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Proud to be "60 Years Old"*

COMMAND

The Journal Of The Company Of Master Mariners Of India



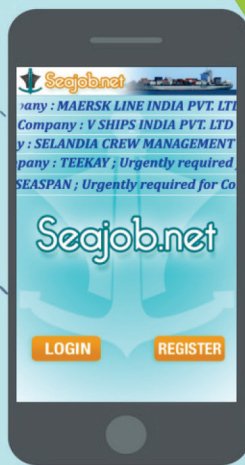
**"SECOND SUCCESSIVE YEAR – CMMI MAKES A CLEAN SWEEP AT
THE NATIONAL MARITIME DAY AWARDS CEREMONY"**



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COMMAND

No. 78 / September 2017

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Marol Industrial Estate,

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Marol, Andheri (East),

Mumbai 400 059

Tel: + 91 22 6505 2666 / 6505 4666

Web Site: www.cmmi.co.in

Office E-mail: office@cmmi.co.in

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No. 78 / September 2017

CONTENTS

Annual dinner	...10
Tete -Tete with Harry Banga	...15
National Maritime Day - Kochi	...16
Master Pilot Exchange	...18
Neayaati Award Winning	...22
National Maritime Day - Pune	...24
Oil Spill Response	...26
Varuna Award - Capt P S Barve	...32
Anil Bhatia - LOOKOUT	...34
M.V.Ramamurthy-NMD Award of Excellence	...36
Oil and Gas Terminals	...37
CMMI Launches Masterclass	...40
Goodbye Sextant! We are in the 21st Century	...42
Maritime Spectrum 2017	...44
Obituary	...46
Rescue at Sea	...48
Diamond Jubilee celebrations	...50
Connecting India through Shipping	...55

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Emailed articles in their completed form and photographs, for publishing in the 'Command' are welcome. These may be e-mailed to office@cmmi.co.in





The Company of Master Mariners of India

K. Raheja Prime, 5th Floor, Sag Baug Road, Marol Industrial Estate, Off Andheri Kurla Road,
Marol, Andheri (East), Mumbai 400 059 Tel: +91 22 6505 2666 / 6505 4666

Web Site: www.cmmi.co.in / Office E-mail: office@cmmi.co.in

MASTER	: Capt. Philip Mathews	Tel : 98692 64096	master@cmmi.co.in
DY. MASTER	: Capt. B. K. Jha	Tel : 98676 12783	dymaster@cmmi.co.in
SECRETARY GENERAL	: Capt. K. V. Pradhan	Tel : 98676 70456	secretary@cmmi.co.in
TREASURER	: Capt. S. Y. Limaye	Tel : 93230 36961	treasurer@cmmi.co.in
IMMEDIATE PAST MASTER	: Capt. V. N. Aindley	Tel : 98211 31132	linknav@vsnl.com

CHAPTERS

Capt. K A Ponnappa

Chairman - Mangalore Chapter
Tel.: 94485 82215
E-mail : bangaluru@cmmi.co.in

Capt. Anil Kumar Midha

Chairman - Chennai Chapter
Mobile : 98401 38326.
E-mail : chennai@cmmi.co.in

Capt. Pankaj Sarin

Chairman - Delhi Chapter
Tel: 011-4315 8585, 096505 97706
E-mail : delhi@cmmi.co.in

Capt. G. K. George

Chairman - Kochi Chapter
Tel.: +91-484-3353070 / 484-4039683, 94470 11029
E-mail : kochi@cmmi.co.in

Capt. Ralph D souza

Chairman - Mangalore Chapter
Tel: 98450 85025, 9844045888
E-mail : mangalore@cmmi.co.in

Capt. Anil Kumar Singh

Chairman - Patna Chapter
Tel: 0612 2575658, 93341 18127
E-mail : patna@cmmi.co.in

Capt. Pritam Mohanty

Chairman - Vizag Chapter
Tel.: 0891-2500967, 098495 62404
E-mail : cmmivizag@yahoo.com

Capt. Ajarapu Mallikharjuna Rao

Chairman - Kakinada Chapter
Tel.: 093922 25789
E-mail : kakinada@cmmi.co.in

Capt. Karamjit Singh Sujana

Chairman - Chandigarh Chapter
Mobile : 098157 22663
E-mail : chandigarh@cmmi.co.in

Capt. Sandeep Sood

Chairman - Dehradun Chapter
Tel.: 0135-2763 390, 875514 3535
E-mail : dehradun@cmmi.co.in

Capt. Manish Kumar Dixit

Chairman - Goa Chapter
Tel.: 098332 71394
E-mail : goa@cmmi.co.in

Capt. Mukund Kumar

Chairman - Kolkata Chapter
Tel: 033-6555 0239, 93238 06330
E-mail : kolkata@cmmi.co.in

Capt. Harish Khatri

Chairman - Navi Mumbai Chapter
Tel.: 022-2756 6480, 99205 16133
E-mail : navimumbai@cmmi.co.in

Capt. Shirang S. Gokhale

Chairman - Pune Chapter
Tel.: 84229 05381
E-mail : pune@cmmi.co.in

Capt. Dilip Kumar Dutta

Chairman - Bhubaneswar Chapter
Tel.: 9437017646
E-mail : bhubaneswar@cmmi.co.in





Capt Philip Mathew

Dear Members,

In a short while, the term of this Court will cease and the new Court of Wardens will take over. It is for me, a matter of great pride and honour as The Master, to be writing to you, to express a few of my thoughts on the termination of this tenure lasting over two and half years.

First and foremost, I thank all our Office bearers, Wardens of the Court and our office staff for all the hard work put in and for the various achievements of this term. I thank all the Members of CMMI for their strong support. I thank our Editor for the fine quality upgrade of this Command Journal. Fine articles, good update on activities and I say the team has done it's best, however we can still improve and for this we require our members to send in timely articles and technical papers.

This moment takes me back to our humble beginnings of 1957, when 54 stalwart Master Mariners, saw fit to establish The Company of Master Mariners of India and painstakingly wrote down the constitution, thus setting the path for the future. Sixty years down the line we are now way into the future of that illustrious year, 1957.

With lots of hard work and dedication of the Courts and the members, both past and present, we have reached where we are today.

For many years, we worked from our small office at Cuffe Parade and as the

work and scope got bigger and better, we took the bold decision to invest in a bigger office, the one that we now possess at Marol, Andheri East, Mumbai. We are doing full justice to the space and functionality of our beautiful office. I also envisage that our growth will gradually lead us to bigger acquisitions. Obviously, determination will play a major role in success.

It is with innovative, new ideas of our members that we have ventured into various activity over the years. I am proud to state that all our ventures have borne good fruit and have benefited the maritime industry at large. We are today providing free coaching to Nautical students appearing for Competency Examinations. We are conducting Master Classes by best available experts on subjects where focus is on core competency for professionals.

CMMI has a clear vision to grow all over our country. It is proved by the very fact that the number of chapters have increased in the last few years and the rate of growth of membership is higher than ever. It gives us great pleasure that our Kolkata Chapter established after 58 years is today one of our most active chapters. I welcome our two new chapters established at Bhubaneswar and Kakinada. We now have a strength of over 3100 members and growing. We wish that every nautical officer should be a member of CMMI. It is for each of us to take up this mantle. We are constantly encouraging all the chapters to engage in more activities within our objectives. We

shall focus on this and shall render all support that may be required to strengthen our chapters all over India.

We have decided firmly that there should be no delays in decision making whether day to day decisions or policy decisions. We draw inspiration from Mark Twain's quote "Continuous improvement is better than delayed perfection". We are determined to be more actively involved, working towards the objectives of our company. We shall soon be focussing in taking up project work which will benefit our nation in particular and the Maritime Industry at large. My team of dynamic wardens were ever ready to meet and brainstorm any issue and come up with the best solution available. I reiterate that, I have had the pleasure of working with a dream Court of Wardens, always ready and positive about taking up any task.

We believe that we must give back to the society as much as we can. I am sure our Company will lead the formation of the Maritime Constituency bringing all maritime bodies under a common umbrella very soon. A mission to be accomplished for our professionals in modern India. We are determined to work collectively and positively with all maritime organisations so that our voice is heard and helps India to get her desired place in the Comity of Maritime Nations.

I am particularly grateful to the tremendous support received from the Ministry of Shipping, Directorate General of Shipping, Mercantile Marine Departments and all our sponsors at various occasions that has enabled us to spread our wings, exercise our potential, skills and works towards the fur-

therance of continual professional development.

My Best Wishes, to all the members and to the Maritime Fraternity at large. I am extremely delighted, grateful and honoured to be the current Master, at the end of this eventful term. I am sure the momentum will continue at a greater pace and the new Court of Wardens taking over on 29th September 2017 will strive best to continue to ride on the crest. I feel assured and I assure you, that with hard work and dedication The Company of Master Mariners of India will continually scale greater heights.

Each of you has a special place in my heart. I would not say good bye because goodbye would mean going away. I can never go away as I would not be able to forget each of you and this wonderful company.

I wish the very best to the new Court of Wardens taking over and earnestly request you for continued support.

With fraternal greetings,

Capt. Philip Mathews

Master / Chairman



Editorial Board



Capt. S. Y. Limaye



Capt. Ashok Raghavan



Capt. Kamal Chadha



Capt. C. M. Srivastava



Capt. H. Subramaniam

From The Editor



Capt Tescelin Almeida

Monsoons are nearing an end, and we thank The Almighty for giving our country adequate rain this season. Very soon Navratri pujas and celebrations, followed by Diwali and Christmas will be upon us and we are sure going to be busy. In fact it appears that we are busy all the year round doing something or the other and hence we are finding it very difficult to send articles to this dear editor. I myself have been rather busy and it is with great difficulty that this issue has finally been published. Fellow Masters, please bear with us but also remember that the Command Journal comprises of articles "Of the Members" and without your valuable input it is not possible to publish. Let this not sound like an excuse or a lamentation but please accept this as my tongue in cheek appeal to become pen on paper Masters.

It is with great joy and pride that I bring to you another successful event, namely the Diamond Jubilee Celebrations" and all who attended will vouch for that. Please enjoy the collage that I have put together in this issue.

As the cover depicts, clearly the highlight of the year was once again, the clean sweep at the National Maritime Day celebrations where CMMI stole the show.

This issue has two mini interviews, one

with Capt. P.S.Barve, proud recipient of The Varuna Award for the year and one with Mr. M.V. Ramamurthy, proud recipient of The Award of Excellence for the year.

Last year's Varuna Awardee, Capt. Arun Karkare has honoured this issue with an elaborate and highly knowledgeable article on oil and gas terminals.

In light of the numerous navigational accidents, I have included two excellent articles on Master Pilot relationship and one on Lookout.

Another milestone for CMMI was the commencement of Master Classes to disseminate professional knowledge to the coming generation of seafarers who are in pursuit of career excellence.

I am aware that each chapter is doing commendable work and conducting valuable events so I request you to send me timely reports along with photographs to be included in the Journal so that all members may be made aware of the progress and enjoy the glory of CMMI across the country.

Wishing you all a happy festive season and "God Speed" until the next issue.

The Editor



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Marol, Andheri (East), Mumbai 400 059 Tel: +91 22 6505 2666 / 6505 4666 E-mail: office@cmmi.co.in

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List of elected office bearers & wardens for the term 2015-2017 w. e. f. 7th April 2015 is as under.



Capt Philip Mathews
Master



Capt BK Jha
Deputy Master



Capt KV Pradhan
Secretary General



Capt SY Limaye
Treasurer

No	NAME	POSITION	No	NAME	POSITION
1	Capt Philp Mathews	Master	13	Capt Ashok Raghavan	Warden
2	Capt BK Jha	Deputy Master	14	Capt KG Ramakrishnan	Warden
3	Capt KV Pradhan	Secretary General	15	Capt MK Patankar	Warden
4	Capt SY Limaye	Treasurer	16	Capt CM Srivastava	Warden
5	Capt SM Divekar	Warden	17	Capt KD Bahl	Warden
6	Capt Parbhat Nigam	Warden	18	Capt Mukund Kumar	Warden
7	Capt HJ Treasuryvala	Warden	19	Capt KN Deboo	Warden
8	Capt Navin Passey	Warden	20	Capt TA Almeida	Warden
9	Capt Ajay Achuthan	Warden	21	Capt SV Subhedar	Warden
10	Capt VN Aindley	Warden	22	Capt MP Bhasin	Warden
11	Capt NA Hiranandani	Warden	23	Capt Pankaj Kumar	Warden
12	Capt SM Halbe	Warden			

The following are the co-opted wardens to the Court

- 1) Capt. Anil Kumar Midha - Chennai Chapter
- 2) Capt. Harish Khatri - Navi Mumbai Chapter
- 3) Capt. Pankaj Sarin - Delhi Chapter
- 4) Capt. G. K. George - Kochi Chapter
- 5) Capt. K. S. Sujlana - Chandigarh Chapter
- 6) Capt. Rakesh Jhang - Sailing Master



Committees formed are as follows

a) Training committee

Capt. K. N. Deboo
Capt. Y. Sharma
Capt. S. Bhardwaj
Capt. Ajay Achuthan
Capt. Krishnamurthy Iyer
Capt. M. C. Yadav
Capt. Dheeraj Kumar
Capt. Prabhat Nigam

b) Technical Consulting Division

Capt. K. V. Pradhan
Capt. M. K. Patankar
Capt. M. P. Bhasin
Capt. Prabhat Nigam
Capt. K. D. Bahl
Capt. Tescelin Almeida

c) Property Acquisition committee

Capt. N. A. Hiranandani
Capt. V. N. Aindley
Capt. S. M. Halbe
Capt. B. K. Jha

d) Consultancy Cell

Capt. S. V. Subhedar
Capt. S. S. Naphade
Capt. K. G. S. Ramakrishnan
Capt. K. D. Bahl
Capt. G. K. George

e) Membership Committee

Capt. K. D. Bahl
Capt. Pankaj Kumar
Capt. Prabhat Nigam
Capt. Tescelin Almeida
Capt. Dheeraj Kumar
Capt. M. P. Bhasin

f) Compliance / Legal Advisory Committee

Capt. A. K. Bansal
Capt. V. N. Aindley
Capt. V. K. Gupta
Capt. Mukund Kumar

g) 'Lifetime Achievement Award' And 'Sailing Master With Exemplary Service Record Award'

Capt. V. N. Aindley
Capt. K. N. Deboo
Capt. S. M. Halbe
Capt. M. K. Patankar
Capt. M. P. Bhasin
Capt. C. M. Srivastava
Capt. N. M. Ramchandani
Capt. Pankaj Sarin

The CMMI representation on various Technical Committees / organisations are reconsidered as follows

Capt. C. M. Srivastava	Bureau of Indian Standards
Capt. Capt. Yogesh Puri	Central Advisory Committee for Light Houses
Capt. M. K. Patankar	Technical committee of IRS.
Capt. Prabhat Nigam	Committee for Traffic Separation Scheme
Capt. Kapil Dev Bahi and	Formal Investigation - Grounding of MV Vishwa Amber -
Capt. V. N. Aindley	Court case No. 4399/s/2000-Marine Inquiry
Capt. B. K. Jha	Revision Oral Examination Syllabus (Nautical)

Other Committees / Boards

Dufferin Maritime Museum Committee

Capt. Philip Mathews
Capt. B. K. Jha

Command Editorial Board:

Capt. Tescelin Almeida - Editor	Capt. S. Y. Limaye
Capt. Kamal Chadha	Capt. Ashok Raghavan
Capt. C. M. Srivastava	Capt. H. Subramaniam

Screening Committee for Elevation of a Member to "Fellow"-amended as follows:

Capt. V. N. Aindley	- Chairman (Past Master)
Capt. K. V. Pradhan	- Member (Secretary General)
Capt. S. B. Kundargi	- Member (Fellow)
Capt. N. M. Ramchandani	- Member (Fellow)
Capt. S. M. Divekar	- Member (Warden)
Capt. M. K. Patankar	- Member (Warden)

Change in nominations to the BES Trust:

New nominees of CMMI as Trustees on Board w.e f. 7th April, 2015

1. Capt. Philip Mathews	(Master)
2. Capt. B. K. Jha	(Deputy Master)
3. Capt. K. V. Pradhan	(Secretary General)
4. Capt. Mukund Kumar	(Chapter Chairman - Kolkata)



NOSTALGIC MEMORIES

Capt. P.S.Barve
Receives CMMI's

'Life Time Achievement Award'

Year after year the Annual Dinner Party keeps surpassing itself. Pictures speak louder than words, so as your editor, I give you this beautiful collage to view, reminisce and appreciate the grand effort that went into making the evening a glorious success. For those unfortunate one who could not make it to the event, I hope you will definitely make it a point to attend next year.



Mariners of India and the present team of wardens, who had distinguished themselves through their hard work and efficiency and who had achieved a great deal in the recent past.

Further to the Life Time Achievement award the CMMI also presented two very Special Awards



Achievement Award" on CMMI's revered Fellow, **Capt. P. S. Barve**. The octogenarian, Master Mariner was presented the most prestigious Award instituted by CMMI, for his exemplary service and contribution to seafaring and the industry at large. The selection board and other distinguished guests that were present, were called to the centre and Capt. Barve received his award and citation with great aplomb. Capt. Barve then addressed the gathering, expressing his thanks and said that he was humbled by the gesture and by the august gathering around him. He congratulated the Company of Master



The evening started with a welcome speech by the Master, Capt. Philip Mathews, followed by a beautiful solo performance by Ilina Dhamagaye, daughter of our member Capt. Rajesh Dhamagaye. Thereafter there was no end to the merriment that followed right till the very end.

The Company of Master Mariners' of India (CMMI) bestowed the honor of **"CMMI Life Time**



to felicitate two of our esteemed members, Capt. Arun Kumar Karkare and Mr. Sabyasachi Hajara for having received the prestigious Varuna Award for the year 2017. Mr. Hajara expressed his apologies for not being able to attend in person and he requested Capt. Philip Mathews to receive the award on his behalf.





In order to acclaim those who have exhibited a value of excellence and have provided Exemplary Service in action for saving lives at sea, the CMMI acknowledged Capt. Jimmy Joseph as being the most worthy for his demonstration of leadership and decision making and for saving lives at sea.

The dances put up by Mrs. Renu Sharma and her team, Nritya Pravaah, a unit of ALPIKA, needs a special mention. Perfection, expert timing and marvelous colourful costumes, made it a veritable feast to the eyes. The entire performance can best be described as amazing.

The DJ's selection and rendition of wonderful and entertaining music was perfect to a tee. Miss. Akruhi Chhabra, (daughter of Capt. Yashwant Chhabra) attracted large numbers to follow her in a fun filled, vigorous session of Zumba Dancing followed by a free for all Bollywood Blast.

The evening's activity and cocktails served to whet our appetites, which

were then more than satiated with the sumptuous dinner buffet, fit to feed a royal palate.

Capt. Tescelin Almeida the Master of Ceremonies, conducted the entire event in his indomitable style, never missing a cue and ensured that the evening went off with fun and humour and with precision timing. The festive atmosphere was maintained at all times and the activities, including music, dances, spot prizes, lucky draws, awards, eats and drinks, flame throwing and cocktail bar tenders all summed up into a marvelous evening to remember for a long time.









Tête-à-Tête with Harry Banga

 **Company of Master Mariners of India**
Chandigarh Chapter
welcomes

Jewel in the Seafaring Crown Chandigarhite Billionaire
Harry Banga
for a 'tête-à-tête'
to initiate a concept of
Chandigarh as a Shipping Support Hub

 **on**
18th March 2017
1000 hrs
at PHD Chamber of Commerce & Industry, Sector- 31 A, Chandigarh
Followed by Lunch

Capt GS Ghuman Chairman 9216089094	Capt PS Ghotra Vice Chairman 9878149367	Capt M S Judge Gen. Secretary 9814014772	Mr. Arjun Singh Treasurer 9878149367	Capt MS Kahlon Event Chair 9501036550
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In Association with

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Welcome Tea with Chief Guest Capt Harry Banga and CMMI Members & Executive L-R: Capt K J Sujalana (Member), Capt J S Kahlon (Member), Capt Ahluwali (Member), Arjun Singh (Treasurer), Capt P S Ghotra (Vice Chairman), Capt M S Kahlon (Event Chair / Immd. Past Chairman), Capt Harry Banga (Chief Guest), Capt Lalit Attri (Member)

NATIONAL MARITIME DAY 2017 - Kochi

VENUE:

CONFERENCE HALL, MERCHANT NAVY CLUB, WILLINGDON ISLAND, KOCHI

DATE & TIME:

04 APRIL 2017, 1400 HRS

ORGANISERS:

MARINERS SOCIETY JOINTLY WITH CMMI KOCHI & IMEI KOCHI

CONTEXT:

Every year 5th April is being observed as National Maritime Day of India. 2017 was the 54th year of National Maritime Day and the theme was "CONNECTING INDIA THROUGH SHIPPING" which was also the theme of the seminar.

SIGNIFICANCE:

On this day in 1919 navigation history was created when SS Loyalty, the first ship of the Scindia Steam Navigation Company, journeyed to

the United Kingdom. It was a crucial step for Indian shipping history when sea routes were controlled by the British.

BACKGROUND:

The National Maritime Day was first celebrated on 5th April, 1964. India is strategically located in the Indian sub-continent and has about 7517 kilometers of coastline. The long coastline is serviced by a total of around 200 notified non ports & 13 Major Ports. Presently, 90 per cent of India's international trade in terms of volume and 77 per cent in terms of value is moved by sea. Hence, the importance of Maritime Day. On this day, the country renews its abiding faith in the importance of maritime zone as well as sea route for an all-round development of the nation. The country also resolves to protect, preserve and defend its maritime zone and right to navigate in the high seas and international zones.

The strategic geographical position of the Indian sub-continent with vast expanse of the seas around naturally led to seafaring even in the days of the Indus Valley civilization dating back to circa 3000 BC. Since time immemorial Indians have displayed a remarkable interest in seafaring and maritime activities. The shipbuilding industry in India had shown great progress since yesteryears when sailing ships with wooden hull were in vogue. Since the dawn of history Indians have participated in international sea-borne commerce. The advent of Europeans opened India's coasts for trade and commerce. After Independence Indian shipping began to progress at a rapid pace.

Mariners Society Kochi in association with CMMI Kochi & IMEI Kochi organized a seminar on the occasion with professional papers being presented on the theme



CONCLUSION

An interactive Question & Answer session with the audience and the speakers on the various aspects related to the core theme concluded the seminar.

The general consensus of the senior fraternity members and overall was

that such professional seminars are the need of the hour with significant legislation changes being made at the national level with far reaching impacts on shipping in our country. It becomes imperative that the professional mariners step up and ensure that their contribution helps in shaping the future policy objectives of the

government for the coming generations.

Capt R.V Rajesh Nambiar (AFNI)
Pilot, Cochin Port Trust
Secretary, CMMI Kochi



CONTEMPORARY RELEVANCE OF MASTER – PILOT EXCHANGE

..... ‘To conduct a ship’ commonly known as ‘to con a ship’ must not be confused with ‘being in command of a ship’. The first expression refers to action, to a personal service being employed; the second to a power. The question whether a pilot has control of navigation is a question of fact not of law. The fact that a pilot has been given control of the ship for navigational purposes does not mean that the pilot has superseded the master. The master is, and remains, in command; he is the authority on board. He may, and does, delegate part of this authority to subordinates and to outside assistants whom he employs to navigate his ship - i.e., pilots. A delegation of power is not an abandonment of authority but one way of exercising authority.

The above para suitably attempts to summarise the modern outlook on Master – Pilot relationship.

The pilot and the master should exchange information regarding the pilot’s intentions, the ship’s characteristics and operational parameters as soon as possible after the pilot has boarded the ship. The ICS Master/Pilot Exchange Forms (Annexes A1 and A2 of the ICS Bridge Procedures Guide) or the company equivalent format, should be completed by both the master and pilot to help ensure ready availability of the informa-



tion and that nothing is omitted in error.

The exchange of information regarding pilotage and the passage plan should include clarification of:

- Roles and responsibilities of the master, pilot and other members of the bridge management team;
- Navigational intentions;
- Local conditions including navigational or traffic constraints;
- Tidal and current information;
- Berthing plan and mooring boat use;
- Proposed use of tugs;
- Expected weather conditions.

One of the biggest challenges faced by a bridge team while preparing the berth-to-berth passage plan, is the information that is needed to complete the transit with pilot on board. The master may be familiar with a port due to

repeated visits. However with all that experience and information provided in the publications and the local agent, there still remain aspects that can only be properly completed when pilot boards. This is the opportunity the master should be using to fill up the gaps in his original plan and use it for the future.

Pilots are individuals with a good understanding of local conditions, who can communicate with the various port functions such as traffic control, tugs and wharf superintendents in the local language. Pilots assist ship masters in safely navigating their vessels within pilotage areas by advising them of prevailing local conditions such as currents, state of tide, depth of water, existing traffic and traffic expected during the course of the passage, availability of tugs and their power and berthing arrangements.

The Pilot on his part will be familiar with most types of vessels, however as no vessels behave in the same way, it becomes essential for the pilot to get familiarised with specific manoeuvring features which might be unusual, vessel-specific or simply out of the ordinary. One very critical aspect of the exchange has to be any information difficulties in engine movements or steering capabilities. Leaving such an aspect purely to chance could be severely detrimental to the intended adventure.

The exchange of information between Master and pilot does not shift the responsibility for the safety of the vessel from one to the other. The Master remains responsible for his vessel and he should thus ensure that the pilot's advice is carefully considered and that all actions initiated by the pilot's advice are carefully monitored. The officer on watch should have no doubt as to his responsibilities when a pilot is on board and of the requirement for him to carefully monitor the vessel progress during the entire pilotage. The Master or the officer on watch should clarify and if necessary countermand pilot actions. The Master should not hesitate to discuss with the pilot any aspects of the pilotage or the pilot's advice, which may cause him concern. If the Master decides that the pilot's actions could jeopardize the safety of the vessel, he should not hesitate to relieve the pilot of his responsibilities and if necessary ask for a replacement.

On board a ship with a multilingual crew a common working language has to be established. In most cases this is the English lan-

guage but often not all members of the crew have the necessary command of this language. Multilingual crews frequently consist of seafarers with very different language standards, which prevent them from creating a common on board language. Often there are different words for one term and even this can cause misunderstandings.

The English language has been the language of seafaring since the late 1960s. Pilots sometime perform their pilotage in their own mother tongue or the local language of the port. This means that the radio communication to shore-based parties is established in a language, which may be unintelligible to the master or officer in charge. Therefore, the officer or master has no choice but to follow the pilot's recommendations. This is dangerous because the pilot does not know the manoeuvring characteristics of the vessel compared with the officers and master. This has caused accidents.

Regardless of the time duration of pilotage or the challenges as envisaged above, both parties have to spend a few minutes to complete the exchange and be on the same page. It is important that both master and pilot are clear about the status of the vessel and the planned passage. It is not the time to rely on assumptions. Expectations can be very different to reality. It is essential that a face-to-face master/pilot exchange results in clear and effective communication and the willingness of the pilot, master and bridge personnel to work together as part of a bridge management team. English language, or a mutually

agreed common language, or the IMO Standard Marine Communication Phrases should be used, and all members of the team share a responsibility to highlight any perceived errors or omissions by other team members, for clarification.



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Chakala, Andheri (East),
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Tel: 022-28347349 / 28347294
Email: resume@dynacomindia.com

DELHI OFFICE

MR. HARISH CHADHA
250, ANARKALI COMPLEX,
JHANDEWALAN EXTN.,
NEW DELHI - 110 055
Tel: 011-2351 1611 / 612,
FAX: 011-2351 1609
Email : harishchadha@yahoo.com

CHENNAI OFFICE

MR S. SATHYANARAYANAN
706, 7TH FLOOR, CHALLA MALL
NO.11, THEYAGARAYA ROAD
T-NAGAR, CHENNAI - 600 017.
TEL: 044 - 4353 3136 / 2436 1879
FAX: 044 - 4353 3137
Email : sathya@dynacomindia.com

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✉: wmtccu@wallem.com

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☎: 0120-4344766
✉: wmtcdcl@wallem.com

NEAYAATI PRIYDARSHNI SINGH

(D/o member Capt. Gyanendra Singh) 13yrs old, studying at Ryan International School Kharghar, in 9th Standard. Among her other laurels, she has a Black Belt in Karate, winner of the Hindutan Times Slogan writing contest, NELTAS Gold Medal, and Creative Finger award in school.

CMMI is proud to present the Award Winning essay in the 13 to 18 year category at the National Maritime Day Awards Ceremony 2017



Essay Title –

What steps must be taken to improve the position of India on the Global Maritime Map.

“Without shipping half the world would freeze and half would starve to death” as said by Efthymios Mitropoulos an Ex-Secretary General of International Maritime Organisation (IMO).

We all know that shipping is today the backbone of human existence. It is a matter of pride for us Indians that one of the Oceans is named after our country, and we are among the pioneers of shipping from the days of The Indus Valley Civilization. Apart from the shipping and pioneering we are also very strategically located and man power supply is best beyond compare because of our command of English and sincerity in work.

India is God gifted to actually hold the same position on the Global Maritime Map as the sun holds in the Solar System. We only need to make better policies, see beyond the horizon and make sincere efforts to implement bold plans. This in my opinion, is the foundation step. Once we have the policies in place and the will to implement path breaking plans, no one can stop India from holding a commanding position on the Global Maritime Map.

For example, ship owning, if the requirements and procedures are sim-

plified, encouraged and facilitated, there would be many companies and individuals who would like to invest in ship owning.

A nation earns a lot in terms of taxes if she has many ships registered under her flag. Again if registry requirements and procedures are simplified, taxations reduced and services eased ship registry would increase and India will have much more tonnage.

Ship management and chartering is already mushrooming in India. With better training, better communication facilities, high speed network and more motivated man power it can grow further in leaps and bounds.

Korea took birth and surpassed, China started and boomed, Thailand, Philippines, Indonesia and others in the region are already flourishing in ship building and repair. If they can do it, why can't we? We have such a long coastline, less exposed to storms, huge man power, technology innovations, the only thing holding us back is proper management and the grit to make it happen.

Ship manning was always are forte with such large man power resource, with sincerity in the blood and best in communication skills it is a pity

that we don't stand at number one position in manning. The reason being, poor training and guidance in the right direction.

With the best and oldest education culture, extending same to maritime sector would have easily helped produce best seafarers, best ship managers, best ship builders and sea experts. Maritime training has apparently become an eye wash and a money making business.

With good training, technical support, systematic approach and use of IT technology we could easily lead the world in ship surveys.

Maritime law, insurance and P and I clubs originate from the United Kingdom and Europe. Also maritime salvage. They have kept it in their control over centuries. However, many Indians are at the helm of these activities in those countries. If promoted in India, there is no reason that we will not succeed.

With abundant natural resources, abundant agricultural production and huge consumer market, the import-export trade in India is already quite high. It can be raised further by better procurement channels for natural resources and agricultural products.



It can also be raised by promoting manufacture industry – garments, toys, household goods, electronic goods etc.

Our strategic location also makes us the most preferred nation for trans-shipment. It only requires some policy decisions to have special economic zones, safe secure locations, minimal documentations. Same with bunkering and ship supplies. If we have good quality bunkers and supplies at competitive prices close to International sea routes, and safe and secure locations with reduced taxations, many owners and managers would prefer India to Singapore or Fujairah for bunkering and supply of spares and stores.

Further, our 7,500 km long coastline, with naturally sheltered harbours, and long deep rivers makes it ideal to develop more ports. With increase in trade, ship building and trans shipment, more new ports will require to be developed which will generate more employment. There is so much more scope to develop coastal shipping and sea recreation activities. Passenger ferries connecting coastal cities and towns would serve as mode of transport as well as holiday activities.

Fishing industry is also a source of livelihood of many Indians living in coastal villages. However, quality of boats, nets and processing units speak so loudly about how primitive and uncared for it has been. With more modern fishing crafts, mechanised nets and advanced cleaning and packing units India can easily become one of the leading nations in fishing and fish exports.

Finally we can talk of ship recycling where India is already leading, but not because of expertise and exclusivity, but more because of lack of regulations. For recycling we only need to make it more safe and organised which will also become a good source of supply of reconditioned spares.

To sum it up, I would say, there is a huge scope to work in the direction of placing 'India on the Global Maritime Map' not only "in an improved form" but as "a leading nation". When the scope is large, initial progress is generally easy. With Mr. Nitin Gadkari at the helm of shipping affairs in India, progress in the right direction has already begun. However, without sincere participation from all concerned the desired speed of progress cannot be achieved. I would also like to add that projects must be headed by passionate go-getters rather than mere seat fillers.

JAI HIND



NATIONAL MARITIME DAY CELEBRATIONS AT PUNE ON 8TH APRIL, 2017

National Maritime Day was celebrated jointly by CMMI Pune Chapter, IMarE Pune Branch and IMF on 8th April, 2017 at Hotel Deccan Hills.

Local BJP MP Shri Anil Shirole was invited to be the Chief Guest.

Special guests invited were Capt. A.P.Kothurkar, Capt. Naphade, Cmde. Rajan Vir, Capt. Padalkar and Mr. S.Godbole

The total number of attendees exceeded 70.

The program commenced at 1930 hrs. Capt. K.G.Apte, Chairman, CMMI Pune Chapter welcomed all those present.

Capt. P.S.Barve was the guest of honour. Capt. Barve has just

been conferred with the Varuna Award on 5th April on the occasion of National Maritime Day at Mumbai. Capt. Barve was felicitated by MP Shri Anil Shirole.

MP Shri Anil Shirole was felicitated by Capt. Naphade.

Capt. Naphade spoke about his experiences in interactions with Capt. P.S.Barve.

MP Shri Anil Shirole spoke about the central government's pro-active approach to the maritime industry. Shri Shirole was handed a letter written by Capt. Sudhir Subhedar which enumerates concerns of the maritime industry.

Capt. Barve then spoke about how shipping is connecting India.

Capt. Naphade once again spoke about what the Maritime Industry is achieving for India.

Capt.K.G.Apte thanked Shri Shirole for having attended. A special thanks was afforded to Capt. And Mrs. Barve, Capt. And Mrs Naphade, and all those who attended the event.

MP Shri Anil Shirole then departed as he had some other appointments to attend to.

Capt. Vaibhav Rupade had sent some saplings and these were distributed among the attendees.

Dinner followed and all had a good time connecting with one another after a long time.



Capt.K.G.Apte welcoming all the guests

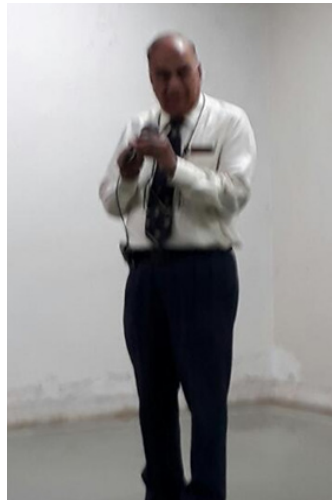


Capt. P.S.Barve being felicitated by Shri Anil Shirole, MP.

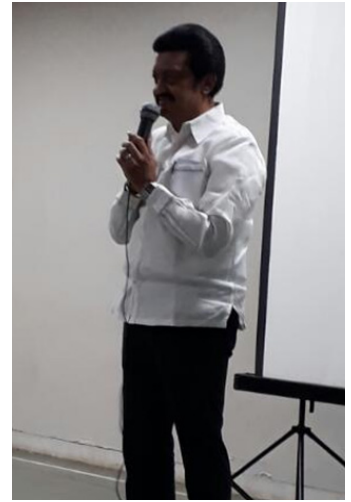




Mrs. Barve being felicitated by Shri. Anil Shirole, MP.



Capt. Naphade reminiscing on Capt. Barve



Shri. Anil Shirole, MP, addressing the gathering.



Some of the attendees with Chief Guest Shri. Anil Shirole, Guests of Honour Capt. P.S.Barve, Capt. S.Naphade, Capt. A.P.Kothurkar, Cmdr. Rajan Vir.

OIL SPILL RESPONSE

Capt. Sandeep Kalia (MIMMS, RMS, AFNI, FCMMI)

Preface

Oil and chemical spills threaten Life, Property, and the Environment. The sheer scale of incidents like Oil Spill are so daunting & challenging that we need to collectively push frontiers of cutting edge technology and innovation that would drive the synergies in planning, prevention, response, containment & restoration efforts for such incidents. While technology, knowledge & innovation is the need of the hour, there is a compelling need for capacity building, human resource development & creation of a very calibrated & dispersed awareness. Preventing spills or incidents requires solid project planning, design, implementation and leadership. If a spill or other unplanned event occurs, we should have plans and processes in place to ensure we can respond effectively. There is an imperative need to conduct thorough investigations of all significant incidents to understand the root cause, share lessons learned and prevent future incidents. It is of even more significance & importance in Indian subcontinent because of our large coast line, vast population & their livelihood dependence on the marine ecosystem. In a developing country with a high growth rate it is imperative that industrial activity including that in the shipping industry would increase exponentially in near future, this along with the drastic effects of climate change mandate that we promote awareness of the perils that incidents like spill

could cause on not just ecology but on human life too.

The Collision of MSC Chitra & M V Khalijia III in year 2010, at entrance of Mumbai harbor was an eye opener for all stakeholders and tested our preparedness. It had seriously affected the port operations for many days. This was followed by un-detected guests, M V Wisdom & M T Pavit in year 2011, landing on our national beach. Hence, the need for a comprehensive Emergency Response system has been flashed in various forums by Agencies, Authorities & the Government.

In the wake of the recent EN-NORE Oil Spill incident, we are once again reminded of the fragility of similar eco-sensitive areas in the waters following any causality leading to spill & the increasing amount of uncertainty for similar incidents. While everything in place, on paper a long term marine disaster is unfolding off Ennore coast with people already reporting dead fish and turtles.

An estimated oil spill of 20 MT of HFO has been termed as “**National Disaster**”, by the media. This is a glaring concern on the level of awareness amongst our society.

Indian Perspective

Indian Government had approved the National Oil Spill Disaster Contingency Plan (NOS-DCP) in November 1993, designating the Indian Coast Guard as the Central Coordinating Authority.

In 2015, the Coast Guard comprehensively revised the NOS-DCP to meet international

standards, setting up an Online Oil Spill Advisory system that places India “amongst a select list of countries that have indigenously developed capabilities for prediction of trajectory of oil spills, mapping of environmental sensitivities in coastal zones, deployment of aerial dispersant spray system and facilitating the regional oil spill contingency plans”. The same year, India had ratified the International



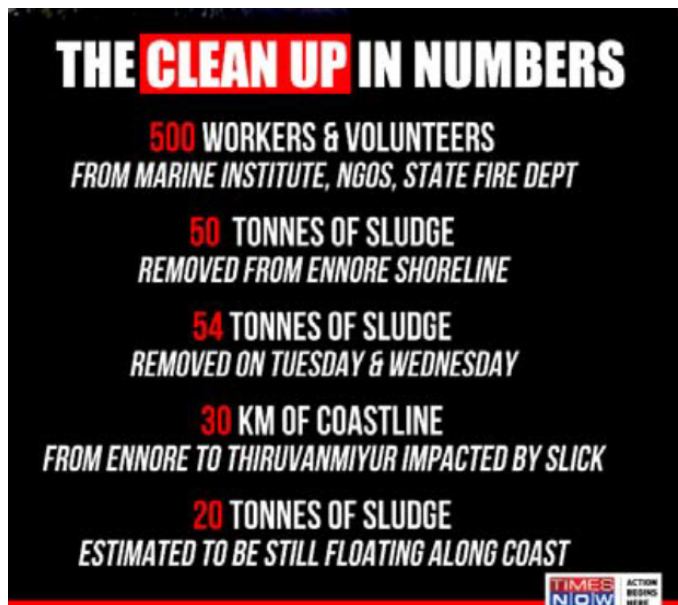
Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunker Convention) which ensures adequate, prompt, and effective compensation for damage caused by oil spills.

The Ministry of Defense is the Administrative Ministry for implementing the plan and for coordinating with other ministries. The Ministry of Home Affairs is the focal point for any disasters at sea. Other ministries, oil companies, port authorities and maritime states are also stakeholders in the Plan. There are three response centres: - in Mumbai, Chennai and Port Blair, each with qualified personnel and a well-stocked inventory of response equipment. Limited capabilities exist with the Coast Guard at Kochi and Vadinar on the west coast.

Oil handling facilities and offshore installations would be expected to handle Tier 1 incidents and respond to spills in their designated area. However, the Coast Guard would take over the operation if the spill were beyond the capability of the facility concerned or where the response capability has not been developed. Outside of oil handling facilities and offshore installations, all spills are handled by the Coast Guard. The Coast Guard would coordinate with various resource agencies during a response, as laid out in the NOS-DCP.

Beach and shoreline clean-up is allocated to the pollution control boards of respective coastal states and the port authorities in port areas. The Coast Guard would provide assistance as required.

Since 2011, in collaboration with Ministry of Shipping, ONGC & Indian Coast Guard, Oil Spill India (OSI) — an international forum on oil spill prevention, preparedness, response and restoration systems has been showcasing the best practices, technologies and experiences on oil spill management. Their 2016 Mumbai summit focused on the theme of “Commitment, Synergy, Excellence”.



Fate of Oil Spills

When oil is spilled at sea it normally spreads out and moves on the sea surface with wind and current while undergoing a number of chemical and physical changes. These processes are collectively termed weathering and determine the fate of the oil.

Some of these processes, like natural dispersion of the oil into the water, lead to the removal of the oil from the sea surface, and facilitate its natural breakdown in the marine environment.

Others, particularly the formation of water in- oil emulsions, cause the oil to become more persistent, and remain at sea or on the shoreline for prolonged periods of

time. The speed and relative importance of the processes depend on factors such as the quantity spilled, the oil's initial physical and chemical characteristics, weather and sea conditions and whether the oil remains at sea or is washed ashore. Ultimately, the marine environment usually eliminates spilled oil through the long-term process of biodegradation. A number of models are

available for predicting the trajectory and weathering of oil spills at sea. These can serve as a useful guide to understanding how a particular oil is likely to behave and help in assessing the scale of the impact which a spill might cause.

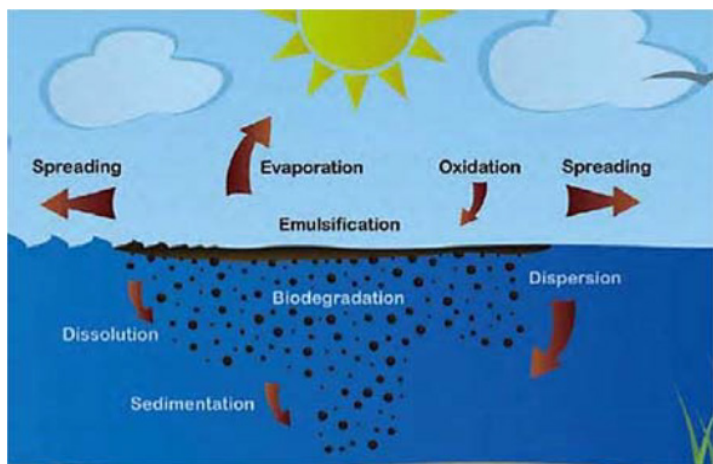
The following determine the severity of spills;

What got spilled? Where will it go and what will it hit? What damage will it cause and how can the effects of the spill be reduced?

Various factors determine the severity (and cost) of an oil spill, including the type of oil;

amount spilled; rate of spillage; physical, biological and economic characteristics of the spill location weather and sea conditions; and efficiency of cleanup. Of these factors one of the most significant is the type of oil, with heavy fuel oils being amongst the most problematical because of their high viscosity, which is more pronounced in cold waters and in winter months. This means that they do not readily dissipate or degrade naturally, and are thus highly persistent.

An oil slick causes damage through physical contact, ingestion, inhalation and absorption. It



contaminates planktons, which in turn contaminate all who feed on them. Oil can kill eggs and larva. Exposure in adult fish leads to reduced growth, changes in heart and respiration rates, fin erosion and reproduction damage. Toxic effects of oil can also kill larger animals. Sea turtles are vulnerable when they swim to shore for nesting. Birds that float on water get oiled and lose the ability to fly or dive. They also ingest or inhale oil on their feathers while grooming, causing immediate death or organ damage.

Response & Containment

Immediate efforts should be made to stabilize the damaged vessel, isolate the oil, and prevent further damage to the coastline. Every second counts !!

Spill should be essentially contained at sea. If it reaches the coastline, the cleanup operations & efforts increase multifold. The first action if the spill embraces the coastline is to cordon off the area, to prevent general public to come in contact with it.

People who clean up the spill are more at risk. Problems could include skin and eye irritation, boils, neurologic and breathing

problems, and stress. Long term exposure without adequate PPE may lead to organ failures or cancer. Personal protective equipment must be donned before entering the sight of spill.

This includes specialized Apron or splash suits for protection of body from head to toe. Rubber gloves, hard hat, eye protection, rubber boots, respirators with air filters must be donned by spill responders. Any kind of body contact with oil must be avoided. Decontamination after cleanup operation is a must.

The most notorious oil spill in history was the Exxon Valdez catastrophe in 1989, which changed the outlook towards Oil Spill Response. This disastrous oil spill released 11 million gallons (more than 41 million liters) of crude oil into the Prince William Sound in Alaska, and largely served as a wake-up call to the detrimental effects of oil spills on the ecosystem.

Spill Response Techniques



As oil spill, it floats on water and prevents sunlight to pass through it. The shiny substance that appears on the top layer of water is nothing but oil which makes it difficult for plants and sea animals to survive. Various factors need to be considered before carrying out operations, like amount of oil spilled, temperature of water, type of beaches and many more. For spills in coastal waters, the oil will often drift towards the shore and become stranded due to the action of waves and tides. In order to contain the oil at the spill site, recover the oil floating on the sea and clean-up any oil that might become stranded on the shore, there are a variety of techniques that can be employed. The prevailing weather and sea conditions, the characteristics of the oiled shoreline and the nature of the oil can all combine to pose challenges to any clean-up operation.

The following techniques may be used during an oil spill:

Mechanical containment or recovery is the primary line of defense against oil spills.

Containment and recovery equipment includes a variety of booms, barriers, and skimmers, as well as natural and synthetic sorbent materials. Mechanical containment is used to capture and store the spilled oil until it can be disposed properly.

Chemical and biological methods can be used in conjunction with mechanical means for containing and cleaning up oil spills. Dispersing agents and gelling agents are most useful in helping to keep oil from reaching shorelines and other sensitive habitats.

Biological agents have the potential to assist recovery in sensitive areas such as shorelines, marshes, and wetlands. ICG establishes the process for authorizing the use of dispersants and other chemical response agents.

Physical methods are used to clean up shorelines. Natural processes such as evaporation, oxidation, and biodegradation can start the cleanup process, but are generally too slow to provide adequate environmental recovery. Physical methods such as wiping with sorbent materials, pressure washing, and raking and bulldozing can be used to assist these natural processes.

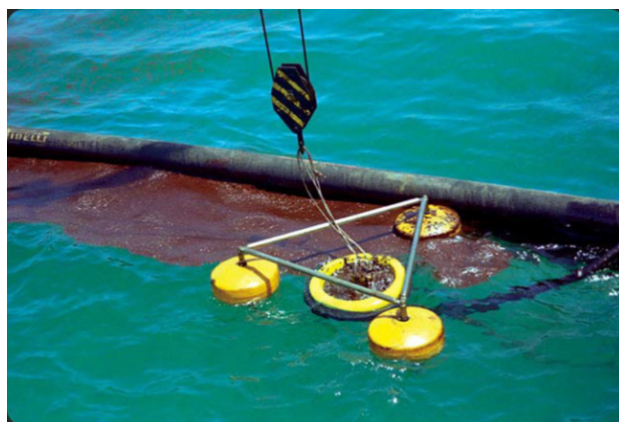
At-Sea Response

Several options are available to respond to oil at sea and can be considered in three broad strategies; containment and recovery, in-situ burning and dispersant application.

The selection of the most appropriate strategy will depend on many factors, including; the response resources available, the national and local regulations on oil spill response, the spill scenario and the physical and ecological characteristics of the area impacted by the spill.

Shoreline Clean-Up and Response

The majority of ship-source oil spills occur close to the coast and, as a result, many spills result in contamination of shorelines. When oil does reach the shoreline, considerable effort may be required to clean the affected areas. It is therefore essential that comprehensive and well-rehearsed arrangements for shore-



line clean-up are included in contingency plans. The techniques available for shoreline clean-up are relatively straight forward and do not normally require specialised equipment. However, inappropriate techniques and poor organisation can aggravate the impacts caused by the oil itself. Unrealistic expectations of what may be achieved by clean-up attempts at sea remain widespread amongst non-specialists. Targeted training and education would serve to dispel some of the prevailing misconceptions, thereby reducing wasted effort on futile activity forced upon responders by influential parties with a legitimate interest but a poor grasp of the subject. The in-situ burning of spilled oil is not a realistic option for most spills of heavy fuel oils in view of the low level of volatile components required to sustain combustion. In addition, it is likely that the residue from attempts to burn heavy fuel oil would sink, thereby posing a risk to sea bed communities and fishing activity, particularly trawling. Skimming devices must be able to handle highly viscous or solidifying oil that can often have floating debris incorporated. This rules out the use of skimmers designed for light and medium oils. Oil which has sunk in open waters is unlikely to be recoverable, because of wave action, water depth or the scat-

tered distribution of the oil on the sea bed. Despite the sluggish response of the concerned authorities, it may not be still too late for significant damage control.

Disposal

The transport, segregation and final disposal of waste generated during oil spill cleanup is frequently a major challenge, both in terms of the nature of the waste and often because of the large quantities involved. Empirical observations reveal that a ton of oil on a beach usually generates about 10 ton of oily waste during beach cleaning. Ideally, wastes should be segregated to allow the option of dealing with different materials in different ways.

For example, bulk oil can often be recycled, oily seaweed composted, oily sand stabilized

and land-filled, and oily plastic sheeting, bags and protective clothing incinerated.

Conclude

There is a persistent threat to Indian waters particularly on the west coast, due to high volume of oil exploration activities at Mumbai High compounded by converging Marine traffic (from Gulf & Singapore), hugging south west coast, carrying millions of tons of oil & hazardous materials, which could create manmade oil spills. Any such incident may create a catastrophic situation.

Efforts should be focused on enhancing operational & awareness skills of seafarers, while emphasising their role in maintaining Clean seas.

As a country we are still at a nascent stage. Although we are very good on paper but we have been exposed in real time response. Think it is a continuous learning process. We have the latest equipment and technology in place, somehow we need to maintain and operate them frequently to ensure that they will not fail upon us when we need them. Real time drills should be practiced by all concerned on monthly basis rather than conducting table top drills 6 monthly or annually.

Without practicing in real live scenario, we will keep falling short on actual response.

Table top exercises looks excellent on paper and for record keeping purposes, however, live

simulation drills every month is the need of the hour until both the front runners & the stand by team is made fully aware of the response procedures. There is an imperative need for capacity building, training of human resource & most importantly building awareness amongst all stakeholders. In order to enhance preparedness at National Level, all stakeholders need to come together and address the glaring concerns. It is extremely crucial that there is mass dissemination of the information & awareness should be created. The dynamics at sea can only be appreciated and understood by people who put their feet in the water practice and practice. Until we train, train and retrain we may never achieve

perfection. It would be best to Forewarned and thus Forearmed!!



Capt. Sandeep Kalia – (FCMMI, AFNI, RMS, MIIMS) Marine Expert - Salvage & Oil Spill Response, Global Brand Ambassador & Co-chairman - Oil Spill India conference & exhibition



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Unit no.406-407,
215 Atrium
Andheri Kurla Road,
Andheri (East),
Mumbai—400093

Tel : 00-91-22-61548888
Fax : 00-91-22-61548889
e-mail :
gemindia@gemships.in

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CITATION

54th NATIONAL MARITIME DAY CELEBRATIONS – 2017

VARUNA AWARD

Capt. Purushottam Shankar Barve, born on 26th May 1933, belongs to the 1948-50 batch of the Training Ship Dufferin. He sailed with the Scindia Steam Navigation Company from 1951 to 1960. Capt. Barve then joined the Directorate General of Shipping as a Nautical Surveyor in the year 1961; and became the Deputy Nautical Adviser in 1971. He became the Principal Officer of the Mercantile Marine Department, Mumbai in 1986 and rose to the highest post of Nautical Advisor to the Government of India in 1988. He superannuated from this post in 1991.

His outstanding contributions to the Maritime Industry and Fraternity include:-

- Promoting employment of surplus Indian officers on foreign flag ships;
- Introduction of pragmatic measures to overcome severe shortage of officers on Indian ships;
- Laying down procedures for discharge of cryogenic cargoes and LPG in India;
- Review of navigation safety for ports and pilot boarding procedures for the Hooghly River;
- Implementation of integrated pilotage system for MBPT and JNPT;
- Augmentation of training facilities and the implementation of the STCW Convention of 1978;
- Supervised the development of the Shore-based Academy "Training Ship Chanakya";
- Negotiations for fitting of highly sophisticated Simulators at LBS College under Japan International Coordinating Agency (JICA) aid programme.

Capt. Barve obtained his Extra Master's Certificate from Sir John Cass College of Navigation, London during 1965-67.

Served as First Secretary (Shipping) at the High Commission of India in London and represented India at all meetings of the International Maritime Organization from 1980 to 1985.

As Training and Quality Consultant with Essar Shipping Co. from 1992 to 1995, Capt Barve participated in the revision of the STCW Convention leading to STCW 1995.

Subsequently, Capt. Barve developed a distance learning process for implementation of the Structured Ship Board Training Programme in collaboration with Birla Institute of



Technology & Science (BITS), Pilani and Tolani Maritime Institute. Presently, he is a member of their Academic and Governing council and the Dean of the Institute.

Capt. Barve was a Consultant to the International Maritime Organization (IMO) on Search & Rescue, GMDSS, Environmental Protection, Technical Co-operation Programme, and setting up Maritime Administration. He also participated in consultancy missions in many countries such as Kazakhstan, North Korea, and Mongolia. As IMO Consultant, he developed Safety Regulations for small vessels of less than 500 GT in the Asian Region. He also carried out an assessment of the impact of the Technical Assistance Programme of IMO in the developing countries of this region.

He was a consultant in association with KPMG for a study to set up the Maritime Authority of India. He took the lead in setting up the Board of Examination for Seafarers along with CMMI and IME and developed and implemented the examination system for ratings. Capt. Barve is a Fellow of the Company of Master Mariners and a Member of the Institute of Marine Technologist.

In appreciation of his continued outstanding contribution to the Indian and International Maritime Sector, the National Maritime Day Celebrations (Central) Committee confers the 'VARUNA AWARD' to "CAPT. P. S. BARVE" on this day, the 5th April, 2017.

Member Secretary, NMDC (Central) Committee





ON RECEIVING THE VARUNA AWARD

Capt. Purushottam S. Barve, Fellow of The Company of Master Mariners of India receives the Varuna Award at the National Maritime Day, 2017. Indeed a great honour to the company. Command Journal is proud to have Capt. Barve's kindly sharing of his feelings on this occasion.

Editor: Sir, on this auspicious victory, would you please share your feelings with the fraternity?

Capt. P. S. Barve: Getting an award is not a victory, as you put it, but an honour, perhaps a singular honour. The fact that it came on the back of the Award of Excellence presented by CMMI made it all the more so.

This honour presented by the maritime industry made my family very happy and proud particularly as the award has come after serving the industry for almost 64 years in various capacities.

Even though I had not applied for the Award, the Master and the Wardens of the CMMI recommended my name to the NMDC committee, and I therefore consider this as recognition of my service to CMMI also'.

Looking back; I have been a Cadet, Navigating officer and a Master at sea. I also have been a surveyor, a port captain in Goa, a delegate for IMO, a first secretary shipping in London and the Nautical Advisor to the Govt of India and the Chief examiner of Masters and Mates. On retirement from the Government I entered a new field- implementation of the of ISO Quality system and



gave the benefit of my newly acquired knowledge to a number of shipping companies and training institutes. I came back to training and education when STCW 1995 brought back the system of SSTP. I had tried to introduce this when as the chief examiner but failed miserably. I got encouragement from the Tolani and they directed me to BITS Pilani. The result was the introduction of the SSTP through rigorous writing of journals and studying of given modules. Initially the industry was not very happy about it, but the results managed to change their views. The system benefited around two thousand cadets over ten years. Distance learning as it was called then was not very popular. However, the SSTP programme and its delivery process is now followed in its improved form; not only by the administration but also by the IGNOU and the IMU subsequently. I feel very proud that the system we launched in 1996 has now become a global standard

After my retirement, the IMO sent me on deputation to a number of administrations, to help improve the standards of training and certification. These deputations were performed when I was helping ESSAR and later Tolani. They allowed me to take long leave of absence and I am thankful to them for the same. Once again I thank the shipping fraternity for bestowing this honour upon me.

LOOKOUT

by Capt. Anil Bhatia

The rule No.5, on lookout is the most important rule in the IR-PCS. Whenever there is a marine casualty, this rule stands out as not complied with. Much has been said and debated about this rule and there is also been a lot of debate on sole lookout – whether or not it is acceptable and if so to what extent. Before I put my points across, let us first have a look at the rule as stated in IRPCS and the points as given in STCW code.

The rule on lookout states: **“Every vessel shall maintain a proper lookout by sight and hearing as well as by all available means appropriate to the prevailing circumstances and conditions, so**

There is also the STCW code section A –VII/2 para 14 to 17 which explains how lookout is to be maintained and then there is para 32 of the code, which states: Quote “It is of special importance that at all times the officer in charge of the navigational watch ensures that a proper lookout is maintained. In a ship with a separate chartroom, the officer in charge of the navigational watch may visit the chartroom, when essential, for a short period for the necessary performance of navigational duties, but shall first ensure that it is safe to do so and that proper lookout is maintained.” Unquote.



as to make a full appraisal of situation and of risk of collision.”

There has been a lot of discussion as to whether a sole lookout person can visit the separate chart room for carrying out navigational duties or not and if he does so, then how does he meet the requirements of para 32 of the STCW code to maintain a proper lookout. To be able to get a clear idea on this we first need to understand what is lookout. Does it mean a person standing and keeping lookout or is it something more. Remember it is the ship (Every vessel.....) that is keeping lookout and not the person on the bridge.

The term **proper lookout** is used in various parts of the STCW code has reference to rule 5 of IRCPS (refer para 14 of STCW). Here I wish to state that lookout is **a process and not a person keeping lookout**. Before going into the chart room the OOW should ensure that this process continues

The code permits a sole lookout in day light hours only (refer point 16 and 17 of the code), it is thus already construed that visiting the separate chart room for a short period would be acceptable and para 32 of the code cannot contradict para 16 of the code.

It is prudent to mention here that every time prior visiting the separate chart room, the duty officer must assess the situation and only if he deems it safe should he visit the separate chart room for a short duration, to perform navigational duties.

by other appropriate means (as per rule 5) and the watch keeper has taken a complete 360 degrees view, assessed the situation with respect to risk of collision, passing ships CPAs and TCPAs and proximity of other navigational





dangers etc. and then determines that if he visits the separate chart room for a short duration, to perform navigational duties it is safe to do so, his visiting this separate chart room **will not affect the process of lookout in totality or holistically.**

Para.15 of the STCW code shows **lookout as a person and proper lookout as a process.** In the code the term short period is not defined. A prudent watch keeper will not like to break the continuity of lookout and he is well aware that he is the only person on the bridge. Here it has already been assessed that it is safe for a single watch keeper to be on the bridge in day light hours. Hence visit to separate chart room for a short period for navigational purpose only cannot be construed as break in lookout.

For that matter if the person keeping a lookout **BLINKS** should we take that as break in lookout? I do not think so....

The question of the duration being short or not will always be a question of fact. The length of the duration should be such that a prudent watch keeper should be able to judge that nothing will

go wrong during this duration. In considering the duration, we should also keep in mind where the ship is, viz. if it is in say open Oceans (like Pacific Ocean etc.,) with no ships in sight and in good or rather very good visibility then a little longer duration may be considered to be good enough for this purpose, whereas with light traffic a shorter duration would be more prudent and in heavy traffic area / coastal passages, no duration is short enough for this purpose. In this latter case additional people may be required to meet these requirements of maintaining a proper lookout.

Additionally, as per rule 5 of IRPCS, **the purpose of lookout is to make a full appraisal of the situation and of risk of collision.** Navigational duties like position fixing, etc. are part of making a full appraisal of the situation. Hence visiting chart room for navigational duties (as prescribed in the code itself) is technically a part of the lookout process since it enhances the full appraisal which in turn improves the lookout.

The only point of concern is that since visual lookout may not be possible from the separate chart room, the watch keeper should

The STCW code para 18.1 says Quote". At no time shall the bridge be left unattended" unquote. Here please note that the word used is bridge and not wheel house and that the **wheel house and chart room together constitute "the bridge.** So by going to the chart room, the watch keeper still continues to be on the bridge

keep these visits to a bare minimum, of short durations and only after ensuring that it is safe to do so.

While taking over watch, when the outgoing watch keeper is still present on the bridge, the incoming watch keeper should study the chart carefully for the next four hours of his watch, so that later visits during his watch will be only for position fixing and reference work which should be kept to bare minimum.

In conclusion I wish to state that a practical view and approach should be taken while implementing the rules and not just a theoretical one. A good and positive attitude towards abiding the rules and good seamanship practices need to be followed..



Capt. Anil Bhatia
Extra Master, L.L.B.
Dip. In Counselling
Program Head (HR & Comm.
Training) A.E.M.T.C.

On “National Maritime Day – 2017” Award of Excellence:

Command Journal is proud to have Mr. Ramamurthy's sentiments on his receiving this coveted award.

Capt. Almeida: Sir, on this auspicious day please share your feelings with the fraternity?

M.V. Ramamurthy: Firstly, I thank the NMDC Committee for this prestigious award. A National Award of Excellence in an industry to an individual is certainly a moment of pride and joy. Undoubtedly, the award concentrates to a large extent on the merit and selfless service of that individual to the national industry. However, an individual cannot achieve this recognition only on his own core competence. In this respect, the individual needs continual lifelong opportunities in his career to prove his excellence and capability; and these opportunities come only with the overwhelming unbiased support of his seniors and colleagues in the fraternity. In this respect, I am very fortunate that, right from my sailing days, I have been having excellent professional relationship with all my seniors and colleagues, whether marine engineers or navigating officers. After I took to shore career in 1977, this professional interaction widened rapidly. Apart from the support from my Employers, I thankfully owe my success in the Indian maritime industry to



a great extent to the support and opportunities provided by the Directorate General of Shipping, The Institute of Marine Engineers (India), The Company of Master Mariners of India, The Institution of Naval Architects (India), The Indian Register of Shipping, The Indian National Shipowners' Association and many more of such Organisations for my successful participations in National and International forums. The Honorary Fellowship awarded by the CMMI last year, was of immense value to me, which I highly cherish as

a Marine Engineer and for which I am thankful to the CMMI and Capt. J.C. Anand. This recognition of the CMMI probably opened the gate wider for me for this subsequent NMD Award of Excellence.

Many have made over the years, immense sacrifices and selfless services to our Great National Maritime Industry and in all sincerity, I salute them on this National Maritime Day.

M.V. Ramamurthy

OIL & GAS TERMINALS IN PORT

ARTICLE BY CAPT. ARUN KARKARE

Introduction: In the logistic chain loop of the sea transportation of bulk crude oil & petroleum products and gases such as Compressed Natural Gas (CNG), Liquid Natural Gas (LNG) and Liquid Petroleum Gas (LPG), the Oil & Gas terminal forms a major component without which these products can not be brought from procuring base to consumer base and finally used by the consumers.

The highest cost and risk centre but highest earner too, is an oil & gas terminal in any port. This is the most sensitive infrastructure in a port from safety and security point of view in today's environment of terrorist threat from the sea on the shore coastline.

It could be defined that all facilities constructed in the sea in the port area for loading/unloading of crude and its products & Gas from oil tanker/ships with loading/unloading arms, piping manifolds, and control facilities or pumping in or out of oil/ gas to/from storage terminal facilities constitutes an oil & gas terminal in a port

The general design and location of such a terminal is of considerably greater interest to port management than its technical details. For mineral oils, fire safety measures and the prevention of marine spills from the ships as well as shore terminal pipelines are an important concern to the port authority. The technical design will depend on the actual characteristics of the individual tanker ships which will use the terminal

and the kind of fuel grade they will bring in their cargo tanks.

Location of oil terminal:

Large crude oil and gas loading and discharging ports are located in quite separate and isolated points normally far from densely inhabited regions. Easy access from the sea to suitable areas with calm and very deep water is most important requirement.

The draught requirement often leads to offshore terminals with strong fender systems to absorb the berthing impact energies of large tankers. For the import / export of the oil products or crude requirements for local refineries, the zoning of the oil sector inside the commercial port is necessary. The externally situated tank farms are normally owned by the oil companies and are efficiently connected to port pipelines & jetty manifold system where the tanker's manifolds are hooked up to loading /unloading arms fixed on the jetty. Methods for preventing oil spills from spreading are also an important consideration for the port planner.

Land requirement regula-

tion: In India, the land requirement of an oil terminal is the combined function of Oil Industry Safety Directorate (OISD) regulations No.116, 117 & 118 along with petroleum rules 2002 (latest edition of 1964 rules sections 16, 17 & 18) .The lay out plan has to be approved and officially sanctioned by the office of the Chief Controller of Explosives

(CCOE) based at Nagpur. The port authority prior to starting construction of an oil & gas terminal has to carryout an Environmental Impact Assessment (EIA), Risk and Hazard Analysis (HAZOP) studies. The copies of these reports are submitted to CCOE for receiving in-principal clearance for putting up the terminal. It is imperative that a layout plan of land requirement is prepared for formal consideration and eventual approval of CCOE and accordingly land is to be acquired for putting up an oil terminal. At locations where the handling temperatures are higher than the flash point of the product or in circumstances where product handled is artificially heated to above its flash point special consideration should be given in the terminal layout. The land requirement is directly proportional to number of tanks and their sizes required to store different grades of the same liquid commodity and the different types of Petroleum and Oil (POL) products to be handled at the oil terminal. For example crude oil has different grades and non – compatible grades have to be segregated and therefore tanks are made accordingly. Similarly other POL products need the tanks for different grade.

Design of the berths at

terminal: The oil/gas berth design is regulated by Indian Standards (IS) codes and International Safety Guide for Oil Tankers & Terminals (ISGOTT), Permanent International Association of Navigation Congresses (PIANC), Inter-



national Association of Lighthouse Authorities (IALA), International Association of Port and Harbors (IAPH) and International maritime Organization (IMO) regulations and guidelines.

Classification of Petroleum Products: It is imperative for the port to know the entire chemistry of POL products as well as all types of gasses they intend to handle at their terminal. Petroleum Products other than “Liquefied Petroleum Gas” (LPG) which is separate category are classified according to their FLASH POINTS as per closed cup method as follows:

The flash point of petroleum liquid is the minimum temperature at which the liquid gives of vapor in sufficient concentration to form an ignitable mixture with air near the surface of the liquid within a container.

Class “A”: Liquids which have a flash point below 23 Deg. C

Class “B”: Liquids which have a flash point of 23 Deg. C and

above but below 65 Deg.C

Class “C”: Liquids which have a flash point of 65 Deg. C and above but below 93 Deg.C

Unclassified: Liquid which have a flash point of 93 Deg. C and above.

High Hazard Areas are areas where equipments, piping manifolds, valves etc. handling flammable, combustible and toxic products are located.

Planning of a terminal: It is difficult to indicate in general terms, an oil and gas terminal, since the equipment required and the number of berths needed is not directly related to the total quantity of bulk to be handled. This is mainly because of the need to segregate the invariably large number of grades of the same liquid commodity (crude oil). Thus the numbers of the storage tanks and other equipment needed depend on the number of different grades of the same commodity expected to arrive at the terminal (imports/ exports) rather than on the total quantity.

Operations at the terminal: Generally the rate of discharging liquid cargo is governed by the capacity of ship’s pump rather than by that of the port handling equipment and for loading the cargo on tankers it’s the function of the pumping capacity of the cargo pumps of the terminal that decides the rate of loading of a particular product and its temperature at that point of time.

Compatibility between ship and terminal: The following points should be closely checked to ensure compatibility between the ship and the terminal.

- a) Number, length and diameter of loading arms or flexible hoses.
- b) Maximum height of ships manifold.
- c) Manifold connections specifications
- d) Number, diameter and maximum pressure of pier pipelines

All items of equipment are specially designed for handling these

oils and are suitable for operation in a hazardous atmosphere. To prevent the build-up of static electricity insulation flanges and electrical earthing cables are used between the ship and the pier.

Loading and unloading arms are fabricated from mild steel and operated manually or hydraulically. Depending on the designed discharge or loading rate the arms may be from 200 mm dia to 500 mm dia connecting shore manifold to the ships manifold

Tank farm: A port may or may not provide suitable tank farm for storage of products. Normally tank farms are not part of the terminals. However some large ports in the Middle East and Europe do provide tank farms within their limits and operate them under their control.

A tank farm will consist of two distinct groups of storage tanks well separated one group for black oil and one group for white oils, each group being surrounded by bonded walls of adequate height (preferably no more than 20 meters in height). They may be of floating roof or fixed cone roof type. The former type reduces evaporation losses while the oils are in storage. All tanks are mild steel tanks. All tanks have protective bunds to control its leakage. These tanks could be from 500 – 75,000 cubic meters capacity depending on the soil condition. Cold climate conditions need heating arrangements in the tanks.

The LPG and LNG gases are stored in special spheres named after its inventor Horten Spheres. They can be stored best in cryogenic condition. However, LPG can be stored at ambient temperatures.

Fire water tanks and fire fighting system: The OISD – 156 standards is applicable to all oil and gas terminals in the ports. The details of the standards are available on the net. It may not be out of the way to mention that the author of this article was a member of the original team that prepared this standard in January 1992. An oil terminal must have its dedicated independent fire water tanks and supply system with captive power availability to operate it.

Dedicated Disaster Management Plan (DMP) and Oil Spill Containment

Plan (OSCP): Since oil terminal is the most hazardous part of the port it has to have an exclusive DMP and OSCP made for the terminal

Laboratory requirement:

An oil terminal also has to have a special equipped laboratory for testing and quality control of the products imported or exported

Compatibility between

ship and terminal: Following points must be kept in planning to ensure compatibility between the tanker - ship terminal and oil storage Tank Farm

a) The distance between oil berth and storage tanks. (The preferred and recommended conditions for pipeline layout are that they must be shortest, fully isolated from life and property areas and secured from road and rail traffic accidents and largest possible portion of transmission underground)

b) The pipeline should ideally be long enough to be able to pump through by ships pump without

booster station requirement to keep safe and efficient flow rate.

c) The number of pipelines, their sizes in diameters and maximum pressure tolerance are technical requirements for the closest location of the Tank farm towards the oil berth.

d) The pipelines need to be laid for the most appropriate and shortest possible distance inside the port limits keeping into view pollution and fire hazards.

e) The Tank farm has to be situated under Sea Customs Act regulations applicable to port limits as all imports and exports cargos are handled under these regulations.

Operations and Manage-

ment: All oil and gas terminals are managed by specialized marine personnel trained in handling POL and gas products. They have to undergo specialized Government approved courses.



Capt. A.K.Karkare
Marine Consultant & Director(T)
Sai Techno Consultant , Mumbai
arunkarkare@vsnl.com
9820129389.
www:saitechno.com

CMMI joins World Organisations Group by launching of the “Masterclass” Sessions in India

The First ‘Masterclass’ held by the CMMI on 6th and 7th May 2017, was inaugurated by Capt. L.K. Panda, former Nautical Advisor to Government of India.

Speaking of the 2 days training, Capt. Panda said the interaction will expand the horizon of the Masters and benefit them and the maritime fraternity.

He highlighted that he was in full support of this initiative to train Masters, with an aim of sharing experience and technology and in helping the growth of CMMI. On completion of his encouraging speech, Capt. Panda declared the Masterclass, open.

Capt. Philip Mathews, Master, CMMI thanked Capt. Panda for his help and guidance in launching the new initiative and assured that there would be many such masterclasses to follow in the future.

The subject covered was ‘Vetting Preparation (OCIMF-SIRE)’.



The two days session covered the history and purpose of OCIMF & CDI Vetting Inspections, preparation and conduct of an Inspection, SIRE performance statistics, experience transfer, introduction to TMSA 3 and gap analysis of TMSA 2 & TMSA 3, to name a few.

The audience of 15 participants consisted personnel from the shipping Industry, both, sailing as well as shore-based.

The feedback of the Masterclass was excellent. The candidates were very happy with the ‘take-away’ and were totally satisfied

with the outcomes. Needless to say, CMMI was asked to conduct more such session for the benefit of the Industry.

What is Masterclass?

Masterclass is a session or lesson delivered by an expert in a field and meant for the benefit of the learners (our shipping fraternity) who wish to improve on their own professionalism and talent. At our masterclass, professional knowledge is imparted by top professionals from the Industry. CMMI offers advice, support, assistance as well as encouragement to the attendees as they rise through their career.

Masterclass will also help sailing mariners get an insight into the varied opportunities ashore, in order to plan their future career graph. With this in mind, CMMI has embarked on this initiative, in line with Masterclass events happening worldwide. Such training will help the seafarers to preserve the current traditions prevalent in the Industry and will also get





a clear picture of the future and contribute to the development of the Merchant Navy.

Why CMMI?

CMMI has a Membership of more than 3000 professionals pan India. The Membership is growing in leaps and bounds. CMMI Members include persons of high repute, placed in various top positions worldwide. These personnel possess a wealth of knowledge, which they are willing to impart to the next generation.

What are the advantages to the participants?

- They obtain technical information from the best in the Industry.
- The Participants thus trained can always seek further advice from CMMI.
- Young seafarers get support in deciding their future progress and can chalk out their career path.
- Those already working ashore get practical tips which can be utilised in their routine jobs.
- Participants have access to most maritime issues through CMMI.
- They have a long term, broad

and balanced vision of their own development and future options.

- They get the opportunity to contact and interact with persons of repute.
- They learn the good practice of seamanship and professional practice.
- They are able to build up a 'network' whereby they can continue to get advice from top professionals in their daily career, and business growth.

What are the subjects covered in Masterclass?

CMMI has planned to conduct Masterclass sessions on subjects of common interest. These will include, but not limited to Tanker vetting, Preparedness of a Master to handle Inspections. Maritime Claims- Crew, Maritime

Claims- Cargo, Maritime Claims - Hull and Machinery, Arbitration, Insurance, Salvage, Maritime Casualties, Accident Investigation, Maritime Law, Lay time and demurrages, Time charters, Voyage charters, Freight and related claims, P&I clubs, Commercial shipping, Sale and Purchase, Maritime frauds, Bill of lading and many more.

What is the cost?

CMMI is conducting Masterclass sessions on no-profit / no-loss basis. A very nominal charge will be taken from the candidate, which will cover the meals and other logistical expenses. Masterclass will thus be the most cost effective means of obtaining very high level knowledge.

When is the next Masterclass?

Masterclass sessions will be conducted every alternate month. Information about this will be displayed on the CMMI website on a regular basis. Our web site can be accessed at www.cmmi.co.in.

Capt. Kaustubh Pradhan,
Secretary General,
For and on behalf of
**The Company of Master
Mariners of India.**



Goodbye Sextant! We are in the 21st Century

Capt. Suneel Sule - Programme Head (Navigation)
Anglo Eastern Maritime Training Center, Mumbai.

I teach celestial navigation to earn a living. I have taken pride in taking star sights, noon sights and even ex-meridian observations during the 25 years that I sailed. I studied the principles of navigation in greater details, to the point of deriving complicated formulas and equations, while studying for my extra master's exam. I have been to Greenwich Observatory in the spirit of a pilgrim. My heart goes out to the men who sailed the seas in the pre-chronometer days and got lost and died of starvation or scurvy or shipwrecked on rocks; all because they could not calculate their longitude. Humanity in that era, Galileo and Newton included, did not know a way of finding the longitude of a ship on the high seas. The more I know about the great men like Kepler, Napier, Harrison brothers and others who devoted their lives to understanding the behavior of heavenly bodies and making navigation at sea more and more accurate, the smaller I feel in my own eyes. To put it in short, I am proud to be a marine navigator and I am proud of the rich heritage that goes with it. The sextant that I used at sea, holds a place of pride in my home and yet today, with a heavy heart, I am saying these words, "Goodbye sextant, we are in the 21st century".

Early steamships which set out to cross the Atlantic, 'steamed' for a few days and then 'sailed' for the rest of the voyage by putting up their tried and tested sails that they had trusted for centuries. No one had expected the steam engine to take a ship across the ocean. Even later, when such engines were built, many ships had the masts of a square-rigger and carried a full set of sails, "Just in case". Much closer in time, today our industry

is once again showing that mindset when it comes to accepting electronic charts. We have not yet learnt to trust electronic charts completely and many ships are still carrying a load of paper charts "Just in case". Another such "Just in case" remnant of the past century that we carry onboard our ships, is the equipment and the expertise required to fix the ship's position using heavenly bodies, "Just in case" someone tampers with the Global Navigation Satellite System.

The fear is genuine. Satellites can be destroyed, or easier still, their transmissions can be jammed during times of hostilities. The accuracy of positions can be diluted by the service provider or spoofed by some miscreant. This has been done in the past on some occasion. However if we consider last 30 years of "Satellite dependence"; how many ships, for how long were without a satellite-derived positions? If we consider this statistics vis-à-vis the number of ship-hours sailed, the figure will be infinitesimally small. What is the worst that can happen if suddenly all satellite derived position fixing systems are disabled concurrently? Ships will continue sailing on D.R., then make a landfall and then fix their positions by radar and visual observations until the situation improves. We did exactly that when Mother Nature routinely "jammed" our celestial position fixing system by throwing a cover of clouds over us. It was a matter of discomfort at best, certainly not a disaster.

Yet, no one is actively pressing for abolition of celestial navigation as an alternative means of position fixing. Some agencies like OCIMF ask: "Was position fixing including the use of parallel indexing satisfactory through-

out the previous voyage and the frequency of plotted fixes in accordance with the passage plan? Good navigational practice demands that the officer of the watch, uses visual navigation aids to support electronic position-fixing methods, i.e. landmarks in coastal areas and celestial navigation in open waters." This mere mention of 'celestial navigation' in the SIRE questionnaire makes it binding on every tanker to carry a sextant, the publications needed to calculate the sight, and navigators who can do the calculations. If this is not bad enough, some prudent ship-owners toe the line without being asked to.

Skeptics will certainly question the need to 'expressly' abolish this age-old technique, but this technique is not as harmless as it may appear, in present times. Firstly, it is likely to give a false sense of security. With a few exceptions, majority of the navigators of today lack the skill and experience required to take accurate sights. Taking a sight once a month certainly does not make one well-versed with the techniques involved. This statement is not meant to blame or demean the present-day navigators, since the famous 'Use it or lose it' law of nature applies here too. The navigator, if serious about getting good sights, has to hone his skills of actual sight-taking and calculating, regularly. That creates additional workload and demand on the already overworked ship's officers. Until it gets expressly stated, that "Celestial navigation shall no longer be required as a secondary means of position fixing"; it will continue to cause inconvenience to the navigator. That brings us to the topic of training and certification.



I mentioned right in the beginning that I earn my living by teaching celestial navigation to a class of unwilling youngsters. Between us, we do not pretend that it is the most important knowledge that I am imparting. I make it clear to them that the reasons why they are learning celestial navigation are: a) calculate the compass error every watch b) to be able to take and calculate a sight once a month for industry requirements, c) to pass second mate's examination and d) in the most unlikely event of GNSS failure, find one's position with the help of heavenly bodies. It is quite obvious that objectives 'a' and 'b' are a lot easier to achieve than are objectives 'c' and 'd'.

A candidate aspiring to become a navigating officer by passing second mate's examination has to study a load of unrelated topics which have no application in his life at sea. Eclipses, retrograde motion of planets, augmentation of Moon's semi-diameter, equation of time, Kepler's laws, Napier's triangles, obliquity of ecliptic, precession of the equinoxes and nutation of the earth's axis are some such topics on which the officer has to spend months of learning; knowing very well that these matters have no connection whatsoever with position fixing even if all GNSS satellites stop working and he has to go back to celestial navigation. So long as celestial navigation is the required option for position fixing, this waste of time and energy will continue. Young people will be spending thousands of man-hours every month, learning what they will never use in life, at the cost of ignoring the matters that they really need to know and their competencies will be judged on the basis of unrelated knowledge and skills.

If at all celestial navigation has to be used, why not use spread-sheets and ready software to do the calculations? Just feed in the name of the body, observed altitude and time of the day! The rest will be calculated by the computer taking exact time of observation, almanac extracts and DR

Here are some examples of problems asked in second mate's examination:

1. Explain why 'v-correction' for planet Venus is sometimes negative.
2. State Kepler's laws of planetary motion.
3. Distinguish between total and annular eclipse and state the conditions for their occurrence.
4. In lat. 40°N the LMT of theoretical sunrise is 0632 hrs. and the LMT of theoretical sunset is 1753 hrs. Calculate the declination of Sun and value of equation of time. (I say why not open the nautical almanac and look up the sun's declination and equation of time and save some of your own time?)
5. Explain with figures which eclipse (solar or lunar) is seen by more number of people from the surface of earth and why?
6. Prove the expression $\sin \text{amplitude} = \sin \text{declination} \times \sec \text{latitude}$
7. Prove that $\text{parallax in alt} = H.P. \times \cos \text{of apparent altitude}$

What relevance do these questions have with the candidate's ability to take and work out a sight?

automatically; yet it remains dependent on user's ability or the lack of it.

Why do we feel so insecure and hence so reluctant to let go of the sextant? The airline industry did that long ago. Their clearances are very fine and margin for error is much smaller than for ships, yet they are not clinging to the sextant, which they too used at one time. Every low-flying turbo-prop plane on long flights, carried a navigator in the cockpit. When it came to taking a sight, he would stand on a chair, sextant in hand, and stick his head out of a hatch on the cockpit-top. A purser

would grab his legs firmly to prevent him from being sucked out of the hatch. It has been some forty years since airlines gave up this practice, when will we? Modern jet liner also have compasses but you do not see a pilot taking error of the plane's ring-laser or fiber-optic gyro compass by taking amplitude of Sun and azimuth of the star 'Diphada'. If we can trust our lives to such aircraft that cross the ocean without a sextant, why are we afraid to let our ships do the same?

If we need an alternative to satellite-derived position-fixing system, it will have to have a wide geographical coverage, be comparable in sophistication and accuracy and be independent of user skills. Inertial navigation system is completely independent of support from any external source. E-Loran can give reliable positions; however it is not yet available everywhere and can be jammed. Some other land-based navigation systems may be developed and integrated with the satellite systems as aviation industry is already doing. What we need is a firm decision by the policy-makers. Hence this is an appeal to the people who can make a difference.



Capt. Suneel Sule (Extra Master)

CMMI's Maritime Spectrum 2017 – Connecting India Through Shipping, makes roaring success

The Company of Master Mariners of India (CMMI) is one of the few established associations who have proven their existence as pillars of strength to the maritime fraternity as well as fellow seafarers. The '**Maritime Spectrum**' a stride towards furthering knowledge and development, organized year after year by CMMI, brings together the most influential speakers to debate and deliberate upon pertinent matters related to the industry at large.

This year, the **Maritime Spectrum 2017 with the theme – "Connecting India Through Shipping"** was held on Sat. 1st April, at The Shipping Corporation of India, Powai, Mumbai. The conference focused on Inland Water Transport, its progress over the years and an overview of the container segment in India.



Capt. Kaustubh Pradhan, Secretary General, CMMI presented the welcome note after which **Capt.**



Philip Mathews, Master of CMMI addressed the gathering. He gave a brief preview of activities and initiatives of CMMI and thanked the dignitaries for giving in their valuable time.

The first session of presentations was chaired by **Capt. Navin Passey**, MD, Wallem Shipmanagement. The speakers were **Capt. Rajesh Tandon**, (MD, V Ships), **Capt. Anil Kishore Singh**, (CEO, Adani, Hazira and Dahej Ports), Mr. Ajit Pradhan, (ex-Regional Manager, NKK), and special

guest speaker **Capt. J.S.Gill** (Fellow Company of Master Mariner, Ex. SG and Deputy Master CMMI, Ex. Governing Body ICA and Indian Society of International Law Adviser to Chambers of Commerce)

The diligent presentations by respective speakers emphasized on principal matters like Certification and Qualification - bridging the gap between knowledge and competence, coastal shipping - traffic handling capacity of west and east coast of India and Sagarmala's role in leveraging east coastlines that suffer from capacity constraints and India's preparedness & the rising need of Inland Water Transport; enhancing existing rivers to navigable ones for smooth facilitation of transporting cargo, and India's Dreams on Coastal Shipping and IWT.





Discussion over proposing Inland water transport to the concerned Govt. Authority for increasing functionality took place. **Capt. Navin Passey** while concluding the session stated "As a takeaway from here – we can get interested bodies involved, but they have to be professional bodies who would propose the intention to the Govt. and then let the Govt. work on it."

Later, a Q&A session gave the participants an opportunity to meet their curiosity. Diverse questions pertaining to Inland water transport were put forward to which the panelists succinctly

replied.

The second session chaired by **Capt. M. P. Bhasin**, MD, MSC Crewing Services. The first presentation was on Training on Mobile Apps, by **Capt. Vivek Bhandarkar**, followed by a vitalizing presentation on Dynamics of Container Traffic – Connecting India to the World by **Capt. Swaminathan Rajagopalan**, Commercial Director, CMA-CGA, highlighting surprising facts about India in context to import/export. The last presentation was on Inland Waterways – Inter-connecting Rivers and Interiors of India by **Capt. Sudhir Subhedar**, Warden, CMMI, who divulged

enormous details regarding IV act, dredging, NW 1-5 and ushering a step towards betterment.

Capt. M. P. Bhasin concluded the second session by saying "If In-land Water Transport picks up the pace, it will be beneficial to us as well as the future generations to come." The Second round of Q&A consisted of intense queries relating to IWT. The panelist responded well to all the queries leaving no room for ambiguity.

To culminate the conference, the Vote of Thanks was delivered by **Capt. Tescelin Almeida**, Warden, CMMI who wholeheartedly thanked everybody associated with Maritime Spectrum 2017.



The Guests then headed for tasty lunch awaiting at Sagar Gyan Promenade in SCI.



OBITUARIES

OBITUARY: CAPT. ARUN KUMAR DHIR

(From Capt. Harjit Singh - CEO of CMMI)

I shared the Office with Capt. A.K. Dhir long back in 1981, at Shipping House as Superintendent in SCI.

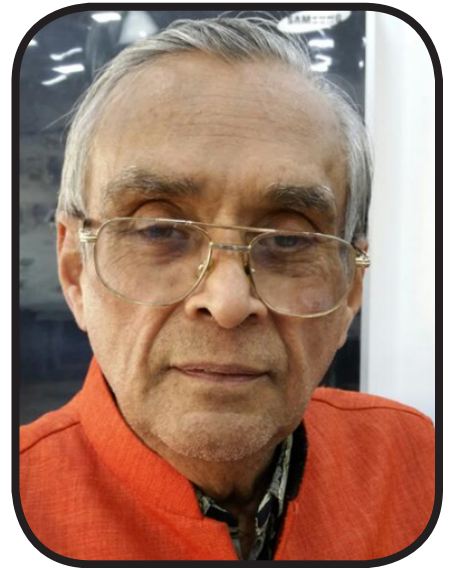
As a person he was very nice, very kind, a knowledgeable Officer, all out for SCI and a bit strict with office staff, who did not follow SCI guidelines. He sailed on SCI Vessels in different positions till 1978, and joined SCI office as Dy. Marine Superintendent in 1978. He went to MALMO, Sweden in 1985-86 for MSC degree. Capt. A.K. Dhir retired from SCI as General Manager in December 2003.

(From your Editor, Capt. Almeida)

I had the good fortune to interact with, and like and respect Capt. Dhir when we spent time doing TOTA course together. He used to give me a ride home in his car, which gave us opportunity to share our thoughts.

Capt. Dhir left this earth and passed on to his heavenly abode on 11th November 2016

In an amazing gesture, Capt. A. K. Dhir left in his will, Rs. 100000/- (Rupees One Lakh only) to CMMI. The cheque was formally handed over to the Secretary General, Capt. Kaustubh Pradhan by Capt. Pankaj Sarin, Chapter Chairman, CMMI Delhi.



OBITUARY: CAPT. DARA ERUCHSHAW DRIVER

7th Nov. 1936 to 11th April 2017

After passing out from the TS Dufferin in 1954, Capt. Dara served his sea time in the India Steamships Co. Ltd. He was ashore in the commercial side of the erstwhile Mogul Line and later in the Seven Seas Transportation Ltd.

Captain Driver authored several books which were popular among candidates appearing for the examinations of Narottam Morarjee Institute of Shipping. When revalidation course became obligatory for masters and mates, he took the initiative to organize and start the first course. Captain Driver also ran a pre-sea training institute successfully for some time.



Capt. Driver had written many books on shipping including his popular book - The Ship Brokers Companion.

Received the following collectively signed from - Capt Shrikant Saraswate, Capt.Nitin Divekar, Capt.Deepak Tamras, Capt.Abhijit Das, Capt.Rajesh Gaur, Capt. Satish Shetty, Capt. Rajeev Vats, Capt.Shailesh Karmarkar

Quote : As proud cadets of the then M/s Scindia Steam Navigation Company Ltd we were deputed for undertaking pre-sea training at the reputed Capt. Dara Driver's BIAMS institute located at Khareghat Colony, Mumbai in the year 1990.

Capt Dara Driver had a very charming personality, a great human being and a very approachable tutor who used to resolve all our queries at any point of time during the entire training period.

Though the tenure lasted for just about 3 months, he imparted upon us with rigorous training of high standards which involved discipline, values and principles thus laying a strong foundation for a successful career at sea and taking command of ships in the years to come.

An exemplary teacher who had a unique style of imparting knowledge by making us read and understand any subject whether be

it chart work, principles of navigation etc.... in spite of the fact that all of us were absolute fresher's in this profession.

A person with great oratory skills combined with serious talks mixed with humour by using his trademark punch-lines at the right time thus making the entire atmosphere in the classroom a very lively and a commendable experience.

Sir, we express our sincere gratitude and pledge to strive hard in years to come, by contributing selflessly towards the betterment of maritime fraternity.

We pray to the Almighty that "Your Soul May Rest in Peace".

OBITUARY: CAPT. GURUSARAN SINGH

(Form Capt. M. R. Paranjpe)

Former Nautical Advisor to the Govt of India, passed away at Delhi on 9th March 2017, age 97.

Capt. Singh passed out of the Dufferin in 1936 and sailed in Scindia S. N. Co. During the WWII years he was on the Jaladurga and the Jalagopal, both unberthed passenger ships converted to carry troops then. During the interview this writer took, (printed in Command no. 47 June 2005) he said that an underwater explosion in the Gulf of Suez was the closest he came to any action in war. Another incident he mentioned was when the Jaladurga turned over her side in the Prince's dock because of water entering the engine room.

In 1947 Capt. Gursaran Singh joined the MMD and in 1949 was sent to England for training in British Ministry of Transport. After training he stayed on and obtained the Extra Master's certificate, becoming only the second Indian to do that. In 1960 Capt. Singh took over charge as first Indian Nautical Advisor from British predecessor. A founder member of the Company of Master Mariners of India, as the then, Deputy Master he received Queen Elizabeth and Prince Philips in 1960. He had chaired the first Shipping and shipbuilding Conference inaugurated by President Radhakrishnan at Bombay.

Capt. Gursaran Singh was sent on deputation to African countries as technical advisor by IMO of which he later became a senior Dy Director. After retirement, he became a visiting lecturer at World Maritime University.



His most recent contribution to shipping was the very readable foreword that he wrote at age 89 for the "The International Law of the Sea - India and the UN Convention of 1982" by Rear Admiral O.P. Sharma.

RESCUE AT SEA



Let me begin with a brief introduction about myself. I am Capt Suhas Kanse and I have been sailing for 19 years of which 17 years have been with Executive ship Management. It has been a pleasure to be associated with ESM for such a long time and it is, in my opinion, an institution which has stood by its seafarers in thick and thin. Below is a brief narrative where I was fortunate to get an opportunity to render assistance and rescue the life of my fellow countrymen in danger.

On 13th Feb 2017, MT GSW Adventure (IMO No- 9510577, Flag- Singapore) under my command, was off the coast of Oman, on her voyage from Salalah, Oman to Shuaiba, Kuwait. At 1036 hrs LT the vessel received a Mayday call from Dhow 'Al Shena' in position 24 51.28N 057 49.29E, that she is taking in water. I immediately called up our office and informed them about the situation and my intention to proceed for rescue. Since the vessel was in designated High risk area, I additionally

called upon the French coalition warship FS Forbin in the vicinity and informed them of the situation. The FS Forbin confirmed that she will be proceeding towards the distressed vessel to render assistance as well. I altered my ship towards the distressed dhow and got my engines and the entire crew ready for Search and Rescue operation.

Upon arriving closer to 'Al Shena', I observed that the dhow's freeboard had reduced considerably and she had a very heavy list to the port side. Some of the crew members of the other vessel were visible on deck but the vessel was still moving. Communication was established with the skipper of 'Al Shena' & own vessel requested 'Al Shena' to approach towards us. 'Al Shena' informed us that though her engines are running, she is unable to manoeuvre and her engine room was flooding. After consultation with the office, it was decided to approach 'Al Shena' to evacuate its crew members. The prevailing weather conditions

of wind force 5 and swell of about 2.5m prevented the vessel from approaching 'Al Shena' safely, without endangering our own vessel. The same was conveyed to all concerned parties. By this time all the 12 crew members of the dhow were on deck and all communication with them lost since the bridge was now unmanned.

Just when another attempt to approach 'Al Shena' was being considered, I got a call on VHF from the coalition warship helicopter, requesting permission to approach the vessel. Their intention was to search for a suitable winching area so as to airlift the crew from the sinking vessel to the GSW Adventure. After the approach, the midship crane area was considered the most suitable for landing the rescued. The FS Forbin then proceeded towards the dhow for evacuation of the endangered crew. Own vessel was prepared for helicopter operations and for receiving the crew members for 'Al Shena'. In the present scenario, my previous experience of rescuing of



184 multinational refugees in the Mediterranean sea in 2014 onboard the Chem Helen (IMO No- 9340116, Flag- Liberia) came in handy. All arrangements were made accordingly with particular attention to the safety and security of own vessel and crew and the safety of the crew of Al Shena.

At around 1241 hrs LT the vessel started receiving her first batch of survivors. All crew of GSW Adventure was standing by for the operation. Every survivor received onboard was checked for injuries and fever. The general wellbeing of all survivors was checked. First aid & other medical equipment was kept stand by to be administered as necessary. All the crew members of the Al Shena were received in two batches and at 1356 hrs LT the operation was concluded. Luckily none of the crew were injured. All the rescued were found to be of Indian Nationality. Own vessel then resumed her voyage towards Mina Saqr, U.A.E for disembarkation of the survivors.

For the safety and security of own vessel, all the personal belongings of the survivors including their documents were taken into custody. They were kept away from the accommodation in the shelter of the forepeak store and given food and blankets. Arrangements were made for their fresh water and sanitation.

On 16th Feb 2017 all the



INITIAL CONDITION OF VESSEL AL SHENA TAKING IN WATER



SURVIVORS ON BOARD

survivors were disembarked safely in good health to a dhow arranged by the owners of Al Shena.

To conclude, In my 19.5 yrs at sea with the last 5.5 yrs of them as sea captain and Ship master there has been no other experience which has been as satisfying and fulfilling as the one above, where I was blessed with an opportunity to save the lives of my own countrymen and fellow seafarers.



RESCUE OPERATION FROM VESSEL AL SHENA

DIAMOND JUBILEE CELEBRATIONS



The Company of Master Mariners of India proudly completed 60 years of successful operation. This Diamond Jubilee celebration was held with grand style at 'The Lalit' in Mumbai on 19th August 2017.

Capt. J. C. Anand, founder member of CMMI, graced the occasion as The Chief Guest.

Shri. Gajendra Singh Shekhawat, MP, Jodhpur constituency and Capt. Ashok Mahapatra, Director Maritime Safety Division of IMO

were the Guests of Honour at the function.

The function started with the customary practice of lighting the lamp of knowledge, and bouquet presentations. Capt. Philip Mathews as Master made the wel-



come address. He spoke on the inception and growth of CMMI, the activities and initiatives it undertook. The Master thanked everyone who over the years had contributed to the growth of

CMMI. He outlined the mission of the company - To get India a desired place in International Committees and Forums. Capt. Mathews stated, "As we stand here developing from 60 years, let us remember that we are standing on the shoulders of giants".

Capt. Mahapatra (Chief Guest), highlighted the contribution and significance of shipping industry to the world trade. He said, "Master Mariners are present from time immemorial. Without shipping the world economy would be down. Everything is peripheral without shipping. It is the safest, cleanest and cheapest mode of transport. Unfortunately, we haven't capitalized on it. So today, take a pledge, work together and get this story across."



Capt. Anand took us back in time to explain the purpose and circumstances under which CMMI was established. "Indian Seafarers have come a long way" said he.

Shri Nitin Jairam Gadkari, Honorary Ministry of Shipping, Road-



ways and Highways, was kind to send a video clip of his speech of encouragement and thanks to CMMI for the exemplary work being carried out. The speech was played out on screen and presented a shot in the arm for CMMI.

The technical session that followed, comprised of three presentations made by :

1. Capt Savraj Mehta- Global Director, P&I Club
2. Dr. Capt. Suresh Bhardwaj- Resident Director and Principal, MASSA Maritime Academy
3. Capt. L.K. Panda - Ex Nautical Advisor to Govt of India.



Capt. Savraj Mehta in his presentation on P&I Beyond Insurance, outlined the auxiliary functions, role and recommendations of P&I Club. He also presented a statistical data on the growth of Shipping Industry and the scope of P&I Insurance. Empowering a Master to take right and efficient decisions during a casualty was the point put forward through Capt. Mehta's presentation, simultaneously listing down the risks involved during the ship's operation. "The day we achieve something is the day when we succeed to convince our children that sea faring is the best profes-

sion", quoted Capt. Mehta.



Capt. Suresh Bhardwaj in his presentation on Higher Education in the Maritime Industry, provided an insight of Professional Post Graduate Education wherein he introduced Professional Research and its added value. He compared the Academic Research along with the Professional Research while referring to the working and learning nature of younger generations. "A Maritime University should not be isolated. It should rather work in collaboration with Industry and Government", stated Capt. Bhardwaj recommending for an adoption of a wider strategic view.



Capt. L. K. Panda, speaking on Combating Marine Pollution on the Indian coast, clearly put forward his views on subjects that are India-Centric and had further scope of improvement - SAGAR-

MALA- National Perspective Plan and Marine Pollution. "Only 3% of marine pollution is caused by tankers", said Capt. Panda. "But any casualty with respect to tankers could be disastrous", he added. His presentation depicted the measures and steps to deal with any casualty or oil spill that would lead to marine pollution.



Shri Gajendra Singh Shekhawat (Chief Guest) presented a discourse on the taxation issue with respect to seafarers and the e-Migrate system.



Shri Abdulgani Serang, General Secretary, NUSI presented his gratitude to Shri Ganjendra Singh Shekhawat for helping the shipping industry to deal with taxation issues pertaining to seafarers.

Capt. B.K. Jha presented the History of CMMI with an elaborate

slide show taking all present, back into time.

CMMI took great pleasure in honouring her Founder Members, and the Past Masters present at the function. On the occasion of this Diamond Jubilee celebration we commenced a new tradition of passing a *Collar* to the upcoming Masters of CMMI. The *Collar* was bestowed upon the Current Master, Capt. Philip Mathew by Capt. J.C. Anand. This Silver *Collar* will be handed over from Master to Master in the future.

Our Event Sponsors "Elegant Marine" represented by Capt. Prashant Rangnekar presented a Birthday Cake, to CMMI and the entire audience sang a grand Happy Birthday CMMI.

The Souvenir for the day was released by the Honourable Dignitaries and this was followed by the Vote of thanks presented by Capt. Kaustubh Pradhan, who ensured that no single person



was left out in his thanks and a big special thanks was given to Capt. Shiv Halbe, who was the Chairman of the Steering Committee for organising the Diamond Jubilee Celebrations.



Yours truly, Capt. Tescelin Almeida of the steering committee, served as host for the day and steered the function through flawlessly and smoothed the way for the networking and fellowship evening which wound up with merriment and a Sumptuous Dinner.

All's Well That Ends Well. Looking forward to the next fifteen years, when we can set our Diamond into Platinum.

Capt. Tescelin Almeida

Editor.







Connecting India through Shipping

(Edited by Command)

The 54th National Maritime Day was celebrated on the 5th of April 2017, at Mumbai's YB Chavan Auditorium amid avid fanfare by shipping veterans, dignitaries, and seafarers.

This celebration marked the culmination of the week-long activities observed across the nation from 29th March to 5th April. **The theme of the National Maritime Day 2017 was 'Connecting India through Shipping'.**

Addressing the gathering on the grand finale, Dr. Malini Shankar, Director General of Shipping elucidated on the importance of celebrating National Maritime day and emphasized the value of shipping to modern society.

The National Maritime Day was first celebrated on 5th April 1964. On this day in the year 1919, navigation history was created when SS Loyalty, the first ship to fly the Indian flag, sailed from Mumbai to the United Kingdom. India's maritime history however, can be traced back to Indus civilization," stated Dr Shankar.

A series of activities took place during the week to highlight the role of, and promote, the Indian shipping industry. This was in the form of elocution, painting and essay competitions, in which students from different schools across Mum-



bai participated. The winners of the competition were felicitated on this day.

A fun run of 2 kms at Mumbai's Ballard Pier was a part of the celebration and witnessed the participation from seafarers in huge numbers. There was also a photo exhibition, organised for 3 days at the YB Chavan premises.

Vice Admiral Girish Luthra highlighted the importance of the maritime domain in national, regional and global growth and development. "The Indian Navy and the Indian Merchant Navy complement each other," he said. He brought out the emerging trends in the Indo-Pacific region, merchandise trade, export-import and the new focus on the maritime domain. "The Indian Navy has adapted its strategy to the changing environment, in order to promote and strengthen security, stability and safety at sea," added the Vice Admiral

Gracing the finale on 5th April, was the Chief Guest, Vice Admiral Girish Luthra, AVSM, VSM, and Flag Officer Commanding-in-Chief of the Southern Naval Command. Also present at the celebration, as Guest of Honour was Mrs Lakshmi Venkatachalam, Vice President of Manila-based Asian Development Bank (ADB), and ex-Director General of Shipping, along with The



Shipping Corporation of India's (SCI) Chairman and Managing Director, Capt Anoop Sharma, and SCI's Director, Personnel and Administrative Division, Capt BB Sinha.

Many shipping dignitaries were also honoured and felicitated on the day for their yeoman service towards the industry.

The principal objective of celebrating this day, is to enable the public to know more about the activities of the Indian Shipping Industry and the important role it plays in the economy of the country. Shipping has been rightly called the 'Silent Service' as most of the shipping activity takes place away from land. In India, the public at large has very limited opportunities to observe for themselves the yeoman service rendered by the Indian shipping industry for the promotion of the economic well-being of the country. The observance of the National Maritime Day, therefore serves the need in bringing people closer to the ship-

ping industry and enabling them to participate in the celebrations; so that they can share the sense of pride and achievement at the rapid strides made by the Indian shipping.

Photo Exhibition

A Photo Exhibition organised as part of the National Maritime Week celebrations on 4th April at the YB Chavan Auditorium was inaugurated by Mr Sumeet Mallick, (IAS), Chief Secretary to The Government of Maharashtra. It showcased the photos and ship models in India of different eras.

Speaking on the occasion, Dr Shankar said "The National Maritime Week seeks to foster stronger bonds of co-operation among seafarers. The photo exhibition is a small effort on our part to educate the public at large on the role played by the shipping industry."

She also encouraged people from the interiors of India, to take up the job opportunities available in the maritime sector.

Appreciating this new concept, Prasad Kulkarni, a media professional said, "I attend a lot of events but it is nice to attend an event which is nationally oriented. This event is not only committed to the domestic circuit but also has international exposure. I feel a lot of gratitude towards our sailors who leave their families for long periods for the sake of the nation. I am very proud of our sailor fraternity and wish them well."

Wreath-laying ceremony

On the eve of the National Maritime Day, a wreath-laying ceremony was performed at The Indian Sailors' Home to pay tributes to the unsung seafarers who laid their lives at sea. This was attended in large numbers by shipping dignitaries, member unions, representatives of SCI and other shipping companies. Dr. Malini Shankar, DGS, led the special ceremonies.

CMMI Members who won NMD Awards



**Varuna Award –
Capt Purushottam Shankar Barve**



**Outstanding contribution to maritime education and training award –
Capt Chhote Lal Dubey**



Gallantry Award – Capt Jimmy Joseph



Award of Excellence – Mr Mayilrangam Viswanathan Ramamurthy



CMMI Members, Capt. M.P.Bhasin and Capt. Navin Passey receiving awares on behalf of their companies

Facts and Photographs – courtesy Marex Media

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2013



2014



2015



2016



2017

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OF THE YEAR 2016"



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

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

CIN No: U63090MH2005PTC151320

New Delhi - Tel: +91 11 43017707/08/09 Email : delhi@msccs.com
Chennai - Tel: +91 44 26402666/4555 Email : chennai@msccs.com
Patna - Tel: +91 612 2260211/58 Email : patna@msccs.com

Cochin - Tel: +91 484 4039010/9011 Email: cochin@msccs.com
Kolkata - Tel: +91 33 40393402/03 Email: kolkata@msccs.com

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