

COMMAND

The Journal Of The Company Of Master Mariners Of India

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COMMAND

No. 79 / April 2018

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No. 79 / April 2018

CONTENTS

Annual dinner	...10
Maritime Spectrum 2018	...14
Diamond Jubilee Celebrations	...17
Snake Rights	...19
100 Candles for Capt. Tommy Rozario	...21
Operation Evacuation - Libya	...24
Piracy and Armed Robbery	...26
Drowning in a Sea of Paper	...28
The Gift of Life	...31
CMMI Kolkata Chapter Meets	...35
Alone in the Sea	...36
Unlocking value of River	...38
Tête-à-Tête with the Guru	...41
Maritime India - Manpower Mileage	...46
Obituaries	...47
Establishing the Underpinning Theories	...48
Competencies of Spirituality	...52
LNG Terminal	...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





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Capt Philip Mathew

Dear Members,

The new Court took over in September 2017. I was overwhelmed by the strong faith showed by the wardens in unanimously electing me as Master for one more term. It bore a heavy burden and having completed one successful term, I took up the gauntlet for another and said a small prayer to the Almighty to grant me courage, and wisdom to lead CMMI to greater strength. I know it is a huge responsibility and I appeal to all our Office bearers, Wardens of the Court, members and our office staff to continue offering their best support as they always have. We have lots to achieve.

Let me update you on our progress. Our Seminar, Maritime Spectrum, held on 20th January 2018 at the Hotel Courtyard Marriot was a huge success. Shri. Pradeep Rawat, National Shipping Board Chairman graciously accepted our request to be the Chief Guest on the occasion and delivered a very inspirational speech. On the occasion, our Company proudly bestowed Honorary Fellowship on Mrs. Asha Vasant Sheth, Chairperson, Vasant J Sheth Memorial Foundation, The Great Eastern Shipping Ltd.

We have conducted five Master Classes on very pertinent and relevant topics till date and the next one is scheduled for the first week May. Secondly, our Coaching Classes being held to help our nautical studies with their oral examinations is now thriving albeit, after a slow start. I thank the industry stalwarts who have volunteered and found time to engage in all our activities. I understand that the fraternity is gaining a lot. I must say that our new office has been the catalyst for such activity. Our growing activities have given seed to consider the acquisition of more space for our activities.

The Court is positively motivating the other chapters to consider and work on activities meeting our objectives. Monetary support shall also be considered after due diligence. On that note, I also praise our Chapters across India that have been doing excellent work and have been conducting regular technical meetings, social interactions and have been celebrating each and every Maritime Event with great success.

Members are encouraged to come out with researched papers, speak at our monthly meetings and seminars. Deserving members shall be considered, to represent us at various international forums. Very soon we propose to have all our events at Mumbai available to all our members through electronic coverage. However, I must confess my desire and expectations are much more. You are all encouraged to bring out of the box ideas and work for its culmination.

Our Annual Dinner Function held on 10th February 2018 was a resounding success with huge participation. Homage was paid to a great teacher and mentor of the Indian Maritime Industry, Late Capt. Indrajit Singh, who has touched the lives of many of us. Lifetime Achievement Award 2018 was bestowed on the most apt legendary Capt. Ron Dev Kohli. Our Annual Award for Exemplary Service at Sea was bestowed on Capt. Shashi Prakash.

We have set up a Projects Team with the aim of brainstorming and coming up with innovative ideas so that the CMMI may venture into diverse activity and utilize the immense talent and human resource that we possess. We have proposed to draw Traffic Lanes on the Coast of India, work on the amendments to new M.S.Bill, OPRC, and other important matters. I thank Capt. L.K.Panda for always motivating us and

keeping us on our toes with various innovative ideas and initiatives. The absence of a Nautical Advisor to the Government of India has caused us lot of heartburn. We have taken up the matter at various forums with all concerned. It is hoped that wisdom dawns and a decision shall be forthcoming.

In order to have a thorough, transparent, systematic and centralized system of Financial accounting practices, the court decided to outsource the accounting to a professional accounting company. M/s.S.P.Sule and Associates, were selected and the work has been put into action.

Capt. Kamal Chadha and Capt. Sunil Nangia owners of MAREX and Sailor Today have been nominated as CMMI's representatives to IMO as Maritime Ambassadors. IFSMA has also recommended our two nominations. We hope to receive a confirmation from IMO soon.

On a very personal note, I am proud that I shall be representing CMMI for election to the Executive Council of IFSMA. I am indeed privileged to have been approved by the court. We have also agreed to host the next AGA of IFSMA for the first time in India. This would require elaborate preparation to ensure its success.

It is my earnest request to all our chapters to raise the level of our activities. I saw great enthusiasm during a recent visit to Kochi Chapter. Many opportunities were identified locally which could be grabbed. We can achieve it all, if we believe. We can definitely do it. I request all our dormant chapters to take this as a wakeup call.

It gives me immense pleasure to report that around 25 of our senior members and industry stakeholders brainstormed on 17th March 2018 at our office on amendments to the proposed M.S. Bill 2016. The Rajya Sabha committee which went into the bill had made certain critical

comments on some sections. Efforts were made to address the same. On 5th April 2018, at the National Maritime Day Celebrations Function, CMMI proudly presented a compiled document giving the stakeholder's inputs on the above, to Shri. Gopal Krishna, Secretary (Shipping), Shri. Pradip Rawat, Chairman National Shipping Board and Dr. Malini V. Shankar, Director General of Shipping, for further perusal and necessary action.

I must take this opportunity to extend grateful thanks for the tremendous support received from the Ministry of Shipping, Directorate General of Shipping, Mercantile Marine Departments and from all our Sponsors and Well-wishers. With such tremendous support we shall not just grow but we shall soar.

Before I sign off, let me thank the Editor and his team for painstakingly sourcing original and quality technical papers. I also appreciate the varied styles of articles and the regular interviews of our stalwarts which have transformed our Command Journal into a very interesting read. Please keep up the good work.

I assure all the members and the maritime fraternity that I shall continue along with the support of the court, to give my best and work towards the greater glory of CMMI and the Shipping Industry at large.

I close with the often-stated quote, in which I firmly believe.

"If you can dream it, you can achieve it." (Walt Disney)

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

The festive season has come and gone and we are enjoying Spring, which will soon enter a scorching summer. Children's summer vacations is the best time for us to take a break and head off to the seafront resorts or a nice hill station. In fact I am hoping that you are already there and reading this issue at great leisure. So mariners why not take this opportunity to also pen down some thoughts and or technical papers for the benefit of all the readers. This is my perpetual cry and one of the reasons that our command journal becomes a long awaited command journal. I do apologies albeit with a disclaimer that the Command Journal comprises of articles "Of the Members" and without your valuable input it is not possible to publish. I know it sounds like an excuse but I am also proud to mention that the journal has all originals contribution from our members themselves.

It is with great joy and pride that I bring to you the collage of our Annual Dinner, an event to remember which keeps surpassing itself. All who attended will vouch for that. Please enjoy the collage since a picture paints a thousand words.

*This issue brings to you a tete a tete with our guru **Capt. H. Subramaniam**. Read on to know more about this great gentleman.*

Varuna Awardee, Capt. Arun Karkare has honoured this issue with an article on LNG.

It is with a heavy heart I include the obituaries of two of our stalwart members, Capt. Indrajit Singh (founder member) and Capt. S.B. Kundargi (past secretary general). May their Souls Rest In Peace.

I am keen to include more technical papers and also some more input on the human factor.

I am also looking forward to some poetic genius and may we see a few budding John Masefields in the CMMI.

Our chapters are doing good work and conducting valuable events so once again 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 all of you, happy vacations and "God Speed" until the next issue.

The Editor



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List of elected office bearers & wardens for the term 2017-2019 w. e. f. 29th September 2017 is as under.



Capt. Philip Mathews
Master



Capt. B. K. Jha
Deputy Master



Capt. K. V. Pradhan
Secretary General



Capt. Ajay Achuthan
Treasurer

No	NAME	POSITION	No	NAME	POSITION
1	Capt. Philp Mathews	Master	13	Capt. Ashok Raghavan	Warden
2	Capt. B. K. Jha	Deputy Master	14	Capt. Suresh Bhardwaj	Warden
3	Capt. K. V. Pradhan	Secretary General	15	Capt. M. K. Patankar	Warden
4	Capt. Ajay Achuthan	Treasurer	16	Capt. Chhote Lal Dubey	Warden
5	Capt. J. S. Gill	Warden	17	Capt. Kapil Dev Bahl	Warden
6	Capt. Kirti Guha	Warden	18	Capt. K. N. Deboo	Warden
7	Capt. H. J. Treasuryvala	Warden	19	Capt. P. K. Gupta	Warden
8	Capt. Navin Passey	Warden	20	Capt. T. A. Almeida	Warden
9	Capt. V. N. Aindley	Warden	21	Capt. M. Pal Bhasin	Warden
10	Capt. N. A. Hiranandani	Warden	22	Capt. Gyanendra Singh	Warden
11	Capt. M. V. Naik	Warden	23	Capt. Parbhat Nigam	Warden
12	Capt. S. M. Halbe	Warden	24	Capt. Nazir Upadhye	Warden

The following are the co-opted wardens to the Court

- 1) Capt. Anil Kumar Midha - Chennai Chapter
- 2) Capt. Rahul Bhargava - Navi Mumbai Chapter
- 3) Capt. Pankaj Sarin - Delhi Chapter
- 4) Capt. G. K. George - Kochi Chapter
- 5) Capt. Mukund Kumar - Kolkata Chapter
- 6) Capt. Amol Pujari - 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) Business / Project Development Committee

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. Ravi Mundayur

e) New Projects / RND Committee

Capt. Prabhat Nigam
Capt. L. K. Panda
Capt. K. D. Bahl

f) Membership Committee

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

g) Compliance / Legal Advisory Committee

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

h) '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. H. J. Treasuryvala

I) Property Acquisition & Corporate Social Responsibility

Capt. N. A. Hiranandani
Capt. V. N. Aindley
Capt. S. M. Halbe
Capt. M. V. Naik

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

Capt. C. M. Srivastava
Capt. P Sarin or Capt. Yogesh Puri
Capt. Prabhat Nigam
Capt. Prabhat Nigam
Capt. Kapil Dev Bahl
Capt. V. N. Aindley

Bureau of Indian Standards
Central Advisory Committee for Light Houses
Technical Committee of IRS.
Committee for Traffic Separation Scheme
Formal Investigation - Grounding of MV Vishwa
Amber Court case No. 4399/s/2000-Marine Inquiry

Other Committees / Boards

Dufferin Marine Maritime Museum Committee

Capt. Philip Mathews Capt. B. K. Jha

Command Editorial Board:

Capt. Tescelin Almeida - Chairman	Capt. C. M. Srivastava
Capt. Kamal Chadha	Capt. H. Subramaniam
Capt. Ashok Raghavan	

“Vetting Team” for review of books and publications.

1. Capt. P. S. Barve
2. Capt. Ashok Raghavan
3. Capt. Ajay Achuthan
4. Capt. S. Y. Limaye

Screening Committee for Elevation of a Member to "Fellow"

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



An Evening to Remember

Capt. R.D. Kolhi announced as winner of CMMI's

'Life Time Achievement Award' for the year 2018

Capt. Shashi Prakash wins 2018 - Award for Exemplary Service in Saving Lives at Sea



It was indeed an evening to remember and the amount of preparation that went into it was something to experience in order to appreciate. The proof of the pudding is in the eating and surely all those who attend, would have tasted the grand flavor of entertainment. Food, fun and frolic was



the soulful and solemn sound of the trumpet playing the Last Post in honour of Capt. Indrajit Singh.

The Company of Master Mariners' of India (CMMI) had bestowed honor of **"CMMI Life Time Achievement Award"** for the first time, on **Capt Indrajit Singh** in the year 2016 and his successors were Capt. P.S.Barve in 2017 and this year 2018 Capt. R.D. Kolhi was announced the winner. Capt. Kolhi could not be present on the day hence it was decided to hand over his plaque and citation at a later date.

The selection board and other distinguished guests that were present, were called to the centre and Dr. Malini Shankar (Director General of Shipping, GOI), presented the Special Award, for providing Exemplary Service in action by saving lives at sea, to **Capt. Shashi Prakash**.

The award was received on his behalf, by his brother Mr. Ravi Prakash and Capt. Puneet Malhotra, of



there in abundance on the 10th February 2018, the day of the Annual Dinner of the Company of Master Mariners of India.

The evening started with a welcome speech by the Master, Capt. Philip Mathews which was followed by a welcome dance, performed by Ilina Damagaye, daughter of Capt. Rajesh Dhamagaye.



The Company of Master Mariners of India mourned the death of **Capt. Indrajit Singh**, our founder members, who passed away on the day itself. The silence was tangible while 700 persons stood up to





Anglo-Eastern.

Capt. Tescelin Almeida the Master of Ceremonies, conducted the entire event with great pomp and style, never missing out a cue and ensuring that the entire event went off with precision timing. The festive atmosphere was maintained at all times and the activities, including a grand march, a ramp walk by the handsome men, live band music, dances,



rendition of wonderful English songs ranging from oldies to most modern was indeed beyond compare.

The dance theme devoted to Lord Krishna, performed by Antara Chatterjee and Tanvi Dharpawar of Nritya Pravaah, followed by amazing renditions of Bollywood songs, by playback singers, Ms. Anapriya Chatterjee and Capt. Pramod Chowdhary, added to the splendor of the evening.

A sumptuous dinner buffet by Maharaja Caterers, topped off the evening and all went home satiated with delight.

Each year we have been surpassing ourselves and we promise that next year will be better than the best. Looking forward to see you in larger numbers in 2019.

Capt. Tescelin Almeida (The Editor)



spot prizes, lucky draws, awards, eats and drinks all summed up into a marvelous evening to remember for a long time.

"Two Girlz and a Guitar", a family band comprising of two sisters along with their father and one of their husbands as the sound engineer, kept the evening alive with nonstop, excellent music. The selection and





MARITIME SPECTRUM 2018: THE BI-ANNUAL SEMINAR OF CMMI



The Company of Master Mariners of India (CMMI) conducted its Bi-annual Seminar 'Maritime Spectrum', on 20th January, 2018. The host **Capt. Kaustubh Pradhan, Secretary General CMMI**, welcomed all the attendees and introduced the flow of the event. The chief guest for the day, **Mr. Pradeep Rawat, Chairman of National Shipping Board (NSB) and Former MP from 13th Lok Sabha** was welcomed by the Master of CMMI **Capt. Philip Mathews**. **Capt. L.K. Panda, Capt. P.S. Vanchiswar and Deputy Master of CMMI Capt. B.K. Jha**, along with the Chief Guest and the Master of CMMI, lit the lamp to mark the opening of the bi-annual seminar.

Capt. Philip Mathews welcomed the gathering and briefed everyone on the regular activities conducted by CMMI. He put forth his concern about the post of Nautical Advisor to the Government of India (GOI) lying vacant. "This affects the prompt decision making. CMMI requests the authorities to resolve this issue at the earliest. This seminar will address issues related to the maritime world. It is going to be a highly informative day, so let us make the most out of it", he added.

The Chief Guest Mr. Rawat accepted the challenge to resolve the issues pointed out by Capt. Mathews. He promised to take steps to appoint a Nautical Advisor to the GOI, at the





earliest. He believed that research in India in the maritime sector was never given priority. The sector was always seen as a routine until recently, when the government came up with visionary plans that would change the map of the sector. He also felt the need to have PhD. Courses in the maritime industry, to channelize the wisdom everyone possess.

Capt. L.K. Panda, the key note speaker for the seminar, said that he was honored to be given the opportunity to speak on the platform of 'Maritime Spectrum'. "Shipping is unfortunately one of the less appreciated industries. This sector was deeply impacted by the recession and various international policies. 16% cost of a commodity is the transportation cost and shipping is the cheapest mode of transportation. Hence, the sooner we shift to shipping, the better", said Capt. Panda. India is taking steps to tap coastal shipping and bring a disciplined coastal traffic. "Alternative Fuel and Information Technology has made everyone think. Every

employee has to increase his knowledge to cope with the changes. This requires a paradigm shift in training and learning, a shift to e-learning, before others take over us", he added.

The first speaker for the seminar, **Capt. Prabhat Nigam, Warden of CMMI** elaborated on the Maritime Traffic Lanes for Indian Coast and the urgent need for a Traffic Separation Scheme (TSS). India has 12 major ports and several intermediary & minor ports. Along the coast only 7% of the vessels are Indian flags. The remaining 93% are foreign flag ships. Apart from this, fishery and offshore activities are also carried out along the coast. One cannot undermine the ecology of our coast that is vulnerable. Considering these facts, it is important to have a TSS in place. "TSS can help avert accidents. A traffic lane is essential for safety of navigation, security and development of Exclusive Economic Zone (EEZ)", said Capt. Nigam. "TSS is essential but at the same time they must be approved by IMO", added Capt. Panda.

The second speaker, **Mr. Pradeep Kumar MS, a Chief Engineer**, presented his points on the importance of e-learning and how different it is from online learning. He termed e-learning as 'Learning Management System'. By explaining the functionalities of the human brain and cognitive neurosciences, Mr. Kumar explained how e-learning is beneficial for students as compared to the traditional method of learning.

Sailing Master Capt. Arun Vaidya, the third speaker of the seminar, shared his sailing experiences and the drastic changes onboard with respect to communication, network, behavior, fatigue,



piracy and port formalities and authorities. "ISM was implemented in 1998-99. There were a lot of resentments among the crew. But eventually we came to terms with it and later understood that ISM was for our betterment. MLC has also played a crucial role in improving the standard of living onboard the vessel", he said.

The final speaker for the seminar was **Mr. Paras Chheda, head of shipping research at The Great Eastern Shipping Company Ltd.** He gave an insight into the current freight market trends and its possible future scenario. He presented the trends for the market of Tanker, Dry Bulk and LPG, apart from explaining about the terminologies Contango and Backwardation, often used in the trade market.

The seminar saw a panel discussion held on 'Coastal Trading and its Challenges', **Mr. Aditya Suklikar, (President, ICCSA), being the moderator for the discussion. Capt. Inderveer Solanki (Consultant, Port**

Development, Inland Water Transportation), Capt. Kiran Kamat (MD, Link Shipping & Management System Pvt. Ltd.), Capt. Gajanan Karanjikar (Head, Coastal Shipping, Sical Logistics Ltd.) and Capt. Philip Mathews (MD, Lots Shipping Ltd.) formed a part of the panel. Questions like demand for coastal cargo, the feasibility of IFO as the fuel for coastal shipping, compliance cost as a challenge for coastal shipping and dry dock facilities were addressed. CMMI promised to take these issues to the higher authorities.

A question and answer session followed the panel discussion.

Mrs. Asha Vasant Seth, Chairperson, Vasant J. Sheth Memorial Foundation was presented the CMMI

Honorary Fellowship for her contributions to the industry.



On a concluding note, **Capt. Tescelin Almeida, Warden of CMMI** briefly summarized the learnings of the day and presented a vote of thanks, appreciating everyone's presence in the seminar.

It is hoped that CMMI continues to conduct its bi-annual seminars on such a large scale and leave strong footprints in the industry.

CMMI Diamond Jubilee Celebrations at Kolkata

The Kolkata Chapter celebrated the Diamond Jubilee Celebrations of the Company of Master Mariners of India on 9th September, 2017 from 1800 hrs at Princeton Club, Kolkata.

In his opening speech, the Chairman of the Chapter, Capt. Mukund Kumar, welcomed the Chief Guest, dignitaries, guests and members to the event, and shared with those present the steps taken towards the formation of the Kolkata Chapter, and the strides taken by the Chapter since its formation, thanking the Directorate General of Shipping, Government of India, for the support received in these endeavours.

Next, Capt. Philip Mathews, Master, CMMI, enlightened the gathering about the story of the formation of CMMI itself and the success of the Kolkata Chapter.

The Chief Guest for the evening was Shri Sovan Chatterjee, Honourable Mayor of Kolkata and West Bengal Cabinet Minister for Fire and Emergency Services,



Environment and Housing. In his keynote address, the Chief Guest appreciated the contribution being made by the CMMI in the marine sector.

In the technical session which followed, three speakers made presentations.

The first speaker, Capt. Bidyut Kumar Banerjee, AFNI, Sailing Master with MSC (Cyprus), spoke on 'Empathy and Team Work'.

The second speaker, Dr. K.V.R. Murthy, Chairman, Jute Corporation of India, spoke on 'Railways and Port Interface and Connectivity'.

The third Speaker, Capt. L.K. Panda, ex-Nautical Advisor, Government of India, spoke on 'Combatting Marine Pollution on the Indian Coast'.

After this, Capt. B.K. Jha, Deputy Master, CMMI, narrated the history of CMMI.

Capt.J.S.Gill, Warden, CMMI, congratulated the Kolkata chapter on staging the celebrations.

In the end, a vote of thanks was proposed by the Secretary of the Kolkata Chapter, Capt. Kaustuv Dutta.

Other notable attendees were: Capt. Ravindra Sagar (Deputy Nautical Advisor-cum-Senior DDG (Tech), Mercantile Marine Department, Kolkata), Capt.S.B.Mazumder (Chairman, Shipping Committee, Bengal Chamber of Commerce and Industry), Capt. Mohan Naik (Warden, CMMI), Shri P.K.Biswas (Chairman, Kolkata Branch, Institute of Marine Engineers (India)), Shri Amar Singh Thakur (General Secretary, Maritime Union of India.), Capt.Pranab Raha (FC Coordinator, CMMI, Kolkata), Shri Debraj Saha and Shri Debashis Bandyopadhyay (Auditors).



Thereafter, the principal sponsors for the event, HSBC, made a short presentation.

A souvenir brochure was brought out on the occasion which was released by the Chief Guest. Dignitaries were presented mementoes and flower bouquets. All attendees were received with a welcome package containing a gift.

The technical session was followed by a performance by a live band and a sponsored dinner. There were also several prizes based on a lucky draw.

The celebrations were attended by 150 heads, including family members. Thanks are due to Princeton Club, who did a commendable job in the areas of hospitality and event management.

HUMAN SNAKE RIGHTS



A shipment of marble slabs was exported by container, from India to Europe. At the discharge port, when a stevedore longshoreman opened the container door and entered inside to discharge the boxes stowed therein, he was suddenly bitten by a highly venomous snake. The snake was subsequently killed by his colleagues. The stevedore filed a compensation claim, which provided the following description of the snake:-

Total length	120 cm
Girth	14 cm
Width of head	4 cm
Length of head	4 cm

The crown of the head is covered with irregular, strongly fragmented scales. The supra-ocular scales are narrow, single and separated by scales across the head. The two maxillary bones supported 4 pairs of fangs, the first pair admeasuring a length of 16 mm. The color pattern consisted of a deep brown with a series of dark brown spots

that run the length of its body. Each of these spots has a black ring around it, the outer border of which is intensified with a rim of white or yellow.

SPECIE IDENTIFICATION

With the assistance of the “Bombay Natural History Society” and based on research work with library reference books and field guides, I identified the snake as “Daboia” which is the monotypic genus for the venomous viper species “D. Russelii” The amount of venom produced by individual specimens is considerable. Reported venom yields for adult specimens range from 130–250 mg.



Envenomation symptoms begin with pain at the site of the bite, immediately followed by swelling of the affected extremity. Bleeding is a common symptom, especially from the gums, and sputum may show signs of blood within 20 minutes post-bite. There is a drop in blood pressure and the heart rate falls. Blistering occurs at the site of the bite, developing along the affected limb in severe cases. Discoloration may occur throughout the swollen area as red blood cells and plasma leak into muscle tissue. Death from septicaemia, respiratory or cardiac failure may occur. These symptoms closely resembled the medical reports received from Europe

SEA PASSAGE

Study of the ship’s deck logbook indicated that the vessel called at 3 ports en-route from India to Europe. However the relevant container was neither trans-shipped nor shifted

SITE INSPECTION The stone processing factory was an “Export Oriented Unit”. I studied satellite imageries and large scale topographical maps of the area surrounding the factory. Down-stream of (surface/ground) water resources, the land was cultivated





for wheat, maize, pearl millet and sorghum; being rain-fed single crop fields. The area was sparsely populated, in the context of Indian population density. It was semi-arid. A wild-life sanctuary is located at a distance of about 100 km from the factory. A number of venomous snakes were known to inhabit the forest. I sighted jackals and mongoose on the road leading to the factory.

The stone quarry is located at a distance of about 50 kms.

The stones are transported by truck-lorries from the quarry to the factory, which was surrounded with stone masonry boundary walls. The blocks or slabs are cut, rated, polished and segregated as required, then packed in wooden crates. The gaps between the wooden planks appeared to be sufficient for several species of Indian venomous snakes to make their way inside a crate. The consignment is then stored in the open plot within the factory premises, awaiting transportation to port.

Although the presence of a snake inside the factory was possible, it was considered unlikely. This is because, the type of work being carried out inside, the noise of the machinery, the human activity, the movement of truck-lorries and most important the absence of suitable prey, would discourage any snake from entering the factory premises. However in the unlikely event that it did manage to get inside the factory, while say stalking a prey at night, it could then easily hide inside a wooden crate. A rubber-tyre mobile crane was available in the factory probably for loading trucks. The crates were being manually slung and then loaded, stowed on the truck-lorry. If a snake did enter a crate in the factory, such manual handling is most likely to have at least disturbed the snake if not alarmed it, such that the person in the factory is more likely to be the first victim.

ROAD TRANSPORTATION AND PORT OPERATIONS

The wooden crates are transported in truck-lorries directly to the "Container Freight Stations" (CFS). The drivers normally stop en-route for rest and recuperation. Thus, there is a possibility of a snake entering the crate en-route,

say when the truck is parked.

The crates are unloaded inside the CFS by crane. The empty container is inspected by the surveyor appointed by the container line, for cleanliness, damage, weather-tightness and fitness to load. The crates are then stuffed using forklifts. The container is then checked, locked and sealed

The CFS is surrounded by a boundary wall and the presence of any snake within a CFS can almost certainly be ruled out

The wood which is used in the manufacture of crates is un-treated. The container is generally fumigated at the CFS as per the consignee's requirements. Fumigation is usually



carried out with Methyl Bromide. The fumigation certificate forms part of the shipment documents for LC negotiation. It is not possible for any snake to survive a concentrated dose of Methyl Bromide during a sea-passage. Since the snake was alive at destination, it may be assumed that the relevant container was not effectively fumigated

ASSESSMENT OF CLAIM

I did not find any evidence of exporter's negligence or failure to exercise duty of care.

The snake didn't intend to migrate to Europe for better prospects. It was not a refugee. Its domain was obviously disturbed by humans. It is also apparent that it was a hardy specimen, having survived extreme provocation, not to mention the sea-passage in a poorly ventilated container. It is a protected species in India and was thus deprived of its rights.



I wonder if, instead of paying compensation, there is a case for wrongful killing of the snake.

CAPT. KAPIL DEV BAHL



Candles for Capt. Tommy Rozario

Capt. Deepak Honawar raised The Toast at the birthday of of Capt. Tommy Rozario – 11th February 2018

Good day Ladies and fellow ex Seafarers, We are gathered here today for a unique occasion, to felicitate one of our own, Captain Tommy Rozario, for having crossed his 100th birthday. As far as I'm aware, he's the first and so far, the only Member of the Company of Master Mariners of India and an ex Dufferin Cadet to have reached this milestone. For me personally, he is **"Uncle Tommy"** as he was a shipmate of my father and later, a dear friend of my parents well before I was around. May God bless him with good health and of sound mind.

I would now like to raise a toast to Captain Tommy Rozario and request all to join in singing the traditional song, **"He's a Jolly Good Fellow....."**



I will now read, courtesy his daughter Michelle, a short brief of Capt. Tommy Rozario as narrated several years ago about his early life at sea:



Quote

"He was born in the small coastal town of Nagappattinam on January 22nd 1918. Nagappattinam's proximity to the sea with the influence of "Aquarius" determined his future career.

After his primary education in Bangalore he joined the Training Ship Dufferin, as a Trainee Deck Cadet in 1934 and after graduation in 1936, went out to "Sea"





as a Deck Apprentice and future Merchant Marine Officer.

The Scindia Steam Navigation Company, then the premier Indian Shipping Company, provided the Ships and the base for the extension and establishment of the finest traditions in the Merchant Service imbuing Officers and Ratings with a strong sense of discipline, dedication to duty, love and respect for the Sea, and Ships, and all those that sailed in them.

It's young Officers were constantly made aware of the dictum that "your first a Seaman and thereafter an Officer".

He served at sea as a Junior and Senior Officer throughout the entire period of the Second World War and was witness to many stirring events during the course of this global conflict.



One such event that best illustrated the character and strength of will, determination and fortitude of the



Indian Seafarer is the personal trauma that befell one of his shipmates, an engine hand, whilst serving on board the cargo vessel SS Jala Rajan. The vessel was struck at sea by a torpedo launched by a Japanese submarine at around midnight sometime in the early February 1942 – the exact date of the loss of the vessel is lost in antiquity.

(I would add that Wikipedia records that, Japanese submarine I-65 torpedoed the Jala Rajan, of 5,102 Goss Tonnage on 15th January 1942 at 0217 Hrs JST. in position : 00 deg 12 min South, 097deg 00min East, whilst the vessel was enroute from Singapore to Calcutta).

This seaman suffered extensive and horrifying burns all over his body from a fractured steam pipe. Nevertheless, his undying will to live, coupled with his stoicism and ability to suffer and bear the terrible pain of the burns, saw him live through the next 10 days at sea in the ship's lifeboat, tossing and rolling at times in turbulent weather, with his body wrapped from time to time merely in strips of wet cloth sheets soaked in salt water.

As the Officer in-charge of the lifeboat and it's complement of 16 officers and ratings, 3rd Officer Rozario was witness to this truly heroic fight for life by this simple and frail Seaman all through the ordeal of the 700 mile passage in the trackless waters of the vast Indian Ocean, traversed by this small sailing lifeboat before finally reaching the sanctuary of the Indonesian Island of Sumatra. Apart from anything, this was surely a feat of great human endurance on the part of this valiant Indian seaman, witnessed daily by his shipmates all through those turbulent days in an open lifeboat.

((I would add that it was Capt. Tommy Rozario

leadership, sailing and navigational skills that made it possible for this lifeboat to reach shore and medical care for all the 16 Officers and Ratings in this lifeboat. He has been most modest about his own fortitude and endurance in that lifeboat.))

Many years later when Captain Rozario, then in command of a Scindia ship, was pleasantly greeted on deck one fine morning at sea by a Deck Hand, with a polite “Namaste” and the enquiry, as to whether the Captain remembered or recognised him. Capt. Rozario felt humbled and proud when the Deck Hand revealed that he was the same stricken Engine Rating, savagely scalded and near death, who had somehow survived the ordeal of the hazardous and perilous sea passage of 10 days, never to be forgotten days, in the open lifeboat – his body and physical condition thereafter did not permit him of any further stint in the heat of an Engine room and hence he was now a Deck Hand.”

Unquote

Captain Tommy Rozario’s first command was on Scindia’s “JalaKanta” on 11th November 1950, he later was Master on several Scindia vessels way into the late 1950’s until he came ashore in Mumbai as Cargo Superintendent for Scindia. In the mid 1960s he became a Managing Partner of Surveying Company Metcalfe and Hodgkinson (Estlb. 1885) and continued running the partnership to the early 1990s, thereafter he retired to Pune with his wife Sheila and daughter Michelle, who is here with us today. Unfortunately her husband Vishwas and daughters were unable to join us today.

Not many are aware that through most 1947 and 1948 Capt. Tommy was based in Calcutta and fully involved in Seafarer Union activities and is acknowledged as the person who helped to start what later became known as the Maritime Union of India.

Tommy is an avid punter

and continues attending the horse races live and off course at the Poona Turf Club.

Thank you.

Thereafter the evening continued as follows:

1. Capt.Kothurkar the senior most Dufferin ex Cadet (besides Capt.Rozario) and Capt.Bhandarkar the senior most Dufferin ex Cadet to have sailed in Scindias’ with Capt.Rozario presented him with a memento from Pune’s ex Seafarers.
2. Capt. Guha presented a memento on behalf of CMMI and said a few words.
3. Capt. Roy Chowdhury presented a memento on behalf of DRACEA & also said a few words.
4. Capt. Waman Apte narrated an anecdote of his time as 1st Mate with Capt. Rozario.
5. Capt. D.Singh who said a few words about his time sailing as Capt.Rozario’s 1st Mate when Capt. Rozario had the urge to have a short voyage in the 1970s.
6. Capt.David Patrao, Mr.Khan of MUI and Capt. Sunny Jacob also said a few words on the occasion.



OPERATION EVACUATION – LIBYA

On 22nd Feb 2011, on receipt of the SOS signal from Indian Ambassador to Libya Ms. M.Manimekalai, the Ministry of External Affairs, Government of India, swung into action to evacuate stranded Indian Citizens from civil war torn State of Libya ("Great Socialist People's Libyan Arab Jamahiriya"), by Road, Air and Sea, as the situation in Libya with respect to the safety of life had become untenable.

Joint Secretary (Shipping), Ministry of Shipping, Government of India, contacted Capt K.P.Rajagopal at around 2000 Hrs on 22nd Feb 2011, seeking assistance in locating a suitable Ship for immediate deployment for this operation.

Capt K.P.Rajagopal, contacted various Passenger Ship Owners and Operators in the Mediterranean region including the owners of MV Scotia Prince, IMO No 7119836, Passenger Capacity 1100, which was in the Red Sea heading towards India on ballast.

The Owners / Disponent Owners of the vessel were contacted and persuaded and by midnight on 22nd Feb 2011 an agreement was reached to get the vessel to do the operation.

MV Scotia Prince turned around and took the early morning North bound convoy through the Suez Canal on the 23rd Feb 2011. Capt K.P.Rajagopal was briefed by Joint Secretary (West Asia, North Africa) at the South Block on the 23rd Feb 2011 and he along with Capt R. Venkataramanan joined MV Scotia Prince at Port Said on 24th Feb 2011.

Capt K.P Rajagopal primary responsibility was to CO-ORDINATE the evacuation operation and was ably supported by Capt R. Venkataramanan. Their duties included following:

1. Co-ordinate the Ships program with the Indian Ambassador in Egypt, Ministry of External Affairs, Head Owners, Disponent Owners and Master of MV Scotia Prince with sole aim of getting the ship ready for the operation at the earliest
2. Co-ordinate joining of additional Technical and Hotel Crew, keeping in mind the number of evacuees.
3. Co-ordinate replenishment of stores, provisions and

bunkers for the Voyage.

4. Train the Ship's Crew and the Team from Ministry of External Affairs and Ministry of Health for the operation.
5. Co ordinate with Local agents in Egypt for further dispatch of evacuees to India

All Passenger Ferries in the Mediterranean Sea were being chartered by USA, UK, Turkey, Syria, Russia for evacuating their respective citizens from Libya and the charter rate for short term fixtures skyrocketed.

The Indian Ambassador to Libya Ms M.Manimekalai could not be contacted as Tripoli was totally cut-off and the Indian Ambassador to Egypt Mr R. Swaminathan was the designated authority for the Rescue Operation. MV Socita Prince had only the core complement and needed to immediately recruit 100+ Saloon Crew. Coordinators swung into action and within less than 2 days had the 100+ crew (from Turkey, Cyprus, Germany, Russia, India) embark MV Socita Prince. It was a commendable job in staffing the ship within 48 hours with a world crew.

A 13 member team (including one Doctor and a nurse) led by Joint Secretary (Pres, Bureau of Security) from the Ministry of External Affairs joined the ship on 26th Feb 2011. After completing the preparation, MV Scotia Prince set sail from Port Said to the Port of Benghazi (Libya) on 26th Feb 2011. MV Scotia Prince made two round voyages between the Port of Benghazi and Alexandria, evacuating 1187 Indians in the first voyage (inclusive of 8 infants) and 972 Indians in the 2nd voyage. The profile of the evacuees included Doctors, nurses, Oil Industry Professions, Marketing Professionals, Engineers, Construction Labour, Housewives, very young children, Infants including an infant aged few days. Many had boarded with just a blanket wrapped around their body and nothing else.

The Voyages were very eventful with bad weather, a ship full of evacuees, many of whom had travelled hundreds of kilometres without food and water across the desert for over 48 hours, a hostile port in Benghazi (with sporadic firing / bombing reported outside the Port premises), un-lit and un-marked



approach channel, Main Engine Failure and the like. The stranded Indians, 95% of them were young and were in very desperate state of mind as riots had erupted with mob looting their personal belongings and threatening life. Fierce fighting with fire arms had erupted all over Libya (including in Benghazi) for over 4 to 5 days and all supplies had stopped. There were several tense moments during embarkation and the ships gangway collapsed due to the surge of the crowd. The situation was brought under control with much difficulty. MV Scotia Price carried 87 passengers more than her certified strength (first voyage). It was not easy to get the Master, Superintendent & Owners to agree to carry the additional passengers and intense persuasion skills were used to get them to agree.

Indian Ambassador to Libya Ms M.Manimekalai in the run up prior to the start of civil war had cultivated local groups and leadership (few Indian who had settled in Libya for many years) and they were of immense help in the port of Benghazi.

On board MV Scotia Prince, the Galley and the infirmary were worked round the clock to cater to the needs of evacuated Passengers - to dispense food and tend to injuries and illness. The food served was mainly Indian with lots of milk, Fruit Juice, Fresh Fruits, Meat, Fish etc. It is to be noted that nearly 70% of all evacuees were without travel documents and the on-board Team lead by Joint Secretary (Pers, Bureau of Security), MEA were totally engaged in admitting only "Indians" and not any other nationals. The scuffle at the gangway was intense with Bangladeshis, Sri Lankan's & Pakistanis seeking entry.

The Operation necessitated two weeks of intense activities round the clock with continuous reporting / liaising with following:

- Mr R. Shastri, Advisor to Foreign Minister Shri S.M.Krishna,
- The Indian Ambassador Mr R.Swaminathan in Cairo, Egypt,
- On board MEA representative
- Joint Secretary (Pres, Bureau of Security), MEA,
- Joint Secretary (WANA) , MEA New Delhi
- Indian Naval Ships- to issue Navigational advice as they were following to join the operation
- Indian Naval Headquarters in New Delhi – to issue

Navigational advice

- Head Owners of MV Scotia Prince
- Disponent Owners of MV Scotia Prince
- Master & Crew on board MV Scotia Prince in motivating and guiding them
- Agents at Cairo and Alexandria for Egyptian immigration and customs
- Air port agent for the chartered flight connections.

Co ordination of ground support at Alexandria port for transporting the evacuees to the airport in a scheduled manner with full supply of food and water.

INS Mysore & INS Jalashwa reached Benghazi on 8th March, but they were not used as MV Scotia Prince had evacuated all the stranded Indians from Benghazi by then.



Capt K.P.Rajagopal,
CMMI membership No 990

Piracy and Armed Robbery – An Indian Perspective

A) Difference between Piracy and Armed Robbery.

Piracy as per UNCLOS definition from Article 101 : Any illegal acts of violence or detention ,or any act of depredation ,committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed –

- **On the high seas** against another ship or aircraft, or against persons or property on board such ship or aircraft.
- Against a ship, aircraft, persons or property in a **place outside the jurisdiction of any State.**

Armed Robbery Definition –IMO resolution A.1025 (26) adopted by IMO on 2nd December 2009

- Any illegal act of violence or detention or any act of depredation ,or threat thereof ,
- **Other than an act of piracy.**
- Committed for private ends and directed against a ship or against persons or property on board such a ship,
- **Within a States internal water, archipelagic waters and territorial sea.**

Important to Note -

Thus there is marked difference between piracy and armed robbery is that piracy is on high seas and outside jurisdiction of any country, whereas armed robbery is within territorial waters.

B) Areas of Responsibilities w.r.t security of various Indian Agencies

- Internal waters upto Baseline it is Marine Police.
- From baseline upto 5 N.M it is Marine police
- From 5 N.M upto 12 N.M it is Coast Guard
- From 12 to EEZ it is Coast Guard and Navy.

However w.r.t pollution Coast Guard has upto Internal Tidal Waters

Present Scenario – As Marine Police are yet to have full infrastructure in place like speed boats ,personnel and police stations for all practicable purpose Coast Guard is discharging major role in all areas.

However F.I.R and procedure thereafter is done by Police.

C) Categories and Significant of Incident.

- Cat 1 – Severe & Very Significant .
Eg – Crew killed, kidnapped ,seriously injured, ship hijacked /cargo taken.etc
- Cat 2 – Less Severe & Moderately Significance.
Eg- Crew Injured /Threatened, perpetrators armed (guns &/or Knives), crew cash/ belongings etc
- Cat 3- Theft & Less Significant.
Eg- Crew not harmed, perpetrators armed (knives), ship stores/engine spares etc.
- Cat 4- Petty Theft & Least Significant.
Eg – Crew not harmed, perpetrators not armed, ship items stolen /nothing stolen etc.



D) Achievements

Indian Region has been removed from HAR (High Risk Area)

There has been appreciable decline in number of incidents of piracy and armed robbery in our AOR.

Between Jan to June 2016, total incidents reported were 12 (11 were CAT 4 and 1 was CAT 3) and from Jan 17 to June 17 it has reduced to 1 (that also CAT 4)

Thus it can be seen that cases reported in India are mostly CAT 4 and that also has reduced to 1, which is great achievement .

E) Factors for such an achievement:

- ReCAAP (Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia)
- Active contribution through its Focal Points .In India it is Coast Guard MRCC, Mumbai.
- Better coordination between various government agencies .Commitment from Top Echelons.
- Monitoring by VTMS along the coast.
- Immediate action by coast guard, police and other agencies when any suspicious activity is reported, which acts as deterrence.

F) Impact of Piracy and Armed Robbery on Ship Owner

- Additional Cost
 - * War Risk Premium
 - * Armed Security Guards
 - * Security Equipment
 - * Rerouting Vessels to avoid HRA (High Risk Area)

- * Rerouting Vessels to pick up and drop arm guards.
- * Engagement of all shipboard personnel affects ships routine maintenance.

• Other Concerns

- * Lodging FIR with Marine Police.
- * Delay to Vessels.
- * Non recovery of robbed items.
- * Berthing delay – Unavailable of mooring ropes.
- * Anti-piracy watch effecting rest hours of ship staff.

G) Way ahead

Indian Govt. is in process to frame and adopt “Anti Piracy Bill”.

(Above article does not reflect views of the department with whom writer is attached and is purely in his personnel capacity)



Captain A B Solanki

Extra Master, MBA

Drowning in a Sea of Paper by Capt. Naveen S Singhal

The ISM Code, implemented in 1998, was meant to make the oceans cleaner and ships safer. However, 14 years later, it seems that oceans are now at a greater risk from getting polluted and ships more prone to accidents and disasters than ever. Sadly, much of this can be put down to a lack in understanding the 'spirit' of the ISM code. The existing practice of equating the safety standard of a company with the size and volume of its documentation is a trend which is generating more paper and dangerously eroding the actual safety on board ships.

Where did it all go wrong? Much has been said over the years about the ISM Code, good and bad, but this time the code itself is not to blame. The architects of the ISM Code could have never dreamt in 1993 of the way in which the industry could swamp the ship's Master and crew with a tsunami of documents and thus inadvertently compromise the actual safety of the vessel. The volume of unwanted paper varies between companies. Although those companies who prefer more user friendly procedures/documents may put less of a burden on the crew, the danger of excessive documentation is still pronounced across the shipping industry.

Captain Thomas Waldher of RIGEL Schiffahrts GmbH & Co German Ship Owners and operators of ships reflects on the psychological impact of this excessive documentation and says: 'ISM did contribute to safer management of ships and better protection of the environment. It is a huge challenge for ship operators to keep the documentation simple. In most cases the aim is to legally protect different interests, which does not contribute to safer operation of the ship. Seafarers who live and work on board for an extended period of time cannot be expected to think of theoretical procedures and guidelines at every minute during their stay on board. From a psychological standpoint this is not feasible. The aim should be to consider how to provide a safe and environmentally friendly working condition for the seafarer, rather than demanding that they read lengthy and complex procedures which are aimed at covering the shortcomings of the organisation's own

systems.' It would not be at all surprising if managers ashore were unable to find and retrieve documents from within their own systems due to the sheer volume of data. If this is the condition of the office, what could we expect from a Master on board ship with little or no shore guidance or assistance? Would it then be correct to say that every vessel afloat is a disaster waiting to happen, in terms of the paperwork and the distractions it can cause? The results of a recent survey of shipping experts, owners/managers, classification societies, surveyors and senior officers are not surprising either. It is clear that the amount of documentation and information being dumped on ships is a matter of considerable concern.

- 93% believe that the documents on the ships are excessive
- 87% say that there is a good amount of duplication of documents
- 95% agree that documentation is not simple to read and understand
- 85% believe that surveyors and inspectors insist on documentation
- 79% believe that the company generates documentation
- 100% believe that documentation is required
- 100% agree that documentation should be simple, effective and brief

Information overload

There are many in the industry who benefit from the process of creating and approving a complex SMS without taking into account the ability and limitations of the seafarer who is the final user. The key purpose of ensuring that the ship's crew reads and understands the manuals is rarely achieved, either because the data is too monotonous and 'general', or because a simple process or activity has been expressed in an elaborate and complicated manner which even Albert Einstein would find difficult.



Mr Bjorn Hojgaard, CEO of Anglo-Eastern Ship Management, puts it very aptly: "In an effort to cover all bases, the Safety Management Systems in use on board today's merchant ships have become bulky. While good policies, procedures and forms can be of great help to shipboard management, the sheer volume of documents and paperwork is a deterrent to many seagoing officers."

Shore establishments/companies need to be more prudent whilst passing manuals/data and important information to ships. It should be to the point, simple to read and understand, as brief as possible and less fragmented as well, so that it motivates a seafarer to read. This information dumping has quite naturally resulted in:

- a. Making the crew insensitive to seemingly important information, and unable to distinguish what is really important thus making the ships more unsafe and prone to accidents and pollution.
- b. Keeping the Master and crew more occupied with un-wanted documents, paperwork and less time on vessel's safety and operations. Often, there is simply too much information to absorb in the time available.

Dr. Margaret Heffernan, an expert on information and the author of *Willful Blindness*, writes that 'We are receiving more information on a continuous basis, but greatly misunderstand the brain's capacity to handle this. Imbibing too much information also impairs the brain's decision-making powers'. Lagging indicator of such an impairment is subtly visible as 'human error' in marine accidents. In simple terms, if we ask a chef to read an entire book instead of a one page recipe, he will probably ignore the whole thing and cook the dish his own way. No ship owner/operator wants the crew to by-pass procedures; but they are inadvertently encouraging it, since the procedures were never crafted in a 'user friendly' manner to start with. Some charterers have now started insisting owners/operators include within their manuals and procedures extracts from reference books such as COSWP, ISGOTT, SIGTTO, chemical tanker guides etc. This is the last straw! Mr Cong Jian, a senior executive of Dalian Ocean Shipping Company, comments that the ISM Code has no doubt worked effectively over the years and resulted in safer shipping, however numerous procedures and check lists are steadily on the increase. This proliferation of documentations results

in undue pressures. Far from engendering a safety culture, it actually increases crew fatigue. In addition, it serves to create a negative approach towards documents and paper. It is essential for IMO to recognize the current state of affairs and work together to encourage all the parties concerned to revisit ISM's goals and foundations.

What can be done?

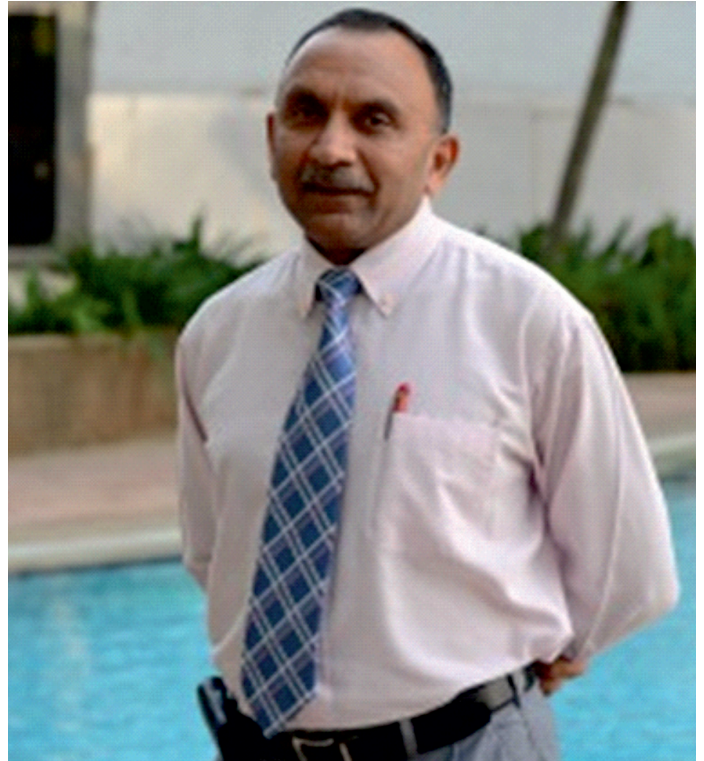
N. Rengarajan, CEO, Transocean Shipping Ventures Private Limited, Mumbai says he is striving to improve their company's documentation and comments: 'Successful implementation of any standard requires a thoughtful and a holistic implementation. Documentation should be an aid to the seafarer and not a burden. Hence there is a big need to re-think our ideas to have a good, simple but adequate documentation procedure for our industry which assist the crew and encourages them to read the manuals.' Interestingly GL Academy, the academic arm of Germanischer Lloyd, has made a good attempt in the right direction by launching a 'lean documentation' training programme. Mr. Ulrike Schodrok the Global Coordinator for Germanischer Lloyd Academy explains, 'We have opened a debate on the need to identify inefficiencies, avoid unnecessary documentation and generally take a 'leaner' approach to ISM implementation. With more regulations to come and new management systems to be integrated it is time to investigate some efficient options to make the SMS more effective. A leaner SMS would also achieve endorsement from the crew, enhance their commitment, improve awareness and contribute to a better safety culture. Both recognised organisations and flag states have their part to play. According to Ms. Evelyn Soon of the Cayman Islands flag state: 'It is advantageous for the SMS documentation to be as concise as possible to ensure effective compliance. If the system is overly complex and burdensome, this is likely to give rise to issues when this is put into practice. Documentation should be developed to record what is actually done rather than making the process fit the procedure. The main guidance we would offer is to ensure that compliance with the statutory elements can be achieved without being over burdensome. All too often during external audits, we find that procedures require unnecessary and over complex steps to be followed. This can lead to non-conformities as the seafarers will inevitably leave out the unnecessary steps or may find it difficult to comply with. Clearly, we would never discourage

going above and beyond the requirements set out in the regulations, but this should not be at the sacrifice of other procedures that must be followed.'

Role of the IMO

The industry must take its cue from the initial failure and current success story of the ISO 9001 standard, from which the ISM Code was derived. When introduced in 1987, and subsequently amended in 1994, the ISO 9001 was criticised by the world as a 'document tiger'. However ISO Geneva was quick to respond and act, by amending the ISO 9001 standard in the year 2000 and leaving the user to decide the size and need for documentation. This resulted in a most 'user friendly' and globally accepted quality management standard. The ISM Code has already undergone three revisions, but we have yet to see a code which would be user friendly and would motivate a ship owner to adopt and implement any kind of change. I would earnestly request that IMO takes heed of the predicament caused by the rising tide of documentation and considers amending the ISM code accordingly. We need an amendment which would ensure that only those documents and manuals that are really needed are sent to the ships – and even those that are sent are presented in an easy to understand and user friendly manner. If IMO is to move with the times then it would need to structure a mechanism whereby those marine/technical personnel serving in IMO who are involved in defining policies and codes for the industry are required to sail on ships at regular intervals to keep their understanding of the industry current. This could help give a picture of the reality of the Code as it is implemented – which can be a very long way indeed from what its architects intended. I also believe that the stalwarts at IMO need to review the ISM Code itself, which I deeply regret to state is out-dated and obsolete. The code introduced risk assessment in 2010, when it was introduced in the shore based industries in 1999 with OHSAS 18001. It has still to introduce the concept of 'preventing the occurrence of a non-conformance', the pro-active action; something which was introduced in the ISO 9001 in the year 2000. The maritime industry is now heading for the point of no return. If the situation remains as is, we may find ourselves explaining to the world in the wake of a terrible accident why seafarers were paying attention to the documentation not the ship – or why they ignored safety procedures altogether. This is a serious issue,

and we need to take stock of it before we reach a point when documentation loses its sanctity, and the industry loses confidence in the ISM Code altogether



Background of writer, Capt. Naveen S Singhal

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Empanelled Consultant with International Maritime Org (IMO).

Accredited with IRCA, UK as an Auditor since 1997.

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The Gift of Life

Imagine....

"Imagine no possessions

I wonder if you can

No need for greed or hunger

A brotherhood of man

Imagine all the people sharing all the world....."

If all of us decide to share what we have after we have had our fill, and if all of us decide to share what we cannot take with us on our final journey, we each have the power to make this world a truly better place. And we would know too that it's within each of us, to be able to gift life to another simply because we decided to share. Through the miracle which is our human body, each of us can gift life, many lives. Born in the times of path breaking scientific research and medical marvels, our body has multiple transplantable organs and tissues: Kidney, intestines, lungs, bones, bone marrow, heart, liver, pancreas, skin, and corneas. For the kidneys alone around 220000 in India people await a transplant and only 7500 get it, which means that more than 95% never get it.

My Personal journey: In early 2016, I was diagnosed with chronic kidney disease, also called chronic kidney failure. It is the gradual loss of the kidney's function. Kidneys filter waste and excess fluids from the blood. When chronic kidney disease reaches an advanced stage, dangerous levels of fluid, electrolytes and wastes can build up in the body.

In the early stages of chronic kidney disease, there were few signs or symptoms and hence my kidney disease did not become apparent until the kidney function was significantly impaired and the way forward given to me by the doctors were artificial filtering (dialysis) and a kidney transplant. Everything that was "normal" about my life changed overnight and I began a routine of dialysis while I awaited a kidney donor. Willing potential donors known to us got their blood group checked however none were found compatible to undergo donor evaluation.

**"You may say I'm a dreamer
But I am not the only one**

**I hope someday you will join us
And the world will be as one....."**

Hope is eternal and we all carry it close to our hearts. Lo and behold! A new dawn was awaiting me. Closer home. My brother Capt. Pradeep Correa decided to get tested as a compatible donor and to our complete joy he was found to be one of the most ideal donors with multiple criteria meeting my body type. We had several meetings, with the transplant physicians to discuss the procedure and its risks, within the family and after a brief interval of introspection he consented and began his preparations for the transplant. I count my blessings, I got a new lease of life from my younger brother on 16th September 2017 and will forever be grateful as I know it was not an easy decision to make and not an easy gift to give.



As a family, we now smile a little more, count our blessings a lot more, look forward to the happy moments each magical day brings to us. I have begun my journey towards renewed health and the settling down time my body requires to accept the new guest into the family. **I would request each of you to take a minute and ask yourself: how often in our lifetimes do we hold the power within our hands to save a life?** What choices would we make and what legacy would we leave behind if we had the option to save up to six lives, at no personal cost?

"As we work to create light for others, we naturally light up our own paths....."

In India, millions of people need various types of organ transplants, but less than 7% of these people receive it. Why does this disparity exist? As a nation, we are largely not aware of organ donations, nor which organs can be donated and how. Organ donation, is the harvesting of an individual's organs after he or she dies, for the purpose of transplanting them into another person. Any person can become a donor irrespective of age, caste, religion, community, current or past medical condition, except for certain

conditions such as active cancer, AIDS, Hepatitis, septicemia and such other infectious conditions.

Brain death is an irreversible and permanent end of all brain functions like sending messages to the body to perform vital functions of breathing, sensations, etc., and the person is then declared clinically and legally dead. It is possible to donate all our organs in such a condition. However, doctors hesitate to inform the relatives of the patients about such a sensitive issue and ask for organ donation at such a time. It is an emotional issue, however the family needs to consider that instead of dying out completely, their beloved person can live on through giving life to someone else.

Organ and tissue donation doesn't interfere with the body outwardly at all. The recovery of the organs is performed in the operating room. The transplant coordinator oversees the arrival and departure of the surgical recovery team. The recovery team consists of surgeons, nurses, the transplant coordinator and an organ preservation technician. Once the organ removal is performed, the donor's body is clothed for the final ceremonies, so there are no visible signs of organ or tissue donation, no one can see the difference as the body is treated with a lot of care and respect.

Many Indians are superstitious about organ donation and believe that individual's soul will not rest in peace if the body parts are taken. Organ donation is in fact a noble, kind and admirable act which can give a second lease of life to someone. Across all our scriptures, written and revered over centuries, we know that our bodies are just a means of carrying our souls. "Then shall the dust (out of which God made man's body) return to the earth as it was: and the spirit shall return unto God who gave it"

**"You give but little when you give of your possessions.
It is when you give of yourself that you truly give....."**

And now I have decided to give back to society, what it has given to me. I have become a volunteer for organ donation through MOHAN Foundation (Multi Organ Harvesting and Aid Network). My sailing fraternity are a generous and giving lot and I appeal to them first and then the others. Donating ones organs is the most pure form of life giving to those who are in

need. Let us reach out to more and more people and make them aware what organ donation really is.

If one registers for organ donation, it enables the government to know your wish. It enables the transplant coordinators to know that the brain dead person had wished to donate, based which approaching the family for consent becomes easier. It helps in saving crucial time in the process of organ donation. After the registry, a donor is provided with a donor card. And once you are signed up as a donor and have a donor card, please remember to tell your family and let them know that you want them to help honour your decision to donate. An organ donor card is a great way to show you're committed to saving lives.

So my Dear Colleagues please come on board and request all our Shore based Mariners to promulgate this message to the Masters and all their staff on their vessel and we should endeavour utmost to have all our Seafarers as DONORS

**"Let's heal the world
Make it a better place
For you and for me
And the entire human race....."**



Capt. Prakash Correa
Vice President - Tanker Operations
The Great Eastern Shipping Co.Ltd

Organ donation and transplantation is one of the most remarkable medical success story of this century. For the past decade the concept of “Eye donation” has been very popular and successful, thanks to the wholehearted support of people like you. Besides eyes and kidneys it is also possible to transplant other organs like heart, lungs, liver and pancreas. Other tissues like skin, bone, cartilage, veins, arteries, heart valves can also be transplanted.

To make all these transplants possible in India and thus alleviate the suffering of many patients, the Government of India in 1994 passed an Act called “Transplantation of Human Organs Act”. The new act broadens the concept of organ donation to include other organs besides eyes. The universal DONOR CARD is the first step in this regard and your signing the card can save many lives. This universal card expresses one’s desire to donate any or all organs.

Let’s learn more about organ donation

Who can be a donor?

All of us can be organ donors, irrespective of age, caste, religion, community, current or past medical condition.

Which organs can be donated and when?

Vital Organs like heart, liver, kidneys, intestines, lungs, and pancreas can be donated only in case of ‘brain death’. However other tissues like corneas,

heart valves, skin, bones etc can be donated in case of natural death.

How can you be an Organ Donor?

You can be an organ donor by signing a ‘Donor Card’ from any hospital or an NGO. A donor card is not a legal document; it is only an expression of your willingness. If a person has a donor card, it means that he/she is willing to donate organs upon death. Remember that in our country even if you have signed the donor card, it is important to bring your family in consensus with your wish, as their decision will be considered final.

What is brain death?

Brain death is an irreversible condition that results from a severe injury to the brain, All areas of the brain get damaged, stop functioning and a person cannot sustain on his/her own. Vital body functions are maintained through a ventilator which supplies oxygen and enables the heart to beat. This maintains blood circulation to the vital organs which can be harvested for transplantation.

What is the difference between brain death and coma?

Coma is a state of deep unconsciousness, where the brain continues to function and the person can breathe on his own, without the help of a ventilator. Brain activities can be seen through various tests. Thus, the brain still has the capacity to heal and the person can come out of a state of coma. Brain Death results from such severe injury (like in a road accident or stroke) that the damage is permanent and all functions of the brain stop totally.

Brain Death is Death. Organ donation cannot take place from patients in coma.

Will organ donation leave my body disfigured?

No, the recovery of organs is carried out by well trained surgeons with the greatest care and does not disfigure the body or change the way It looks.

What if my religion does not permit me to donate organs?

None of the religions object to organ donation and transplantation. On the contrary, religions endorse

'giving' and what would be more noble than giving life. If you have any doubts you can consult your religious leader.

Is there a cost to the donor or their family?

There is no cost to the donor's family. Donation is a gift. In fact once a family agrees for donation, all expenses thereafter until handing over the body to the relatives, is borne by the hospital.

Can I later withdraw my consent to be an organ donor?

Yes. This can be done at any point. Just tear off the donor card that you carry and again inform your family members that you no longer want to be an organ donor.

Is it enough to carry the organ donor card with me?

No. It is more important to let your family members and other relatives know your wish so that it can be honoured, if and when the time arrives.

Can I sell my organs or buy them for any of my family member?

No, the "Transplantation of Human Organs Act, 1994" prohibits buying and selling of organs and makes it a punishable offence.

"Organ donation is not giving up a part of yourself to keep a total stranger alive. It is really a total stranger giving up almost all of themselves to keep a part of you alive."



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1	Offshore Vessel Engine Room Operations	3	18000
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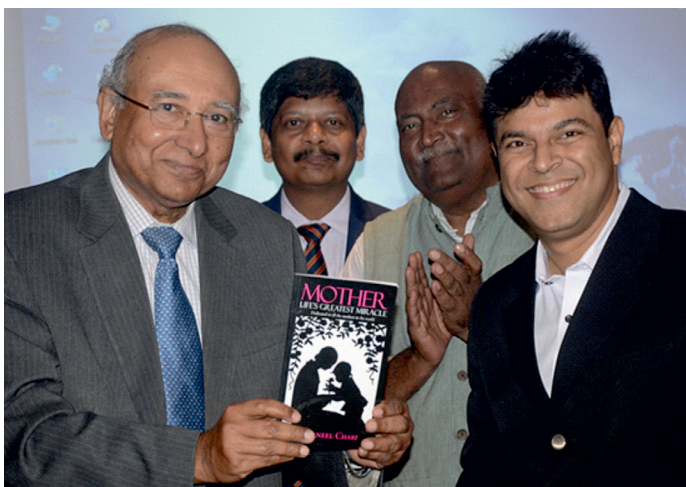


CMMI Kolkata Chapter Meets on Friday, 15th December 2017 at Princeton Club, Kolkata

The Kolkata Chapter of CMMI met on the evening of Friday, 15 December 2017 at Princeton Club, Kolkata.

In his opening speech, the Chairman of the Chapter, Capt. Mukund Kumar, welcomed the members present.

Next, Shri. Sabyasachi Hajara, Varuna Awardee, Ex-CMD, SCI, and Honorary Fellow of CMMI Mumbai, addressed the gathering.

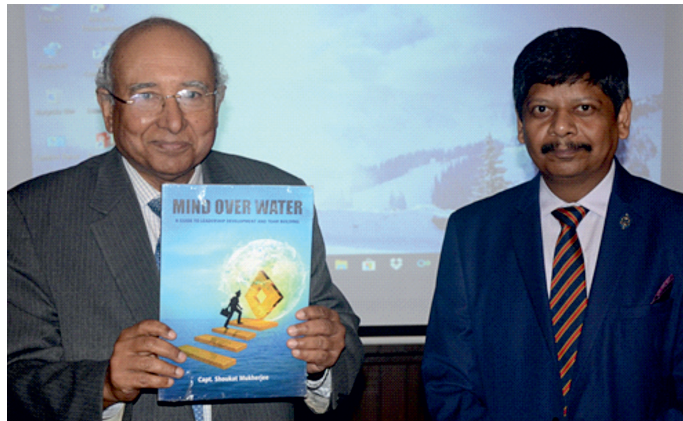


A lecture was presented on "Normalisation of Deviance" by Shri. Akash Hoon, Chief Engineer, MEO Class I, Member, Institute of Marine Engineers, India, Kolkata Branch (IMEI) and Principal, Hoon Maritime Institute, Kolkata. The house thanked Shri. Akash Hoon for the valuable presentation.

Presentation of the Book "Mother-Life's Greatest Miracle" by the author, Capt. Indraneel Chari was next. The presentation was followed by the release of his book by Shri. Sabyasachi Hajara, Ex-CMD, SCI.

Felicitation followed of CMMI Kolkata Chapter Committee Member, Capt. Arijit Mukherjee, FICS, FCILT, Director, Safe Passage Shipping LLP, Kolkata, for the award of Chartering & Brokering Company of the year 2017 in the Eastern Region by Exim Shipping.

Next was a presentation of S-Cube Games & Hospitality Pvt. Ltd. by Capt. Debapratim Sanyal. S-Cube Games & Hospitality Pvt. Ltd. has a legitimate poker club that lets you enjoy the game in



a professional set up.

After that was a presentation of the Book "Mind over Water" by the author, Capt. Shoukat Mukherjee. The presentation was followed by the release of his book by Shri. Sabyasachi Hajara, Ex-CMD, SCI.

Next was a presentation by the Association for Sea Kayakers & Adventures, Kolkata.

New member Capt. S. B. Mazumder (Chairman, Shipping Committee, Bengal Chamber of Commerce and Industry) was welcomed by the house.

Notable attendee Shri. S. K. Sinha (Principal Officer-cum-Jt. DG (Tech), Mercantile Marine Department, Kolkata), was welcomed by the house.

The Secretary of the Chapter, Capt. Kaustuv Dutta presented a vote of thanks and concluded a wonderful meet which was attended by 30 members. Princeton Club did a commendable job in ensuring that the meet went smoothly.



Alone in the Sea

Aniket Gore was very disturbed. His time for joining the vessel had arrived but he hated leaving his wife Seema behind. Of late he had heard the gossip that his wife Seema, a software engineer was having an affair with a colleague and he felt that this time was the last time he was spending with her. When he came back there would be no home.

Sanjay Jain was supposed to join the ship in next 2 days and he was depressed. His cousin's wedding was coming up soon after Diwali and the whole family was gearing-up for it. However, Sanjay would miss it as he would be travelling and he was hating that.

Nishant Makhija, a third engineer was desperately job hunting – and not in vessels. He wanted a job, any job, at a shore even if it meant taking a 95 % pay cut – he hated his sea life and only longed for a job that allowed him to stay online and lead a “normal” life.

Though the names might be fictional, yet none of the characters in the paragraphs above are fictional – they are seafarers we meet almost on a regular basis. Some hate to leave home as it is happy and content and they miss it, while some hate to stay away as they fear their family life might crumble while others simply aspire for a “normal” life.

With opportunities on land opening up for diverse sectors, sea faring is no longer the only profession to earn money – though it, till date provides significant remuneration, yet there are various other avenues today in land where one could earn substantially. This coupled with the

increasing job pressure at the sea has significantly reduced the attraction of the sea faring job and a large fraction of the sailing community is therefore confused and at a later stage depressed.

A recent study by a global organization showed that suicide was the largest cause of death among sailors accounting to over 15 %. This was particularly true for young sea farers, mostly cadets. In fact the mental health of seafarers is an ongoing concern for long. With the work pressure increasing at merchant vessels owing to shorter port turnaround time and an increased load of paperwork – fatigue, work related stress and depression is on rise. Add to it isolation and lack of shore time as well as workplace pressures and loneliness often due to cultural isolation – the sailor, though not really lost, is often at a loss at sea.

So what are the major causes that are cause of depression in seafarers?

1. Loneliness at work and sleep deprivation
2. Tremendous work pressure and consequent fatigue
3. Working with a multicultural crew which often causes huge cultural isolation
4. Increased use of gadgets at ship – owing to this, in merchant vessels today there is lack of community bonding as sailors spend a large part of their free time in their cabin with their gadget/phones.
5. Intense homesickness and desire to be a part of the regular normal shore life.



In most cases the seafarers spend considerable time away from home – in extreme loneliness they work for several hours in stress and fatigue and are often subject to harassment and bullying all of which lead to anxiety and depression, and in some cases suicide.

Recent report shows that a large number of seafarers disappeared at sea – for example in the year 2011, the captain of 'Ocean Caesar' was reported missing about 40 nautical miles north-east of Sandy Cape, Queensland. Despite immense search he was never found and the case is believed to be one of suicide. This is not an exception – there are many more such instances.

What are the effects of such incidents? Crew loss owing to mental illness, suicide and disappearance can not only take the ship out of service for several days but can also completely demoralize and have a tremendous negative impact on shipmates. Thus such incidents need to be avoided at all costs and effective remedial measures needs to be taken in this respect.

So is support not at hand? What prevents a seafarer from seeking help? A major reason seems to be confidentiality as one of the primary concern of any sea farer is job security and so in most cases they refuse to share any information identifying them when they seek help as they are scared of losing their job and being blacklisted. The cadets seem to be the most vulnerable. Studies showed that between 2001 and 2005 among all professions merchant seafarers had the second highest level of suicides and of this 40 % were cadets.

Unfortunately however despite such statistics discussing mental well-being of a sailor is still a taboo subject – add to it high level of prejudice and poor knowledge of mental health, the sailors often refuse to seek professional support and this has serious impact.

The need of the hour is thus to come up with holistic wellness programs that include mental health. Programs to improve onboard well-being of the sailor in every aspect be it social, emotional, or physical, should be taken care of. This should not only be done as a philanthropic gesture but also as an act that makes good business sense – for at the end of the day only the happy and healthy seafarers are likely to stay at sea and perform at peak.



Capt. Surojit D Biswas

Unlocking value of River and Sea for logistics and transportation in India – How do we find the tipping point for the industry?

I am optimistic that the Coastal Shipping and Inland Water Transport sector will get the attention it deserves in the coming years to develop to its full potential and plays its important and critical role in the country's logistics.

River sea shipping - the background and the delivery on the RS rules by the GOI in 2008. I have been engaged for many years with the argument that the existing MS act will not deliver on coastal shipping to its full potential. Large Indian shipping companies did enter the coastal shipping space only to exit very quickly citing unviability. Private capital also came but went under, they too tried the MS act model. This has given coastal shipping a bad name both with the customer (high cost model) and the financial institutions for low or negative returns.

International scenario - every major maritime nation has a country specific coastal shipping regulation, which is a diluted version of the deep sea shipping regulations. India is not reinventing the wheel but adopting what has been realized as the only workable model for domestic shipping by other competing maritime nations.

Benefits - we are all converts to the obvious and repeatedly stated benefits, which I will not go into here. More than anything the GOI also saw the macro economic benefits in GDP growth. This was one of the main reasons the GOI engaged with the stakeholders and delivered on the RSV rules in 2008. The 2% contribution to the GDP, which our honorable minister speaks about, is only possible

by migrating, our logistics to water transport. It has been determined that a reduction of the cost of logistics in India by 1% translates to a saving of USD 7.5 Bn. This further delivers a tangible and positive impact on the GDP itself. This savings cannot be delivered by road and rail is rather obvious, and can happen only by increasing the water logistics share in the overall logistics pie.

Logistics costs as a percentage to Indian GDP account for more than 14%, while they amount to only about 8 percent in developed countries.

What are the RSV rules - this is a diluted regulatory regime with significant reduction in opex and capex for the operation of coastal vessels. The deep-sea MS act vessels are designed and manned for extreme weather and operational conditions, which may never be encountered in a coastal voyage around India. Unfortunately, this fundamental argument about river sea rules has not found the required traction with the major players in the coastal shipping space nor the financial institutions, who require a validated and transparent model to push capital into the industry. This is the tipping point we are still seeking and requires further initiatives to make it happen. The CMMI platform plays a big role in the "talking up" of the industry and its requirements. I must also caution the stakeholders on the fatigue element that is creeping in as this "talking up" has been going on for many years. Platforms like the CMMI helps to keep the faith and ensure the industry reaches the tipping point.



Before I move to a defined agenda for the final push towards “Unlocking value of River and Sea for logistics and transportation in India”, I would like to touch upon a significant barrier in the development of our industry.

Our industry has been seriously compromised by lack of capital. Even the capital that becomes available from traditional banking sources has serious impediments in securitization and other banking norms, which seriously impacts the growth of this Greenfield industry. One particular norm is Basel II in Indian banking. As a layman I believe that we in India are not ready for Basel II with the same arguments we have for not accepting WTO and IPCC. Fortunately we have managed to stall the WTO and IPCC but Basel II has slipped through which it should not have.

Regulatory change in any industry (examples telecom and airlines) is the beginning of the transformational change for an industry in India. Regulatory change is followed by the required expertise with small investments to finally gathering pace towards the tipping point with suitable and appropriate catalyzing interventions. I believe that the RSV rules is this regulatory change, which will bring about the transformation of logistics in India. Let me give below my 10-point agenda to get quickly to this tipping point, better late than never.

1. We need a defined model based on the RSV platform which all of us can buy into. This model is the River sea Nano -

I propose a model defined by a capex/opex metric which is

1/10/10/100/100 OR

A vessel which can carry 100 Teu's, along the coast at USD 100/TEU, between any point in WCI or ECI costing 10 crores, at a speed of 10 knots and consuming 1MT of DO or equivalent. I believe that this is achievable based on my building and operating experience.

2. An infrastructure initiative from the GOI with the appropriate financial institutions for

allocation of capital for the model.

3. Suitable incentives to the trade on the lines of the GOK coastal cargo incentive on an all India basis.
4. Dilution of the banking norms for this capital-intensive industry including but not limited to Basel II. Existing loans in this sector to be urgently restructured, to accomplish completion of the ongoing projects.
5. INCOIS - Indian National Centre for Ocean information services is a great tool, which gives real time information of wind and waves across the coastal areas of India. We need to give this some technological teeth and have it as mandatory for reception of data on RSV vessel to make them safer and operate within the defined weather parameters. We cannot afford to have an accident at this formative stage of the industry and INCOIS is a very useful tool to avoid any casualties on the coast.
6. Refocus on the minor ports with infrastructure upgrades especially in equipment and access. Good beginning by GOK but a lot still needs to be done.
7. Yards focusing on the RSV sector are very few and the existing ones are struggling to survive. It is imperative that the stakeholders do not allow the expertise and talent in these small yards remain available as we reach the tipping point.
8. Research grants for qualifying entities to further fine-tune the capex and opex of River sea vessels especially to reach the 1/10/10/100/100 goal defined earlier.
9. Suitable initiatives to migrate the RSV model to LNG fuels in the short term. This requires infrastructure development as we refocus on the minor ports above.
10. It is clear that the wide gaps exist between the GOI initiatives, the coastal infrastructure challenge and the support so desperately required by the industry to establish itself.

What is sorely lacking is a coordinated interface of the industry with the Governments and regulatory bodies. This will also avoid conflicts between MS act and RSV on the coasts. Under the aegis of CMMI and its all India network I suggest committees devoted to CS/IWT. This will be a single platform to address coastal shipping issues working the RSV platform across industry segments from Ports, Ship-owners, freight forwarders, shippers etc. The GOI has already initiated steps to include Bangladesh River sea ships to operate on the Indian coast and vice versa. We would like to include Sri Lanka and Myanmar under the similar initiative under the auspices of CMMI. Our final goal to accomplish Chah Bahar to Ranong as the footprint of RS India. This will be the everlasting contribution of CMMI to logistics in South Asia.

One of the very critical challenges facing the CS/ IWT industry is the risk profile of the regulatory bodies and financial institutions which define the growth of the sector. We all would want some very robust regulatory and financial parameters to govern the industry. But we must walk before we “bolt”, have the few falls that would be required in the process. Let me take a couple of examples and the reader can make his own judgement.

At the end of second world war Greek was at its nadir – as a nation, as a people and as an economy. The only thing going was its seafaring traditions and the seawater in the veins of the nation. Compelled to confront the hegemony of the western Europeans in the deep-sea trades Greek aligned with what they had and overcome what they did not. Diluted their regulatory and financial regime with simple rules like buy “north of Brest” and seafarers make the best entrepreneurs for the sector. The delivery after decades is obvious with their continuing leadership role in shipping.

Airlines in India were at its infancy in the 90’s regulated by the Air Corporation Act. There was no challenge for the ACA as we did not know any better. The likes of East West, Jet and Modiluft were allowed to operate in a very much grey area leading to very compelling arguments for repeal

of the ACA. The delivery in the airlines sector is something for all of us to be proud of and “now everyone can fly”.

Lastly the infrastructure philosophy of India is well stated by the following slogan behind MSRTC buses – “Amchi gaadi aadhi gavi, maghe PWD chi road”. We have to get the RSV’s on the water and trade them to the minor ports and the infrastructure will follow, tipping point will be accomplished making IWT/CS the deserving multibillion dollar industry in South Asia led by India.

Jai Hind! The best is yet to come.



Capt. Philip Mathews
LOTS Shipping Limited, Kochi.

Tête-à-Tête with the Guru



Capt. Suneel Sule, who is my dear friend and colleague was overjoyed when I mentioned that Command wished to interview Capt. H. Subramaniam. Capt. Sule called him a guru, a man of vision, a good leader, a bold decision maker and a man with an excellent sense of humour. He was ecstatic when I asked him if he would like to assist me with the interview. Command Journal is proud to put **“In a Nutshell”** this inspiring interview with The Guru Himself.

The Editor.

- Born in Sept. 1942, Capt. H. Subramaniam (affectionately known as Harry by his friends and Subra by his students) was educated in the Lawrence School, Lovedale.
- Passed out of the T.S. Dufferin in 1960 winning several prizes including ‘Runner-up for the President’s Gold Medal’.
- Sailed with Scindia Steam Nav Co Ltd. and later with Shipping Corporation of India.
- In August 1968 took up teaching at the L.B.S. Nautical & Eng. College, Bombay.
- In Dec 1990, took charge as the Principal of L.B.S. Nautical & Eng. College.
- In Nov 1991, took command of T.S. Rajendra which conducted three-year B.Sc. (Nautical Sciences) degree courses under Bombay University, for pre-sea cadets.
- In Aug 1993, he was in charge of the transfer of training from T.S. Rajendra to the new shore based nautical academy, T.S. Chanakya.
- In May 1995 once again took charge as the Principal of the LBS College, by then renamed ‘L.B.S. College of Advanced Maritime Studies and Research’.

He has thus been associated with all the four great nautical training institutions in Indian history - Cadet on T.S. Dufferin, The last Captain Superintendent of T.S. Rajendra. The first Captain Superintendent of T.S. Chanakya and Principal of L.B.S. College. He retired from Govt service on 30th September 2002 after 34 glorious years which included 12 years as head of the various maritime training institutions.

His achievements/distinctions include:

- Extra Master Certificate (UK).
- Chief Examiner of Extra Masters & Member of 'The Board' for 17 years.
- Leader of the Indian delegation to the IMO on two occasions.
- Chairman of the Committee on HRD for Inland Water Transport, Govt. of India.
- Member of the Executive Committee of the Indian Institute of Port Management, Kolkata.
- Chairman of the Northern & Western Academic Council of Govt. of India.
- Title of 'Principal Emeritus' of LBS College.
- 'Man of the year Award' in 2001 by Sailor Today magazine for his 'Conception and implementation of INDOS (Indian National database of Seafarers)'.
- 'Lifetime Achievement Award' in 2002 by Marine World magazine.
- 'Literary Distinction Award' by Marex Bulletin in 2006.
- 'Lifetime contribution to Maritime Training Award' by GlobalMet in 2007.
- 'Outstanding Contribution to Maritime Education & Training Award' by the Govt. of India on National Maritime Day 2013.
- Chairman of the Nautical Institute, India (West) Branch.
- Master (Chairman) of the Company of Master Mariners of India.
- Author : his qualifications, experience and devotion to teaching enabled him to put each subject "in a Nutshell". All his eight text books of the Nutshell Series have been great successes and are still helping students to pass their competency exams.

Suneel Sule for Command: Your mother's picture adorns all your books and we know about your deep respect for your mother. Please tell us something about your family and your growing years.

Capt. H. Subramaniam (HS): My father died in 1950 as a passenger in an Air India Flight that crashed in the

Nilagiri mountains. My mother became a widow at 24 years, with four children ranging from 11 to 6 - I was number three aged 8.

Joined Lawrence School, Lovedale, which was run on Military and British Public-School lines. Marching and bugle calls regulated all our activities from reveille to lights out including change of class-periods. This helped me tremendously as a cadet on the Dufferin and also, later, as Capt Superintendent of the TS Rajendra & TS Chanakya.

Command: How were you selected for the T.S. Dufferin?

HS: After passing the written exam I was called for the interview, which I remember so vividly. In the interview for selection to the TS Dufferin, I was asked, "Who is the Minister for Shipping?" I racked my brain, but the answer eluded me. So, I said, "I forget sir, but I know that the name of the Director General of Shipping is Dr. Nagendra Singh". The members of the board looked at each other in surprise. The next question was, "Do you know him?" I shook my head and said, "No sir". At home, I related this to my uncle, Capt. Vanchiswar. He laughed out loud and said, "You are surely selected. The Chairman of the interview board was Dr. Nagendra Singh himself!"

Command: Sir, in 1992 and again in 2002 you went back to sea. What inspired you to do that?

HS: While teaching in LBS College, I pestered the Govt. to let me make a voyage to refresh my sea-going experience. Finally, the then DGS Mr Afzulpurkar, granted my request and in July 1992, I sailed in command of the SCI bulk carrier 'Ganga Sagar' for a voyage from India to Japan, Australia and back. I



Capt. Subramaniam (Capt. Supt. T.S.Chanakya) presenting a memento to Guest of Honour, Capt. Rewari (Principal LBS College)

mainly took up this challenge to prove to myself that I can “Practice What I Teach”. Then once again in 2002 I sailed in command for six months to satisfy myself that I was also a practising Master, besides a teaching Master!

Command: Do you recall any particular incident during your fresh stints of sailing?

HS: Soon after I took command of M.V. Ganga Sagar, we arrived Paradip to load ore for Japan. The 2/E’s wife got pregnant during the earlier voyage and he wanted to drop her home to Visakhapatnam and return. I agreed. After two days, loading was complete. No sign of 2/E. I could not sail out to Singapore without him. Having taught at LBS College for 23 years, most pilots and their bosses ashore were my ex-students. One discreet call by me and all was taken care of until my 2/E rushed back on board, saying ‘Thank God I am not late!’ Later, I told the 2/E: Since your wife conceived on the ship Ganga Sagar, name the baby accordingly - if a daughter, call her Ganga and if a son, call him Sagar.

Command: Did you notice any difference between the officers of your earlier times and those you sailed with during these latter stints?

HS: Soon after I took command of M.V. Ganga Sagar, I noticed that the quality of lookout at sea by the OOW, mainly 2/O & 3/O, was appalling - a disaster waiting to happen!

Command: How did you handle that situation?

HS: I introduced a ‘beer watch’ system. The Master and the three watchkeepers (C/O, 2/O & 3/O) were called ‘Plaintiffs’ and the OOW at that time, the ‘defendant’. If the defendant missed seeing any ship that the plaintiff had seen, he had to pay for one pint of beer which went into a ‘kitty’. The quality of lookout became 100% immediately. Few months later the Master who relieved me informed me that the beer watch was still being continued by the navigators on board!

Command: Sir, please tell us something about your second stint at sea, after your retirement.

- **HS:** Soon after I superannuated from Govt service, SCI was happy to accept me as Master again. I took command of the general cargo ship M.V. ‘Vishwa Karma’ along with my wife (her first voyage) and 13 cadets – wife was mine, the cadets belonged to SCI! Just as I was leaving the office to go on board,



Captain and Mrs. Subramaniam on board M.V. Vishva Karma

the then AGM personnel, Capt Philip Mathew (currently Master of CMML), called out, “Sir I know you will look after the cadets but please look after the ship also!” People in the office were wondering why I left the office with a such a big smile.

- We went to wonderful ports abroad – Aviles, Bilbao, Hamburg, Antwerp, Immingham and Eilath. In each port, the ship went alongside, in the heart of the town, and we could walk ashore! No cargo work after 1700.
- Though many unusual incidents occurred during this voyage, including a huge forklift falling 20 meters into an empty hold, mechanical explosion of a generator, etc. the most interesting event affecting me personally, was when we arrived Mumbai and came alongside to enter the lock of Indira Dock. The Dock Master called out to the pilot: “Tell Master we cannot take the ship in as the ship is two inches too deep aft”. The pilot called out: “Capt Subramaniam says he will transfer some water from after peak to the fore peak”. After ascertaining which Capt Subramaniam was in command, the Dock Master said, “Tell Capt Subramaniam we will make an exception for him”! As we entered Indira Dock, I told the Berthing Master that, since my starboard gangway was inoperable, we should go port alongside. The Berthing Master was aghast. He said: “Captain, we cannot turn the ship around in this basin as we are sitting on the bottom overall and the 2 inches extra draft aft makes it even more critical. Then he said, “Sir as my former teacher, I will give you Guru Dakshina”. He got two more tugs and dragged the ship around and pushed it port side alongside. It took an hour, but he succeeded.

Command: Could you recount some interesting happenings in your sea life?

- **HS:** My First Mate CoC - In Nov 1964. While I was the Third Officer on M.V. Jala Dharma, the ship went to the Great Lakes. In bound, at Montreal, I put in my papers to appear for the First Mate Exam there in Canada. Out bound, while loading cargo in Montreal, the Master Capt. Hector D'Souza was kind enough to give me time off to appear for the exams there. The temperature there was -10°C. I passed the written exams and signals. Since I was the only candidate, the results were declared immediately. My orals were scheduled for the next day but Alas! the ship sailed out for Mumbai that morning. The examiner, Capt. Le Blanc said that I was the youngest candidate to have passed this exam in Montreal. He wished me Good Luck and declared that the Writtens and Signals would be valid for six months and I was to return before these lapsed. On arrival India, I put in my application for Orals in Mumbai. The matter was referred to the Chief Examiner of Masters and Mates. After much thought, it was decided to honour the results declared by Canada and I was allowed to do only Orals in Mumbai. Capt Ghatak, the Marine Super of Scindias, was furious with me. He said, "You have upset our promotion programme. I have several officers senior to you who have not been given exam leave because we cannot spare their services". He did not say "Well done. You have passed exams without taking leave whereby your services available without a break".
- **HS:** I have the unique distinction of sailing around the Sri Lankan Coast thrice in 22 days on three different ships!
- **HS:** As Master of the Ganga Sagar, I celebrated my 50th birthday in the Torres Strait and thereafter, in the Karimata Strait between Malaysia & Indonesia, the C/E wanted a one-hour stoppage to carry out

some repair. We happened to stop a mile North of the equator. An hour later, when we restarted we had drifted few miles South of the equator. Hence, when we resumed course, we crossed the equator for the third time in less than two hours!

Command: Many of your students will remember a lady employee of LBS, who used to come to the office in a wheelchair. What was the story behind that?

HS: Ajitha, a 36-year old senior clerk of LBS College, was the victim of a hit-and-run incident at night, near her home in Mira Road. Her 10-year old son died on the spot and she was in a coma. Two hospitals declined to admit her as their ICU's were full. She was finally admitted into Leelavati Hospital, one of the best but costliest. She came out of coma after two days and when ready to be shifted to a ward in an affordable Govt. hospital, she was asked to pay in excess of half a lakh rupees before her release. As Principal of the LBS College, I initiated a collection amongst the students and raised the funds within a few hours. Seafarers are most benevolent in emergencies. Later, when discharged from hospital, she was paralysed from her waist downwards. She learned to become partly self-reliant, but confined to a wheel chair. She had no hope of future employment.

Command: Sad indeed, but wasn't she staying on campus and working after the accident?

HS: Yes she was. I got her certified by JJ Hospital, as fit for clerical duties confined to a wheelchair. The Dean of the hospital gave the certificate with great reluctance, but I assured him that we would look after her. I allotted a small flat to Ajitha, after making it wheel-chair friendly. With influence from Mrs. Rewari at Delhi, I secured admission for Ajitha's other young son into Gloria Convent at Byculla. He was granted permission to use any of the many trips our college bus made between the College and Byculla. At this stage, I informed DGS in order to regularise my actions. Mr. D.T. Joseph, the then DGS, wrote a letter commending me on my humanitarian actions saying, 'It is wonderful to have officers like you working for the Govt'.

Though I superannuated later, Ajitha worked, from a wheel chair, in the College for 10 good years or so, then unfortunately passed away due to hepatitis.

Command: The syllabus for competency exams is increasing without removing the archaic topics. What is your opinion on the current syllabus for competency exams?



With Shipping Minister, Mr Ram Jethmalani at LBS College

HS: A fair amount of deadwood exists. There are three reasons for this:

The interval between revisions was large – several years.

The revisions were made by very senior professionals who had not sailed for many years. They tend to hang on to their age-old values like Traverse Tables, Back-angle observations by sextant, Horizontal Sextant angles, doubling the angle on the bow, etc.

Pure academicians write the syllabus for their subjects – English & Maths. They lose sight of the fact that these are servicing subjects just to enable the student to understand professional matters. For example, English is taught with high flown grammar theory but in the end, many students cannot write a proper leave application or compile an incident report. In spherical trigonometry, four-part formula, five-part formula, Polar Triangles, etc are of no use in Celestial Navigation.

The first two points mentioned earlier are being remedied now. The DG Shipping has decided that syllabi for all competency examinations must be reviewed every two years so that new matter could be included, and deadwood deleted. Induction of Ship Masters who have sailed within the previous three years should be included.

However, a look into the Maths and English syllabi of the DNS course needs to be pruned by a Master Mariner.

Command: Despite so much training, why is the frequency of accidents increasing?

HS: There are too many Rules and Regulations that have been enacted in shipping. Focus of examinations has shifted to them, necessitated by detentions in various ports. The examination pattern should be changed to make allowance for this.

The Rules and Regulations could be in a separate paper/s of the objective type, (possibly open book) like they have in the Marshall Islands examinations of which I am consultant for the last six years.

The written and oral exams should not ask any Rules & Regulations.

Oral exams should be only on practical safety and operation of ship.

More emphasis needed on watchkeeping and ROR (I prefer to use the age-old name).

Command: What is your view on the number of maritime institutes that are mushrooming in India?

HS: Maritime Training should not be treated as a business. The number of institutions should be restricted by frequent inspections and cutting off permissions of those whose products are not employed on board ship. This is being already being done by the DGS.

Command: Where do you see CMMI ten years from today?

HS: For many years, CMMI was a social network, even during the two years that I was the Master of the Company. CMMI has suddenly blossomed into a dynamic, professional body. Much of the credit goes to the progressive attitude of the Master of CMMI, Capt Philip Mathews, and the then Nautical Adviser to the Govt of India, Capt. L K Panda. I foresee that in future years, CMMI would be a consultative body for the Govt of India on all maritime matters.

Command: Do you have any suggestions for the growth of CMMI?

HS: I suggest that CMMI should conduct full fledged classes for seafarers, especially for Oral examinations.

Command: What is your message to the modern seafarer?

HS: Initially the ambition is to obtain command of a ship or become Chief Engineer. Once that is achieved, life tends to slow down without any direction. Hence plan your future beforehand. Choose a shore job and see what special studies and qualifications are needed for that – marine insurance, P & I, arbitration, maritime law, Chartering, Ship or Cargo Broking, Maritime Salvage, Port Agency, etc. Then start studies towards that long before hand so that, by the time you reach the top rank, you are well advanced in achieving your future aspirations.



On a boat in Amsterdam

MARITIME INDIA-MANPOWER MILEAGE

It has been quite a number of years Indian seafarers have been running ships, big and small across all the types and technologies. All these years we have been witnessing an increasing number of Indian Officers and ratings replacing the more expensive crew from EU and further west.

In the recent times there has been a sound of issues and problems being reported with Indian staff especially when we see the number of accidents and mishaps happening on board vessels. Our predecessors have done a good upkeep of the glorious reputation of the older generation Indians onboard vessels and it seems the current lot of the sailors are dwelling onto that glory without putting in efforts.

The managers and operators are finding difficulty in running ships with Indian crew, due to the large number of Medical attendance and early relief requests, most of them prior to festive seasons and holidays. Also there have been reported instances of misusing the Maritime Labor Convention regulations – bringing in DGS and local authorities against the vessel owner for meeting their scrupulous intentions.

Many reasons are contributing to the reported issues with Indian seafarers which include the change in Socio Economic conditions in India, Training lapses or Environment change in the Maritime Training, Commercialization of Maritime Training etc.

1. **Socio Economic Reasons:** Expansion of IT, Banking, telecom and other industries have brought a winding change in the job prospects of a Higher secondary pass outs. Earlier, shipping profession was considered to be a well-paid and respected profession in the society since there were not many opportunities in other sectors. Now we have other sectors also providing a comparable salary /perks and job conditions.

Moreover the drive to accumulate and save money for the future is not there at present unlike before. Hence the aspirants are better set to accept a lower paying job which keeps them together with their friends and relatives, rather than a sailing profession, out at sea for days and months.

2. **Training and Upbringing:** There has been a lots of training colleges-Pre sea and Post sea institutes setup all over India. The training sector was commercialized when GOI permitted Training institutes to absorb candidates without need of a company sponsorship. Many of them are owned by entities not having any roots in shipping or maritime field. Courses were conducted just meeting the University requirements and curriculum. There is a very little effort put in mentoring the candidates with Officer like Qualities-Discipline, Hard work, Sincerity. These candidates join vessels after completing the training. Onboard ships they do not show up with their performance in line with the set standards.

The institutes owned by shipping companies has set out an entirely different training regime. As the candidates are to run their vessels in the future, a very high level of training standards are maintained in those colleges.

3. **Self-centric and selfish outlook:** No surprise when said that we are selfish in our attitude and existence. It is seen on Indian Roads too – when we are waiting for a green signal at a junction. As soon as the light turns green all are on the jumping spree to get to the destination, no matter you have people all around you. We work in the same lines all over-we do not bother whether what we do may affect our fellow beings or not. Just correlate ours with a developed and civilized western society- where everyone behaves in harmony, respecting and caring others. Onboard ships also, we are centered on to our need of the hour. Indian seafarers put up fake reasons for early relief, refuse job instructions, Brings in associations and unions for matters which could be resolved internally. At the end, the manager or the owner who has employed Indian seafarers see a pile of problems and claims- easily avoidable by replacing nationalities, that too cheaper manpower from China and Philippines.

Need for change with time:

When Europeans left the seafaring profession to us, they embarked onto another sector- research and regulatory platform. Though away from sea, they have made a big leap by taking over the regulatory jobs. New conventions, resolutions, Technical papers, investigative reports etc have been made and enforced by them. Now it is time for us to upgrade ourselves into such a platform, rather clinging on to the seagoing profession. It may not show us the light that we can cherish. Can't we have professional bodies from India, instead of subscribing to the west. Let us think further about it rather than paying up yearly for their subsistence.

The maritime training institutes lure the students projecting huge salaries and perks. The candidates join the institute in focus of a handsome salary, the quick way. They do not realize that the ship owners have already categorized us as an expensive crew tagged with hassles. We should realize that maritime and shipping industry is not seafaring alone- there is a wide plethora of allied portfolios our new entrants can bell on. The Indian Maritime University can take our youngsters into a wide array of programs and information

exchanges. IMU has already signed MoU with Institute of Chartered Ship Brokers and other entities for enhancing the opportunities for our youth. Have some time and share your thoughts.

Capt. Sejo Gordius

(sejogordius@yahoo.com)

Internal ISM Auditor

Anglo-Eastern Ship Management



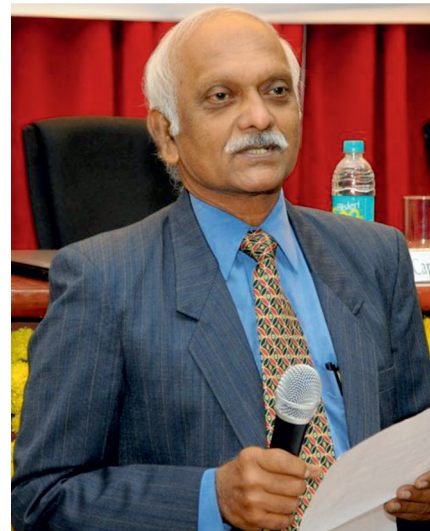
OBITUARIES

Capt. S. B. Kundargi:

It is with deep regret that we inform you about the sad demise of Capt. S. B. Kundargi (DoB : 24-02-1945), CMMI Member (329 / FLM) & past Secretary General of CMMI. He passed away on 19th December, 2017 in Mumbai. He was an active Member and participated wholeheartedly in the working of CMMI. His absence will be felt in all our activities.

Capt. Kundargi had retired from SCI as GM / SVP. He was DPA, head of Fleet Personnel and held many other positions during his career. He was one of the founders of BES (Board of Examination of Seafarers). He was also Chairman of the General Committee of the Royal Seaman's Club.

May His Soul Rest In Peace.



Capt. Indrajit Singh:

With deep sorrow we inform you that Capt. Indrajit Singh (94 years), the charismatic, honest, hardworking and loving human being passed away on 9th February 2018, leaving behind his heartbroken family members but not without giving them the strength to cope with this loss through his legacy, spirit and memories that will be cherished forever.

Grieving – Sangeeta, Ravi, Rohini and Grandchildren.

Last Rites were performed on 11th Feb'18 at 5pm at Jogeshwari (W) Crematorium.

A Prayer Meeting was held on 13th Feb'18 at 6:30pm at Maheshwari Bhavan, Oshiwara, Andheri (W).

May His Soul Rest In Peace.



Establishing the underpinning theories of maritime education and training

(Abridged version of the Research Paper)

Introduction: Most rational decisions are based on some form of theory. Theory not only provides the fundamental basis for deeper understanding of a subject it also helps guide development and evaluation of implementation and mechanism of action. Thus theory and practice are inseparable.

This article provides a gist of the full research paper on theories that underpin the five broad areas of concern in Maritime Education and Training (MET):

1. The learning paradigm, 2. Sea time training, 3. Technology in MET, 4. Attitude as a necessary component of competency, 5. Regulating MET.

1. The learning paradigm: Over the past several decades, learning theory has undergone a major paradigm shift toward a more student-centred approach. Since the way we define and think about learning has a significant impact on the decisions we make in all aspects of instruction, it behoves maritime educators to have a sound understanding of the philosophy, theory and epistemology that underpins current educational practices.

Traditional classroom learning is based on cognitive information-processing approach which is objectivist in nature. The objectivist model views knowledge as an absolute reflection of reality, existing independently of the learner. As such, the goal of instruction is to model that external reality for the learner, so that knowledge can be transmitted and

internalized. Learning is manifested as a change in the learner's behaviour or cognitive structures. However, many educators have questioned the assumptions of the objectivist model and the effectiveness of the traditional teacher and textbook guided classroom. As a result, a new paradigm has emerged over the last two decades toward a constructivist approach. While constructivism has not replaced the traditional learning model, it has made a significant impact on the epistemology of learning and has wide-ranging implications on instructional design and teaching methodology.

Contrary to objectivism, constructivism is based on the fundamental epistemological assumption that knowledge is something constructed by the learner rather than existing independently of the learner. Correspondingly, constructivist educators are interested in supporting learners' active reflection on new concepts rather than their ability to memorize pre-packaged information.

MET educators will find parallels between constructivist ideology and the principles of competence-based education (CBE), as framed in the IMO's STCW Convention.

Constructivism presents an alternative view to the traditional pedagogy found in many maritime institutions, but should not be considered a panacea. There can be no single best approach to learning since each learning situation is different and is influenced



by any number of variables including learners' prior knowledge and the requirements of the task to be learned. In the introductory stage (pre-sea), learning is best served by objectivist approaches since learners have very little prior knowledge in the content area and require more structured guidance. Constructivist learning environments, on the other hand, are more effective in the second phase (post-sea) where learners acquire more advanced knowledge in order to solve complex problems.

2. Sea time Training: Dedicated sea time training has been a part of the finest traditions of merchant marine education and training. The essential idea that knowledge is entrenched in and inextricably connected to the context in which learning occurs, has bearing on the goal of instruction. The obvious pedagogical implication is that learning must not be de-contextualized, but should take place, as much as possible, in the authentic, real-world environments where learners will eventually be expected to demonstrate competence in the skills and knowledge learned. Apprenticeship training allows learners to work in the field under the supervision and coaching of experts, where they gradually move toward competency and independent exercise of a variety of skills. At the same time, the apprentice is enculturated into a 'community of practice', learning the norms and behaviours of the profession.

The rich social environment embedded in the concept of 'situated learning' in 'communities of practice' underpins the well-established practice of sea time training for merchant mariners. Through on-board experience, learners become engaged in a community of practice that embodies the norms and behaviours of the profession to which they aspire. As they become increasingly competent through interaction, engagement and shared practice with members of the group they move toward full participation in the community, or from apprenticeship to expertise.

3. Technology in MET: Competence based education (CBE), which underpins seafaring, implies and demands the creation of opportunities for students in meaningful learning environments in

which they can develop integrated, performance-oriented capabilities for handling professional core problems in practice. Technology supported learning environments are highly compatible with these constructivist principles. Technological tools, such as e-learning and simulator technology, if integrated judiciously and based on proven learning theories, can be effective supplements for the face-to-face teaching-learning environment.

A significant implication of e-learning is that it has the potential to accommodate the differences among learners, allowing learners to set their own pace, and delve deeper into challenging topics. Online learning can also cater for differences in learning styles by presenting information in a variety of ways through hypermedia, and including tasks and activities that appeal to different learning styles. Learners can to some extent, customize and control their learning experience, within a monitored and structured or semi-structured learning environment. This aligns with the constructivist perspective, and empowers learners to make choices about how they learn.

Furthermore, contrary to the traditional teacher-centred approach, modern technologies, which are social in nature, can enhance the learning experience by creating opportunities for collaborative, problem or case-based learning environments. Synchronous and asynchronous technologies such as shared documents, chats, wikis, blogs, instant messaging and voice over IPs, facilitate communication and shared knowledge construction among learners. Shared experience in a learning community allows learners to articulate, negotiate and measure their understandings against those of others in the group including those outside of their zone of proximal development. This process is key not only to the construction of knowledge but also to the development of the interpersonal and critical thinking skills expected of competent maritime professionals.

Simulation technology provides rich opportunities for learning within the cognitive apprenticeship mode. Simulations are particularly valuable in allowing learners to develop cognitive and learning strategies in

an environment that closely models the complexities of the authentic maritime domain. Furthermore, simulation technology allows for failure in a safe environment. Learners can reflect on their errors and use them as a basis for self-correction, exploration and cognitive model building, without imposing physical or financial risks on themselves or the environment.

The problematic situation that can be easily created in simulation exercises is a key component of constructivist pedagogy since it allows learners to apply and test their existing knowledge while constructing and refining their understanding of new concepts. The idea that learners actively construct their own knowledge suggests that learners' personal understandings may differ somewhat with those of their peers or teachers. As such, learners continuously test their own interpretations against those of others to determine the validity of their ideas, negotiate meaning and develop shared understandings. The role of the teacher is to construct and maintain a collaborative learning environment where authentic, relevant contexts can be experienced. Rather than seeking to transfer intact knowledge to the learner, the teacher acts as a facilitator or guide, encouraging students to reflect on their evolving knowledge, resolve misconceptions, and construct new models of understanding. The focus is on the cooperative construction of knowledge and real world problem-solving skills rather than on the passive reception of pre-selected and pre-packaged content.

4. Attitude, a necessary component of competency: Seafaring competency comprises a rich mix of knowledge, skills and attitude. Attitudes influence willingness to apply skills and knowledge, and the underpinning theory is the 'Theory of Reasoned Action' (TRA). TRA posits that individual behaviour is driven by behavioural intentions. These intentions are a function of attitude (positive or negative feeling about performing a behaviour) and the subjective norms surrounding the performance of the behaviour.

The institutes thus play an important role in attitude building by understanding that attitude is very closely

connected to motivation. Educational psychology proclaims that motivation has several impacting factors on how students learn and how they behave towards subject matter. Principles of adult learning such as relevance and self-direction reinforce that they need to find meaning and practicality in the instruction or the topic. They need to want to learn it/ do it and to have the confidence in themselves that they will be able to meet the training objectives.

CBE and its assessment take the attitude aspect of competence much more into account e.g. taking initiative, willingness to learn, being a sociable co-worker, which the employers consider crucial in professional practice. They need to be well articulated in critical job situations exercises and its assessments.

5. Regulating MET: Traditional command-and-control regulations rest on the tacit assumption that government regulations are the only source of accountability. Today's strict and overly regulatory compliance approach in managing MET is seen to have many pitfalls and the need for more imaginative ways of governance and administration of MET are called for.

The moot question remains as to when and how do external legal regulation influence behaviour? A legal rule is an instrument in the hands of a policy-maker. The question of legal effectiveness refers to roughly the same means-end relationship to the user's objectives as in the case of any other tool. This instrumentalist paradigm has not only proven sterile in practice, it is also on theoretical grounds untenable. Command and control is presumed to adjust individual behaviour. The objection is (a) society is seen as individuals bound together by the policy-maker and not anything else. The law addresses to individuals and concerns itself to individual behaviour. (b) There is assumption of normative monopoly and ignores other sources of regulation as important influence on behaviour. The real social state of affairs is overlooked and social space between the regulator and the regulated is conceived as a normative vacuum. This is contrary to basic social theory of man having a fundamental social character



and that the social reality is one of legal pluralism.

The theory of social working of law approaches legislation not top-down as in the case with instrumentalism, but bottom-up. It is then, not the intention of legislator but social life that is at centre stage. Legisprudence, which is defined as rational theory of legislation premises that social practices are presumed to be self-regulating with rules embedded in social practice. Education most certainly is one such practice. Rather than mandating, government promulgates guidelines for best practices and encourages adherence to them.

However, consideration of organisation's motivations to act is important for understanding the viability of two approaches. The notion that institutions will voluntarily undertake actions is contrary to the image of profit-making that ignore the external impacts, although presumably educational institutions are not-for-profit. Taken together, voluntary programs have promise, but they may not be a panacea. If entities are motivated by a sense of duty and concerned about potential harms, the voluntary approach has promise. If these motivations are lacking, approaches that are more coercive may be necessary. Therefore, regulation and motivations go hand in hand. Thus, mandatory and voluntary approaches are best viewed as two ends of a continuum rather than as a sole choice. Deviants may be pushed towards traditional regulation along the continuum and it will hold the threat if harm is not sufficiently addressed. Fostering deterrence need not entail an elaborate enforcement regime as individual facilities' sense of duty can be addressed by collective sense of a need for action and professional bodies can play an important role in shaping peer reputation which serve as important contributors to this motivation. Although the whole point of IMO approved competency profiles in CBE stipulated through STCW is their exchange value in the labour market, it is important for schools to remain tuned to specific context of their student community and ethnography. This requires a balance between standards and local flexibility.

Conclusion

It is imperative that those connected with education and training in the maritime domain have a sound understanding of the fundamentals underpinning competence-based education to enable take informed policy decisions. Indeed such a culture needs to permeate to all aspects of operations in the domain that is seen to rely on heuristics and thumb rules. It is only if MET gets firmly anchored on scientific underpinning, will it deliver comprehensively and consistently.

About the authors



Suresh Bhardwaj is the Resident Director and Principal, MASSA Maritime Academy, Chennai. He is a Fellow of the CMMI, Nautical Institute and Institute of Chartered Shipbokers (ICS). He is the former Vice Chancellor of AMET in Chennai and has accomplished doctoral and post-doctoral research from Denmark, UK and Greece. He is on the Board of Research of IMU, on the Advisory board of Svendborg International Maritime Academy of Denmark and on the core Education and Training Committee of ICS, UK.



Anne Pazaver is a lecturer at the World Maritime University, she has been involved in the English and Study Skills Program (ESSP) as a lecturer and curriculum and educational materials designer since 2002. She is also involved in instructor training, having contributed to the design and delivery of a number of Professional Development Courses (PDCs) held at WMU.

Competencies of Spirituality and Intuition for seafarers

Summary of the presentation:

The Ship Master and management on board are subjected to various decision-making stressors based on type of ship and trade, multi-national and lingual, multicultural crew, stress from external environment like weather, PSC and Piracy, Fatigue and nowadays with whistle blower policies. Artificial intelligence and its by-products require a new kind of Master who goes beyond Command and Control, to Connect and Care. Empathy is a prerequisite for all ship staff especially at the Management level. Besides this Intuition and spirituality are two competencies that the senior management on board and ashore should work at to manage the mesmerising power of Artificial Intelligence and its impact on Decision makers

Key words: Spirituality; Leadership; Competency; BMI; Vasanas; relationship between Being, doing and having;

Details / Description of the presentation:

A Book on spirituality Leadership Competency model by this author, brings about an experience of spirituality and understanding and create standards for practicing of the concepts of leadership, management, motivation and team work from a culture of abundance, especially in the seafaring profession, given its unique nature and need in a global society. It introduces our seafaring world to the Ontological existence of Being Possibility to achieve Purposes. - Spirituality Leadership Competency Model serves the dual purpose of meeting STCW 2010 amendments and suggests future competencies in the subject area. - This is quite relevant considering that the world has adopted and accepted June 21st as World Yoga day. Spirituality is best achieved with yogic practices going inwards through our Body Mind and Intellect and accessing our true self.

Before we go ahead it is imperative that we use the words within the context of the author's definition of them.

Spirituality is an experience of the journey within

Leadership does not signify Leader, but the purpose the Leader subjects oneself to.

Competency = Competence + Commitment. Competence is a Habit. It is the acquiring of Attitude, Skill and Knowledge in our Affective, Psychomotor and Cognitive domains of our existence. Whereas Commitment is a manifestation of Choice and Choice is a natural process that should follow decision making in a performance continuum.

Model is a program/ course meant to transform a human being so that that being becomes owner of the Purpose being a possibility.

When a Leader is a servant of PURPOSE and BEING POSSIBILITY we call it Leadership.

Even a follower has leadership. So **Leadership** is about Purposes and Possibility. **Leading** is about Processes and **Leader** is often referred to as the Person.

"A leader does not necessarily have a Title"

What is the Language of Leadership? The language exists in the leader being subjected to Purpose, Functions, Tasks and Activities whilst being Possibility.

Every Seafarer is supposed to be sensitised to the fact that "Every next level of your life will demand a different (better) version of him". The leadership at Support level is distinct from that at Operator level and Management level.

Artificial intelligence (AI) and its by-products require a new kind of Master/ Chief Engineer who goes beyond Command and Control to Connect and Care. Empathy is a prerequisite for all ship staff especially at the Management level. AI does create an environment of disruptive technology to an industry that is steeped in tradition. For Example:

1. Electronic chart display information system (ECDIS)- is it an anti-grounding or anti collision aid?
2. Is the GPS giving you the right position or is it tweaked?



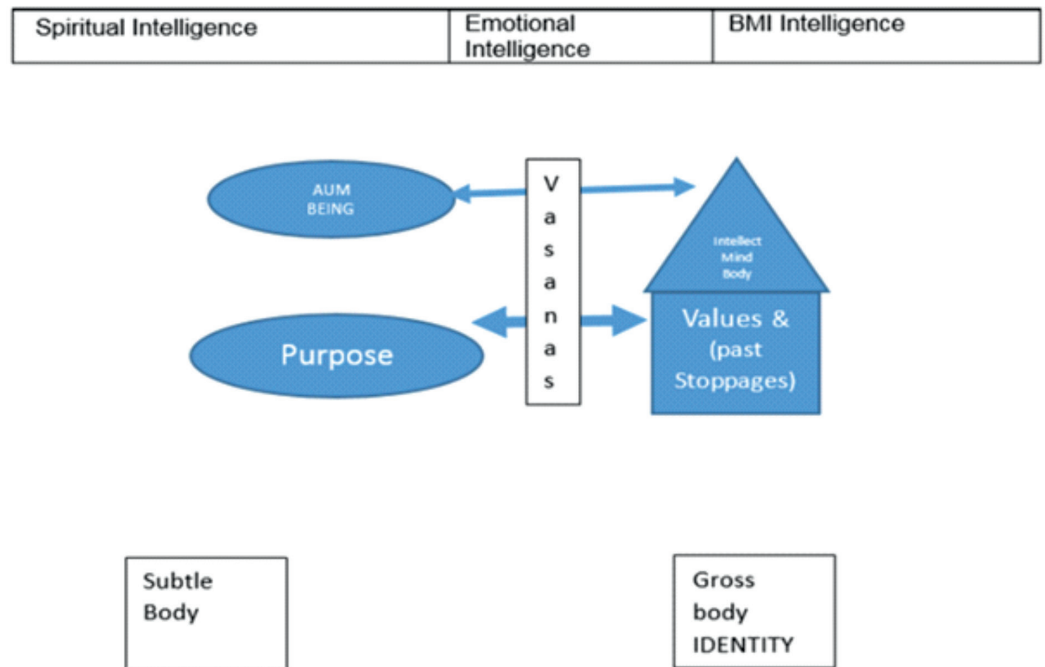
3. EEDI and its added complications; ex availability of bunkers, etc

4. Artificial Intelligence – unmanned ships- will it stop Human Error or transfer the error ashore?

5. AI providing sensitive information and being a hazards for piracy

6. Ever changing manning levels on-board

7. To top it all the upcoming “Generation Alpha”



Given all the brilliance, the problem that generation Alpha is going to pose to Humanity is probably the capacity to take decisions without any emotion. Boom Boom.

To overcome calamities caused due to the undesirable effects of AI it is but imperative that we start the new generation and the existing seafarer on their inward journey.

Two competencies are discussed herein that can be built into the seafarer

1. The inward journey of Spirituality and
2. The power of accessing Intuition. It requires you to be connected to your inner self

Spirituality is accessed through meditation alone by our power to listen. We listen to our body, which then leads us to our mind and then to our intellect. It leads us from our Gross body to our subtle body, which then connects to the infinite source of wisdom and intuition

During this process we are stopped by our Vasanas (no equivalent English word). Our Vasanas consists of pre-programming from our past. It manifests as a voice in our head, resistance to go within, discomfort, attachment, pain, certain confronting situations, etc.. that seem to stop us from going within.

Accelerated learning processes like Vipassana, help us access true inner self, without the need to disown the

world, and seek Sanyas or Detached etachment.

The Relationship between our IQ, EQ and SQ , © Synergistic Solutions, 2017

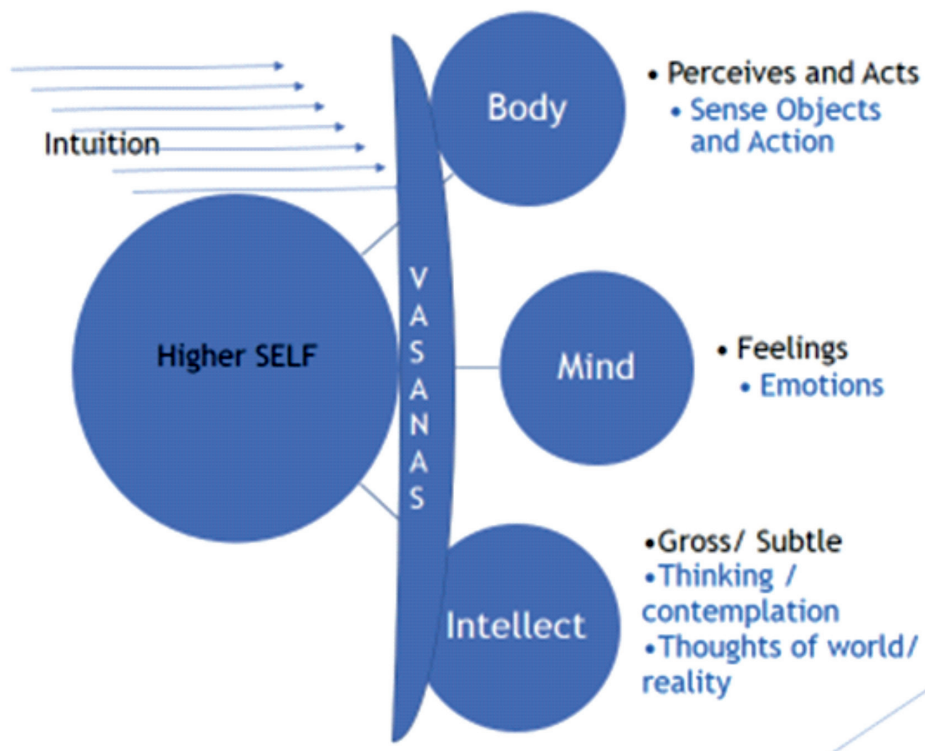
Intuition is the competence of knowing without knowing. Given that he is grounded in spirituality, a seafarer can, if he subjects himself to a higher purpose, access

- Small voice of conscience that tells him the right thing to do in a given situation.
- Higher thought processes that come through right brain subconscious mind to his conscious left brain awareness.

Intuition based decision making has some of the following characteristics

- The circumstances leave you no time to go through complete rational analysis.
- Fast paced change. The factors on which you base your analysis change rapidly.
- The problem is poorly structured.
- Generally no precedent.
- You have to deal with ambiguous, incomplete, or conflicting information.

It is wise to introspect at this stage as to



- How many of us have been through similar circumstances. The Author has a few cases wherein listening to Intuition helped him not Become a Case Study.

The Spirituality Leadership Competency Model uses the following competencies:

- Ontological approach- WORDS MAKE OUR WORLD
- Meditation and spiritual intelligence
- Listening
- Detached attachment
- Mindfulness
- Resilience
- Intuition

Fig2: The Relationship between BMI, Vasanas and our Higher Self, © Synergistic Solutions, 2017

Conclusions: The highest form of leadership is Spirituality Leadership. It is accessed through Meditation alone.

When we are able to access our higher self, we are also able to access higher levels of information,

knowledge, wisdom and most importantly intuition

Infinite possibilities open up for the senior management

Key take away: Both Intuition and Spirituality can be accessed as a competence. Words create our world and it is imperative we use powerful, yet simple words to access our spirituality. Language of For example: Leadership versus being attached to a leader

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Capt. Ajay Achuthan,
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LIQUEFIED NATURAL GAS (LNG) – TERMINAL

Preamble: Cryogenics is the branch of physics that relates to the production and effects of very low temperatures. Liquefied natural gas, commonly known as LNG, is transported at approximately atmospheric pressure, with a temperature of -161deg.C. The expansion coefficient for LNG to gaseous form is 630 times the original volume.

The hazardous nature and very low temperatures of LNG, necessitate special facilities entirely isolated from the rest of the port. Surfaces in contact with LNG must be manufactured from alloys to withstand very low temperatures, as ordinary steel would become as brittle as glass.

A wide variety of complex equipment is required for liquefaction, storage, refrigeration, loading / unloading and re-gasification of LNG. Depending upon the distance from the gas production area and other factors, not all of these processes may be carried out at the terminal. Insulated pipelines and insulated storage tanks with refrigeration plants are required for storing in the terminal. Typical export storage tanks have a capacity of 300,000 barrels or 47,750 cubic mtrs.

LNG - Cargo for Ocean Transportation: It is very important for the LNG -Terminal operator to know that LNG is a cargo of certain gaseous hydrocarbons as liquid, at or near normal atmospheric pressure in insulated tanks, in which the hydrocarbon is kept below its boiling-point by auto-refrigeration or by the self-cooling process.

Source of Procurement of LNG: In Organic Chemistry it is known as Methane-CH₄. In the Oil trade it is recognized as Natural Gas since it is produced directly from the oil wells or in association with crude oil from what is normally referred to as an Oil Well. It consists of a number of component gases present in various quantities, the most common are: Methane, Ethane, Ethylene, Propane, Hydrogen Sulphide, Carbon Dioxide, Nitrogen, Oxygen and Helium. In good commercial gas wells, methane is present in large quantities and represents 60 – 95% of the total volume of the gas.

Liquid Petroleum Gas Carriers: It is prudent, or perhaps imperative to understand the basics of the ship, specially designed to carry LNG, commonly

known as Methane Ships. It is only in recent years that the techniques of liquefying and handling gas have made it commercially attractive to transport large quantities of methane by sea. Methane boils at -258.7 deg F. It is because of improved cryogenic technology that it can be liquefied and stored economically on board ship in sufficient volume to justify transportation across the oceans of the world to specialized LNG terminals.

Commercial Shipments of LNG received at the shore terminal: It is an important thing for terminal operators to note that an LNG gas carrier has insulated storage tanks but has no liquefaction or refrigeration equipment on board. The LNG which boils off the surface of the liquid in the tanks while keeping the rest of the cargo cool is used by the ship as a fuel or vented to atmosphere. This important fact has lead to a departure in normal procedure and paper work covering LNG shipments.

Under normal agreements operating today, B/L figures are based on the measurement of liquid and gas received on board at the loading port as opposed to shore figures when a normal oil cargo is involved.

The whole business of measurement and computing cargo shipped and/or delivered, is much more complicated than with any other POL cargoes as the LNG tanker not only suffers a high loss from cargo boil-off when proceeding to its destination, but a certain amount of LNG must be retained on board to keep the tanks cool on the ballast passage. This necessitates calculating the volume of the gas and liquid on board before and after each operation of loading and discharging to arrive at the actual volumes loaded and discharged as opposed to those remaining on board what is known as ROB quantity.

Method of payment for LNG cargo at the discharge terminal: Besides the above mentioned factor of measurement of shipment of LNG cargo, another factor which must be taken into account is that the trade recognizes that LNG shipments contain other gases besides methane, so each shipment is analyzed and broken down into component cases by volume and calorific value, payment being by unit, or so much a Therm or Kilogramme Calorie.

LNG Loop: It consists of what happens to the gas

from the time it leaves the oil well-head to the time it reaches the consumer at the final destination.

The natural gas is piped from the well-head to the gas liquefaction plant. Here it goes through a number of process steps which are aimed:

1. Removal of water and other impurities from the gas
2. Separation of hydrocarbons from other gases
3. Reduction of volume or removal of those hydrocarbon gases which may become solids at low temperature F.
4. Cooling remaining gas predominantly methane below its boiling point and pumping it to special storage tanks to await shipment.
5. Shipment on board the LNG tanker and transportation to the destination
6. Discharge by the LNG tanker at the destination LNG terminal as liquid into shore tanks
7. Dispatch of Methane to the consumers as fuel for variety of purposes
8. Methane is used primarily as fuel; it has high calorific value than town gas and can be supplied to consumer through pipe mains.

Loading / Discharging of LNG tanker at the terminal:

The hull of each LNG vessel is provided with 3 holds into which are inserted a total of 9 aluminum tanks. Each tank is heavily insulated and independent of each other. Methane is loaded and discharged through a piping system from the top. Each tank is divided by a longitudinal bulkhead fitted with a sluice valve. LNG cargo is discharged by means of specially designed submersible pumps fitted in the bottom of the tanks. The temperatures of cargo contained are recorded at 3 levels and the temperature reading system is displayed in a cargo control room. A liquid nitrogen tank is fitted on board the ship to purge liquid and vent lines used for the transfer of LNG. There are two large LNG compressors to compress the LNG gas returning on board via the vapor lines as LNG liquid goes into the shore tank during the ship discharging her cargo.

Terminal safety requirements: No LNG terminal allows the venting of LNG vapors as per IMO regulations hence ships can use that vapor as fuel while in port. There can be no question about the fact that LNG represents potential hazard and hence stringent precautions are to be taken while operating such terminals.

Shore manifold and pipeline system at LNG terminal:

As a liquid LNG is so cold that it presents some unusual hazards at the terminal. It causes most metals to lose ductility on contact causing them to crack or fracture hence special metals have to be used at the manifold and pipeline system. Only metals such as aluminum alloys, stainless steel, 9% nickel steel and bronze can handle LNG.

Fire and explosion safety measures: This note does not cover the details of all the safety rules and regulations applicable to LNG terminals. These are mentioned in OISD-156 Code applicable to Indian terminals.

Safety practices and checklists at LNG terminals:

This note does not cover the details of all the safety rules and regulations applicable to LNG terminals. These rules and regulations are given in IMO and ISGOTT guidelines.

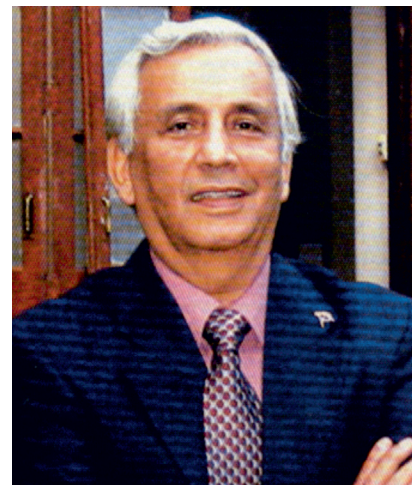
Selection of site and location of terminal and tank farms:

This note does not cover the criteria and pre-requisites associated with selection of LNG terminal site nor the location of the connecting tank farm. It is a separate detailed subject of consultancy.

Costing of LNG terminal: The capital cost of such a project is a separate techno-commercial exercise and hence not covered in the note.

Operations and management of LNG terminal:

Specialized marine and non-marine staff are required to operate such terminals.



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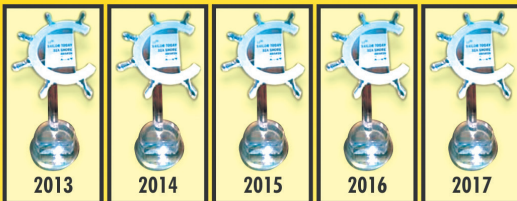
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