No. 81 / July 2019

COMMAND

The Journal Of The Company Of Master Mariners Of India

Capt Nand A Hiranandani

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From

Master's Desk

Capt Philip Mathew

Dear Sirs,

July 2019

I have nothing but gratitude, for all the people I have met, the opportunities I have received, and the experience I have had over the last four and half years as the Master of this esteemed company. I thank the court of wardens and the members, for all the faith and support given at all times for our various activities without which we would not have grown as much. It was indeed a dream tenure.

My parting quote last time was "Find purpose. The means will follow." by Mahatma Gandhiji. The relevance of this statement will be very apparent to us in the days ahead. I am sure that we have the resilience to emerge stronger through all challenges we may face.

Let me update you on our progress since the last issue of our Journal. Our Annual Dinner and Awards Function was held on 2nd February 2019 at The Club, Andheri which was a resounding success attended by over 800 people. Life Time Achievement Awards were bestowed on the two legends of our Industry namely Capt. T. K. Joseph, teacher par excellence who built many careers, and Capt. Kiriti Guha who created huge employment opportunities for Indian Seafarers globally. Capt. Rajesh Tandon was bestowed with the highest National Award the Varuna Award on 5th April 2018 at the National Maritime Day Celebrations. We had great pleasure in felicitating him on this day. Capt. Chetan Chugh was honoured with the Exemplary Service in action at Sea Award for along with his crew on M. V. Genco Augustus, after rescuing seven survivors from a fire-stricken vessel in severe weather conditions. We also honoured on the same evening the meritorious toppers of the three Foreign Going Competency Examinations namely Mr. Siddharth Narad (Master), Mr. Faraz Akram Mohammad (Mate) and Mr. Mayank Kumar Yadav (Second Mate).

It is with great pleasure that I have to report to you that our Company was commenced the Extra Masters Course online in the most participant friendly manner with online assistance on 15th May 2019. The course was inaugurated by Capt. P. S. Barve, Varuna Awardee, ex- Nautical Adviser and Past Master. Capt. B. K. Jha, our Deputy Master deserves all congratulations for single-handedly conceiving this wonderful project. It is a resounding success with over 30 participants in the first batch. Gone are the days when getting an Extra Masters certificate was considered necessary for only Maritime Teachers and Government Officers. The syllabus has now been framed to suit the needs of the industry. Efforts are being made to facilitate this course to be accepted in part, for a Business Administration qualification. Advice to all Master Mariners ashore is to go for this course. Our Master Classes are also in huge demand.

We had held a Seminar on 25th May 2019 at the Indian Register of Shipping, Powai on a very interesting topic: "Challenges in Marine Salvage and Emergency Response". My special thanks to Capt. Sandeep Kalia for conceiving and executing the seminar in a very professional manner. We had the privilege of Capt. Farhat Imam, a globally known salvage expert flying down all the way from the United States to enlighten us. The event was well appreciated by all.

Our Coaching Classes being held to help our nautical students with their oral examinations for Competency Examinations are also running satisfactorily. I thank the industry stalwarts who have volunteered and found time to engage in all our activities.

With great disappointment, I have to inform you that the IFSMA driven International Ship Masters' Congress which was scheduled to be held in New Delhi this coming September has been cancelled due to resource issues faced by IFSMA.

Our Chapters across India have been doing excellent work and have been conducting regular technical meetings, social interactions, etc. They have been celebrating each and every Maritime Event. I specially commend our Kolkata Chapter for the phenomenal growth

it has achieved. I had the pleasure of visiting our Kochi Chapter recently. I was amazed at the quality of monthly meetings at our chapters. It is with great pleasure that I have to report the formation of our first overseas chapter at UAE. The chapter has been formed, thanks to the great initiative taken by Capt. Sohrab Bathena, Capt. M. Santhakumar, Capt. Vijay Giri among many others. It was indeed a dream come true. I dream that our Diaspora across the globe come together under this common umbrella. I observed very few nominations from the various chapters, in the newly elected court. How I wish that there were more elected wardens from other chapters. I sincerely believe that the overall growth of CMMI shall eventually be measured by the growth of its chapters pan India.

Today, we are in challenging times. Our Government is giving boost to the growth of Water Conservation projects, Inland Waterways, Sagarmala Project etc. I see an opportunity for us in these areas. Opportunities derived from challenges are at our doorstep. I am sure we have enormous talent within us.

Recently, the Directorate General of Shipping has discontinued the outsourced Facilitation Centres started at their behest by us and well as other organisation for issuance of COPs and Watch-keeping Certificates to ratings and trainees. We were happy that we could assist the Directorate for the last few years. Our assistance and services would always be available to the Directorate and other maritime professional bodies.

The Maritime Museum Dufferin project, which was a joint venture initiative of CMMI, IME and Institution of Marine Technologists has been shelved based on the opinion given by a feasibility study done by our Consultant, Mantrana Maritime Advisory Private Ltd who opined that it is unviable under current circumstances. We have informed CIDCO and NMMC about our financial inability to proceed with the project and that we have offered to surrender the property allocated. Both CIDCO and NMMC have various property tax related claims of around Rs. 1.5 Cr on the Maritime Museum Dufferin Project. A law firm has been appointed by the constituent bodies to handle the matter. We await reply from NMMC and CIDCO in the matter.

Our elections to the Court of Wardens to the Term 2019-2021 has just concluded. The new Court takes over on 5thAugust 2019. I am sure the momentum generated so far will gather greater pace and take CMMI to greater heights. Also, I request all our members to devote time and assist the new team. All of our contributions will ensure that our Company will reach its rightful place in the maritime spectrum.

We can achieve it all, if we believe. We can definitely do it. We can do everything. We do not have to follow anyone. It is a matter of choice. I implore all to join hands.

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, Indian Register of Shipping and from all our Sponsors and Well-wishers.

I thank our Editor Capt. Tescelin Almeida 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. I also take this opportunity to sincerely thank each and every warden of the court and our Chapters for all the support over the years.

As I hand over the mantle on 5th August, 2019, I sincerely declare that each of you have a very special place in my heart. From the bottom of my heart, I thank you all again and again for all the wonderful support given over the last four years. I would stop short of saying good bye because I can never go away from each of you and this wonderful company. Thanks for all the fond memories.

My best wishes to the new Court of Wardens. I earnestly request all of you for your continued support and participation.

With fraternal greetings,

Capt. Philip Mathews

Master/ Chairman

Editorial Board


Capt. Ashok Raghavan


Capt. Kamal Chadha


Capt. C. M. Srivastava


Capt. H. Subramaniam

From The Editor

Capt Tescelin Almeida
Editor

We are well into the monsoons and praying for good rain to bless our country. Predicting the date for Command Journal is definitely more difficult than predicting the rain.

Fellow Masters, I repeat from the last issue, for you to please bear with me and forgive me for the delay in publishing this issue. The Command Journal comprises of articles "Of the Members" and I require your whole hearted support to keep me flooded with articles and timely news about activities in different chapters. A short write-up of the activity along with a few photos would go a long way.

This issue carries an interview with Capt. Nand Hiranandani, a Master who has dedicated much of his time and energy towards the betterment of CMMI, over the years.

Continuous reports across the industry show many incidents during anchoring and hence I took the opportunity to insert an article on anchoring.

We also have a write-up with a firm warning against breach of the new upcoming 2020 Sulphur Rules.

A prime article on the Future skills required for a digitized industry, along with thought provoking inputs on a paradigm shift for the PSC regime, take pride of place in this issue.

Pictures speak louder than words, so sit back and enjoy the wonderful memories of our last Annual Dinner as you gaze at the collage prepared just for you. If you do not see yourself in the collage then it means that you were busy working behind the scenes and I thank all such persons that made the Annual Dinner function such a grand success.

We bless our new shipping minister and pray that our industry booms under his leadership.

By the time you receive this issue, there will be a new Court of Wardens in office. I take this opportunity to wish them all a successful tenure for the greater glory of the CMMI and the shipping industry at large.

Wishing you all "God Speed" until the next issue.

The Editor

The Company of Master Mariners of India

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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. Kaustubh 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. Kaustubh 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. Kaustav Dutta - 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. Prabhat Nigam

b) Business / Project Development Committee
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- Capt. M. K. Patankar
- Capt. M. P. Bhasin
- Capt. Prabhat Nigam
- Capt. K. D. Bahl
- Capt. Tescelin Almeida

c) Property Acquisition Committee & Corporate Social Responsibility (CSR)
- Capt. N. A. Hiranandani
- Capt. V. N. Aindley
- Capt. S. M. Halbe
- Capt. B. K. Jha
- Capt. Mohan Naik

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- Capt. S. S. Naphade
- Capt. K. G. S. Ramakrishnan
- Capt. K. D. Bahl
- Capt. Ravi Mundayur

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- Capt. L. K. Panda
- Capt. K. D. Bahl

f) Membership Committee
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- Capt. Prabhat Nigam
- Capt. Tescelin Almeida
- 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 Exemplary Action Award Committee
- Capt. V. N. Aindley
- Capt. S. M. Halbe
- Capt. K. N. Deboo
- Capt. H. J. Treasuryvala
- Capt. M. K. Patankar

I) Grievance Redressal Committee
- Capt. C L Dubey
- Capt. H. J. Treasuryvala
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j) Code of Ethics for CMMI Elections Committee
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- Capt. K. D. Bahl
- Capt. M. V. Naik
- Capt. Nazir Upadhye
- Capt. Gyanendra Singh
- Capt. K. V. Pradhan

k) Elections Improvement Committee
- Capt V. N. Aindley
- Capt. K. D. Bahl
- Capt. K. V. Pradhan
- Capt. S. M. Halbe
- Capt. M. V. Naik
- Capt Nazir Upadhye

CMMI representation on various Technical Committees / organizations

Capt. Yogesh Puri	Central Advisory Committee for Light Houses
Capt. M. K. Patankar	Technical Committee of IRS.
Capt. Prabhat Nigam	Committee for Traffic Separation Scheme
Capt. Kapil Dev Bahl	Formal Investigation - Grounding of MV Vishwa
Capt. V. N. Aindley	Amber Court case No. 4399/s/2000-Marine Inquiry

Other Committees / Boards
Maritime Museum Dufferin (MMD) Trust Committee

Capt. Philip Mathews	Capt. B. K. Jha

Command Editorial Board:

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

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Capt. P. S. Barve	Capt. Ajay Achuthan
Capt. Ashok Raghavan	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. Kaustubh Pradhan	- Member (Secretary General)	Capt. M. V. Naik	- Member (Warden)
Capt. N. M. Ramchandani	- Member (Fellow)	Capt. M. K. Patankar	- Member (Warden)

Change in nominations to the BES Trust:
New nominees of CMMI as Trustees on Board

1. Capt. Philip Mathews	(Master)
2. Capt. B. K. Jha	(Deputy Master)
3. Capt. Kaustubh Pradhan	(Secretary General)
4. Capt. G. K. George	(Chapter Chairman - Kochi)

The Weakest Link!

By *Capt. J.B.Moniz*
QHSE Superintendent - Anglo-Eastern Ship Management, Hong Kong

Any seasoned Mariner would agree that every anchoring operation is a new experience. Each new experience comes with its own share of Maritime risk.

Each year, there are about 7 anchor losses per 100 ships as per statistics from DNVGL. In the first quarter of 2019 itself, I have already conducted two investigations which involved loss of anchors.

Rarely, though not uncommon, the root cause lies in the design of the system, poor maintenance of the equipment or underwater obstructions. The majority of root causes are either improper technique, excessive vessels speed when anchoring, anchoring in deep waters, or anchoring / heaving up the anchor in adverse weather.

If we ask 'WHY' to the above root causes we would come to a conclusion that either the Master was tempted to wait for the adverse weather to improve or sometimes even instructed to wait by the Charterers for the fear of an 'off-hire'.

There is always a false sense of security looking at other ships who continue to stay anchored inspite of adverse weather and the perceived low-risk status quo whilst at anchor which can be just the right seasoning to the stew!

The above just boils down to one thing, which is 'How well do we know our anchoring equipment and what is the Weakest Link?'

The following is considered according to the IACS 'Unified rules for the design of anchoring equipment'

Maximum environmental loads (unless there is special design)		
Factors	No waves	2m Waves (Significant)
Current	5 knots	3 knots
Wind	50 knots	23 knots

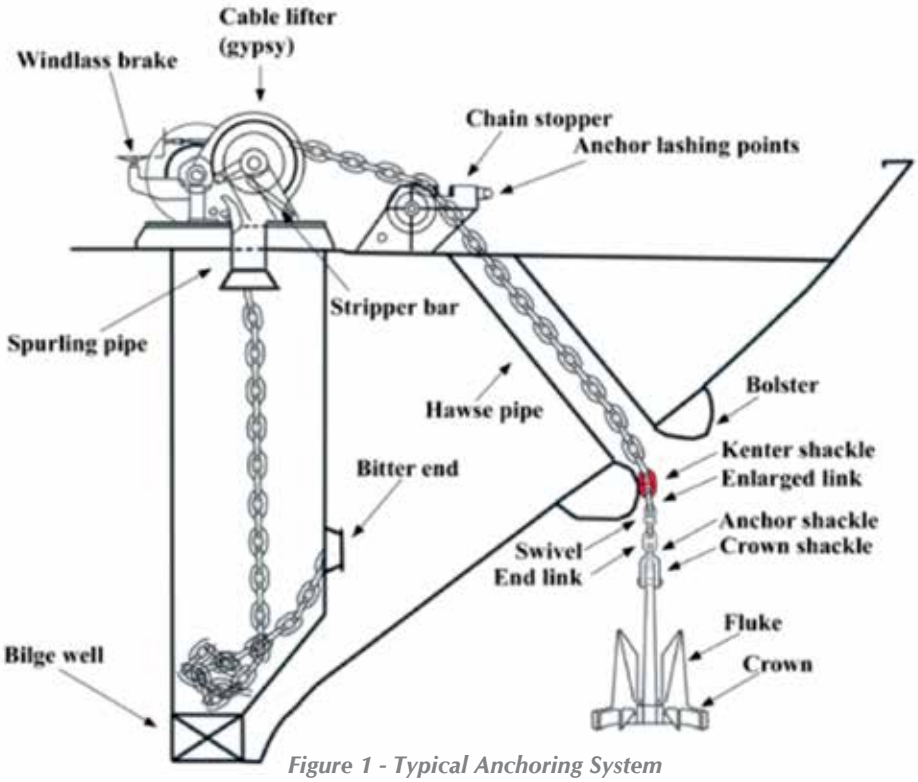


Figure 1 - Typical Anchoring System

The above considerations are based on a chain scope of 6-10 in good holding ground.

It is really important to know that the anchor is not intended to hold a ship off exposed coasts in rough weather or to stop a ship which is drifting. Dynamic forces like a combination of waves, swell, gusts are not taken into account in the design of anchoring systems.

The entire anchoring system is based on a function of the EN (Equipment Number).

Anchoring is a Classification Society matter. It is not covered by any IMO conventions.

The Anchor: The holding power of a high holding power (HHP) anchor is twice the ordinary stockless anchor.

Mass (Ton)	Proof Load
5.5	17% of Chain MBL
29	35% of Chain MBL

A 9-ton anchor would have a proof load of about 110tons.

Anchors are generally drop tested for brittleness from a height of 4 meters on a thick steel slab and hence it is prudent that the anchor is walked back just above the seabed prior to dropping it.

The Chain: The main purpose of the anchor chain is to provide sufficient weight and length to ensure that the anchor lies horizontally on the seabed so that it can provide the maximum holding force.

The chain consists of 27.5m lengths of studded steel links called shackles or shots.

Higher grade steel would mean that the links will be smaller in diameter but the MBL will be higher.

A Grade 3, 84mm chain would have a MBL of 526 tones.

It is prudent to maintain a scope of atleast 6.

Scope (Shackles) = Length of chain (m) / Depth of water (m)

The Chain Stopper: The rated load of the chain stopper is 80% of the chain MBL as per IACS rules.

It is thus prudent to always keep the load of the anchor chain on the 'chain stopper' when anchored.

Figure 2 - Chain Stopper failure

The Windlass: The designed heaving force of the windlass (or Zcont) is based on an anchoring depth of 82.5 m or 3 shackles vertical in winds of 25kts and current of 3kts.

The windlass should be able to continuously ***lift*** the chain with a force Zcont for 30 minutes and sufficient power to ***pull*** 1.5 times of Zcont for two minutes. As pull and speed are linked together, the speed can be zero for this pull. This is the overload capacity of the motor.

The windlass capacity is only 6-8% of the chain MBL.

If the cable is paid out too quickly after it was up and down, it can heap up and possibly foul the anchor with its cable.

If the cable is let out to slowly, or the vessel's astern speed over ground exceeds the windlass speed, the anchor cable may end up out of the vertical and consequently, the tension on the anchor cable is transferred to the windlass motor.

It is thus desired to have a speed over ground of not more than 0.3 kts astern when anchoring.

If available, the slow speed operation mode should be used even though a high-speed operation is tempting.

To avoid operational errors the clutch (a.k.a Gear in seaman terms) should always be secured with the securing pin, else they might slip out and get damaged.

The Windlass brake: The main purpose of the brake is to hold the anchor and to control the rate of descent. Considering it is well maintained, it is very efficient statically and also designed to hold 82.5m of free hanging chain and the anchor. ***The usual design of the Windlass brake is 45% of the MBL of the chain if a chain stopper is fitted*** or 80% of the MBL of the chain if the 'chain stopper' is not fitted.

Thus, the anchor should be dropped either continuously or at a controlled speed, or in steps.

The time taken for 12 shackles to run out if the anchor is dropped uncontrolled is about 33 Seconds.

Most accidents involving brake failure are attributed to lack of maintenance of the brake components, especially adjustment for wear of the band brake.

Figure 3 and 4 show how the brake should be correctly positioned. There should be enough threads remaining to tighten the brakes to hold the anchor as suggested in the manufactures manual.

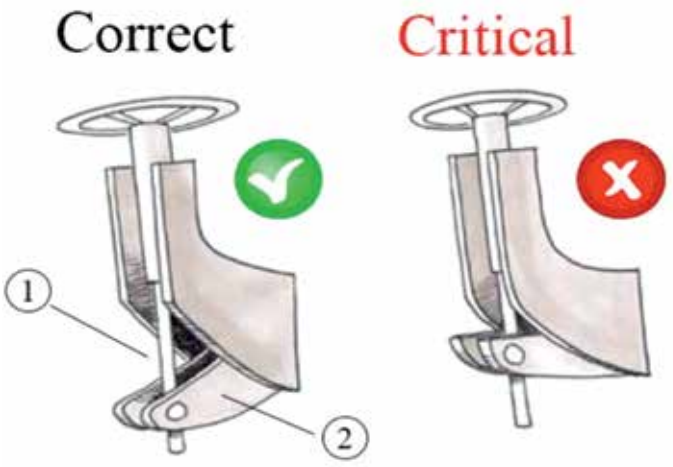


Figure 3 - Correct Brake Positioning

Figure 4 - Brake adjustment

The Spurling Pipe: It is prudent to watch the spurling pipe when anchoring as the chain might come out twisted causing it to block the gypsy wheel.

Several damages have been seen on the mouth of the spurling pipes due to inadequate design.

The Anchor Lashings: When at sea, the windlass brake and anchor lashings are used for securing the anchor to prevent movement of the anchor in the hawse pipe. ***Anchor Lashings should be able to hold a load equal to twice the anchor weight plus 10 meters of chain.***

The chain stopper, unless adjustable is not used to secure the anchor at sea as it may be required to let go the anchor without power which would not be possible with weight on the Chain Stopper.

The Chain Locker and Bitter End: The bitter end forms the attachment of the end of the anchor chain to the ship's structure in the chain locker. The strength of the bitter end is 10-30% of the chain MBL and is merely a final securing method in case the chain has accidentally run out completely.

The last resort is to slip the anchor from the bitter end after tying up an anchor buoy to assist in recovery later.

When an anchor cable comes out of the vertical the additional tension in the anchor cable comes from the vessel, with its huge mass, pulling on the chain. As the anchoring equipment is designed to control the mass of the cable and anchor which is 1/5000th of the ship's mass, this additional force easily exceeds 50 times the design force of the motor or brake.

Figure 5 - Bitter End

Figure 6 - Broken Clutch

The design conditions for establishing Zcont, however, are less severe than the anchor holding conditions. This actually means, ***if the Master decides to stay at anchorage while the weather conditions are worsening, he might already have missed the opportunity to heave in the anchor in safe, as-per-design conditions.***

Example A - Once the ship starts dragging anchor; it means that the external force on the vessel has exceeded the anchor holding power. At this point, though already too late, the Master should reassess the risk of re-anchoring

Figure 7- Typical Anchoring Dragging

in the existing weather conditions. The contribution of the chain to the total holding power is limited and it is therefore that paying out extra cable may not be considered an adequate solution for stopping a dragging anchor.

Example B - Consider if the vessel was hit by a 2-meter swell which causes the bow to move up and down with an acceleration of approximately 1 m/s2,the forces on the windlass motor will suddenly increase by 100% or more. Now imagine the vessel pitching, heaving, rolling, swaying and rolling due to the increasingly bad weather.

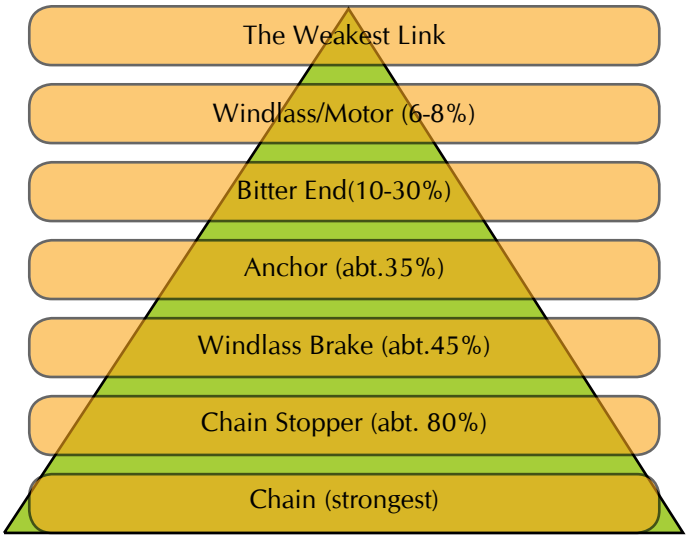
Critical wind velocity is the wind speed at which the wind pressure exerted on the vessels windage area is greater than the holding capacity of the anchor.

The general wind speeds for the various vessel types are estimated as below -

Vessel Type	Critical wind speed (Kts)
Pure Car Carrier / Container vessels	**20**
VLCC, Cape Size Bulker (Ballast)	**30**
VLCC, Cape Size Bulker (Fully Loaded)	**40**
Others	**30**

Critical wind speed does not take into account the effect of the swell and tidal stream.

Conclusion:



As we can see in the pyramid diagram, the strongest part of the system is the anchor chain, however, the top of the pyramid or the Weakest Link is nothing but the competency of the bridge team to apply this knowledge.

It is nothing more than understanding the limitations of the equipment onboard and having a plan 'B' to mitigate the risk. The key is to know exactly when to execute.

Wish you all Safe Anchoring.

For further reading, your Company SMS may be a good tool, however, the author recommends and has referenced this article from

a) Anchoring systems and procedures – OCIMF

b) Intertanko anchoring guidelines 2019

c) Operational limitations of anchoring equipment –Lucas Daels.

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BRM – back to the future?

Has BRM drifted away from its founding principles?

"This article first appeared in Seaways Jan'2019, the journal of The Nautical Institute."

By Ed Verbeek

Many of us have participated in a BRM (bridge resource management), MRM, MCRM or similar programme. I hope that you found it different from the other courses you have attended. Yet I know that often there are no differences; it is just another course.

BRM is now included in STCW, which talks about competences. These are connected with knowledge and skills and are veriked by tests and exams. This risks pushing BRM closer to bridge team management (BTM). BTM differs fundamentally from BRM, as its focus is on knowledge and skills, which can be checked with tests and exams. By contrast, BRM is a powerful method of stimulating ofkcers to think for themselves about issues such as attitudes and behaviour.

Some 25 years after my initiation into the wonderful world of BRM, I would like to look back at the original intentions and what we can learn from them.

Workshop versus classroom

My krst encounter with BRM was in 1992, during the SASMEX conference in London. As an Amsterdam pilot, I applied as a workshop leader (WSL) and was accepted. Early in 1993, I participated in what I believe was the krst WSL training programme at the SAS Flight Academy in Arlanda.

Note the words 'workshop' and 'workshop leader'. These terms highlight a vital aspect of BRM. It is a course in the form of a workshop, not classroom teaching. Workshop leaders are not instructors. They are facilitators. The original WSL guide states: 'Your role is not to give wisdom and tell [the participants] answers; you should encourage discussion and NOT express opinions.'

This implies that the WSL is not standing in front of a whiteboard, a smartboard or any other type of board. The WSL would normally be sitting down. And the participants are not facing the WSL or a board; they face each other. The room set-up is very important and typically involves desks arranged in a square or round a large oval table. The group size needs to be small enough to make sure everyone is able to participate in the discussions, yet large enough to have a range of different viewpoints. A group of six to 12 is ideal.

A typical set-up for a BRM workshop

Using CBT

The original workshop was organised on a rhythm of an introduction, followed by computer-based training (CBT) modules. The CBT module introduces the specikc subject, some background information and examples of behaviour. The modules are followed by discussions, alternating with case studies.

There are some advantages in using CBT. One of them is that if a participant doesn't agree with what is being taught, they are disagreeing with the CBT module – not with an instructor. If the theory module were given by a WSL, participants might be reluctant to disagree with the WSL personally. The use of CBT allows the WSL to maintain some distance from the material, making it easier for the group to open up and talk about how they really feel about the subject. I have no problems with CBT modules that are not entirely realistic. They provide an excellent start for discussions, such as 'So why do you think this CBT is not relevant?'

CBT is necessary where participants are taking part in their krst BRM workshop, but I have done meaningful refresher workshops without using CBT. During these, we followed the sequence of the modules, but went straight to discussion without the introduction. I initiated discussions with questions about the relevance or practical use of the module, or even, when we had arrived at a sufkcient level of trust, with provocative remarks. To provide more depth and variation I used case studies, DVDs, YouTube and other sources of information.

Discussion

The 'work' of the workshops takes place during the discussions. 'Discussion' implies the voices of the participants are predominant. If the voice of the WSL is heard the majority of the time, it might indicate that

something is going wrong. Sometimes a lot is achieved even during the breaks and after-session discussions. The facilitator is achieving some success simply by introducing various people to each other and encouraging them to talk.

The best discussions are those where there is variety in the group. When there are only captains, talks about pilots tend to focus on bad pilots (those are the ones the captains remember). Guess what happens when the group consists of pilots? Both have misgivings about engineers… When all the participants are experienced, there can be a tendency to look down on younger ofkcers, and when they are all quite young, they have problems with the dinosaurs.

Even the difference between VLCC captains and ferry captains, in matters like voyage/departure preparations and false alarms on the kre panel, proved to be signikcant. Having lecturers from nautical colleges confronted with reality proved very powerful.

If the discussion is to make a difference, participants must feel they can talk freely. The presence of company observers could inhibit free discussion and lead attendees to give 'politically correct' answers. This does not change attitudes! Where a company has a mature safety culture in which participants feel free to raise difficult issues, it may be possible to have a productive discussion with company observers present.

Specialised workshops

People sometimes assume that pilots are lagging behind with BRM. In my experience, there is very little difference between shipping companies and pilots in this respect. In many ports, pilots are former seafarers, with the normal seafarer training including BRM. To a large extent, the level of BRM of pilots reflects the level of BRM of the fleets they sailed on as officers.

To promote mutual understanding, there is scope to develop BRM-like workshops or special purpose seminars concerning port operations involving captains/bridge teams, pilots, tug masters and VTS operators. Single group workshops, for example for apprentice pilots, can fulfil a purpose, but need harder work from the WSL to make sure different perspectives are covered.

In discussing course participants I have talked about captains, engineers, mates, pilots – but not about students. The BRM workshop is geared for active professionals, who are able to relate the discussion to real day-to-day operations. It is important that participants have experience to draw on when discussing the case studies. For students a course is much more appropiate than a workshop.

Being a facilitator

As a new WSL, I was often afraid that a group would not come to the 'right' conclusions, even though the WSL guide clearly tells me that there is no such thing. As I gained experience, I discovered that most of the ideas behind BRM were such common sense that usually the group came to those conclusions without having to be pushed towards them.

In one workshop, the group decided that Short Term Strategy (STS) was very suitable for most unexpected occurrences, but not for fire. They were convinced that with fire you should not think, just extinguish. Normally the group would include a former salvage tug crew member who would educate the group never to fight a fire without thinking (= STS). This time there was no such person. I decided to use the case study of the fire on the Prinsendam. The fire was extinguished three times, but kept reigniting, larger each time, because the problem that caused it had not been identified. The group came to the conclusion that, although it is necessary to fight the fire, it can help a great deal to have two or three persons think about what is happening and identify alternatives. They became convinced by themselves of the need for a structured approach like the five steps of STS, without me having to convince them.

In time I learned to lead the discussions by giving the participants who had interesting ideas the opportunity to

Some more quotes from the original BRM workshop leader guide (emphasis mine):

For the participants:

- The messages are practical and not theoretical: if you decide that they are not relevant to you, and you ignore them, then that is OK.
- The CBT modules are just designed to get you thinking and talking about situations. Don't treat them as TRUTH and end of the story: they are just the beginning.

For the WSL:

- The course wants to provoke: no problem if a participant doesn't agree.
- Talk from your own experience, the perspective of your normal job. No theoretical talk, but as practical professionals.
- Your role is not to give wisdom and tell them answers, instead you should encourage discussion and NOT express opinions.
- DON'T TAKE YOURSELF OR THE COURSE TOO SERIOUSLY

There are not too many courses that give this kind of guidance to instructors.

express them, and, if required, to put the brake on some others who were 'too much present' and not giving others the opportunity to speak. I collected quite a few case studies, which meant that I could choose relevant examples for the specific group and the participants could evaluate their ideas.

However, as a workshop leader, you have to learn to live with not having total control. When you say in the introduction that it is OK to disagree with you, that means you cannot push the opinion you consider to be correct time and time again during the discussions. As WSL, you have to accept that this is a workshop, not a lecture and you are a facilitator, not an instructor.

Skills versus knowledge

The idea of a BRM workshop is not to *teach* skills, but to convince people who already have those skills to use them; to produce a change in attitude. The workshop provides participants with an opportunity to look in the mirror and ask: 'Am I doing what I think I should be doing?' and 'Am I making the best use of *all my* resources (my own skills, my team members, other sources like instruments or VTS)?'

That is not to say that there are no skills included. Skills and knowledge are part of the course, for example the five steps of STS. It is not possible to completely separate attitudes, behaviour, skills and the like.

Some points that can signal the difference between aiming at skills (l) versus attitudes (r) are:

Lecture	Workshop
Instructor	Workshop leader/ facilitator
Standing in front of a board (of any type)	Sitting
Telling how it should be done – transferring skills (albeit possibly very interactive)	Asking the group for their experiences and thoughts Focusing discussions by asking the 'right' questions and actively involving participants with helpful ideas
Instructor's voice predominant	WSL's voice intermittent
Test pass or fail	Proof of participation

An example: in BRM, challenge should be invited. But inviting challenge is all about the *attitude*, not about knowing that it should be done or saying the correct words. There is a Dutch expression: 'My door is always open', which is meant to indicate that anyone can ask any question at any time. However, there are people who are able to say this in such a way that although the door is 'open', there is clearly a threshold 2m high that few are willing to scale. Attitudes speak louder than words.

Translating ideas into behaviour

The 'reinforcement' – the practical exercise that concludes the workshop – gives an opportunity to translate the ideas generated during the workshop into behaviour. This can be done even without a simulator. During our first WSL training, the reinforcement was a laptop exercise performed with a small team. It worked quite well.

The simulator exercises that were developed as a next stage made it harder for the participants to put enough emphasis on attitude/ communication issues. For most it was far easier, and felt more comfortable, to focus on the technical side of things. In simulator exercises, I needed some experience as WSL to learn how to refocus the participants on BRM aspects without ignoring technical issues.

These technical issues cannot be ignored: the idea behind BRM is to minimise the number of collisions, groundings and the like by making use of all means. During the exercises, it is not OK to run aground so long as 'appropriate BRM behaviours' have been displayed. If the risk was not identified in time to avert it, BRM had not fulfilled its purpose.

Debriefing the reinforcement exercise was again something I had to learn. If I told people what they had done wrong, they started to think about why they had done it wrong. And if they thought long enough, they generally came to the conclusion that, in the circumstances, they could hardly have done anything else. Instead, when I knew something was coming up during the playback, I learned to say 'Just watch!' Seeing yourself operate can be very confronting. The participants generally came to the conclusion that they would act differently next time without me having to interfere.

Later on I learned that a very good way to focus the thoughts of participants on learning rather than defending their actions, was to ask: 'If you were to do this again, would you do it differently?'

Measuring results

When it comes to measuring results, for BRM the emphasis is on whether attitudes have changed. The best observable indicator for attitudes is behaviour. To be meaningfully assessed, behaviour needs to be observed over a longer period of time while the persons don't feel observed. If

this is not possible, well-constructed questionnaires can provide an indication. Another suitable way to measure results would be to ask the participants to do a case study, answering in text (no multiple choice questions). The answers would give an indication of their understanding of principles and of attitudes. An exam/test is not an indicator for attitude.

It is good to realise that one of the three truths at the basis of BRM is: 'We all make mistakes'. If people were able to display perfect BRM behaviour at all times, BRM would not be needed at all. BRM is there because people make mistakes; not only technical mistakes but also BRM-type mistakes. In almost every accident report we read about 'mistakes in BRM' – but of course mistakes in BRM behaviour were made in every uneventful voyage as well. Of the 4,500 pilotages I performed, I am convinced that there was not one without BRM imperfections. I believe in using accident reports to help stay aware and to help support the practical aspects in which we can improve, but I have no expectation that a goal of 'perfect BRM behaviour' will ever be reached. That said, it is a very powerful way of making sure that we are using all available means to operate as safely as we can.

Twenty-five years after the BRM course was introduced, there are now fundamental differences between BRM as it was originally

conceived and as it is now often delivered. Thankfully, there are still some providers that organise workshops that add real value to the course, whether they are called BRM, MCRM or MRM. It would be unfortunate to lose such a powerful method of stimulating officers to think for themselves about issues such as attitudes and behaviour.

BRM in practice

As a practitioner, the workshops helped me to recognise situations early and to do something about it. I vividly remember a pilot trip where I was on board the pilot tender heading for an inbound cruise vessel. The cruise vessel cut the corner and went straight for the breakwaters to try to come ahead of an inbound container ship. She was doing 17kt, and in those days our pilot tender could do only 13kt, so it was a bit hard to catch up. At last she slowed down and I boarded. When I came on to the bridge, less than a mile from the breakwaters, I saw the two telegraphs on full ahead. We were halfway past the container vessel, way north of the leading line with a strong tide setting to the north. I knew the lock was not ready and the Captain did not want to employ tugs, which did not make it easier to wait (twin turbines, one rudder, no thrusters...), but would let me do the shiphandling.

Something that seldom happens to me happened then: I lost control of myself, became quite angry and asked the Captain why he was intent on parking the ship on the breakwaters at maximum speed. The 2nd mate came to me and asked if I wanted a cup of coffee. In my mind I saw the video in the Authority and Assertiveness module, in which the 2nd mate offers a cup of coffee to the Captain and chief mate who have clashed. This was not about me or the Captain, but about getting the ship in safely. I took a deep breath and we came to a good working relationship (no, we did not become friends).

The workshops are suitable for those who already have experience Photo credit: Ambrose Greenway

Blockchain to Retire Paper Bill of Lading

It is possible to retire the paper bill of lading in today's digital world, a recent test of CargoX's blockchain-based Smart Bill of Lading shows.

The test was carried out by G2 Ocean — a joint venture of Grieg Star and Gearbulk — and Manuchar NV.

"Paper Bills of Lading are already considered a historic artefact… The Smart B/L will bring cost optimization and improved data security into their processes. The document transaction reliability in this system is undisputable," Rune Birkeland, CEO at G2 Ocean, commented.

The CargoX Smart B/L is a solution for digital transfer of bills of lading issued by any cargo shipper worldwide. The system completes the document ownership transfer securely and reliably within minutes. That stands as opposed to the days or weeks it takes to send a document via regular courier services.

According to G2 Ocean, the new approach prevents delays and business damage or loss, demurrage and other costs. In addition, it provides safety and reliability for users.

The two companies concluded their test of the blockchain-based B/L system this April. During the test, they transferred ownership of goods with shipments traveling from China to Peru.

In total, the partners have completed five separate pilot shipments, with five Smart Bills of Lading.

They departed the port of loading Xingang China on April 5, 2019, and reached the port of discharge, Callao, Peru, on May 26, 2019. The distance between ports is 9,504 nautical miles. The importer received the Smart B/Ls after a couple of minutes.

"G2 Ocean consider smart contracts based on distributed ledgers or blockchain as a unique opportunity to digitalize and automate manual processes between its clients and subcontractors. The Bill of Lading is one of two priority areas in 2019 using blockchain technology. Based on these successful pilots, our next step will be to scale this up and offer it's as a value-added service to our clients," Leif Arne Strømmen, Vice President of Innovation G2 Ocean, said.

The solution is powered by the blockchain document transaction system (BDTS) technology. Compared to classic IT systems, the CargoX Smart B/L enables users to state and transfer ownership, create bills of lading, and also attach other accompanying documentation in electronic format.

Documents can be transacted among parties to a specific process in a way similar to a banking transaction. They can also be amended or annulled if needed too.

Last year, CargoX completed the official test shipment of a container with its Smart Bill of Lading. The Smart B/L was issued electronically and transferred with the help of a blockchain network.

Lost & Found at Sea
by *Darryl Pereira*

My Ship the S.S Saudi capsized on 26 June 1973 in the Arabian Sea, Near the Socotra Islands, due to faulty loading of cargo. Luckily I survived at sea for 16 hours in 6000 feet deep water.

I had joined the mogul lines limited and sailed on the S.S. Saudi as a Junior Engineer. This ship regularly sailed from Bombay to the Red Sea ports and back to Bombay on a regular monthly basis carrying Passengers.

On the second voyage of my sea career, we left Bombay as usual with passenger going to the Red Sea ports. On our return trip to Bombay, via Cochin we loaded rock phosphate in our cargo, At Aquaba in Jordan. We had only one passenger who wanted to sail with us. He had three cabins full of luggage, since he was coming for his daughter's wedding and could not fly with so much baggage.

My ship was carrying rock phosphate which is a fertilizer for tea / coffee plantations in Cochin. The rock phosphate was loaded in bulk, into the holds through conveyor belts. A team of Afghanistan strong men with shovels used to manually trim the cargo and minimize pockets formed by pouring the bulk fertilizer into the holds of the ship by conveyor belt systems.

I was a junior engineers and being a new bloke on the ship, my duties were to be a day engineers (8am to 4 pm) and also a relieving engineer for the senior engineers at all meal time. At 4 pm when I finished my day shift, I came up on deck and saw huge sharks around 12 to 14 feet long, swimming close to the ship. We were sailing through shark - infested areas.

Little did I know that in another 75 minutes (Just before Sunset) I would be in the sea along with the sharks!

A little after 5pm my ship started to list on port side. The alarm was sounded for emergency and all engineers including me, were down in the engine room. Our instructions were to start pumping ballast water from the port side to the starboard side, in order to try and balance the ship.

However the cargo was moving so fast, that the ship's reciprocating pumps (my ship was built in 1956) were inadequate to pump the water to the starboard side at the same or faster pace.

We Were Sinking.

During the next short period of 10 to 12 minutes, the captain gave the "Abandon Ship!" command. From then on, it was "Each one for themselves and God for all". Being only 24 years old and mature only to the extent that a 24 years-old was at that period of time in the year 1973, I did not realize that there were so many life jackets for passengers on deck. Innocently I went straight up to my cabin to fetch my own life-jacket!

Fortunately my cabin was on the starboard side. The port holes of that ship were of the old square type. Being thin, I could get out through a port hole. By the time I jumped out of the port- hole on the starboard side of the ship and put on my life jacket, the ship's Side was practically flat – like the run way at the aerodrome.

The Ship Sank Slowly.

Before I knew anything, I was pushed into the water by a huge wave. The sun was just setting.

Within a couple of minutes the sun would set. Darkness came all over me from all sides. From then onwards. I was all on my own, being tossed in the high seas, wearing only a life jacket. The black waters rushed fast around me. The only light now on the horizon and in the sky was the light of the moon.

Fish were biting my bare feet, since I had to kick of my shoes which had got soaked with sea water (no safety shoes in those days, just ordinary shoes).

The waves were over six feet high. Wearing my life jacket only kept my head above the water. The waves took me six feet up and then dropped me back into the sea.

I Prayed more that I had ever done in my whole life.

My prayers were answered. Soon a floating log came along to where I was and I held on to the log to give me better buoyancy. However, the sea was so strong that I could not cling to the log for long.

I was back to square one – with the life jacket only.

By that time, my anxiety was great and the strength of prayers became my last resort. At some point I fainted and remained that way right through the night. I was woken up with the sun-rays hitting my eyes early the next morning. Fear came all over me once again as I drifted with the current where ever it took me. This continued for several hours.

I continued to pray.

Luckily, I was sighted by the US destroyer Jonas Ingram. The destroyer carefully sailed along my side. Suddenly, I found a sailor grab me by my boiler suit and both of us were winched up the side of the destroyer.

Immediately I was taken into the sick bay. They laid me on the table and pushed and pressed my stomach to take out the sea water.

Most of the sea water that I drank was taken out of my body system. I was given some clothing and served with food and tea.

Out of over 80 personnel, 39 were lost at sea.

On that particular voyage for our outward trip from Bombay to the Red sea ports, we had a whole complement of staff on board for catering to the passengers, besides a full crew of regular deck officers, Engine Officers and deck and engine crew. Fortunately coming back to Bombay we had only one passenger as mentioned earlier.

I had survived at sea for 16 hours in 6,000 feet deep water.

The US destroyer Jonas Ingram had got our SOS call when they were sailing towards Bahrain they were 150 nautical miles from the location provided in the SOS call by our senior first class radio officer.

Being the US Navy Vessel, their strategy was to steam ahead to the longitude and latitude provided by our radio officer, where our ship had sunk.

Then the destroyer moved in the direction of the moving current and advised other ships in the vicinity to look out for people over – board. The first survivor was picked up after 12 hours and had drifted 78 nautical miles from where we had sunk. I had been in the water for 16 hours.

God Knows how many nautical miles I had drifted. We survivors were on board the destroyer for two days. Arrangements were made and the destroyer dropped us at Djibouti from where we flew straight to Santa Cruz airport, Bombay.

A Television crew was present at the airport. This was the early years of television in Bombay in 1973.

No Photographs can be provided as all survivors came out virtually naked, except for wearing old clothes provided by the sailors of US destroyer Jonas Ingram.

My ship had capsized on 26th June 1973. Out of the 80 persons on board, 41 persons survived. Of the remaining 33 persons, only six bodies were recovered and 33 bodies were lost at sea and believed to have been eaten by sharks.

I had survived at sea for 16 hours in 6,000 feet deep water.

I believe there is a GOD above and my destiny prevented me from a watery grave.

The Author Darryl Pereira is now 69 years and lives in Melbourne, Australia

Note from the editor:

Nostalgia for those of yesteryears and lets say Additional Information for others. Our seniors may have actually sailed on some of these ships.

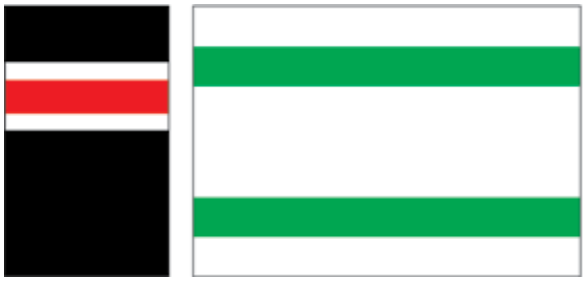
Darryl Pereira was kind to send this additional information.

The Bombay and Persia Steam Navigation Company / Mogul Line Ltd: Founded in 1877 and was long managed by Turner Morrison & Co. Ltd, Bombay and was participating in the Pilgrim trade from the very early days. In 1939 the Bombay and Persia Steam Navigation Co. was renamed as the Mogul Line. In 1960 the Mogul Line became entirely Indian owned and was in 1963 taken over by the Shipping Corporation of India.

Many thanks to Henk Jungerius and Ted Finch for his assistance in collecting this data. The following list was extracted from various sources. This is not an all inclusive list but should only be used as a guide. If you would like to know more about a vessel, visit the Ship Descriptions (onsite) or Immigrant Ship web site.

- **Routes:**
  - Bombay-Karachi-Calcutta-Red Sea-Persian Gulf
  - Calcutta-Japan
  - Bombay / Karachi-Jeddah (Pilgrims)

Funnels & Flags:



Bombay & Persia S.N. Co.

Mogul Line

Fleet:

Vessel	Built	Years in Service	Tons
Ahmadi	1888	ex- Endeavour, 1901 purchased from MacIntyre Bros, Newcastle renamed Ahmadi, 1909 wrecked Mombasa.	2,519
Akbar (1)	1898	built by Napier & Sons, Glasgow | ex- Moravian, 1914 purchased from G. Thompson & Co., Aberdeen (Aberdeen Line) renamed Akbar, 1923 scrapped at Genoa.	4,573
Akbar (2)	1921	built by Lithgows Ltd., Port Glasgow | 1953 scrapped at Tsurumi.	4,043
Alavi (1)	1893	built by Tyne Iron Shipbuilding Co Ltd., Newcastle | 13th October 1917 intercepted by a German submarine six miles N.E. of Cape Palos, near Cartagena and sank by gunfire with the loss of 13 lives.	3,627

Alavi (2)	1924	built by Lithgows Ltd., Port Glasgow | 1958 scrapped at Bombay.	3,566
Aviemoor		see Naderi (2)	
Homayun	1895	built by Raylton,Dixon & Co., Middlesborough | ex- Leopoldville built for Cie Belge Maritime du Congo, Antwerp (CMB), 1896 Biafra, African SS Co. (Elder, Dempster & Co.), Liverpool, 1910 purchased, renamed Homayun, 1923 scrapped.	2,500
Islami (2)	1934	built by Lithgows Ltd., Port Glasgow | 1963 Mogul Line taken over by the Shipping Corporation of India, 1967 scrapped at Kaohsiung.	5,879
Jana Priya	1975	built by Stocznia im Komuny Paryskiej, Gdynia | bulkcarrier, 1987 scrapped in India.	n/a
Jana Vijay	1966	built by Fairfield Shipbuilding & Engineering Co., Glasgow | ex- Duhallow, bulkcarrier, 1971 transferred from Charter Shipping Ltd to P&O not renamed, 1974 sold to Mogul Line, Bombay renamed Jana Vijay, 1985 scrapped.	25,368
Jehangir (2)	1924	built by Lithgows Ltd., Port Glasgow | 1958 scrapped at Bombay.	3,566
Kaisari	1886	ex- Federation, 1899 purchased from Angier SS Co., London renamed Kaisari, 1900 wrecked at Reunion.	2,494
Khosrou (2)	1924	built by Lithgows Ltd., Port Glasgow | 1953 scrapped at Osaka.	4,043
Lok Prabha	1966	built by Sanoyasu, Osaka | ex- Banasol, 1971 purchased by Jardine Matheson & Co. from Bana Nav. Co., Liberia renamed Eastern Glory, 1974 sold to Mogul Line Ltd, Bombay renamed Lok Prabha, 27th December 1976 broke in two after collision.	9,317
Majidi	1882	built by Napier, Shanks and Bell, Glasgow | ex- Clan Graham, 1905 purchased from Clan Line Steamers renamed Majidi, 1912 sold to Comm. Tomaso Astarita, Italy, and renamed Maria Vittoria, 1913 renamed Maria Delle Vittorie, 1915 sold to British Admiralty for use as blockship, 1916 Scrapped at Naples.	2,926
Mecca	1871	built by Iliff, Mounsey Co., Newcastle | 1871 sold to Lloyd Italiano Soc. di Nav., Genoa renamed Livorno, 1877 sold to Raffaele Rubattino renamed Bengala, 1881 transferred to Navigazione Generale Italiana (NGI), 1889 wrecked Cape Rizzuto, Italy.	1,567
Mohammedi	1947	built by Lithgows Ltd., Port Glasgow | 1950 renamed Ocean Triumph, 1950 renamed Mohammedi, 1963 Mogul Line taken over by the Shipping Corporation of India, 1978 scrapped at Bombay.	7,026
Mozaffari (1)	1882	built by Schlesinger Davis, Wallsend | ex- Ville de Ceare, built for Soc. Postale Francaise de l'Atlantique, Havre, 1883 sold to Chargeurs Reunis, Havre, 1896 purchased renamed Mozaffari, 19th January 1910 wrecked Mozambique.	2,255
Naderi (1)	1891	1914 sold to Khedivial Mail SS Co., London renamed Benha, 1917 sunk by German submarine UC.74 in Mediterranean.	1,878
Naseri	1882	ex- Sculptor, 1891 purchased from T & J. Harrison, Liverpool renamed Naseri, 1913 sold to Japan renamed Matsuyoshi Maru, 1914 wrecked off Innami.	1,454
Noor Jehan	1956	built by Soc. Espanola de Construccion Naval, Bilbao | ex- Cabo San Vincente, 1963 Mogul Line taken over by the Shipping Corporation of India, 1976 purchased from Ybarra Line Cia SA renamed Noor Jehan, 1984 laid up, 1985 scrapped.	14,569
Rahmani (1)	1882	built by Napier, Shanks and Bell, Glasgow | ex- Clan Sinclair, 1905 purchased from Clan Line Steamers renamed Rahmani, 20th July 1917 sank following a collision in the Mediterranean Sea whilst on a voyage from Bombay to Genoa.	2,933
Rizwani	1930	built by Lithgows Ltd., Port Glasgow | 1959 scrapped at Bombay.	5448
Saudi	**1956**	**built by Lithgows Ltd., Port Glasgow | 1963 Mogul Line taken over by the Shipping Corporation of India, 25th June 1973 foundered with the loss of 39 lives.**	**5,973**

Singapore Will Seek Prison for Captains and Owners Breaking 2020 Low Sulphur Fuel Rules

Singapore has a message for shipping companies considering cheating on rules starting next year to combat pollution to save a few dollars on their fuel bills: don't.

Captains and owners of vessels that burn overly sulfurous fuel in the Asian country's territorial waters could face as long as two years in prison from the start of 2020, according to the Maritime and Port Authority of Singapore. If enforced, such a penalty would probably be among the strongest deterrents yet to dodging regulations that are supposed to cut emissions of a pollutant blamed for asthma and acid rain.

From next year, the ships must emit 85 percent less sulfur in most parts of the world than they do in most places today. The world's second-biggest port, said that ships that fail to use an approved abatement technology such as a scrubber, alternative fuel or compliant fuel will also be considered non-compliant.

The MPA didn't clarify precisely what rule infringement would incur a prison sentence. Other penalties include a fine of up to S$10,000 ($7,400).

Based on precedent in the U.S., the harshest penalties would likely be imposed if there were exacerbating factors like falsification of documents or obstructing justice, according to Magdalene Chew, a director at AsiaLegal LLC and Wole Olufunwa, a senior associate at Holman Fenwick Willan in Singapore.

"Presumably, this may be used as a yard stick comparison for what penalties imposed for breach of the sulfur cap may look like," Chew and Olufunwa, who specialize in shipping at the law firms, said in a joint email.

The most severe penalty Singapore ever imposed for breaches of maritime air pollution regulations was more than two decades ago, said Chew and Olufunwa. Then, a vessel's owners, master and agents, who all pleaded guilty, were fined S$400,000 each for "flagrant disregard of any concern for the marine environment." The ship's master also received a three-month prison term for an oil spill charge, according to the law firms.

Such penalties matter far beyond the confines of individual port states because there's an expectation that many owners — particularly in Asia — could start by ignoring the sulfur-emission rules. The extent to which that happens will have an impact on the maritime industry's fuel-buying patterns. However, with thousands of ships each year stopping at the island state to refuel while en route to other parts of Asia, the country's deterrent could make many owners — and ship captains — more wary of cheating.

The penalties could mean tougher times for shipping firms as they prepare for the rules. To comply, companies can either purchase more expensive, cleaner fuel with less than 0.5 percent sulfur content, or they can install pollution-reducing scrubbers that let them keep using oil with a higher sulfur content. To make matters worse, analysts question whether sufficient low-sulfur fuel will be available in time.

"MPA is also working closely with the industry to ease the transition to the requirements under the IMO 2020 regulations," a spokesperson said, adding that the authority has issued technical guides, along with the Singapore Shipping Association, on options available for ship operators to comply.

The authority will inspect both Singapore-registered ships as well as foreign-flagged vessels visiting the port, and employ fuel-testing service providers for detailed laboratory analysis of fuel samples. It will also deploy electronic systems for ships to declare their method of compliance before arrival.

Along with other nations, Singapore already banned open-loop scrubbers from discharging washwater, the waste liquid containing impurities after airborne sulfur emissions have been removed.

Excerpt from 2019 Bloomberg L.P

FUTURE SKILL REQUIREMENTS FOR A DIGITTIZED MARINE INDUSTRY

by Capt Arun Karkare

Today in India, the industry 4.0 revolution is moving at very fast pace creating new paradigms in evolving digital ecosystems. Taking cognizance of this trend the Maritime industry is endeavoring to initiate the vital subject of future skill requirements for promoting digitalization of the maritime trade and commerce as well as the operations and management of ships and ports. A mariner will have start upgrading his/her skills to remain viable and valuable as future unfolds advancement by advancement.

It can be reasonably opined that marine industry may not be able to adopt technically at the same pace of an Uber or Ola or other industries borne out of digital DNA! But warning is loud and clear that the future maritime industry will be controlled increasingly by intelligent machines and systems and fewer workers drawing upon advanced algorithms and vast quantities of real time data on board the ships and in ports. The machines and instruments will select strategies , tailor offering tactics and monitor fulfillments all without human intervention. The remote controlled drones and driverless container trucks will operate the future CFS in ports.

Future ships will run with remote control or partially manned. Ship borne problems will be resolved before they happen based on complicated predictive analytics engines drawing real time input from vast array of billions of sensors. There is no iota of doubt that the roles and responsibilities of navigating officers and marine engineers on board the ships will be drastically curtailed or reduced by introduction of digital technology by ship owners and O&M companies.

The destructive and yet highly productive digital technology is fast replacing human manpower in every sphere of life. It is truly based on the cost effective principle of making everything lean & mean. The employed or employable manpower will drastically shrink . It will be survival of the fittest and most skilled worker and therefore the need to brainstorm this subject " future skill needs of the marine profession serving the vital maritime industry that supports the sea borne trade among the nations. This paper takes into account the needs of the ships and ports to adopt the digital technology. The present manpower serving the shipping and port industry is not at all trained and ready to adopt the fast moving digital technology penetrating in their domains.

Let us look into the skills those will be required to be acquired or adopted by the manpower serving the maritime industry specially on ships and in ports.

- **General digital skill**

  Familiarization with cell phone technology, social media channels, cloud solution ,and capability to adopt new technology without any difficulty.

- **Data Analysis**

  Ability to seek, search, find ,trace and use the data for achieving positive and safe results.

- **Interpersonal Skills**

  Empathy and ability to work as a part of a team with adoptions of soft skills such as; Passion , Motivation .Lateral thinking ,Humility, Ongoing learning, Time management, Confidence, Independence , Integrity ,Good listening, Curiosity, Personal skills, Good Global trends thinking, Ability to synthesize arguments and proactively

- **Problem Solving**

  The development of new digital capabilities is accelerating the pace of change across all the maritime industry.

- **Adaptability &Agility**

  Skills to adapt with agility will have to be developed in manpower at sea.

- **Communication**

  Communication technologies continue to advance to enable the high quality real time engagement with distributed teams and offices . Every daythis technology is undergoing a rapid change and up-gradation .Need to adapt all the changes in shortest possible time.

- **Leadership**

  Training to develop leadership qualities is must for a seafarer to master the technology and use it .A leader must have skills to force people under him to adapt and use new processes , tools and machines which are the products of digital technology. A leader must be able to practice critical thinking in problem solving .He /she must have qualities such as creativity, originality and strategizing in emergency.

- **Emotional intelligence**

  It is one of the crucial employee skills.

- **Need to keep an eye on global trend.**

  The global trend influences the marine industry .It is imperative as well as being prudent to keep an eye

- **Ability to work in Fast paced environment .**

  Adoption and awareness are the two skills required to keep up with fast changing world of digital technology.

- **Creativity**

  Manpower to be trained for freedom to experiment

without impeding the ability to achieve goals. In digital era people often equate the adoption of a new tool with innovation.

- **High Standards & Independence**

  Developing responsibility and accountability.

- **Execution of Plans**

  Ability to quickly move the plans from theory to practice.

- **Natural Inclination to Learning**

  Ability to be open to new skills and ideas & passionately curious.

  Quote from Albert Einstein "I have no special talents .I am just passionately curious".

- **Stakeholder /customer centric**

  Orientation towards customer's needs. The difference is not in digital technology but in knowing how to adopt and use it.

Technologies that will have big impact on the future of marine industry.

The technologies that will impact maritime industry as whole and the skills need to adopt them must be considered for the future strategy to upgrade the curriculum , ways of examination and certification under STCW convention .

Block Chain , Cloud-based computing ,Automation, Virtual reality and Voice controlled devices are becoming familiar terms across the maritime and shipping industry.as they offer huge potential to transform how shipping companies will operate and manage their fleet and similarly how maritime nations will man their ports and operate them to handle various types of sea borne cargo and trade . However we need to audit the present status of national and international maritime industry to find out whether it has any digitalization initiatives currently underway.

- **Block chain**

  The block chain technology has helped to reduce both time and money for stakeholders. Maersk and IBM have already launched block chain based trade platform and other companies are expected to follow.

- **Automation on ships**

  The technology has already shown a great potential to reduce human error on board the ships as well as in port . It is also proving an effective tool to reduce the working man power in those fields of employment. Today's young manpower and the youth and their serious reluctance to serve in maritime industry is accelerating the birth of sailor less ships which will be managed by shore based facilities and technical centers which will be operated and managed by non mariners! There are already semi automated container terminals in North European ports. In fact Norway, Denmark and Finland have now pressed at IMO ,London for the formalization of international regulations to operate unmanned ships. In mean time Japanese Yara & Norwegian Kongsberg have joined hands to produce the first ever fully automated and unmanned ship " Yara Birkenhead "to start operation in the year 2020.It would be a container ship which will have zero-emission and complete automation at the bridge and in the engine room!

- **Cloud based technology**

  It helps to accessing data early regardless of time and location. Nearly 69% businesses/industries are already using cloud technology rest 18% are in followup mode This ground breaking technology will be an asset for marine industry as it offers ;

  - Better communication between staff at sea and shore
  - Cost effective .to all stakeholders of marine industry
  - Remote access to vast pool of industry data
  - Data loss prevention

- **Virtual Reality (VR)**

  The strongest demand for VR technology comes from creative industries . Marine industry is one such industry which must adopt it at the earliest. The impact of virtual reality is increasing exponentially in marine industry mainly in field of marine engineering , maritime training and inspection because it can offer major inputs with cost effective software and hardware solutions. Smart simulators using VR technology have already began to influence maritime training for ship board manpower. The dry dock surveys and ,engine room machinery surveys have become more precise and accurate .

- **Voice Controlled Devices (VCD)**

  2017 was a milestone year for voice- first computing which goes beyond the in-have smart speakers. The VCD devices will have far reaching impact in shipping and maritime industries where accessing information in double quick time is of great prudence by using voice commands between ship & shore. This technology is well entrenched now in aviation sector and giving back rich dividends to all the stakeholders. The VCD technology has successfully replaced clip board inspection process into voice guided inspection process in aircraft and transport fleets New focus areas are automotive ships and cargo inspection allowing real time inspection and hand- free documentation.

WAY FORWARD

The marine industry needs to take the cognizance of all the new technologies likely to impact them positively and help to upgrade their operations and management of ships as well as shore based establishments . The other stakeholders should be coaxed too , to adopt the new technologies in vogue .

SHIP BOARD TRAINING NEEDS

Trained Instructors & Subject matter experts

This article takes into account the needs and requirements of ships and ships staff covered under STCW convention which spearheads the standards of training , examining and

certification of officers and crew on board. The curriculums set out at DGS certified institutes must adopt the technologies keeping in mind that the instructors (internal & external) are well versed and trained with the training needs . This can only happen if they too are trained in the use of technologies. Presently things look very different if one goes on a visit to many of these institution. The candidates who come from ships for their certifications are fairly well versed with new technologies as ship owners are investing money to upgrade the ship board operations to avoid losses from man made errors. Whereas most of the instructors have left sea long ago and missed out on the ongoing developments on board the ships. The gap and the void must be filled up by upgrading their knowledge time to time. Here I would go with UNCTAD-TRAINMAR standards for instructors .The standard is known as "80/80,which means the delivery of an SME-instructor (Subject matter expert & instructor) should be such that 80% of the target population in his /her class should be able grasp 80% of the knowledge delivered in the class at that point of time. There is an instructor's course conducted by UNCTAD –TRAINMAR for maritime industry .The standards so set out should be practiced at all maritime institutes.

Technology Curriculum

The design and contents (subject matter)of curriculum for teaching various technologies along with the standard and traditional maritime subjects will be a great challenge to the existing shore based maritime training institutes in the country which are certified by DGS.

Simulators

The present maritime training scenario is very different than what it seems to be. Many renowned shipping companies have set up their own state of the art training centers to train their deck & engineer officers as well as crew . They impart specialized technology training to their ship board staff to run their ships efficiently and safely as per industry requirements . The shipping companies have invested substantial money in up gradation of training their own staff. Simulation technology has been brought in to substantiate the knowledge gained from STCW courses curriculum. The crucial cargo operations on special ships such as Product tankers , Gas carriers , RORO ships and very large fourth & fifth generation container ships are being taught to the ship board staff by using tailor made simulation programs conducted on specially designed simulators which are directly supplied by technology masters to ship owners under specific agreements.

Need to develop specific curriculum.

But to standardize the future skill requirements of maritime industry as a whole it will be imperative as well as prudent to have new technology curriculum charted out and appropriately dovetailed with the existing syllabus .

Since the marine industry is served by heterogeneous standards of various shipping companies it is necessary that technological skills must be brought down to homogeneous level in order to achieve minimum acceptable standards of skill acquisition by all the floating staff serving at sea irrespective of the shipping companies they are employed with. In order to do so the DGS curriculum for pre- sea training & learning courses will have to undergo drastic up-gradation. Similarly certification courses and examinations for Deck and Engineer officers will have to follow the essential changes in the system to adopt the new digital technology. In fact it will also have to be equipment specific as the technology may be same for all the equipment but operations and management will certainly differ for different brands of the equipment while purpose may remain same .

The best example to supplement the point would be the Air Industry where the pilot first undergoes common minimum pilot's training and then he/she under goes a specialized training to fly a particular type of aircraft and then gets the flying license endorsed to fly that type of aircraft owned by any company.

Role of Technology Masters.

The global technology masters have already revolutionized communication & information technology and have influenced the marine industry to a very large extent in the right direction specially operations and management of ships and ports .

Many technology companies are offering simulators for training to ship owners and operators . This is the step in right direction.

It can be reasonably concluded that there is a dire need to train future trainers in marine industry to take care of the up gradation of maritime training in very near future.

About the writer

Capt Arun Karkare has been a port industry expert and marine consultant for last 20 years plus. He is also associated with leading maritime training institutes for training mariners serving at sea and in port industry. He was awarded prestigious Varuna award in 2016 . He may be contacted on 9820129389 ,e-mail arunkarkare@vsnl.com .His company details can be visited at web site www.sittechno.com

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THE PSC REGIME NEEDS TO BE MORE HUMAN

Captain Pradeep Chawla shares five ideas to make the system better, which would also improve life at sea.

The PSC regime was established over three decades ago. While the industry may complain about PSC in some ports, the general verdict is that the PSC regime has been successful in eliminating the majority of substandard shipping. It has raised the safety standards across the maritime industry.

The detention ratio has dropped significantly and the average deficiencies per inspection are down to less than three per inspection.

Separately, PSC results have slowly evolved into a commercial benchmarking tool, as it is the only safety metric that is easily available in the public domain. RightShip, BIMCO and other organisations as well as charterers, are using it to grade ships.

However, was the purpose of establishing the PSC regime to aid commercial organisations?

With the low number of average deficiencies per inspection, it would be fair to congratulate the various MOUs that the original goal of eliminating sub-standard ships and improving safety at sea has been accomplished.

The shipping industry in general has become more efficient with shorter turnaround in ports. The port stay is, as it always has been, very hectic. It is often difficult to even comply with the rest hours regulations.

Considering that most ships are well maintained, the seafarers consider the PSC inspections being a stressful event, as it is at the same time as a million other tasks in port.

Should PSC be a cause of stress for the seafarers?

The industry (at large) is having an increased focus on the health and well-being of the seafarers.

In my view, the PSC regime needs to re-focus and find new ways to improve safety. Further, I believe that PSC should become a partner of the industry rather that consider themselves as a 'policing' force.

One might question how is that achievable?

My suggestions are based on well-established human factors research and about how people get motivated.

Let us start with the fact that seafarers, like all of us, are trying to perform their jobs to the best of their ability. It is a fact that positive reinforcement works better in improving safety behaviours than punishments. What gets appreciated, gets repeated.

So, my first suggestion is that PSC reports must introduce a section of 'positive observations'. The defects can still be pointed out, but, imagine the motivation that a seafarer will get if he receives three deficiencies and five positive observations!

The present system creates fears of the PSC regime. Positive observations will encourage transparent reporting.

My second suggestion is for PSC inspectors to take a macro-view of the ship, rather than look at the deficiencies in isolation. It is important to appreciate the circumstances that the seafarer faces.

If the draft marks are not painted clearly, is it because the seafarer did not want to do the painting or is it because most ports do not allow him to paint them? Or is it because the ship has arrived after 15 days of bad weather?

If there is excessive garbage on deck because the ship is negligent or is it because the last three ports did not have garbage handing facilities or the port wanted to extract an exorbitant cost to land the garbage?

Has the lifeboat not been lowered in last three months because the seafarers do not care for their own safety or is it because most ports do not allow lowering of the boats in port?

Hence my third suggestion is to empathise with seafarers' circumstances.

The demeanour and actions of PSC inspectors should be one of mutual respect to fellow professionals. Most PSC inspectors are ex-masters and chief engineers. Let us appreciate that seafaring today is more difficult than in the past due to the increasing administrative burden, fast pace of regulations and shorter turnaround in ports.

My fourth suggestion is that the PSC regime uses the vast amount of data of deficiencies to drive better ships/ equipment design and better regulations. Some examples are the design of funnel flaps, quality of valves and quality of pipelines.

Each PSC regime knows its area well and can drive regulations that assist the seafarers.

For example, river passages and high traffic density areas are difficult for the master to comply with the rest hour regulations. PSC can drive regulations for compulsory pilotage areas, or the necessity to have two pilots.

My fifth suggestion (for the moment) is that PSC regimes across the world introduce appreciation programs like Qualship 21.

When a ship gets a large number of deficiencies (greater than four), even if they are minor in nature, the seafarer gets into trouble because PSC inspection results have become a commercial benchmarking tool. The ship may get rejected in a commercial fixture.

In some companies, the seafarer may lose financially as his bonus may be dependent on the KPI of number of deficiencies. His promotions may get affected too, if the commercial consequences are blamed on the seafarer. Hence, it is important to appreciate the overall circumstances that led to the deficiency.

Let PSC inspectors be a friend of the seafarer rather than a cause of stress for the seafarer.

PSC regimes and the industry should be partners in safety. Hence, my last suggestion is that PSC MOUs should create more forums for regular exchange of ideas between industry and PSC senior personnel.

At the end of the day we have a common goal of improving safety at sea and being responsible for the well-being of the seafarers.

It is time to re-focus and change the PSC inspections to a friendlier regime.

Captain Pradeep Chawla,
Managing Director, QHSE & Training,
Anglo-Eastern Ship Management

CMMI Kolkata Chapter Master Class

Master Class Inauguration

on Charter Parties & Legal Aspects of Chartering and Avoiding Pitfalls

The Company of Master Mariners of India, Kolkata Chapter organized its first Masterclass as a part of its series of Masterclass sessions on technical subjects, to enhance the professional knowledge of the Seafarers on Saturday, 23rd February 2019 & Sunday, 24th February 2019 from 0930 hrs to 1730 hrs at The Institute of Marine Engineers (India), Kolkata Branch.

Attending this Masterclass were 30 Persons connected to shipping, including sailing staff, superintendents, commercial officers, lawyers, Masters, Chief Engineers, MMD Surveyors, Master (FG) - Advanced Shipboard Management students of maritime training institutes, students of MBA in Shipping and Logistics from IMU Kolkata Campus, and representatives from the agencies, customs and port authorities.

Shir Amit Bhatnagar, IRS

Registration was free for CMMI / IMEI Members, Masters (FG) - Advanced Shipboard Management students of maritime training institutes and students of MBA in Shipping and Logistics from IMU Kolkata Campus.

The inauguration of the Master Class was done by The Chief Guest, Capt. Subrata Kumar Bose, Ex – TS Dufferin (1967-1969). He is one of the senior most members (LM / 400) of CMMI in Kolkata. In his keynote address, the Chief Guest appreciated the contribution being made by CMMI in the marine sector.

Highly experienced and qualified personalities from the maritime Industry transferred their valuable knowledge to the participants.

Shri Amitava Banerjee, Ex CS, DGS

Chief Guest, Capt S K Bose

Certificate to Sherry Bhatnagar

Shri Sabyasachi Hajara, Ex-CMD, SCI

Shri. Amitava Banerjee (Ex- Chief Surveyor with Government of India) – Fuel Consumption Time Charter

Shri. Amit Bhatnagar (Principal Surveyor & Area Manager, Indian Register of Shipping, Kolkata) – ISM

Capt. Pallab Banerjee (FNI, Nautical Advisor cum Senior Nautical I/C, HMI, Kolkata) - Voyage Charter

Capt. Swapan Chattopadhyay (MI Mar Tech, MICA, Sailing Master)–- Safety

Capt. Bidyut Kumar Banerjee (AFNI, Sailing Master) –- Safety

Shri. Sumon Ganguly (MI Mar E, Marine Consultant) – Insurance

Capt. Swapnendu Lal Mahapatra (MICS, Marine Consultant) – Time Charter

Capt. Arijit Mukherjee (FICS, FCILT, ACIARB, Director, Safe Passage Shipping LLP. Kolkata) - Voyage Charter

Shri. Partha Pratim Basu (Insurance Advisor) – Insurance

Shri. Krishnaraj Thaker (Advocate and Solicitor)– Legal Aspects

Tea/ coffee and working lunch was provided to the students.

Certificates of Attendance were handed over to all the 30 students by Shri. Sabyasachi Hajara, Varuna Awardee, Ex-CMD, SCI, and Honorary Fellow of CMMI. He addressed the students on the importance of Shipping. He also enlightened the gathering about the story of the formation of CMMI itself and the success of the Kolkata Chapter.

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

Thanks are due to The Institute of Marine Engineers (India), Kolkata Branch, who did a commendable job in the areas of hospitality and event management.

Key Points of Technical Seminar held on 15th June 2019 at IRS Powai by Institute of Marine Engineers.

Submitted by Mr. Sanjay Datta of Anglo-Eastern Maritime Training Centre

The Seminar was introduced giving an overview of the contents of the seminar by IME office bearers.

Technical seminar focused on two aspects legislative issue(typically IMO/MEPC and STCW) which are going to be introduced shortly and products of DESMI , Denmark (official sponsor of the seminar).

The IMO meetings were represented from India by Mr. I.N.Bose, Mr. Satish Kamat, Mr. Rajiv Nayyar , Mr. Barik , Capt. Vikram Manhas and Capt. Deboo representing MASSA.

This event was also available online at several maritime institutes in remote location , HIMT, AESM Chennai to name a few.

Following are the brief extract the speaker's presentation:

1. Satish Kamat:

   The need of the seminar was to spread information regarding MEPC74 to the industry. He was a part of Intersessional meetings ISWG- GHG5 usually precedes a week before IMO and MEPC meetings. Outside the IMO building there were several peaceful demonstrators with slogans such as "Climate Emergency" "Kill Speeds not Climate" "Don't sink Paris" (relation to Paris agreement on UNFCCC). As a token a speeding ticket were provided to all members attending it.

   IMO Initial Strategy comprises of it vision, Levels of ambition which comprises of 3 levels. Short term level between 2018- 2023, Medium Term – 2023 – 2030 and long term 2030 and beyond. All GHG reductions are calculated from 2008 level data and to achieve 50% reduction by 2030. He gave a timeline of how IMO with its sessions has proceeded over the years and intensity which has increased from 2014 onwards. Alternatives of LNG and methanol as a fuel are only short term solutions and IMO looking towards its final goal of achieving zero carbon footprint.

   It also discussed in MEPC 1/ Circl 885 – Procedures for final impacts on affected states

2. I.N Bose

   Three specific topics were discussed – 0.5% sulphur

   Energy Efficiency Index

Electronic Record Book

a) 0.5% 202 SULPHUR CAP:

In MEPC meetings m/m – mass/million was defined. Low flash point lesser than 60 deg was discussed.

After 2020 there will be 3 samples which are taken.

- Regular Marpol sample while bunkering
- In use sample fuel prior entering the engine
- On-board sample from tanks.

Samples cannot be more than 05% sulphur after 2020 apart from ships using scrubbers.

Present oil grades standards discussed

ISO8217:20171 standards for present categorization of fuel oils were discussed. It has also been agreed for a single test because of reproducibility a limit upto 2 decimal points will be acceptable by PSC.

0.53% for - 0.50% sulphur limit;

- 0.11% for - 0.10% limit.

Vessel will have to make sampling point for taking representatives samples from each equipment in special survey/dry-docks schedule after 2021 one year after regulation inforce.

An acceleration in EEDI Phase 3 in 2022 was agreed reducing amount of emission for all types of vessels by around 30% (higher on container vessels). VLOC EEDI baseline redrawn and was previously not there as there was no statistical data available.

Electronic Record Book was approved as per MEPC 318(74), though U.S. did not approve

3) Mr. Rajiv Nayyar:

STCW6 meeting was held between 29th April to 3rd May on Human element , Training and watch keeping (HTW) . STCW6 expectations on 10 model courses and fatigue/stress.

HTW-6 agenda and Summary:

1) Decision on IMO bodies
2) Relook at Model courses
3) Document for seafarer

Model courses whether it can be e-courses / CBT based training

Model courses formulation was moving slowing as there are several factors restricting like paucity of time and resources. USA shutdown of their governmental agencies impacted this further in a detrimental way. Process of developing and revising Model courses dealt with.

As per Appendix 8- proposed definitions between ISM related and ISM deficiency was discussed. It was decided that it may not be necessary to specify the same. Appendix -Guidelines for PSC on guidelines of manning and hours of rest suggestion sent to III6.

Discussion on ETO & High voltage courses discussed and concern from cruises ships using them were discussed.

Lastly migrating to a electronic form of certification were discussed in detail including concerns on fraudulent certificates some of which have come from Inida.

DESMI

Mr. Angani Murthy:

Introduced products on DESMI pumps being one of the lead manufacturers and providers of pumping system with their stress on minimal energy consumptions. They provide all types of pumps for sea water and fresh water system with Variable frequency Drives (VFD).He showcased their establishment with a huge plant set up in Hyderabad .

Mr. Bjorn Kitgarrd:

Introduced their solutions of Ballast water system which is filtration with UV Cell principle. He explained in detail how to use plant effectively during ballasting and deballasting , including sizes of plants and energy consumption requirements.

Mr. Sanjay Datta
Asst. Programme Head (Engineering)
Anglo-Eastern Maritime Training Centre

New Shipping Minister Takes His Seat

Mansukh Laxmanbhai Mandaviya is the new Union Minister of State for Shipping (India) (Independent Charge) and Union Minister of State for Chemical and Fertilizers (India). He is also a Rajya Sabha member from Gujarat. He is known for his Padyatras where he covers long distances on foot for a noble cause connecting villages and spreading awareness. He was recently honoured by the UNICEF and others for his contribution to women's menstrual hygiene.

He is well known for his intellect and thoughtful leadership, which he often exhibits in his speeches. In 2015, he was selected to represent India at the United Nations where he spoke about '2030 Agenda for Sustainable Development'

Mansukh Mandavaiya was born on 1st June 1972, in a small village named Hanol in Palitana Taluka of Bhavnagar district of Gujarat State. Born to a middle-class farmer family, he is the youngest amongst 4 brothers. He finished his primary education in Government Primary School,

Hanol after which he completed his high school studies from Songadh Gurukul. He completed his MA in Political Science from Bhavnagar University. Mandaviya took keen interest in serving the people of his country since his youth. In 1992, at the age of 20, he became a member of Akhil Bharatiya Vidyarthi Parishad and with his organization skills, he soon became State Executive Member of Akhil Bharatiya Vidhyarthi Parishad, Gujarat.

Owing to his intellect, skills and the zeal to work hard he started his political career as a leader of Yuva Morcha followed by the President of Palitana BJP unit. He also holds a record of being the youngest MLA in Gujarat.

The young parliamentarian is known to ride a bicycle for going to Parliament. He travelled on a bicycle to take his oath. Explaining why cycling is his passion, Mandaviya said, "It is eco-friendly, it saves fuel and keeps you physically healthy."

With 12 major ports, projects like Sagarmala Program, an initiative by the government of India to enhance the performance of the country's logistics sector, and 7,500 km of coastline, Mandaviya has huge task ahead that also includes converting over 100 rivers across the country as waterways.

Command Journal and all the members of CMMI, hereby wish our new Shipping Minister a Successful Tenure, for the greater glory of Indian Shipping and the Country at Large.

The Editor: Capt Tescelin Almeida

(information has been obtained and edited from Wikipedia)

Nostalgia

Capt. T.K Joseph and Capt. Kirti Guha Both Awarded CMMI's 'Life Time Achievement Award' for the Year 2019 Capt. Chetan Chugh wins Exemplary Action Award for Saving Lives at Sea-2019

It was indeed an evening to remember. The proof of the pudding is in the eating and all those who attended, would have tasted the flavor of the grand entertainment. Food, fun and frolic was there in abundance on 10th February 2019, the day of the Annual Dinner of the Company of Master Mariners of India.

Capt. Philip started the event with a welcome speech which was followed by a welcome dance, performed by Ilina Damagaye, daughter of Capt. Rajesh Dhamagaye. Ilina has been setting the tone of the annual dinner since many years and I say that each year she surpasses herself and regales the crowd with her amazing dance steps.

The Company of Master Mariners' of India (CMMI) awarded the "Life Time Achievement Award" for the first time, to Capt Indrajit Singh in the year 2016, thereafter to Capt.P.S.Barve in 2017 and to Capt.R.D. Kolhi in 2018. **This year, 2019, the prestigious award was bestowed upon Capt.T.K.Joseph and Capt.Kirti Guha**. Capt. Joseph was out of the country however arrangements were made for him to witness the entire award ceremony via "Skype". His inspiring speech was pre-recorded and projected on screen. His plaque and citation were received by Capt. Kirti Guha on his behalf. Capt. Kirti Guha then went on to receive his own well deserved plaque and citation.

Toppers in the Master's, Mate's and Second Mate's exams 2018 were recognized for their meritorious nautical

studies and CMMI membership was awarded to Sidharth Narad (Masters) Faraz Akram Mohammad (Mates) and Mayank Kumar Yadav (Second Mates)

The Special Award, for providing Exemplary Service in Action by saving lives at sea, was awarded to **Capt. Chetan Chugh**. In his absentia, the award was received by his wife.

Cmmi presented Capt. Rajesh Tandon with a plaque in recognition of his winning the prestigious Varuna Award and

for bringing great honour to CMMI. Memorable moments for Capt.Vancheshwar, who blew out his birthday candles in the presence of the august gathering. The Band played a resounding Happy Birthday, while the entire crowd sang loudly for Capt. Vancheshwar.

Capt. Tescelin Almeida the Master of Ceremonies, conducted the entire event with great style and ensured that the entire event went off with precision timing. The crowd thoroughly enjoyed the festive atmosphere and many even came on the dance floor to make the best of the live band music. Spot prizes, lucky draw prizes, awards, eats and drinks galore, all summed up into a marvelous evening to remember for a long time.

"Two Girlz and a Guitar", a family band comprising an elderly male guitarist along with his two daughters and occasionally joined in by his granddaughter along with his son-in-law as the sound engineer, kept the evening alive with nonstop, excellent music. The selection and rendition of wonderful English songs ranging from oldies to most modern was indeed beyond compare.

The Indian dances performed by Nritya Pravaah and organized by Mrs. Renu Sharma (wife of Capt. Y.Sharma) clearly stole the show and added to the splendor of the evening.

A sumptuous dinner buffet by The Club, 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 2020.

Capt. Tescelin Almeida (The Editor)













MORE
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Annual Awards Function 2019





















"We Not Only Assist The Seafarers, But Their Families Too"

says NUSI, President, Capt Nand Hiranandani

The Company of Master Mariners of India (CMMI) views Capt Nand A Hiranandani, as one of the stalwarts of CMMI. He has worn many hats in his illustrious career, one of them being that of Past Master of CMMI. He is the Senior Most Warden in the current court and brings with him a storehouse of knowledge and experience. His sage advice is sought at practically every meeting of the court.

In a candid conversation with Prisilla Nadar of Marex Media, Capt. Hiranandani shared his views on Government policies, the Indian manning sector and various other topics.

With kind courtesy of Marex Media, CMMI is proud to bring this conversation to our members.

The Editor

Founded in 1920's National Union of Seafarers of India (NUSI) has been the hope for many seafarers in trouble. Capt. Hiranandani says "NUSI does not only help the seafarers, but extends it to their families too. Over the years, we have been working only for the improvement of seafarers in India."

How is the year 2019 shaping up for NUSI and please tell us about NUSI's future plans?

"So far it has been good. We have recently opened a new office in Vasai where a large number of Indians working on cruise ships reside. This office shall concentrate on cruise ship Seafarers. Both men and women are working on cruise ships and they often face similar problems as seafarers on Cargo ships."

"Next we are planning an office in Port Blair. Andaman Island."

Please let us know the numerous steps taken by NUSI for empowerment of women in the industry?

"NUSI has a separate women's wing. As we have less number of women as seafarers, this woman's wing members comprise of seafarer families too. They interact with women in the entire transport sector that is whether its railways or airways NUSI Women's wing is always ready to co-ordinate any cause. Every year the women wing organises an event called 'NAARI SHAKTHI' at NUSI's Lonavala resort. This is an all women event, where women from all over India grace the occasion and stay at the

resort, which is completely free. Many issues concerning the women are raised. We are hoping that, even women working in the cruise industry will come forward and join women's wing in the future."

With NUSI being the well-wisher of seafarers, what kind of NUSI's welfare schemes is available for the seafarers and their families currently?

"There are 40+ benefits or schemes provided by NUSI. These are medical benefits to seafarer, their families and include retired seafarers. Education grant and scholarship to seafarer children. Girl child gets 50% more in the scholarship scheme which is unique. Likewise there are many other schemes which are in favour of seafarer and his family. Below are the few important schemes:"

- Skill enhancement initiatives
- NUSI Sukanya- Beti Bachao-Beti Padao
- NUSI Stri Shiksha Abhiyan
- NUSI Swasth

"Not long ago, we have launched ***'NUSI SAHARA'***, which is a psychological helpline for seafarers and their families. Whenever a seafarer is in need, we will be happy to help him."

"Very recently we started a Welfare centre at Indian Sailors Home Society. This covers a modern Gym, recreation centre and Yoga hall."

What are the strategies being executed currently by NUSI to enhance the skills of ratings?

"Recognizing the importance of skill enhancement, NUSI has opened skill enhancement centre at Panvel. Other centres are located at Valsad and Goa. Safety is a must when it comes to Seafarers, so we do specialised safety indoctrination prior taking up any task on board. Examples are enclosed space entry, mooring operations, etc."

How does NUSI plan to increase seafarer's knowledge about risks posed by NON- RPSL companies?

"Due to rise in unemployment, people blindly trust anyone who tells them that they will provide jobs. As seafarers are generally very trusting by nature, they tend to fall for this. Every month we conduct workshops, where we explain them the pit falls associated towards working with NON-RPSL companies. While focusing on seafarers rights we ensure their commitment to their contracts and obligations to the employer and the Ship. In addition, I would like to mention that instead of squandering their parent assets in search of a job, they should improve their skills, and that will land a job on their merit.. The Directorate General of Shipping is trying their best to create awareness about Non-RPSL employment. "

What is your view on the current state of ship manning sector in India?

"Indian ship manning sector is in a good state. There is a tremendous increase in the number of seafaring jobs, despite the poor financial condition of the industry. The Indian manning industry has witnessed a growing phase where Indian employment has grown from 7 to 10% of the global market share."

Do you think the Government of India's focus on inland waterways and coastal shipping will offer new employment opportunities to Indian seafarers?

"Inland and coastal ways are in the starting stage, but every state in the country wants upper hands. Centre and state should join their hands together to make it workable. Currently it is difficult to talk about job opportunities; it depends on what government does. As far as now, coastal shipping is not doing well economically but potential for growth exists. Remember water transport is by far the most economical and has minimum pollution when compared other options."

What inspires you to help the seafarers who are in need?

"Seafarers are trustworthy and relatively simple in nature, and being a seafarer myself, I will always help them. Seafarers are away from home, though through technology they are able to connect to their family, but they are still alone. So every helping hand helps."

Your message to the seafarers...

"As every seafarer has rights, so do ship-owners. I earnestly request you to concentrate on doing your job with professional pride, work hard, and stay safe and healthy. When you complete you tour of duty, return home to your family with a smile."

"Seafarers Welfare Centre"

Mens Sana in Corpore Sano, is a Latin phrase, usually translated as "a healthy mind in a healthy body". The theory that physical exercise is an important or essential part of mental and psychological well-being has no challenge and this fact was well recognised by NUSI (The National Union of Seafarers of India) when they conceptualised and initiated a Seafarers Welfare Centre to be set up at the ISHS, (Indian Sailors Home Society). Much hard work and lo and behold, on 5th April, National Maritime Day 2019 the welfare centre, was inaugurated. The Centre boasts many Indoor games and recreational facilities, a Yoga room and most importantly a Gymnasium.

The Centre was inaugurated by the Director General of Shipping, Mr. Amitabh Kumar (IRS). The function was also graced by the presence of Capt. K.P. Jayakumar, Nautical Advisor and Additional Director General. The Eminent guests were taken around and all without fail appreciated the excellent work done. Mr. Amitabh Kumar in his short speech invoked the seafarers to take full advantage of the facilities and maintain physical and mental fitness.

Mr Abdulgani Serang, NUSI General Secretary and Treasurer addressed the gathering and with a sigh of relief expressed his joy that the dream of a Seafarers Welfare Centre had finally been fulfilled.

Capt. Nand Hiranandani, President of NUSI, along with his team were lauded for their efforts in fructifying this amazing "Seafarers Welfare Centre" at the ISHS. Capt. Hiranandini further promised that a medical clinic and counselling facility would soon follow at the ISHS.

Capt. Tescelin Almeida
The Editor

Overseas Chapter UAE

1st Meeting was held on 19.01.2019 at Grand Excelsior Hotel Mankhool Road Burdubai.

The meeting was attended by 63 Master Mariners from various parts of UAE.

The meeting was opened by Capt Vijay Giri who welcomed all the Master Mariners to the first overseas chapter of CMMI. He mentioned the purpose of having a Chapter of CMMI was felt a long time ago in this region as the number of Master Mariners from India was growing considerably with the presence of many shipping and maritime related activities in the middle east, centered in UAE. Accordingly informal meetings were held individually to meet the Senior Master Mariners, Capt Peter Machado, Capt Behram Surty, Capt Jitendra Mishra, Capt Deepak Khanna, Capt Sorab Bhathena, Capt Daljeet Sanghera all met and took the mater forward.

Accordingly a whatsup group was created on 23 July 2018. Subsequently a letter was written to the CMMI to seek approval for the Chapter. This approval was formally granted on 04.09.2018 during the AGM OF CMMI in Mumbai.

The cooperation and support from all the Seniors and young Master Mariners were overwhelming and today the group has more than 200 members.

Capt Sorab Bhathena then addressed the gathering. He started with a warm welcome to all those present in the hall, spread over 10 round tables and narrated the brief activities so far.

Capt Bhathena was selected as the Organising Chairman along with Capt Santhakumar, Capt Srikanth, Capt Vijay Giri, and Capt Vijith Vayakkara to attend and represent CMMI in Dubai, UAE.

The ICS meeting decided to prepare a draft proposal to be taken to Concerned authorities in UAE with the help of ICS and Inmarest, IIMS etc.

Thereafter Capt Bhathena requested all persons present in the 10 tables to introduce themselves.

The introductions found Maximum representations were from Marine Pilots followed by ship managers, ship brokers, ship insurers, other service sector of the maritime/shipping. There were two visiting Master Mariners who were guests- Capt Vaibhav from Singapore, Capt Arunkumar from Trivandrum.

Capt Bhathena thereafter declared Capt Darius Antao, Capt Peter Machado, Capt Deepak Khanna, Capt Jitender Mishra Capt Behram Surty, Capt Sorab Bhathena etc being senior Master Mariners and shall be considered FOUNDER MEMBERS of UAE Chapter.

Thereafter Capt Giri requested each table to discuss what are the suggestions and expectation from the first overseas Chapter of CMMI in UAE.

Thereafter Capt Bhathena requested the formation of the dedicated team for CMMI. Capt Santhakumar proposed Capt Sorab Bhathena as the Chapter Chairman,

Capt Sorab Bhathena propsoed Capt Jitendra Mishra as the Deputy Chairman. Capt Sorab Bhathena proposed Capt Santhakumar as Secretary, Capt Vijay Giri proposed Capt Daljeet Sanghera as Assistant Secretary, Capt Vijay Giri propsoed Capt Srikanth as Treasurer, Capt Vijay Giri proposed Capt Janardhan Dubay as the Assistant treasurer.

The above proposals were seconded and passed.

Thereafter Capt Santhakumar was invited for Vote of thanks, special thanks were given to Master Ayush son of Sri Krishnan Secretary ICS UAE for his photography of the session and Group Photographs.

The meeting concluded successfully and was followed by a Buffet Lunch.

Challenges in Marine Salvage and Emergency Response

Understanding the utmost need for protection of the environment, particularly in the wake of a marine casualty, CMMI took the opportunity to conduct a seminar to bring the industry together to deliberate on this very pertinent matter. 25th May' 2019 saw large numbers of attendees at at the Indian Register of Shipping, Powai auditorium, to participate in the seminar on ***Challenges in marine salvage and emergency response.*** On the onset it is evident that The Marine Salvage industry in India is still not well developed and the Government of India is making efforts to encourage this sector.

Capt Philip Mathews, Master of CMMI inaugurated the function with his welcome speech and elaborated on the history of our organisation.

The Chief Guest – Mr Pradeep Rawat, Chairman, National Shipping Board said, too the dais and assured that these coming five years would be the best time to venture into the develop of this sector. He reiterated that with projects like Sagarmala, being dedicated to shipping industry, India could foresee a great future."

Capt KP Jayakumar, Nautical Advisor, Government of India went on to state, "Anyone entering the salvage industry would want maximum in return and as a ship-owner." He assured the gathering, that in his tenure he would do all in his power to make things happen.

Speaking from experience on the salvage industry experiencing difficult times, Capt Sandeep Kalia, Chairman OYE Group, Founder Director, Great Offshore Salvage Services and Fellow of CMMI said, "Salvage industry is so far the most complex industry and is going through a massive change."

Capt Farhat Imam, COO, Resolve salvage, USA expressed his disappointment that despite having so much expertise in the country, India was still way behind. India hides under a guise of being a developing country, and remains with a long way to go in the Salvage industry.

Mr Anil Devli, CEO, INSA presented a paper on Maritime Salvage and response mechanism that is effecting Indian Shipping. Mr Surendra Jagtap, Group Head HSE, Larson and Turbo Hydrocarbon engineering took the opportunity to explain the types of marine spills, and its effects on the environment.

The second session focused on ship owners' view of Salvage and emergency response. This session was chaired by Capt. S.M.Halbe, CEO, MASSA and warden of CMMI. Mr. M.V. Ramamurthy, President, Reliance Shipping and Mr. Pradeep Kumar, Senior Surveyor, IRS were the speakers for this session.

Capt LK Panda, conducted two post lunch sessions which primarily addressed the future of the salvage industry in India. Capt. Panda quoted, "We need a paradigm shift in our thinking process to make India a good place for Salvage industry." Capt. Panda stated as follows: Adopt TSS, Designate Eco Sensitive areas, Create an unified command structure, Monitor compliance in line with port entry rules for all vessel moving in our coastal waters, Facilitate custom and taxation procedures. He assured that these were some of the points required for the betterment of the industry.

Capt. J.S. Gill, Former Senior DDG/Additional DGS, shared his view on international law for salvage.

Before closure of the seminar, Capt. B.K. Jha, Deputy Master, CMMI enlightened the audience regarding the newly inaugurated CMMI Extra Master's on-line classes.

All the speakers were felicitated by CMMI and then Capt. K.V. Pradhan, Secretary General, CMMI concluded with the Vote of Thanks.

Capt. Tescelin Almeida
The Editor.

Mr. Surendra Jagtap

Mr. M.V. Ramamurti

Capt. Farhat Imam

Capt. Philip Mathew & Capt. Kapil Bahl

Mr. Pradeep Kumar

OBITUARIES

It is with great sorrow that we announce the passing away of the following CMMI members. May their Souls Rest In Peace.

Capt. R. R. Sengupta (DoB : 01.01.1944), CMMI Member (274 / FLM), passed away on 22nd December, 2018 in Kolkata.

Capt. Hemant Joshi (DOB:28.11.1934) CMMI Member (501/LM), passed away on 8th January, 2019 at Pune. He served in Scindia, then Hooghly pilots and thereafter with DBC stevedoring, Calcutta. On retiring, Captain Joshi was taught at TS Rahaman where hundreds of cadets benefited from his teaching of nautical subjects.

Capt. Uday Palsule (DoB:30.12.1953), CMMI Member (2625 / LM), passed away on 13th January 2019 at Pune.

Capt. A. K. J. Pandey, (DOB:06.03.1961) CMMI Member (1618/LM), passed away on 25th January, 2019 at Navi Mumbai.

Capt. Sekhar Saha (DOB:14.08.1945) CMMI Member (613 / LM), passed away on 12th March, 2019 at Kolkata.

Capt. Rakesh Sakhuja (DoB : 05.03.1956), CMMI Member (3175 / LM), passed away on 31.03.2019 at Chandigarh.

Capt. B. R. Rao (DoB : 13.11.1935), CMMI Member (263/ FLM), passed away on 2nd April, 2019 at Goa.

Capt. Prakash M. Crasto (DoB :19.02.1951), CMMI Member (816 / LM), passed away on 26.06.2019 at Goa.

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