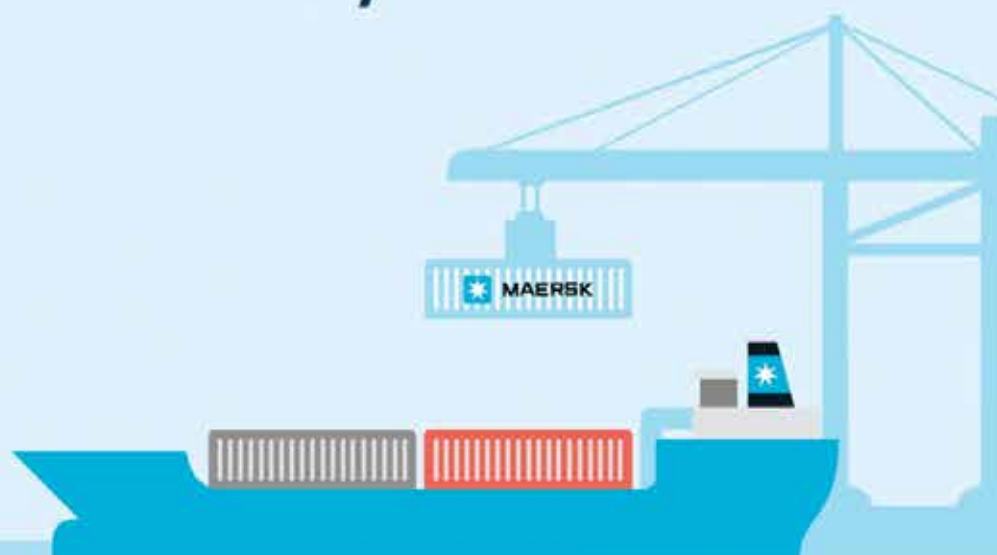
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MAERSK



From the Editor's Desk

Dear Esteemed Readers,

Welcome to the vibrant pages of iMélange's September 2023 edition. As the festive season dawns upon us, we extend our warmest wishes to you and your loved ones, hoping that the upcoming celebrations bring joy and prosperity into your lives.

In this edition, we are thrilled to present a mosaic of insights and updates from the maritime world, building upon our tradition of delivering valuable content in each preceding month. As we embark on a journey through the latest happenings in the industry, we pledge to enrich your maritime knowledge with a diverse array of noteworthy events and captivating articles.

Our voyage through this edition commences with the resplendent 40th Annual General Meeting of IME(I) Mumbai Branch, an event that truly stood as a grand gathering of maritime enthusiasts. Additionally, we delve into the collaborative seminar hosted by IME(I) Mumbai Branch and

Lord India. This seminar explored adhesive bonding solutions tailored for the marine sector, spotlighting our steadfast commitment to innovation and sustainable practices.

We take pride in announcing that our esteemed IME(I) President was honoured as the Chief Guest at the KMSME Graduation Ceremony, reaffirming our dedication to nurturing the talents of the future. Moreover, we are delighted to share the signing of a Memorandum of Understanding for the Students Chapter of IME(I) in KMSME, a significant milestone in advancing maritime education.

In the realm of industry news, we bring you highlights of the IME(I) Delegation's Courtesy Visit to Shri Shyam Jagannathan, IAS, Director General of Shipping, a testament to our robust industry connections. The India-UK Joint Maritime Security Workshop on Crisis Management underscores our unwavering commitment to maritime safety and security.

Furthermore, we proudly announce the signing of another Memorandum of Understanding for the Students Chapter of IME(I) in AMET, further fortifying our efforts in nurturing maritime talent.

It is with great honour that we share news of Dr. Malini Shankar, IAS (Retd.), and Mr. Umesh Grover receiving the prestigious Lifetime Achievement Award at EXIM Mala 2023, a well-deserved recognition of their remarkable contributions to the maritime industry.

The MACN's India Initiative has garnered a well-deserved spot as a finalist for Basel's 2023 Anti-Corruption Collective Action Award, reaffirming our steadfast commitment to ethical practices.

As you navigate through this edition, we encourage you, our cherished readers, to immerse yourselves in the stories, insights, and dialogues that unfold within these pages. Your contributions, whether they be travelogues, articles, photographs, or reflections on the maritime industry's journey, enrich our publication and foster a vibrant community built on shared knowledge and dynamic exchanges.

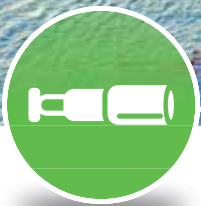
Dear readers, let your creative energies flow, and kindly channel your contributions to editornewsletter@imare.in by 7th October 2023, to be part of our upcoming October '23 issue.

We extend our heartfelt thanks for your unwavering support. We trust that this edition of iMélange will leave you enlightened and inspired.

SUNIL KUMAR
Honorary Editor – iMélange

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IME(I) Mumbai Branch's 40th Annual General Meeting: A Grand Gathering

The Annual General Meeting (AGM) of the Mumbai Branch convened on **Saturday, 19th August 2023** at hotel **Lemon Tree Premier, Mumbai** and was well attended by the members of the Mumbai Branch. The event began by paying homage to the deceased Members of the branch in the year 2022-23 namely, **Shri. G. L. Saldanha, Shri. M.L. Thareja, Shri. Vijay Kumar, Shri. Jaykar N Vyas, Shri. Avatar Singh Wadhwan and Shri. K.V. Krishnan.**

Mr. Saanjeev V Mehra, Hon. Secretary, Mumbai Branch requested the Chairman, Mumbai Branch, **Mr. A. K. Gupta** to start the meeting with his opening remarks. Mr. Gupta extended a warm welcome to all attendees and conveyed the heartfelt gratitude of the Branch's Executive Committee for the overwhelming

support given by the Members towards conduct of various activities and new initiatives. After adopting the minutes of the 39th AGM held earlier on 20th August 2022 at MCA Banquets, BKC, Bandra, Mumbai, the (circulated) audited accounts for the FY 2022 – 2023 were approved and Gupta Sagar & Co. were appointed as Auditors for the current FY.

Mr. Mehra presented an overview of the training courses, technical meetings and other events conducted by the Branch since 1st April 2022 to 31st March 2023. He highlighted various initiatives taken by each committee members including courses, online programmes, technical seminars which are circulated to the members through mass emails and also through the quarterly newsletter, i-Communique.

Activities of Technical and Seminars Sub-Committee Head – Mr. Sunil Kumar

1. Webinar/Seminar on The Rise of Methanol as Future Proof Fuel on 29.04.2022
2. Business Integrity & Anti-Corruption-Imperatives & Way Forward in the Maritime Industry – Role & Work of MACN on 17.06.2022
3. Webinar on MEPC -79 outcome on 07.01.2023

Activities of Membership & Branch Growth Sub-Committee

Head – Mr. Rajesh Kasaragod

1. Membership Status as on 31.02.2023 of Mumbai Branch including Navi Mumbai and Gujarat Chapters

MEMBER	GRADUATE	STUDENT	TOTAL
2428	926	676	3249

Seminars in association with NMDC

1. Seminar on 'NEW INDIA –NEW TONNAGE' at IRS
2. Seminar on "Contemporaneous Issues in Seafaring" at SCI, MTI

Activities of Social Initiatives Sub-Committee Head –Ms. Sonali Banerjee

1. Helped NMDC committee in organising the Maritime Awareness Walk 2023 & other programmes of NMDC

Activities of Training Sub-Committee Head –Mr. David Birwadkar

1. Ship Management & Logistic Course Successfully conducted –Ship Management & Logistic Course - 3rd batch – both semesters
2. Instrumentation & Automation Course Total conducted – 07 nos courses
3. Online Hydraulic course conducted Total conducted - 03 nos courses

Activities of Social Media Sub-Committee Head – Mr. Ranjit Singh,

Co-head – Mr. Saanjeev V Mehra

1. Interaction with all the media houses for dissemination of information to the marine fraternity.
2. Newsletters, circulars, notices, course information to all members are being sent to all members via WhatsApp groups & emails.
3. New media house & organizations have been added in the database

Student Chapter

Head – Mr. Rajesh Doshi

1. Second IMO Mock Session Competition (2022) – 09th October 2022
2. Navacharitham 2022 – A Technical Paper Presentation Competition – 22nd November 2022
3. Student Session in INMARCO 2022

Member Welfare Sub-Committee

Head –Mr. Bryan D’sa

1. The committee has dealt with various problems related to administrators, statutory bodies, class and training institutes thus helping the marine fraternity at large.

Mr. Mehra further announced the maiden Branch Meritorious Service Award for the year 2023. Basis nominations received and the evaluation undertaken by the Awards Evaluation Committee (AEC), the award for 2023 was given to **Shri. U. C. Grover (F 0263)** and **Late. Shri. Jaykar N Vyas (F 1953)**. Senior Member **Shri. Atul Raizada (F-095)** who were present in the gathering. **Shri. B. K. Tyagi**, CMD SCI presented the IME(I) logo embroidered shawl and memento to the award recipients. The award recipients expressed their gratitude towards IME(I), Mumbai Branch and its Chapters.

The Chairman of INMARCO 2022, **Mr. Rajeev Nayyer** gave a brief about INMARCO, its accounts and handed over the cheque of Rs. 55 lakhs to Vice President **Mr. Amit Bhatnagar** and HGS **Cmde. Bhupesh Tater**.

The advisory board committee members attending the gathering were presented with mementoes.

The Vote of Thanks was given by the Hon. Vice Chairman, **Mr. David Birwadkar**. He acknowledged the efforts of the Executive Committee and thanked all who attended the AGM.

The AGM was followed with a technical seminar on “Adhesive Bonding Solution for Marine Industry” by Lord India Pvt. Ltd. which was well appreciated by a house full of members and people from the marine fraternity. Thereafter the marine fraternity gathered for a good networking meet over dinner.

Glimpses of the Event







Collaborative Seminar by IME(I) Mumbai Branch and Lord India: Exploring Adhesive Bonding Solution for Marine Industry

The Mumbai Branch of the Institute of Marine Engineers (I) and Lord India Pvt. Ltd. joined forces to host a seminar on the topic of "Adhesive Bonding Solution for the Marine Industry." Held on August 19, 2023, at the hotel Lemon Tree Premier in Andheri, Mumbai, this collaborative event discussed the advancement in marine engineering practices.

The seminar kicked off with a lively atmosphere of registration and networking, setting the stage for an informative day ahead. **Mr. Sunil Kumar**, the Head of the Technical Sub-Committee at IME(I), Mumbai Branch, delivered the opening remarks, setting the tone for the event.

The keynote address, was presented by **Mr. A. K. Gupta**, Chairman of IME(I), Mumbai Branch. Mr. Gupta's underscored the importance of seminar topic in the marine engineering landscape.

Mr. Nirmal Bhagwat, Manager-Application Engineering at Parker Lord was the lead speaker. Mr. Bhagwat, has wealth of experience in the chemicals industry.

Mr. Bhagwat introduced the LORD 310 A/B Adhesive, and also provided a glimpse into the traditional practices of bonding within the shipping industry. He informed that LORD 310 A/B excels in extreme environments, such as saline waters and high wind speeds, and has the ability to cross-bond with materials like composites, metals, and cured rubber. He mentioned that their product holds the Type Approval certificate from the Indian Register of Shipping (IRS). Continuing his presentation, Mr. Bhagwat delved into the adhesive's value proposition and its application in FRP Bonding with Lord 310 A/B. He provided insights into deck-hull bonding applications within the maritime domain, offering a portrayal of how adhesives are important for these critical connections.

Mr. Bhagwat also highlighted solutions for Electric and Hybrid Marine Vehicles, emphasizing the adhesive's benefits, including ease of application, exceptional bond strength across diverse substrates, immunity to bi-metallic corrosion, heightened durability with no penetration or leakage, reduced operational and



maintenance costs compared to traditional methods, and an enhanced aesthetic appeal.

Furthermore, Mr. Bhagwat detailed the properties of Adhesive Lord 310 A/B, highlighting its composition as a two-component epoxy adhesive with a 1:1 ratio. Notably, it sustains in temperatures ranging from -40°C to +204°C. He informed that the product was suited for applications like Deck-to-Hull bonding. Its resilience extended to moisture, sunlight, salt

spray, and thermal cycling, all while remaining solvent-free, non-flammable, and virtually odorless, with a shelf life of 2 years from its manufacturing date, mentioned Mr. Bhagwat. The seminar included a demonstration of the product.

Mr. Ganesh More, APS Team - Head at Parker Lord, took the stage as the next distinguished speaker, adding further depth to the seminar's discourse.

An engaging question and answer session handled by Mr. More which provided better clarity on Parker Lord's adhesive bonding solutions.

Mr. Sunil Kumar then requested **Mr. David Birwadkar**, Vice Chairman, IME(I) Mumbai Branch and **Mr. Rajesh Kasargod**, Hon. Treasurer, IME(I) Mumbai Branch, to present mementoes to Mr. Bhagwat and Mr. More, acknowledging their contributions.

Mr. Sanjeev V. Mehra, Hon. Secretary of IME(I), Mumbai Branch, extended Vote of Thanks which concluded the session.





IME(I) President Honoured as Chief Guest at KMSME Graduation Ceremony

Kunjali Marakkar School of Marine Engineering (KMSME), affiliated with Cochin University of Science and Technology (CUSAT), celebrated the Graduation Ceremony for their B.Tech (Marine Engg.) final year students on the 25th of August 2023 in the Meeting Hall of CUSAT's Seminar Complex. **Mr. Vijendra Kumar Jain**, President of the Institute of Marine Engineers (India) had the distinct honour of serving as the Chief Guest for this momentous occasion. The festivities began with a warm reception for the esteemed guests, followed by an impressive guard of honour presented by the student cadets, accompanied by a captivating musical band performance.



meeting was attended by a large gathering including the student Cadets, their parents and family members and other invitees including members of the Marine Fraternity in Kochi.



The invitees at the venue of March Past

The event commenced with a traditional lamp-lighting ceremony, featuring esteemed dignitaries such as **Dr. P. G. Sankaran**, Vice-Chancellor of CUSAT; **Dr. Meera V**, Registrar of CUSAT; **Dr. K. A. Simon**, Director of Albertine Maritime Institute and a Fellow of the Institute of Marine Engineers (F.I.Mar.E), **Mr. Sajjan P. John**, COO of Kochi Water Metro Ltd. and also an F.I.Mar.E; and **Mr. Sivaram Swamy**, General Manager of Cochin Shipyard Ltd., who is also an F.I.Mar.E. This opening ritual was followed by an invocation, a welcoming address delivered by **Prof. R. Venugopal**, speeches and acknowledgments by the invited dignitaries, the presentation of Course Certificates to the Student Cadets, the awarding of prizes to recognise outstanding student achievements, the presentation of mementoes to the dignitaries, the formal exchange of the Memorandum of Understanding (MoU) between IME(I) and KMSME, the unveiling of the School Magazine, a Vote of Thanks offered by **Prof. Jis George**, who serves as the Course-in-charge at KMSME, and finally, the rendition of the National Anthem.



Guard of Honour

The event was followed by cultural programme presented by the student Cadets and a dinner. The



Dr. P. G. Sankaran, Mr. Sajjan P. John and Mr. V. K. Jain



Dignitaries with the audience before commencement of the meeting



Mr. V. K. Jain addressing the gathering



Dignitaries on the dias



With copies of the School Magazine



Mr. V. K. Jain being welcomed



Mr. V. K. Jain being presented with a memento



Mr. V. K. Jain lighting the lamp



Mr. V. K. Jain acknowledging to Vote of Thanks

Signing of MoU on the Students Chapter of IME(I) in KMSME

To cultivate successful marine engineers among B. Tech Marine engineering cadets, Kunjali Marakkar School of Marine Engineering (KMSME) at Cochin University of Science and Technology (CUSAT) has entered into a mutually beneficial partnership with the Institute of Marine Engineers (India) through a Memorandum of Understanding (MoU). This collaboration aims to foster a thriving academic environment and facilitate constructive interactions among students, including the organisation of Technical Seminars, Projects, Research endeavors, Competitions, and more.

As outlined in the MoU, a dedicated student chapter will be established within the KMSME campus. This chapter will serve as a platform for students to engage in activities that promote their growth and development within the field of marine engineering. To further support these students, the Institute of Marine Engineers (India) will provide mentorship services, leveraging the expertise of their senior mentors to guide and assist those in need.

The official signing of the MoU took place on the 25th of August 2023 in Kochi. Mr. Vijendra Kumar Jain,



Exchanging Students Chapter MoU in presence of CUSAT Registrar

the President of IME(I), and Prof. R. Venugopal, the Director of KMSME, were the signatories on behalf of their respective institutions. This significant agreement was ceremoniously exchanged during a meeting, with the presence of Dr. Meera V., the Registrar of CUSAT, bearing witness to this promising collaboration.

Highlights from Kochi's 46th AGM



The 46th AGM of IME(I), Kochi was conducted in the Main Hall of Merchant Navy Club on 16th August, 2023. The meeting was attended by a large number of members who actively participated in the discussions on items of agenda and passed regulations on all required matters. The meeting was followed by a contributory dinner.



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Onam Celebration: Pookkalam, Lamp Lighting, and Sadya Feast

Onam, the cherished traditional festival observed by all Keralites, typically occurring on August 29th, was joyfully celebrated by Kochi branch on the more convenient date of August 26th. The festivities encompassed the creation of a vibrant floral carpet known as 'Pookkalam,' followed by the customary lamp-lighting ceremony, culminating in a delectable Sadya feast, a local delicacy. The celebration was enriched by the enthusiastic participation of both faculty and students from the Training Institute, as well as esteemed EC Members of IME(I), Kochi.



The students



The Faculty





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BTM/BRM/ERRM physical or online	3 days	Incident Investigation & Root Cause Analysis	2 days
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Demystifying Human Factors & integration in Mgmt. Systems	2 days	SIRE 2.0	2 days
Be-spoke training	As desired	Navigational Audits	1 day



Chennai Branch's Annual General Meeting: Uniting for Progress

The Annual General Meeting of The Institute of Marine Engineers (India), Chennai Branch, for the financial year ending on 31st March 2023, took place on 08th September 2023 at Guindy Lodge, Madras Race Club, Chennai.

Mr. Sanjeev S. Vakil, Chairman, IME(I) Chennai Branch, extended a heartfelt welcome to all the attending members.

Following this warm welcome, **Mr. S. Kannan**, the Hon. Secretary of IME(I) Chennai Branch, respectfully requested all the members to pay their respects to those who had departed during the year 2017-18 by observing a two-minute silence. He then proceeded to commence the meeting, adhering to the outlined agenda.

Mr. Kannan, presented the comprehensive branch activity report, providing valuable insights into the year's accomplishments.

Subsequently, **Mr. R. Muthuswamy**, the Hon. Treasurer, presented the audited financial report, offering a transparent overview of the branch's financial health.

The Auditor was re-appointed, with their remuneration remaining unchanged.



In his closing remarks, Mr. Vakil, expressed his gratitude to the existing EC members for their significant contributions. He also congratulated the newly elected Executive Committee of IME(I) Chennai Branch for the term spanning from 2023 to 2025.

Mr. Kannan, extended a heartfelt Vote of Thanks to all attendees for their active participation and support.



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IME(I) Delegation's Courtesy Visit to Shri Shyam Jagannathan, IAS, Director General of Shipping

The Institute of Marine Engineers (India)'s delegation including **Mr. V.K. Jain**, President, **Mr. Amit Bhatnagar**, Vice President, **Mr. Bhupesh Tater**, Hon. General Secretary and **Mr. Rajeev Nayyar**, Chairman, Navi Mumbai Chapter paid a courtesy visit to **Shri Shyam Jagannathan, IAS**, Director General of Shipping, Ministry of Ports, Shipping and Waterways, Govt. of India.

This was a kind of first meeting with the DGS after taking over the charge as DG since July 2023. The delegation sought the guidance from the DG to work more vigorously under his dynamic leadership for the betterment of MTIs and in particular IME(I).



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2. High Voltage Safety & Switch Gear Course at (Operational Level)	28
3. Refresher and Updating Training Course for all engineers	13-15

Value Added Courses

September 2023

1. Practical Marine Electrical (Basic) - Module 1	04-09, 11-15, 25-29
2. Practical Marine Electrical (Advance) - Module 2	11-13, 20-22
3. Electronics for Marine Engineers - Module 4	01-02, 14-15
4. Instrumentation, Process Control & Programmable Logic Controllers - Module 5 & 6	04-09, 25-29
5. Auxiliary Diesel Engine and Maintenance Course	04-09, 25-29
6. Bridge Manoeuvring & Engine Control - Management Level	25-27
7. Bridge Manoeuvring & Engine Control - Operational Level	08-09
8. Bridge Team And Resource Management (Level 1)- Operational	04-09, 11-15
9. Bridge Team And Resource Management (Level 2)- Management	04-09, 25-29
10. ECDIS Refresher	04-05, 21-22
11. FRAMO Cargo Pumping System (Advance)	20-22
12. Hydraulics for Engineers - Advanced	04-06, 20-22
13. Large Vessel Ship Handling (LVSH) Simulator	20-21
14. Maritime Crew Resource Management (MCRM)- CAE Accredited	11-14
15. Machinery Breakdown Safety Campaign - 1	02, 15
16. Machinery Breakdown Safety Campaign - 2	09, 29
17. Machinery Maintenance - Skill Enhancement - Module 2	11-15
18. Machinery Maintenance - Skill Enhancement - Module 3	04-08, 25-28
19. Machinery Maintenance - Skill Enhancement - Module 4	11-13, 20-22
20. MSM - Module 1 (Occupational and Behaviour Based Safety)	06-09, 25-27
21. MSM - Module 2 (Risk Assessment)	20
22. MSM - Module 3 (Shipboard Safety Officers)	21
23. MSM - Module 4 (Accident Investigation)	22



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- Proficient in interacting with Senior Leadership on board and ashore. Strong analytical problem-solving and managerial skills.
- Should be interested in modern teaching methodologies and must have a strong desire to be in the teaching profession.



India-UK Joint Maritime Security Workshop on Crisis Management

A Four - Day Workshop on Maritime Security: Crisis Management was held at the Taj Mahal Hotel, Mumbai from 31st July to 03rd August 2023. The Workshop was jointly conducted by DG Shipping, India and Department for Transport, United Kingdom. The excellent coordination of the workshop was provided by **Capt. Anish Joseph**, Dy NA, DGS and **Mr. Simon Cokril**, IMSOT, DFT, UK.

A very large-scale participation was witnessed from a diverse range of stakeholders from the industry which included decision-makers at various levels involved in crisis i.e. Strategic commanders/leaders, Tactical commanders & Operational commanders. The target group comprised of professionals from MOPSW/DGS, Port Authority/Port Facility Security Officers, Company/Ship Security Officers, Coastal State Administration/Marine Police, Indian Coast Guard & Indian Navy.

The objectives of the workshop were to provide an overview of maritime security risks to enable the group to develop contingency plans. The participants were expected to be able to gain deep understanding of the process of disrupting, identifying, and responding early to maritime security incidents through a multi-agency response by the application of standard models and principles. Through the Doctrine of Interoperability, the participants are expected to build an understanding of the roles and responsibilities of the organisations who may be involved in the response to maritime security crises.

The speakers/Presenters in the Workshop were from DFT, Govt. of UK, IFC-IOR-Indian Navy, Indian Coast Guard, Directorate of Naval Operation and Director General of Shipping.

The Inaugural ceremony was graced by **Ms. Catherine Barnes**, Deputy Head of Mission, British High Commission Mumbai (Guest of Honour), **Shri. Rajiv Jalota**, Chairman of MbPA & IPA, (Chief Guest), **Shri. Shyam Jagannathan**, Director General of Shipping, **Shri. Jose Matheickal**, Director P&P, IMO, **Mr. David Graham Thomas**, IMSOT, DFT, UK, **Shri. R.K. Muduli**, Nautical Advisor, DG Shipping.

The Event was inaugurated by traditional ceremony, lighting the "diya". The welcome speech was given by **Capt. Manish Kumar**, Nautical Surveyor, DGS. In his Keynote Address, DGS **Shri. Jagannathan** emphasised on the matter of the Maritime Security and how effectively it can be dealt with by the close cooperation of various agencies responsible. This was followed by **Capt. Joseph**, Dy NA, Coordinator of the event. He delivered the first session which provided an insight on the Indian Government's response mechanism for piracy/armed robbery concerning Indian vessels and Indian seafarers.



Joint Maritime Security Workshop on Crisis Management

Capt. Joseph also provided an introduction to concept of Maritime Security, brief historical events on this concept followed by the outline of the current workshop. **Cdr. Naveen Deshmukh**, Operations Officer, Information Fusion Centre Indian Ocean Region (IN) highlighted the complexity in the Maritime Domain w.r.t maritime security and the need for collaboration and information sharing. He gave the brief overview of the functioning of National Command Control Communication and Intelligence Network.

Rear Admiral TVN Prasanna (VSM), Joint Secretary (Maritime Security) NSCS in his short yet brilliant speech explained various challenges in Maritime Security with res to the Legal Framework, jurisdiction, and the need for coordinated effort between the various agencies to deal with the menace.



Traditional Ceremony of lighting "Diya"



Keynote Address by Shri. Shyam Jagannathan (IAS), DGS



Capt. Anish Joseph's introductory remarks on the workshop



Ms Catherine Barnes, Deputy Head Of Mission, British High Commission, Mumbai (Guest of Honour) addressing the gathering



Dignitaries on the stage

Capt. Amaninder Singh Sangha, (Indian Navy) delivered a very insightful presentation on the Role of Indian Navy on countering Maritime Threats in Indian Ocean Region. It was quite interesting to see the significant contribution of Indian Navy in Military, Diplomatic, Constabulary and Benign Role (humanitarian Aid and Disaster Relief, Search and Rescue). Being a part of Direct Operation and having commended Naval Ships in region of conflict he shared some interesting events pertaining to the Naval Patrolling.

Commandant Chandra Shekhar Joshi, PTM, TM, Indian Coast Guard enlightened the audience with the topics comprising of, Challenges encompassing Maritime Security, the legal frame work that empowers the Coast Guard, emergence of coastal security, ICG's response to Maritime Security Incidents, Initiative to the Maritime Security Challenges and to strengthen maritime security.

Capt. Manish Kumar, Nautical Surveyor, DDG Shipping presented a detailed report on Piracy and Armed Robbery Report against Ships" for the Period – 1st Jan to 30th June 2023. He emphasised on adhering to the Best Management Practices on Piracy. **Capt. Harinder Singh**, Nautical Surveyor, DDG Shipping, provided a brief presentation on Mercantile Marine Domain Awareness Center (MM-DAC) and the basic functioning of its two arms, DGCOMM Center and LRIT. It was quite interesting to see how DGComm Centre has evolved as



Presentation on Information Management by Mr. Mike Henman IMSOT, DFT, UK



Table-Top Simulation Exercise- Port Tranquillity



Comandante. Chandra Shekhar Joshi, PTM, TM, Indian Coast Guard- ICG's response to Maritime Security Incidents & Maritime Security Challenges



Capt. Amaninder Singh Sangha, (Indian Navy) Indian Navy on countering Maritime Threats in IOR



Rear Admiral TVN Prasanna (VSM), Various challenges in Maritime Security



Dgcommcentre and LRIT- 24/7 Information processing centre- Capt. Harinder Singh



Joint working (Interoperability) by Mr. Carl Daniels, JESIP



Participants in the workshop from a diverse group from the industry



Capt. Manish Kumar NS (DGS) presenting ICC-IMB Report

the information processing Centre-24/7 with regards to Maritime Safety and Security.

Mr. Simon Corkil, IMSOT, DFT UK provided the audience an understanding of the Crisis Management, Concept and Framework of emergency response planning. He enlightened the audience how various National, local and maritime crisis management structures empowered by legislations help to deal with the emergency situations.

Moving ahead, he described the requirements of the International Ship and Port Facility Security Code that relate to emergency response, methods, and life cycle for maritime security emergency planning. Mr. Carl Daniels, JESIP, UK explained the Joint Doctrine, Interoperability Framework and how it is important for the various agencies to work together towards the most effective handling of the emergency situation.

Day four witnessed a very high level of interactive session in a Table -Top Simulation Exercise of handling a Crisis in Port Tranquillity. It provided a Realtime Security crisis scenario to the participants.

The highlight of the event was the interaction between various agencies involved in different levels of decision making in Emergency Response Service with respect to the Maritime Security. The knowledge of the participants was further enhanced by the information sharing by the key stake holders, i.e., DFT UK, ICG and Indian Navy.



Contributed by:
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Board of Examinations for Seafarers Trust Secures Its Own Office Space

The Board of Examinations for Seafarers Trust (BES) was formed in the year 2005 by the Company of Master Mariners of India (CMMI) and Institute of Marine Engineers India IME(I) under the authority of Directorate General of Shipping (DGS) to conduct "All India Exit Examinations for Ratings". BES started operating from the IMEI House in Navi Mumbai initially for about a year and then moved to a rented office in the year 2006. BES always desired to have its own office and this desire got

fulfilled on the 23rd of March 2022 when it registered purchase of two office units 1007 & 1008 measuring a total of 130 sqm carpet on the 10th Floor in building named NMS Titanium standing on Plot No. 74, Sector-15, CBD Belapur, Navi Mumbai. It got officially registered on 4th September, 2023.

The acquisition of an additional adjacent office space will help BES to explore new opportunities and fulfill its objectives.





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35th National Convention of Marine Engineers

The Institution of Engineers (India), Kancheepuram Local Centre (KLC), in collaboration with the Tamilnadu State Centre (TNSC), hosted the 35th National Convention of Marine Engineers and National Conference centered around the theme “Recent Advances in Marine Engineering and Marine Systems” on September 11th and 12th, 2023, at Hotel Savera, Chennai. **Mr. S. Kannan**, Chairman of IE(I) TNSC and Hon. Secretary, the Institute of Marine Engineers (India), Chennai Branch, extended a warm welcome to the Chief Guest and all the attendees, while **Dr. D. Elango**, Chairman of IE(I)-Kancheepuram Local Centre, provided a succinct introduction to the convention’s agenda. **Mr. S. Rengaraju**, a Committee Member of IE(I) TNSC, shared insights about the theme.

The Chief Guest for the event was **Prof. Dr. V. Rajendran**, a distinguished academician holding degrees in M.Tech., Ph.D., and D.Sc., currently serving as the Vice-Chancellor of AMET University. He delivered the inaugural address and shed light on the recent trends in Marine Engineering.

Cdr. Dr. Bhaskar M Bhandarkar, Chairman of MRBD, IE(I), delivered the presidential address, sharing thoughts on the application of new trends in Marine Engineering and the associated challenges.

The Vote of Thanks was extended by **Mr. K. N. Sivaraju**, the Honorary Secretary of IE(I)-TNSC, marking the conclusion of this significant event. The convention

and conference provided a platform for experts and professionals in the Marine Engineering field to exchange knowledge and insights into recent advancements and challenges in the industry.

Dr. Rajoo Balaji, the Pro Vice Chancellor of IMU, along with **Mr. Shyamal Kumar Gupta (Retd)**, former Principal Surveyor at Lloyd’s Register of Shipping, and **Rear Admiral GK Harish (Retd)**, the former Director General Naval Design (DGND) of the Indian Navy, received recognition as eminent engineering figures in the field of Marine Engineering. Additionally, **Mr. Rohit K. Chidambaram**, the Global Head of Sales for Maritime Business and Managing Director of Peiner SMAG Machinery (India) Pvt. Ltd., was honored with the Distinguished Engineer Award.

Rear Admiral R Vijay Sekhar, NM, who serves as the Admiral Superintendent at Naval Dockyard, Visakhapatnam, had the honor of delivering the **Rear Admiral T B Bose Memorial Lecture**. **Mr. Ennarasu Karunesan**, an esteemed Sr. Maritime Transport Ports and Logistics Expert, and the Regional Director of India for IAPH, delivered the keynote address.

Mr. T S Devanand, Chief Engineer and Faculty at MASSA Chennai, and **Dr. R Venkatesan**, Council Member of IE(I) and Former Scientist G & Head of Ocean Observation at NIOT, Ministry of Earth Sciences in Chennai, were the esteemed invited speakers who delivered their lectures to the assembled audience.

Glimpses of the Event





Valedictory Function

On the second day, September 12th, The Institution of Engineers (India) hosted the Valedictory Function to conclude the event.

Mr. Vijendra Kumar Jain, President, the Institute of Marine Engineers (India), graced the event as the Chief Guest during the valedictory session, delivering an insightful address. Dr. D Elango, extended a warm welcome to the attendees, while Mr. S. Kannan presented the convention's recommendations.

The Eminent Marine Engineer Award was conferred upon distinguished board members, including **Cdr. Dr. Bhaskar M Bhandarkar**, Chairman of MRDB, IEI, **Mr. K Bindu Mohan**, Member of MRDB, IEI, and **Mr. S Kannan**, Member of MRDB, IEI & Chairman of IEI TNSC.

Additionally, **Mr. B Kesavakumar**, Scientist-E at the National Institute of Ocean Technology under the Ministry of Earth Sciences, Government of India, and **Mr. Kannan Kanamarlapudi**, Energy Efficiency Manager at Eastaway Ship Management, Mumbai, were recognised as Outstanding Engineers during the Marine Convention.

Dr. G Shanmugasundar, Honorary Secretary of IEI, Kanchepuram Local Centre, extended the Vote of Thanks, expressing gratitude to all participants. The convention featured the presentation of more than 15 technical papers, contributing to the exchange of knowledge and ideas. The program concluded with the rendition of the National Anthem, marking the event's successful conclusion.



Glimpses of the Event







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

• Ship Security Officer Course

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

• Passenger Ships Familiarization Course (Crowd Management)

- Master Mariner
- At least 5 years' service on Merchant ships of which at least one year should have been in the rank of Master
- Passenger ship Safety (Crisis Management) Course Certificate and experience as Master or Chief Officer on Passenger ship for at least 6 months
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Signing of MoU on the Students Chapter of IME(I) in AMET

The inaugural ceremony of the **Institute of Marine Engineers (India)** and **Academy of Maritime Education and Training (AMET)** Students Chapter marked a momentous milestone in the evolution of AMET University's academic research and extracurricular activities. This event, held with the intention of formally establishing the student chapter, celebrating its objectives, and uniting passionate individuals within the field of Marine Engineering, was a resounding success.

The proceedings commenced with a warm welcome from **Capt. Gopal Srinivas**, Principal-DGS Courses, who underscored the significance of IME(I) membership. **Prof. Dr. V. Rajendran**, Vice-Chancellor, delivered an inspirational Inaugural Address, emphasising the pivotal role of student chapters in academic advancement. He encouraged cadets to focus on research to excel in their careers. The Chief Guests, **Mr. V.K. Jain**, President of IME(I), and **Mr. Rishi Sharma**, Global Head of Training Centre Operations at V.Group, were felicitated by **Mr. S. Karikalan**, Senior Vice President of AMET, followed by the acknowledgment of Chennai Office Bearers - **Mr. S. Kannan** and **Mr. M. Ramsamy** by Prof. Dr. Rajendran. **Mr. Anand Tripathi**,

Resident Director – Mumbai, AMET, shed light on the scope, function, and prospects of IME(I).

A defining moment occurred when Prof. Dr. Rajendran and Mr. Jain jointly unveiled the chapter's plaque, officially establishing its presence. A Memorandum of Understanding (MoU) was also signed between AMET and IME(I), promoting academic growth, research, and events aligned with the Marine Engineering field. Mr. Jain highlighted the value of student-led initiatives in academic and professional development, emphasising the benefits of the IME(I) Chapter to both the nation and the Shipping industry.

Dr. M. Jayaprakashvel, Registrar (i/c), AMET, delivered a heartfelt Vote of Thanks, expressing gratitude to all attendees, guest speakers, University officials, and IME(I) Chennai Office Bearers who contributed to the event's success.

Following the formal program, attendees networked and shared ideas, with the entire event being broadcast live on social media platforms. The inaugural ceremony of the AMET Student Chapter was not just an establishment; it was a platform for students to connect, learn, and collaborate.

GLIMPSES OF THE EVENT





RECORD OF DONATION RECEIVED IN BUILDING FUND

Date Amount Received	Membership Number	Membership Grade	Member Name	Amount Received
25.07.2023	21165	F	Rear Admiral Sanjiv Madhukar Luktuke (Retd)	15000
02.08.2023	28861	F	Deepak Gupta	90000
19.08.2023	999	F	Ajeet Bhan	10000

Thank you for your Generous Donation



Life Time Achievement Award Conferred on Dr. Malini Shankar, IAS (Retd.) And Mr. Umesh Grover At EXIM Mala 2023



the AAA Award by the Asian Institute of Management, Manila, Philippines. She is the only women to have been conferred with this international award.

Mr. Umesh Grover (F-0263) is a 1967-71 DMET and one of the few Engineers who has served in literally all the segments of the Shipping, Ports & Logistics Sector. A true industry stalwart with 51 years of diversified experience has been instrumental in achieving benchmarks for organisations he has served and continues to

EXIM (India) hosted their coveted **13th MALA (Maritime & Logistics Awards)** function on 24th August 2023 at JW Marriot Sahar. Mumbai in presence of an august gathering of over 800 guests. **Shri Shyam Jagannathan (IAS)**, Director General of Shipping, **Shri Rajiv Jalota (IAS)**, Chairman MbPA & Indian Ports Association, **Shri Sanjay Sethi (IAS)**, Chairman, JNPA **Shri S.K. Mehta (IFS)**, Chairman Deendayal Upadhyay Port, **Shri Shashi Kiran Shetty** Chairman Allcargo & Chairman of Governing Council IIM Mumbai and **Shri Mukesh Oza**, Group Chairman, Samsara Group graced the occasion.

Amongst the several awards to encourage and promote the industry performers of various segments in the growing Maritime & Logistics Sector in India, the most prestigious Lifetime achievement award was conferred on **Dr. Malini Shankar**, Vice Chancellor, IMU & former DG Shipping and **Mr. Umesh Grover**, former Director (SCI), and a senior fellow of IME(I) with wide experience of diversified service to the Industry.

Dr. Shankar is a 1984 batch IAS officer with over 4 decades of service and has been closely knit with maritime Industry. She has been involved in formulation of various policies, and is a Director on Board of prestigious World Maritime University nominated by IMO. She was also selected as one of the 7 global recipients of



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2. Additional Desirable Experience and Skills:

- Teaching experience in Preparatory courses for MEO Examinations & Modular Courses
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The Hon. General Secretary,

The Institute of Marine Engineers (India)

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Director Technical Services. He headed the container business commercial for several years. He also served Pipavav Defence, Port development sector & CEO of INSA. He continues to lead CFS Association and is a strategy advisor with Allcargo Logistics and Karanja Port. He was also the Chairman of INMARCO-2010, the prestigious quadrennial conference of IME(I).

The award Jury was Chaired by Mr. Rajiv Jalota (IAS) and industry stalwarts as members of the Award Jury.

IME(I)) congratulates Dr. Malini Shankar and Mr. Umesh Grover and wish them all the best in the years ahead.

do so. The high point of his 39 year service with SCI on company's board as Director with a diversified portfolio ranging from Technical, fleet acquisition, offshore business, Business Development and Information Technology is SCI acquired 37 ships during his tenure as

Obituary

Sushanta Mohan Mukherjee (F 482)

06.03.1940 – 12.09.2023



Shri. Sushanta Mohan Mukherjee, born on March 6, 1940, in a village near Calcutta, led a remarkable and multifaceted life. After completing his Engineering Apprenticeship, he dedicated ten years of his career to the India Steamship Company before transitioning to a different path.

In 1972, he briefly worked at the Cochin Port Trust before joining the Kolkata MMD, Directorate General of Shipping, where he served in various capacities in Calcutta, Cochin, and Bombay for twenty-six years. His career culminated when he retired as the Chief Surveyor with the Government of India on May 1, 1998.

Following retirement, he joined L.B.S. College as a faculty member. Shri. Mukherjee was a recognised authority on International Maritime Organisation (IMO) regulations, particularly for STCW'95 compliance. He played a pivotal role in preparing IMO model courses, including Fire

Prevention, Firefighting, and Advanced Firefighting, and served on several committees.

In 1999, he became the first Principal of OERC and played a pioneering role in establishing OERC Academy. He also served as the inaugural Dean of the Marine Engineering Department at PVPP College of Engineering, contributing to the development of the Marine Engineering syllabus for the University of Mumbai.

Beyond his professional achievements, Shri. Mukherjee was a scholar of Sanskrit and a follower of Vedanta. His passing on September 12, 2023, marked the end of an era. He is survived by his wife, Mrs. Laxmi Mukherjee, his son, Rear Admiral Subir Mukherjee, his daughter, Mrs. Sraboni Chaudhuri, a renowned classical singer, and three grandchildren. Shri. Sushanta Mohan Mukherjee's legacy continues through his contributions to both maritime and cultural spheres.

MACN's India Initiative Shortlisted for Basel's 2023 Anti-Corruption Collective Action Award

The Maritime Anti-Corruption Network (MACN)-India, established in July 2022, has made significant strides in the past year by uniting stakeholders from public and private sectors to combat maritime corruption. MACN-India's digital initiatives include a Helpdesk and an upcoming e-dashboard for operational efficiency. MACN-India received 500 PANs and reported 16 corruption incidents, all successfully resolved with 100% success. Vessel Masters and stakeholders note a progressively improved and cleaner port experience in India.

MACN-India established a Steering Committee in March 2023, comprising senior representatives

from IPA, CSLA, FOSMA, MASSA, INSA, MANSA, and GlobalMET. Chaired by former Director of Shipping, Mr. Deepak Shetty, it meets quarterly, with the latest meeting in Mumbai on August 31, 2023.

MACN is pleased to announce that its India initiative, is among the final three contenders for the 2023 Anti-Corruption Collective Action Award by the Basel Institute on Governance in Switzerland. This prestigious award recognizes excellence in combating corruption and enhancing business integrity in the Asia-Pacific region. The winner will be revealed and honored in Manila, the Philippines, on September 25, 2023.



OBITUARY



KISHALOY GHOSH (F 73)

Kishaloy Ghosh, was born on 15.07.1959, and did his schooling at South Point, Kolkata. Then, he got admission, one by one, in chronological order, at IIT Kharagpur, Jadavpur University and, finally DMET Kolkata, where he topped the entrance selections, and was assigned Roll No. 2419.

At DMET, he was the cadet from his batch in charge of First Aid. He was very serious and organised as far as academics went, and was a model cadet, in fact.

Kishaloy Ghosh started his sailing career with SCI, then moved on to Wallem, NOL and Worldwide. In the middle, he worked for a brief while in a shore job with SGS Australia in Melbourne.

He was a regular at IME(I) Kolkata Branch events, whenever he was in town. He had been suffering for some time from heart issues, and, of late, had been in and out of hospital ICUs. He breathed his last in hospital at 20.55 hrs on 17 August 2023. His only son flew in from the US to do the last rites.

May his soul rest in eternal peace.



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Shri. Shyam Jagannathan (IAS), Director General of Shipping, Visits HIMT, Chennai

HIMT College had the privilege of hosting Director General of Shipping, **Shri. Shyam Jagannathan (IAS)**, on August 3 and August 5, 2023, at its Pre-Sea Campus in Kalpakkam and Post-Sea Campus in Tidal Park, Chennai, respectively. These visits were graced by a distinguished delegation from MMD, Chennai, featuring eminent personalities such as **Shri. Satish Kamath, Shri. K.M. Rao, Shri. S. Satyanarayanan Murthy, Capt. V. Pardhasaradhi, and Capt. Hemant Jarwal.**

During his visit to the Pre-Sea Campus, **Shri. Jagannathan** was warmly received by **Smt. Tarangini Vakil, Shri. Sanjeev S. Vakil, and Capt. Anand Subramanian.** The day began with an impressive parade by senior cadets to honour the Director General of Shipping. Shri Jagannathan planted a symbolic sapling in the campus avenue and toured HIMT College's state-of-the-art facilities, including the Ship-in-Campus, Swimming Pool, Seamanship, and Virtual Reality Labs. Notably, the cutting-edge Steering Simulator was inaugurated, setting new benchmarks in maritime training.

In an evening assembly, Shri Jagannathan delivered a motivating speech, emphasising leadership and camaraderie, inspiring cadets to persevere and elevate India's maritime stature.



The festivities continued at the Post-Sea Campus in Tidal Park on August 5, where Shri Jagannathan inaugurated advanced simulators, promising significant advancements in maritime training.

These visits underscore HIMT College's commitment to global learning standards. Shri Jagannathan's visionary insights have guided the institute towards compliance with STCW and embracing evolving technology.



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Anecdotes



First Experience Of Seasickness

Finally, the ship completed loading iron ore and sailed out to Rostock (which was in the then East Germany.)

Eashwar and I had laughed and ridiculed those two guys who wanted to shift to mechanical engineering from marine engineering and it is possible that they might have put a curse on us. We had made fun of their squeamishness about seasickness, rough seas.

The moment the ship left the protected waters of Madras harbor, she started dancing the waltz, *Kathakali*, *Kuchipudi*, *bharatanatyam*, *Odissi*, (Indian classical dance styles) and though we didn't know it at that time, a few steps of break-dance also. Charlie Chaplin, in one of his movies, sails in a ship.

When the ship rolls in one direction, he tilts his body in the opposite direction by the same angle, and we laughed and laughed. When his lunch plate goes from one end of the table to the other, we laughed so hard that our stomachs ached. It was so funny.

But it was not at all funny in real life.

If ship was sensible enough to roll, pitch, or corkscrew, it would have been tolerable.

But the sea was so rough; before completion of one cycle of rolling, a wave would hit, and she would pitch, and before completion of that, the corkscrew motion would start. The net effect was as if you were put in a glass jar with the lid screwed on and shaken vigorously. It was not as if the sea would say, 'Poor chaps, they had

a tough time, so from 5 p.m. to 6 a.m. let us stop this rough sea business.' No way! The ordeal can continue for twenty-four hours and even weeks at a time. You cannot sleep, sit, or eat. The stomach is a very sincere, hardworking organ. It tries to digest any garbage dumped in. It grumbles and complains only when we push it to its limits. My stomach is very loyal and faithful. I used to mercilessly load *Mirchi bajjis*, pickles, and all hot, spicy food items non-stop. It stoically bore it all with a stiff upper lip, never complaining, like Jeeves, the faithful butler of Bertram Wooster. It could rest only when I hit the sack, and while I could get eight hours of sleep before sea turned rough, my stomach got a few hours less, since it had to digest the food that I had dumped in, before calling it a day. But the rolling, pitching, and corkscrew were too much for it to handle. When the food is sloshing all around, digestion is impossible. Not even for a second was the food in the stomach stationary.

Stomach finally threw up its hands and told my brain, 'I can't handle it. I am sending the food out.'

My brain told it to hold it for a little longer. My stomach said Okay, and after another thirty minutes, it said it could not hold it any longer and sent the food up. So, I sat near the bilges and vomited.

My brain reasoned with stomach: 'I will send some biscuits and tea, try to digest it.' I went to the ECR, had some tea and biscuits, and ran down and again threw up.

My brain lost its temper. 'Are you crazy? Why did you send up the biscuits? He will become weak.'

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No one in the engine room was sympathetic or concerned, and none of them seemed unduly affected by the rolling and pitching



My stomach was adamant: 'I will keep sending everything up. Let him get permission and lie down, and then I may reconsider.' I went to ECR and asked 2/E's permission to go to my cabin to rest. The 2/E firmly refused.

'You have to rough it out. If I give you permission to go and rest, all your life you will wish to lie down the moment the ship rolls. No, the only concession I will give you is this, you need not trace the pipelines below bilges. Until you are Okay, check the pipelines above decks,' he told me sternly.

I went back to my place near the bilge pump, sat down with my head in my hands, waiting for the next cycle of vomiting. No one in the engine room was sympathetic or concerned, and none of them seemed unduly affected by the rolling and pitching.

I watched with shock and awe as Pal, 3/E, and the others gobble food by the buckets, saying they were ravenous while the very sight and smell of food had become anathema to me.

When my stomach refused even water, my brain lost its temper.

'Why are you trying to kill him? Do you know the dangers of dehydration?' it shouted at my stomach. My stomach, which is very docile and unflappable, flared up. 'It is entirely your fault. When the vacancy came up in the marine section, you incited him to take it up. You did not consult any of us. So, don't lecture me,' it shouted at my brain. The net result was that both stopped functioning. I was dazed.

One E/O, Basheer, was a very kind-hearted and sweet-natured person. He took me to the workshop, made me sit in a chair, and enlightened me like Sri Krishna, and I listened with folded hands like Arjuna. (Before the start of Maha Bharata war, Arjuna was dejected and refused to fight, since he has to kill his cousins, uncles, and teachers. Lord Sri Krishna enlightens him and motivates him).

'Girisam, there are three types of persons in this world.

The first type, they are born with steel linings in their stomachs.

They never feel seasick in any weather, and no amount of rolling and pitching will affect them. I have seen brand-new cadets and wives and children of officers who were perfectly fine, while seasoned, experienced sailors were flat. The second type, they are seasick every time the ship rolls.

Any number of years of sailing will not cure them. The third type, they feel seasick for a few days and once

the disorientation of the eyes, brain, and stomach is overcome, they will be all right. I think you belong to the third type. You will be Okay in two days, have patience and keep taking food and liquids even if you throw up.' He told me about the physiology of seasickness.

'Which type do you belong to?' I asked him curiously. He smiled sadly and took out several plastic covers from his pocket.

'Second. I completed two decades in the Indian Navy and here. I have learned to live with it. I keep eating,

vomiting and eating, hoping and waiting for the sea to become calm,' he told me.

'Then why don't you quit this job? There must be thousands of jobs for skilled people like you,' I asked him.

'It is not as bad as you think. Once we cross the Gulf of Aden, the sea will be like a lake. Once you accept it, it doesn't bother you much,' he told me and left. I thanked him for his counselling.

Sure enough, from the third day, I was all right, in fact, more than all right. I seemed to be hungry all the time. A few hours after having food, I would feel hungry again, as if I had not eaten for a day. I would be fast asleep even before my head touched the pillow, and it required a great effort to get up from the bed. I was sleeping so well.

Since then, rough seas have never bothered me. When I board a ship after a long time; I might feel seasick for a day but after that no amount of turbulence affects me.

But I was amazed to see that my wife and kids belonged to the first type. They never felt seasickness. In one ship, there were four families and six kids. All the mothers and kids were flat during a particularly rough patch of weather, except my wife and kids. My wife would go to the galley, cook food for all the kids, and feed them since their mothers were not in a position to get up from their beds.

By the time the ship crossed the Gulf of Aden into the calm sea, I was active and socializing. The cadets were my best friends. I learned that I had a skill in table tennis, which I had never played before.

(Excerpt from 'Merry Mariner and his Rudderless Boat' by A.K Girisam)



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Third Party Ship Management - Taking Over Ships



This article is written keeping transfer of ships into or between Third Party Ship Management companies in mind. Some bits of this narrative may be relevant to today's floating staff who are sent on 'taking over' assignments, as 'advance parties'.

One assumes that recognition of services rendered has been acknowledged by the company that you are working for, is when you - as a Chief Engineer or a Second Engineer - are sent to 'take over' a ship from a European crew and inculcate it into the Ship Management fold. You are the arrowhead and at the forefront and are sent as an 'advance party' - mostly consisting of a Chief Engineer and Chief Officer, anywhere between a week to 15 days, to sail with the outgoing staff, for familiarisation and observation.

Much prior to the 'advance party' boarding, a Memorandum of Understanding (MOU) would have been signed that stipulates various clauses that include clean financial, legal encumbrances, acceptance terms of Fuel and Lubs on board, repairs' completion of Classification Society defects, Conditions of Class, recommendations, clear of cargo, clean holds etc.

Since it involves a change of registry and a Flag change, all necessary certificates need to be reissued, stating a different owner, a different Port of Registry and, possibly, a different name. At the time of change of crew, Surveyors on behalf of Flag state attend the vessel and carry out thorough inspections. So do the Classification Society Surveyors, who carry out their own checks. The ship's staff are led a merry dance during this period, even if it has been organised properly in advance.

Moreover, the crew who have joined are fresh - to the ship. They would have been on board for just a day, sometimes only a few hours, before all the action takes place.

Hence, the 'advance party' - of one Chief Engineer and one Chief Officer - has to face this onslaught of a bevy of Surveyors. Perhaps 'a bevy of Surveyors' is an inappropriate collective noun. Google gives me other - rather humorous - choices such as 'a preponderance of surveyors', 'an infestation of surveyors'. The one that suited the situation best was a 'pin cushion of surveyors', because I faced all the pins on several occasions.

One of the clauses of the MOU is that the advance party members are to be considered as 'observers'. They are not to take part in any operational activity. This hinders the chances of any 'hands on' learning of the nuances that some machinery may have - such as, to start a particular generator, one needed to bring the flywheel to a certain position before supplying air. (Later, after take over, this was corrected by overhauling the starting air distributor).

Any and every 'take over' is fraught with the ignominy of not being able to operate a piece of very important machinery after the original crew have disembarked. One incident comes to mind where we had just 'handed over' a ship to new owners. The 'advance party', a Chief and a Second, had been on board for nearly 15 days, but had not shown much interest in operational proceedings and, in fact, had been pretty arrogant. I was a Second Engineer then. We left the ship in the hands of the new crew and went to a hotel for the night and then to the airport next evening for flying home. The ship was scheduled to be in port for three more days before voyaging out.



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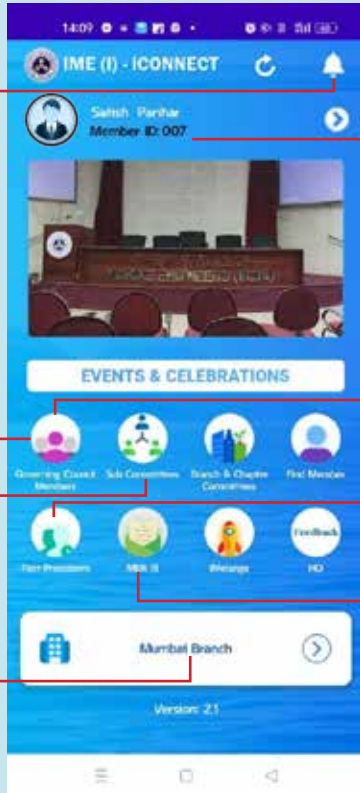
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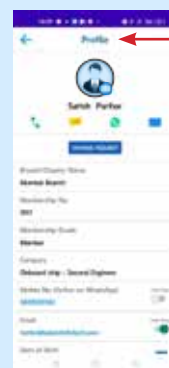
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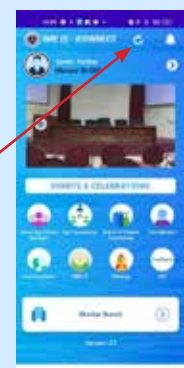
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After checking in at the airport (HongKong), I was waiting for my flight when I was pulled out and asked to return to the ship. They could not start up the boiler. It required two valves on the fuel line to be opened. One valve was in plain sight but the second slightly out of sight. They had opened only one valve and tried to fire up the boiler, but in vain. The new crew's General Manager and Vessel Superintendent were on board and were furious with their Chief Engineer and Second Engineer who had done parallel sailing with us for fifteen days. Just as a precaution, their GM asked me to show their entire engine room staff the full procedure for starting the Main Engine and Generators. There was no automation; it was a completely manual ship.

I was asked to sail with them for fifteen days but I refused because of the arrogant behaviour of their Chief Engineer and Second Engineer, who had not had the courtesy of, at the least, paying attention when I was showing them all the procedures. They were being hand fed, but were simply oblivious to the information I was giving them for fifteen days. Moreover, they would come down for just a couple of hours every day. They suddenly woke up a day before the transfer / change of crew and wanted me to show them the valves of various pipelines. By then, I was fed up and just told them, pointing to a rack, "There lie all the pipeline drawings, enjoy yourself".

They had complained to their Superintendent and General Manager that they had not received any cooperation from us and also did so in front of me, when I returned from the airport to fire the boiler. I took out my working diary where I had noted down the times of when they would come down to the Engine Room and leave, along with what I had discussed or shown them. The notes showed they had averaged 2 hours a day over a 15 day period. I am certain they faced the music later on. Had I not been called back to the ship, a stain would have been left on me and my staff that we did not cooperate.

The above (and below) happened when I was a Second Engineer.

I had gone on board as 'advance party' 13 months before to take over the same ship from Norwegian staff. The ship was anchored off Abadan, Iran, in the Shat-al-Arab river. She was supposed to discharge her complete cargo at Abadan, go downriver and anchor off Kuwait City where the crew change was scheduled. What was supposed to be a five day parallel sailing - for me - with the Norwegians, turned out to be a stay of 18 days with them, due to delays in berthing at Abadan.

From day one of being on board with them, there were only brick walls - no friendly treatment, no assistance. All questions were answered with an "I don't know". During the entire anchorage period of 15 days, the Engine Room was left unattended, except for about 2 hours pre-lunch and 2 hours post-lunch, mostly for cleaning and painting.

Mostly alone in the Engine Room, I had been left to my own devices, to familiarise myself with all machinery the way I deemed fit. Under the impression that I had

only 5 days before the crew changed, I tried to become familiar with operational procedures within that time. As the anchorage stay extended, I had more and more time to devote to even the smaller aspects of Engine Room operations, without the least bit of cooperation from the Norwegians. The only cooperation I received was from the galley stewardess, who catered to my vegetarian diet.

Due to continuous ebb and flow of tides in the river combined with a strong current, at least once a day the Main Engine would be started to keep the anchor in place. There were four generators of which two were always on load. If the need arose, a third one would be started.

But the problem was, all generators were running with very high exhaust temperatures, ranging from 450 deg C to 650 deg C, the norm being around 280 ~ 300 deg C. It was obvious that no routine maintenance had been carried out for several months. I could only watch with trepidation and make plans for my crew, after they join.

Dinner time, with the Norwegians, used to be at 1700h. One evening, I became aware that none of the Engineers were at the dinner table and, realising that something was amiss, I quickly changed and went down to the Engine Room.

Sure enough, they were trying to remove a broken piston from one of the generators, which they did after a struggle. And there, I was witness to a totally unengineer-like procedure where, because the piston was not going into the liner smoothly, they used wooden blocks to hammer and force the piston home. (They are supposed to slide in off their own weight). The next day, when I tried to turn the flywheel with the bar provided, the engine would not turn, obviously.

By the time a week had passed, I was getting frustrated due to the lack of cooperation and the total indifference of the Engine Room staff, except for their Fitter. After ten days, I started fervently praying for the ship's berthing, completion of cargo and the 16 hours sailing to Kuwait anchorage, where my staff would join.

One of the brighter aspects of taking over ships from the Norwegians is that all maintenance records are left behind - they do not destroy or pack them off. Although in Norwegian, it did not take long to decipher, as an engineer's language is not far different. Dictionaries do help, of course.

The condition of machinery on this ship - the first of many such 'takeovers' - was an aberration as, on average, Norwegian ships that were transferred into our Management, as I experienced first hand, had good quality machinery and well maintained. The *coup de grace* was that all these ships came with an abundance of stores and spares that lasted over a year, their Owners' generosity being in complete contrast to the parsimony of third party management company executives.

Given the state of the generators and auxiliary machinery, I could foresee several months of hard work in store for us after take over. In most takeovers, the Main

Engine would be in average to good condition, less to worry about as was on this ship.

It took us 12 days of non-stop work to overhaul three generators, the fourth one completed within the month. All purifiers and pumps needed attention, most of them complete overhauls. Busy times.

As a near - twenty year old ship, she was aging when we took over. Three months later, she was a graceful, healthy senior citizen.

The 17 days that I spent - nearly all alone in the Engine Room - gave me time to think on how to systematize taking over ships and prioritize work schedules for my staff.

Having a thoroughly thought out roadmap instils confidence in yourself. Otherwise, you may find yourself haphazardly delving into less important items and neglecting the ones you should be concentrating on. The take over process should include

Major Pipelines' layout familiarity.

Procedures for bringing plants 'on line' - Main Engine, Boilers, Generators, Pumps, Ballasting / Deballasting.

Safety - Fire fighting, CO2 Room familiarisation, Emergency shut down of plants, Ventilation, Quick closing valves, Emergency Fire Pump starting, Emergency Generator starting.

Bunkering - Procedures and layout familiarisation.

Some ships are likely to have recurring problems which you may never be advised about and will only find out when it breaks down again . A decided certainty of an often occurring problem is surmised by looking at all the spares - there will be an excessive amount of spares for that particular problem.

Completion of this takes you on to the next step of how you will plan and assign priority to work schedules. In this, one assumes that the previous staff has not done its job and you have to start from scratch.

The 4Ps, given below, enables you to envision starting points and, then, proceed from there. Often, people do get confused and nonplussed about where to start.

It actually can be narrowed down to 4 **Ps** - **namely Power, Purification, Propulsion and Pollution.**

Power – The generators must be brought to peak efficiency as soon as possible, to avoid problems that can prove calamitous. A black out at the wrong time can be disastrous to the vessel. Without uninterrupted power, the ship is helpless.

Purification – Purifiers must be capable of running at its maximum load, without a break down. Good and efficient purification means good combustion; good combustion means less smoke pollution from SOx and NOx. Efficient Lubricating Oil purification also means a clean crankcase and bearings.

Propulsion – Propulsion covers a host of items of which most are Main Engine related. It has to be taken up in ever expanding stages namely – An *Overall View*, then a *Specific View*, followed by an *Intense View*. If there are problems here, this will take a longer time to resolve, as it requires to be done when the Main Engine is stopped either in port or a forced stoppage at sea, which would involve commercial consequences and, if in bad weather, put the ship in jeopardy.

Pollution – Pollution involves many items to care about. We will assume that the vessel is not involved in a collision that ruptures a tank and, causing an oil spill, pollutes the seas.

Bunkering time on a vessel is a time when the vessel is vulnerable. Improper bunker procedures can cause a spill. Not following a planned sequence in bunkering various tanks can cause a spill. Not taking frequent ullages can overflow a tank and cause a spillage. Closing valves on the line improperly can cause the hose to rupture and cause a spill. A lot of things can go wrong during bunkering. One has to foresee and prevent them from happening *and* have contingency plans. Not an easy task. By actually carrying out a '**Risk Assessment**' analysis combining it with a step-by-step visualisation of the process, one can mitigate such eventualities.

Pre Bunker meetings - nowadays stipulated by law - allow you to explain the scope of the operation, hazards involved and way points that need specific attention, as things can quickly go south if neglected. Your instructions to the Engine Room core bunkering team should be clear and given with the necessary spreadsheets detailing ullages, capacities etc. Lines of communication should be clearly established.

Another cause of Pollution is from oil in Engine Room Bilges. Bilges must be kept clean, free of any leaks of oil and water, which job can take the better part of three months on a neglected ship. Bilge tank must be kept clean and not allowed to be contaminated with *any* oil, whereby the Oily Bilge Separator can be used without any trepidation at appropriate times.

With a lack of cooperation from the outgoing staff, the advance party will have mountains to climb. But the experience gained during such a venture, especially early in one's career, is tremendous and not to be slighted.

Of course, were one to obtain the cooperation of the outgoing staff, it would be smooth sailing for the 'advance party'. Most of the time, they will not be open about problems that they are facing on a regular basis, which means having to wait for things to happen after the take over. The best one can hope for is a civil and honest answer to queries.



Written by:-
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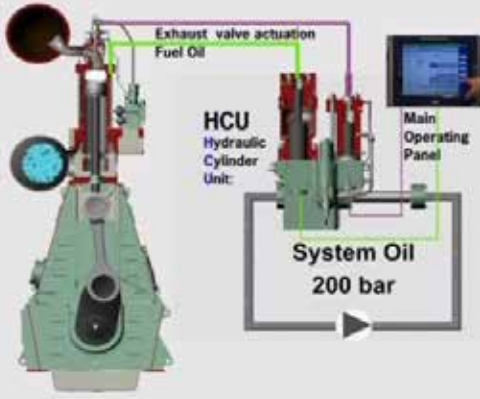


**MASSA Maritime Academy,
Chennai**



**The Institute of
Marine Engineers (India)**

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



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

Course Aims and Objectives:

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

Coverage / Program Focus:

This course deals with the following training areas:

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

Entry Requirement / Target Group:

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

DATE & TIMING : 26th, 27th, 28th September / 25th, 26th, 27th October 2023 |
8:00 am - 4:00 pm IST

VENUE : Web Platform / Zoom. **APPLICATION LINK:** <https://forms.gle/e4As7kCucR5xoJBm9>

REGISTRATION & PAYMENT : Rs. 15,000/- /- per participant – inclusive of taxes.

For IME(I) Members 13,500/- per participant - inclusive of taxes.

Payment to be made to: <https://imare.in/buy-online.aspx>

(Under Category - Value added Courses) 10% discount available for IME(I) members

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@ MASSA Maritime Academy Chennai - email: mmachennai@massa.in.net

Ms. Saraswathi, (T) 8807025336 / 7200055336 .

After registration and payment, please email the details of the receipt to: training@imare.in



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