

COMMAND

The Journal Of The Company Of Master Mariners Of India

CMMI goes INTERNATIONAL with IFSMA CONGRESS

ISC '19 Congress Theme:
**Future Skills Requirements for a
Digitized Maritime Industry**

under the patronage of:
H.E. Kitack Lim
Secretary General,
International Maritime Organization (IMO)

presented by:
**The International Federation of
Shipmasters' Associations (IFSMA)**

in co-operation with:
**The Company of
Master Mariners of India (CMMI)**

kindly supported by:
**The Indian Ministry of Shipping
The Indian Maritime University
The HSB | City University of Applied Sciences
The Institute of Marine Engineering,
Science and Technology**

Congress Announcement & Call for Papers



The Legendary Capt JC Anand

ISC '19

1st International Shipmasters' Congress

The India Habitat Centre, New Delhi, India | 25 - 27 September 2019

Logos: Indian Government, Ministry of Shipping, IFSMA, IM&EST, HSB



Seajob.net

INDIA'S NO. 1 SHIPPING JOB PORTAL

**BOOST YOUR
GROWTH
PROSPECTS**



We Deliver Highly Efficient Services To Our Highly Renowned Clients
Be A Part Of This Elite Club And Experience The Change



Register and Update your profile on seajob.net
by downloading **Seajob Mobile App**

READ **SEA** AND **JOB** MAGAZINE
ONLINE FOR FREE

(ONLY COMPANIES WITH RPSL ARE WELCOME)



COMMAND

No. 80 / December 2018

Published by :

The Company of Master Mariners of India

K. Raheja Prime, 5th Floor,

Sag Baug Road,

Marol Industrial Estate,

Off Andheri Kurla Road,

Marol, Andheri (East),

Mumbai 400 059

Tel: +91 86550 52666 / 86550 53666

Web Site: www.cmmi.co.in

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

Produced by :

Marex Media Pvt Ltd, Mumbai

E-mail : info@marexmedia.com

www.marexmedia.com

For Private & Free Circulation Only

The Company of Master Mariner of India, its office bearers and the Editor are in no way responsible for the opinions expressed in the various papers, articles, discussions or letters. Such responsibility rests with the authors themselves.

No. 80 / December 2018

CONTENTS

Competency based Training	...10
The Great Deluge Kerala 2018 Response by Mariners	...13
CMMI Kolkata Chapter Monthly Meeting	...16
Potential & Challenges of Artificial Intelligence	...18
Nocturnal Pilot blues	...19
CMMI honours the Legendary Capt. J. C. Anand	...20
Mission Safeer...	...22
CMMI (Delhi Chapter) Seminar	...26
Regulator's Approach to Shipping - An Overview	...30
Obituary - Admiral J G Nadkarni	...32
Technology Integration in Shipping - Potentials and Challenges	...33
Competence based training is essential to make the right decision...	...34
Cabotage - Interaction with Stake Holders	...36
1st International Shipmasters' Congress	...38
The Plastic epidemic	...42
Annual Seminar of the Company of Master Mariners of India, Patna Chapter, 2018	...44

CMMI goes INTERNATIONAL with "IFSMA CONGRESS"

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





The Company of Master Mariners of India

K. Raheja Prime, 5th Floor, Sag Baug Road, Marol Industrial Estate, Off Andheri Kurla Road,
Marol, Andheri (East), Mumbai 400 059 Tel: +91 86550 52666 / 86550 53666
Web Site: www.cmmi.co.in Office E-mail: office@cmmi.co.in

MASTER	:	Capt. Philip Mathews	Tel : 98692 64096	master@cmmi.co.in
DY. MASTER	:	Capt. B. K. Jha	Tel : 98676 12783	dymaster@cmmi.co.in
SECRETARY GENERAL	:	Capt. Kaustubh Pradhan	Tel : 98676 70456	secretary@cmmi.co.in
TREASURER	:	Capt. Ajay Achuthan	Tel : 98203 02453	treasurer@cmmi.co.in

CHAPTERS

BANGALURU

CAPT. K A PONNAPPA, CHAIRMAN
Mobile : 94485 82215
E-mail : bangaluru@cmmi.co.in

CHENNAI

CAPT. ANIL KUMAR MIDHA, CHAIRMAN
Mobile : 98842 92222
E-mail : chennai@cmmi.co.in

DELHI

CAPT. PANKAJ SARIN, CHAIRMAN
Tel : 011 - 4315 8585, 096505 97706
E-mail : delhi@cmmi.co.in

KOCHI

CAPT. G. K. GEORGE, CHAIRMAN
Tel : +91 - 484-3353070 / 484-4039683, 94470 11029
E-mail : kochi@cmmi.co.in

MANGALURU

CAPT. RALPH D SOUZA, CHAIRMAN
Mobile : 90088 92711
E-mail : mangalore@cmmi.co.in

PATNA

CAPT. NIREN, CHAIRMAN
Tel : 99343 16823, 94310 36823
E-mail : patna@cmmi.co.in

VISKHAPATNAM

CAPT. PRITAM MOHANTY, CHAIRMAN
Tel : 0891-2500967, 098495 62404
E-mail : visakhapatnam@cmmi.co.in

KAKINADA

CAPT. AJJARAPU MALLIKHARJUNA RAO, CHAIRMAN
Tel : 093922 25789
E-mail : kakinada@cmmi.co.in

CHANDIGARH

CAPT. KARAMJIT SINGH SUJLANA, CHAIRMAN
Mobile : 098157 22663
E-mail : chandigarh@cmmi.co.in

DEHRADUN

CAPT. SANDEEP SOOD, CHAIRMAN
Tel : 0135-2763 390, 87551 43535
E-mail : dehradun@cmmi.co.in

GOA

CAPT. EDVIGES G VIEGAS, CHAIRMAN
Mobile : 94220 59665
E-mail : goa@cmmi.co.in

KOLKATA

CAPT. MUKUND KUMAR, CHAIRMAN
Tel : 033-6555 0239, 93238 06330
E-mail : kolkata@cmmi.co.in

NAVI MUMBAI

CAPT. RAHUL BHARGAVA, CHAIRMAN
Tel : 022-2756 6133, 98703 26926
E-mail : navimumbai@cmmi.co.in

PUNE

CAPT. SHRIRANG S. GOKHALE, CHAIRMAN
Mobile : 84229 05381, 95949 63127
E-mail : pune@cmmi.co.in

BHUBANESWAR

CAPT. DILIP KUMAR DUTTA, CHAIRMAN
Mobile : 94370 17646
E-mail : bhubaneswar@cmmi.co.in



Dear Sirs,

Dec 2018

Greetings for the New Year to all and your beloved family members. May the Almighty shower his blessings on you all in the new year and always.

Last time, I closed with the message from Walt Disney, "If you can dream it, you can achieve it". Your court has since been proposing and discussing various activities. Our court is convinced of the need for our company to be the voice of the Maritime Constituency. Today, we are all convinced that no one can work in isolation, the need for the formation of the Maritime Constituency is very essential. 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 have grown as much though I believe we have miles to go to realise our true potential.

Let me update you on our progress since the last issue of our Journal. We held three Seminars at the Indian Register of Shipping, Powai. All of them were well attended, very relevant and well appreciated by all. Our first Seminar held on 26th May 2018 on "The Responsibility of Stakeholders under MLC" was the first one of its kind bringing all the stakeholders on a common platform. The Second Seminar was the Maritime Potpourri 2018 which was made memorable by the screening of the film "Safeer" which presented the role played by Merchant Mariners in the true perspective during the Kuwait war. There were all various other speakers covering a wide range of topical subjects. The third Seminar was a topic on change in Government policies "Cabotage-Interaction with Stakeholders". The discussions came with passionate deliberations made by all the esteemed speakers representing the Indian and Foreign Shipowners, Cargo Interests, Ports, Trade Unions etc. Each one described the change from their own perspective. The outcome of this meeting is proposed to be presented to the maritime administration.

We have conducted three Master Classes on very interesting topics which were also very

well received namely, Introduction to Alternate Dispute Resolution, Maritime Emergency Response, Salvage and Wreck Removal and Chartering & Legal Aspects of Chartering and Avoiding Pitfalls. Our Coaching Classes being held to help our nautical studies with their oral examinations for Competency Examinations are also going on satisfactorily. I thank the industry stalwarts who have volunteered and found time to engage in all our activities.

A meeting of all the Chapter Chairmen was organised magnificently by our Kochi Chapter on 6th October 2018 just after the devastating floods in the state of Kerala which was a great success wherein various new ideas were deliberated. Memorable was also the event organised on 7th October 2018 when the fishermen community in Kochi was felicitated by our Kochi CMMI Chapter for the brave selfless acts engaged by them for rescuing people of Kerala from various isolated location during the floods.

Our Company had the privilege of drafting replies to the queries raised by the Rajya Sabha Secretariat with regards to draft new Merchant Shipping Act submitted. A copy of the same was also presented to the Secretary, Ministry of Shipping on the 5th April 2018 at the National Maritime Day Celebration Function in Mumbai.

I have had the privilege of representing our Company at the Extraordinary General Meeting of IFSMA on 19 and 20th September 2018 in London. The meeting decided upon a revision in the membership fee of IFSMA and also increasing to number of Vice Presidents of IFSMA. Both the matters were passed and will be affirmed in the next AGA in New Delhi on 27th September 2019. The focus was on preparations for the first ever International ShipMasters Congress scheduled to be held in New Delhi, India from 25th to 27th September 2019. We are indeed proud of holding the inaugural Congress. Our preparation are in full swing with high powered committees being set up for each task. Cooperation of all is solicited to ensure that this first ever event being held in India of ShipMasters is a resounding success.



Capt Philip Mathew

Our growing activities have given seed to consider the acquisition of more space for our activities. We are scouting for additional space for increasing our activities. Our Chapters across India that have been doing excellent work and have been conducting regular technical meetings, social interactions and have been celebrating each and every Maritime Event.

With pleasure we felicitated the Patriarch of the Indian Shipping Industry, the legendary Capt. J.C. Anand for his enormous unparalleled contribution to the Indian Shipping Industry on 11th September, 2018 at a well attended function at the Royal Yacht Club.

Today we are passing through an era of wherein changes are happening or waiting to happen in our industry. We are faced with the prospect of Autonomous ships becoming a reality in the not too distant future. The Low Sulphur fuel issue. Whether we go with compliant fuel or scrubber. Will we meet the time lines? Competence of Seafarers will be challenged. Is our training and assessment methodology sufficient? Mental Health of Seafarers requires our attention. We are in challenging times. Turmoil looms. The initiatives in our country with the various impetus being given to the growth of Inland Waterways, Sagarmala Project etc.

I see every challenge coming up as an opportunity for us to grow further. Opportunities derived from challenges is at our doorstep. We have enormous talent within us, I believe.

Our Annual Dinner and Awards Function will be held on 2nd February 2019 at The Club, Andheri. I earnestly request all of you to ensure that our Annual Function is a success. Your support in the form of participation and procurement of sponsorships is essential. My team and I shall be eagerly waiting to welcome you at the function.

I congratulate all our chapters especially Kochi, Kolkata, Chandigarh, Navi Mumbai and New Delhi who have been very active. I request all chapters to increase the level of activity. I am very happy to report that I expect our first overseas Chapter to start functioning soon from Dubai. It will indeed be a dream come true.

Our elections to the Court of Wardens to the Term 2019-2021 shall commence in a few months from now. I request all members to kindly take part in the electoral process. Also, I request members who can actively devote time and energy voluntarily to stand for elections to the Court of Wardens. All of us will appreciate that our Company must 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. A few active warden are not just enough to take up the enormous opportunities.

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. With such tremendous support we shall not just grow but we shall soar.

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

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

Before I close, I just want to quote Mahatma Gandhi ji

“Find purpose. The means will follow.”

This is exactly what I would like all in CMMI to follow.

Have a great year 2019. See you all on 2nd February 2019 at our Annual Dinner and Awards Function.

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

By the time you receive this journal, Christmas may be over and perhaps you may have already entered the New Year 2019. I shall take this opportunity to wish all of you a Very Bright and Prosperous New Year and may you have the most precious gift of all - Good Health.

Fellow Masters, 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, without which this Journal becomes very difficult to publish.

It is with great joy and pride that I bring to you a number of successful events and we are mostly proud of the input from our chapters across the country.

This time, our highlight is on the Legendary Capt. J.C.Anand, whom CMMI felicitated and in a most gentlemanly fashion, Capt. Anand reciprocated by inviting all the wardens of CMMI along with some of his other friends to a sumptuous lunch at the Bombay Gymkhana.

Artificial Intelligence is the order of the day and this Command has introduced the first of a series of articles on Artificial Intelligence. This issue is filled with very interesting and thought provoking articles from stalwarts of our industry.

Earlier I had started inserting poems on Nautical Themes but for some time there were no inclusions for want of Marine Poets. This time, I am happy to include a poem written by Capt. Sajan Verghese and I invoke all Masters to put pen to paper and I wish that I can insert one poem in each issue. Dear Readers, Go for it!

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

The theme of this issue says, CMMI goes International with "IFSMA Congress". As you read along you will realise that the first international congress of Ship Masters is being held in India in September 2019. This Congress promises to be one of its kind and will surely have far reaching benefits to the shipping industry.

If you want your photographs in the next issue, save the date 2nd Feb 2019 and "BE THERE" at the Annual Dinner Function. You are sure to enjoy the food, fun and frolic.

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

The Editor



Capt Tescelin Almeida
Editor



The Company of Master Mariners of India

K. Raheja Prime, 5th Floor, Sag Baug Road, Marol Industrial Estate, Off Andheri Kurla Road,
Marol, Andheri (East), Mumbai 400 059 Tel: +91 86550 52666 / 86550 53666
Web Site: www.cmmi.co.in Office E-mail: office@cmmi.co.in

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. Mukund Kumar - Kolkata Chapter
- 6) Capt. Amol Pujari - Sailing Master



Committees formed are as follows

a) Training committee
 Capt. K. N. Deboo
 Capt. Y. Sharma
 Capt. S. Bhardwaj
 Capt. Ajay Achuthan
 Capt. Krishnamurthy Iyer
 Capt. M. C. Yadav
 Capt. Prabhat Nigam

b) Business / Project Development Committee

Capt. S. V. Subhedar
Capt. S. S. Naphade
Capt. K. G. S. Ramakrishnan
Capt. K. D. Bahl
Capt. Ravi Mundayur

Capt. C L Dubey
Capt. H. J. Treasuryvala
Capt. Nazir Upadhye

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 and	Formal Investigation - Grounding of MV Vishwa
Capt. V. N. Aindley	Amber Court case No. 4399/s/2000-Marine Inquiry

Maritime Museum Dufferin (MMD) Trust Committee

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

Capt. P. S. Barve	Capt. Ajay Achuthan
Capt. Ashok Raghavan	Capt. S. Y. Limaye

Capt. V. N. Aindley	- Chairman (Past Master)
Capt. Kaustubh Pradhan	- Member (Secretary General)
Capt. N. M. Ramchandani	- Member (Fellow)

Capt. S. M. Divekar - Member (Fellow)
 Capt. M. V. Naik - Member (Warden)
 Capt. M. K. Patankar - Member (Warden)

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)

COMPETENCY BASED TRAINING

Abstract – We often hear criticism about the competency of our officers. The maritime training institutes are normally targeted for the poor performance of officers. This paper explains the lacuna in the present system and what can be done to improve the competency of our officers. A point to be noted is, the basic concept has not changed only the context has changed.

Overview - Year 2025, Location Manning Office of a large shipping company in Singapore. There are ten applications for the post of officers. Four are from India and six are from other nationalities. The chief of manning instructs his subordinate to short list the four Indians and three from other nationalities. The subordinate asks him the reason for short listing all Indian officers. The chief of manning explains that India has a system of competency based training hence they need not waste their time in shortlisting.

In a court of enquiry, the Master of a ship is charged of negligence for the accident. The Master informs the judge *"Your Honour, it took you two years to decide I was wrong on a decision which I had to take within two minutes."* The definition of competency is, ability to take a decision in less than two minutes and the decision should be right.

Present Method of Training -

Let us look at our present system of training. Are we producing competent officers? The answer is NO.

We are puppets to system of titles and degrees. Our education system is highly exam oriented. We have never considered if we are able to apply our knowledge in practical work. We have inhibition to dirty our hands. We teach all subjects in isolation and there is no integration between the subjects.

What is the way forward?

The first step is to delink degree with competency. A person can be given a degree because he / she is competent but a person need not be considered competent because he / she has a degree. Everyone

needs a degree for a social status. Our system should have both degree and competency but, both should be delinked. One of the biggest problems in our system is the reduction of sea time for degree holders. Does the degree give the student a practical experience of sea service?

Sea service – Number of meeting are held by various experts (who do not have idea of the problems on board ship) on doing only the minimum sea time required by STCW convention to appear for competency exams. Their argument is, with lesser sea time more trainees can be trained. My view on sea time is, it should be X months. A Master should feel comfortable with an officer on the bridge who had done X months of sea time. The figure for X should be determined by sailing masters and not by shore experts.

Learning Objective – Our learning objective should not be at the end of the training period but two years after completion of training. (Dee Fink) We should be able to write the objective "The student will be able to exhibit the knowledge even after two years after completion of the training programme." With this kind of objective, we not only prepare him for passing the exam, but he / she should be able to apply the knowledge even after two years of completing the training programme. The moment we have the learning objective after two years, our training programme will give emphasis on concepts. If the student has forgotten what he /she has learnt after completing the exams, he / she will not be able to apply his /her knowledge on board the ship. The learning objective will be achieved only when the officer continues to learn the subject even after completion of the course.

A study was conducted by a large company on what an officer learnt on job in shore-based training and on-board training. It was found that only 10% was learnt during shore based training, 60% was learnt on job and 30 percent was learnt by observing others. The ten percent learnt during formal learning is extremely important as that gives a strong foundation. Without this strong foundation, he / she will not be able to learn on job or by observing others.



Integration of learning – Today after any course a student will remember some loosely related facts and concepts. (*Dee Fink*) The correct method should be, the student should not only recall the facts but should be able to understand the conceptual structure and the logic with those facts. He / She should be able to apply that knowledge in other areas. For example, when a student performs any calculation, he/ she not only understand how to perform the calculation but also conceptual understanding of the subject. In any learning, the student should have an in-depth understanding of the subject. We should be able to integrate the various subjects that we learn. We should be able to integrate the fundamental subjects with the core nautical subjects which should be integrated with the practical. If we have to teach a student on cargo lashing, we should teach the student the basics of mechanics – calculation of load, forces due to acceleration, the reaction on the cargo due to the shoring. The next step is to teach on various methods of taking lashing after referring to the basic fundamentals on the forces. Once the theory is covered, practically he / she should be asked to take the lashing. If we want all theory to be integrated with practical, the training institutes will require a lot of equipment. Instead of one institute having all equipment, there could be agreement between various institutes to share their resources for practical training.

The practical application of learning should include an improvement in the skill and change in the way he / she thinks. By integration, the student should be able to connect his academic work in other areas of life. (*Dee Fink*)

For integration of various subjects, the faculties teaching fundamental subjects must have a know-how of a particular concept of the topic which is applied in the core subject. We will have to marinize our non-marine faculties. Our marine faculties teaching core subjects must also go through the fundamentals.

If the knowledge is not used for practical application, that knowledge has no meaning. The student must know how to use the concept. In our competency syllabus, the learning objective is restricted to knowledge and comprehension level. We have to develop the learning objective at application and analysis level. At Master's competency exam an assignment can be given on the case study of an accident. The candidate should indicate

what all could have gone wrong, which rules have been contravened and what he /she would have done to prevent this accident if he/she had been the master of that vessel.

Constructivism – Knowledge cannot be simply given to students. Students should construct their own meaning (*Maryellen Weimer*). It is the act of connecting new information to what they currently know in ways meaningful to them. Content covered does not always means content learned or remembered. Students will be able to understand the concept only when they construct on their previous knowledge.

Reflection – Learning is complete only when there is a change in the way we work or think. Learning on safe working practice is complete only when our behaviour towards safety changes. Reading a book on safety or watching a safety film does not change our behaviour. We will require to reflect what we have learnt a number of times. After watching a safety film, there must be a discussion. This must continue a number of times in different forms. A person understands a topics when it is explained in three different ways. Group discussion is a good way to reflect upon what has been learnt. The student must understand how to apply the knowledge in his/ her life. We need not only reflect on what went wrong but also on what went right. For example, after a successful voyage, the officers should reflect upon what went right during manoeuvring, during cargo operation and during the voyage and what can be done to improve the performance in future. If something has gone wrong, instead of adopting a blaming culture, the officers should reflect on how to ensure such mistakes do not occur.

Learning How to Learn – As mentioned earlier, 90% of our job we learn on our own. A student should know 'How to Learn' rather we, as teachers, should tell them 'How to Learn'. Today, students are learning how to be taught. In Dufferin during training, one of the tasks given to all cadets was to find out information. The habit of finding out information about the ship developed the culture of learning 'How to Learn'.

Two important aspects of Learning 'How to Learn' are:-

- a) How to conduct inquiry and construct knowledge in the field
- b) How to be a self-directed learner (*L. Dee Fink*)

One of the important parts of training in pre-sea courses should be to find out information from various sources. The student should be able to search, identify the relevant information and analyse the information.

A person becomes a self-directed learner when he / she is motivated to learn. When he / she wants to achieve a goal. An actor or a singer can achieve success only when he / she becomes a self-directed learner. A student becomes a self-directed learner only when he / she realizes how the learning will assist him / her to achieve his / her goal. A student without a goal can never become a self-directed learner. A self-directed learner will care for what he / she is learning as it will affect his/ her life.

An officer can become a self-directed learner only when his/her fundamentals are strong. He / She is able to understand the description given in the equipment operational manual or circuit diagram. The officer looking at the ship's plan should be able to obtain information from the plan. The officer should know where to look for information. The officer must reflect on what his seniors are doing. He / She should note what is going right and what is going wrong.

Learning through evaluation – Our evaluation process focuses on pass and fail and not on corrective measures. We must have formative tests where we give comments and not marks. We should explain the areas of weakness and where the student can improve.

Active Learning – Most of our teaching is through lectures. This is passive learning method and is not very effective. We have to emphasize on active learning. There should be a system of the student coming to the class after reading the chapter where initially there should be a discussion through interaction. After the interaction, the expert inputs should be given by the teacher. After the inputs, the student must be asked to prepare his / her own notes which should be checked by the faculty members. A good method of active learning is, the students should be asked to give questions for the test. After the test, the paper should be distributed to other students and they should comment on the answer. (Sandra Yancy Mcguire)

Modern Teaching Methods – The context of learning has changed but the fundamental of learning has not changed. The modern learning

method like e-learning can supplement the traditional learning method but cannot replace the fundamental learning. We can use e-learning for evaluation, getting information, sharing information and so on. The notes can be loaded on tablet, Google groups or any other common platforms. CBT can be used for supplementing learning.

How do people learn – As per Linda Nilson, people learn best when they are able to connect the new knowledge to what they know or believe, they regard what is relevant to their life. They are motivated by the inspiration and enthusiasm of other people in their life. They receive the material multiple times in different ways and they have success in their learning.

For a student to succeed, he / she should face success in learning. For this reason even when a student fails, the system should ensure that he /she successfully fails

Conclusion – We have to change our focus from teaching to student centred learning. We will have to integrate all subjects rather than teaching compartment wise. A student should reflect what he / she has learnt. Learning is complete only when the student changes in the way he / she works or in the way he / she thinks. We can produce competent officers only if we rethink on the conduct of all courses.

References:

1. Teaching at its Best – Linda B. Nilson
2. Creating Significant Learning Experience – L. Dee Fink
3. Teaching Unprepared Students – Kathlen F Gabriel
4. Teach Students How to Learn – Sandra Yancy Mcguire
5. Learner Cantered Teaching – Five Key Changes to Practice – Maryellen Weimer

Capt. Krishnamurthy Iyer
Principal, Tolani Maritime Institute



THE GREAT DELUGE KERALA 2018 RESPONSE BY MARINERS

Rains.

Lots of rain.

That's all it took for the state of Kerala to flood in neck-deep water, for massive landslides to lay waste to roads and homes and for hundreds to lose their lives.

The last rival to a flood of this scale and severity in Kerala was in 1924, where monsoons pelted the hapless state with 3,368 mm of rain. At the time, over 1,000 people are said to have lost their lives, not to mention an enormous toll on livestock.

The 2,086 mm of rainfall this year is nowhere near as bad, but still 30 percent above the annual average. The deep depression over Orissa blamed for accelerating the fury has moved on but the monsoon is far from over.

The state was forced to throw open the gates of 35 of its 42 dams with the biggest one Idukki, the largest double arc type dam in Asia getting its waters released after a gap of 26 years. Residents were forced to flee, on important roads that happened to be engulfed in floodwater and landslides.

Records from the India Meteorological Department from the start of the torrential rains in Kerala – between 9 August and 15 August – show a 255 percent departure from the norm in the state's hotspots.

On August 15, Cochin International Airport, India's fourth busiest in terms of international traffic, and the busiest in the state suspended all operations until 29 August, following runway flooding.

All schools have been shut till 29th August. Each of the 14 districts of the state has its own story of destruction.

The state has cancelled all official celebrations planned for Onam, ostensibly the biggest festival of the Malayalees.

Response

There were many noteworthy responses from the Mariner community in individual as well as collective capacities. The below lines only focus on the ones that stood out and the ones that were in the knowledge domain of the writer.

Capt Philip Mathews (LOTS Shipping)

The effort was triggered by a call from CMMI member Capt. Hari Kumar to Capt Philip Mathews (LOTS Shipping) early on the 16th AM.

The request was for boats in the furiously flooding areas in and near to Aluva. This was followed by calls from Capt. Jacob Thomas and Capt. Benny Kollasany.

Once the initial requirements were posted on the CMMI group, operational control was vested with Capt. Jacob with Capt. Benny ably supported by Capt Sardar Kandathil handling boats load out on the ground.

The first boat was loaded out by 10.30 and managed to reach intended point by noon. The boat crew and fire force travelled in the truck and were directed as per urgencies declared by the administration. The first boat was directed to rescue the affected communities along the Periyar Club road.

The second and third boats left almost immediately with effective mobilisation of trucks by Capt. Jacob and Capt. Benny. These boats commenced rescue operations at Kalady and Chalakudy by the 16th afternoon.

The first boat commenced operations on the Periyar club road and had a reach upto the Periyar Theeram apartments on the river side. Capt Philip positioned himself at this location as it seemed to have the maximum navigational challenges with narrow roads, constantly shifting currents and underwater obstructions. About 16 trips down the road were made on the first day and worked till about 2200 when the Kerala Fire Force determined that it was too dangerous, working with flash lights in the increasing current with a very exhausted crew. The fire force rescued more than 100 marooned people using the boat.

The second boat which worked Kalady performed the best doing more than 25 trips all the way to 17th morning when they were released after suffering some engine damage. On the way back this boat attempted another rescue of 5 people clinging to a capsized boat near Angamali. While the people were saved the boat suffered further hull damage after being pierced by an underwater telephone pole. This boat under the intense efforts of the fire force rescued more than 150 people in Kalady.

The third boat worked at Chalakudy but did not manage more than 6 trips as she suffered engine damage and returned.

Totally the boats rescued more than 300 stranded people. It must be stressed here that the rescue efforts were directed and managed by the Kerala fire force. The boats and the boat crew only operated and navigated the boats as directed by the fire force. All rescues were accomplished by the fire force which did a yeoman job. It gives us comfort that we are in good hands when something strikes again.

Capt Jacob Thomas

On the job with coordination on various fronts from 16th onwards, Capt. Jacob Thomas was a pivot for sustained coordination among various teams.

In his additional capacity as the president of Rotary Cochin Metropolis, he utilized all the resources available at his disposal to arrange relief material and coordinating logistics in the operations.

He was in close coordination with the Coast Guard for at least 20 rescue operations including airlift sorties.

Around 6000 packets of food & water amounting to at least 2 MT were arranged with the help of volunteers and family members for ground supply and air drop.

With his network, Capt Jacob was in close contact with the Collector's camp office and district administration that were the nodal points for the rescue efforts.

Capt Benny Kollasany & Capt Sardar Kandathil

On 16th evening, after loading the last boat onto the truck from LOTS facility at Vallarpadam search for more boats began as the request for more boats were rising.

Two boats were arranged from Panangad and sent to Chalakudy, under leadership of Mr. Jacob Hudson (owner of a boat race team) along with his team. They rescued 65 people there and suffered propeller damage to one of the engines in the process.

On 17th morning efforts began in locating suitable boats nearby. Found many suitable fishing boats made fast at various jetties in Mattancherry. Kerosene was collected in 55 litre cans from 'Matsyafed' pump at Thoppumpady Fishing Harbour. Started coordinating with fishermen, truck owners and their association, boat owners, coastal police and established constant contact with another volunteer (EX -Army) stationed at District collector's Disaster Management control Room updating the boat mobilizing part to the District Collector at Pathadipalam.

Coastal police offered diesel for trucks with boat to reach at Pathadipalam. With this arrangement managed to send many boats on trucks to Pathadipalam and directed to

Kalady, Paravur, pathalam by the control room. At times we had shortage of boat operators as few of the boats were seized with the help of coastal police. Local Councilors helped to get more operators and arranged few boats. Many trucks were arranged by with the help of RTO and many of the owners themselves offered their trucks.

Thanks to Director CIFNET and staff of FSI in providing 15 Life jackets for the job.

On 18th morning, Capt. Benny contacted Mr. Jayachandran (owner of CICI book House, Press club road) and informed that we need many skilled hands to operate boats. Arrangements were made to announce the same on TV Channels. All India Radio contacted back to re confirm same before broadcasting which resulted in many calls with offer of service.

More people had to be sent with the boats as operators were tired due to continuous rescue operation. There was call from Chengannur seeking boats. Coast Guard commandant Jithu Joseph arranged his team and requested boats, which were promptly responded to by dispatch of 4 boats to operate at Chengannur. Relentless service and co-ordination of Capt Benny and Mr. Shajan P George(C/ Off) made all these efforts successful and without them this wouldn't have been possible.

In true spirit of humanity and support to their spouses the families of the Mariners also chipped in with their humongous efforts. Capt Sardar's son Dev accompanied him, on all these days while his better half Mrs Mini Sardar and daughter Ms. Seethalakshmi along with Ms Shyni Benny(w/o Capt Benny) were working with JCI Vyttila team in providing supplies to various camps.

Managed to send 32 boats Including 4 boats from LOTS and rescued hundreds of people.

Capt Anish M A

On 17th August, near Binanipuram Police Station in Mupaathadan area, Capt Anish along with Mr Thomas (local fisherman) set out on a small canoe with available food towards an isolated flat in Kodungalloor. The flat had around 220 persons with limited food/water and no electricity.

They had to row close to 5 Km to reach the area. Along the way food was provided to many individuals who were stuck on the higher floors of their houses.

At some places the current was so strong that the persons had to get down in neck deep water to hold the boat in place and inch forward.

Soon enough some others also reached the flat with motor boats to aid the rescue ops. An amazing level of ship handling and manoeuvring was displayed by the fishermen.



Apart from these there were innumerable contributions in rescue and relief supply from many mariners like Capt. Ravi Kollat, Capt Shyam, Capt Padmanabhan, Capt K. Santhosh, Capt Alex Antony, Capt Muraleekrishnan, Mr. Krishnakumar and many more that have not found mention here due to lack of information on the writer's part but nevertheless were substantial in the overall efforts for humanity.

A special mention has to be made by the collective efforts of Capt Sathish Menon, Pilot Cochin Port Trust and the other pilots of Cochin Port Trust.

Capt Sathish has been on the forefront of the rescue mission from the very first day with different teams and operating with boat crew in rescue missions to very difficult pockets. He has also been spearheading a coordinating campaign with various authorities in arranging relief material and supplies at various camps. He was also recently featured in the program done by Flowers TV on the rescue and relief efforts.

Pilots of Cochin Port Trust embarked on a mission of collecting medicines on the verge of expiry (1 – 2 months of shelf life remaining) and surplus cleaning gear/chemicals from the vessels being piloted in Cochin for immediate consumption at various relief centres in the rehabilitation project. The supplies were delivered using Capt Sathish's network among the relief teams directly to the doctors and houses in the field.

A coordination program including most of the major ports was undertaken by the Dockmaster of Cochin Port Capt Sajan Verghese wherein the pilots taking out vessels from their ports and bound to Cochin were requesting Masters on the project going on in Cochin and to keep whatever they could spare ready to be collected by the inbound pilot itself on entering Cochin, thereby speeding up the supply chain.

The rescue mission might be over with the Armed Forces, CDRF, Fire Force, Police, Fishermen and other local and national agencies carrying out the bulk of the operations. However what stood out were the contributions from the CMMI Kochi members on the first day of the operations before the bulk resources were mobilized.

Most of the places our teams were part of the first responders on 16th August when things started getting out of hand. This role of first response was carried out with minimal advance preparations and enduring lots of sacrifices like the teams having only bananas for their refreshment during the operations stretching for hours together.

Various teams under the likes of Capt Philip who with his team is extensively involved in dewatering and decontamination of local water resources, Capt Jacob, and

Capt. Sathish etc are still engaged in efforts as part of the cleanup and rehabilitation process, which will continue till a level of satisfaction, is achieved.

On 09th September CMMI Kochi will be organizing a function to felicitate the heroic efforts of the fishermen engaged in the rescue operations.

CMMI Kochi will continue to actively engage in projects making an impact on the social and humane fabric of the society in line with our commitments evolved from the vision of the original founders of CMMI.



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

CMMI Kolkata Chapter Monthly Meeting held on Tuesday, 07th August 2018, At Princeton Club, Kolkata

The Kolkata Chapter of CMMI held its monthly meeting on the evening of Tuesday, 07 August 2018 at Princeton Club, Kolkata.

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

Then, the minutes of the last meeting were confirmed by Capt. Ranjit Roy and were seconded by Capt. Debashis Datta.

A lecture was presented on River Security, an initiative of River Traffic Police, Kolkata Police by Shri Biswajit Chakraborty, Assistant Commissioner, Kolkata Police (Retd). The house thanked Shri Biswajit Chakraborty for the valuable presentation



Next was the lecture on Wider Roles of Intelligence Agencies Information Exchange with Ship Captains for assessing potential terroristic threats to Indian Shipping by Capt. Deb Narayan Goswami, Sailing Master, MNI, MBA-SL (London), RMS (Maastricht) M.PHIL (Maastricht) CMI, London and Visiting Faculty, Business Management Studies, IMU, Kolkata Campus. The house thanked Capt. Deb Narayan Goswami for the valuable presentation.

After that was the lecture on Predictive Analysis and Emergency Preparedness to Counteract Transnational Threats to Indian Territorial Water and South East Asia by Vice Admiral Pradeep Chauhan, AVSM & Bar, VSM, IN (Retd), Director, National Maritime Foundation, New Delhi. The house thanked Vice

Admiral Pradeep Chauhan for the valuable presentation.

New member Capt. Ravish Kumar Singh was welcomed by the house.

Notable attendees Commodore Suprobho De, Naval Officer In Charge for WB, Commandant Rajender Singh Sapal, Indian Coast Guard, Region NE, Prof. Dr. Sugata Hazra, Head of Dept. of Oceanography, Jadavpur University, Kolkata, and Ms Minoo Daryanani, Regional Director, West Bengal Chapter, National Maritime Foundation, New Delhi, were welcomed by the house.

With no other business on the day, the meeting was concluded with a vote of thanks to the chair, by the Secretary of the Chapter, Capt. Kaustuv Dutta.

The meeting was followed by a sponsored Cocktails and Refreshments and was attended by 40 members & guests.



Princeton Club did a commendable job in ensuring that the meet went smoothly.



NUSI Offshore Training Institute

For course booking or any queries please contact us at notibooking@isfgroup.in or call us on +91-22-42951727/42951728

India's 1st Holistic, State of the Art, Dedicated Offshore Training Institute

SN	COURSES	DURATION IN DAYS	COURSE FEES* (INR)
I. DP COURSES (SIMULATOR BASED)			
1	DP Induction (Basic)	5	37000
2	Revalidation Course	5	38000
3	DP Simulator (Advanced)	5	35000
II. OFFSHORE VESSEL COURSES (SIMULATOR BASED)			
1	Offshore Vessel Maneuvering & Ship Handling	3	20000
2	Anchor Handling & Towing	4	28000
3	Offshore Supply, Support and Cargo operations	2	14000
III. OFFSHORE CRANE OPERATIONS (SIMULATOR BASED)			
1	Offshore Crane Operations - Induction	5	30000
2	Offshore Crane Operations - Refresher	3	18000
IV. OFFSHORE VESSEL ENGINE ROOM OPERATIONS (SIMULATOR BASED) (Including power management systems and cargo operations)			
1	Offshore Vessel Engine Room Operations	3	18000
V. OFFSHORE EMERGENCY & SAFETY COURSES			
1	Helicopter Landing Officer (Basic)	2	10000
2	Safe Packing & Cargo Handling from & to Offshore (Officers / Ratings)	1	6000
3	Offshore Safety Induction Training	3	On Request
4	Offshore Scaffolding (Basic)	4	30000
VI. SKILL ENHANCEMENT COURSES			
1	Pumpman Skill Enhancement Training	10	On Request
2	Lathe and Welding Skill Training	6	On Request
3	Deck Rating Skills Enhancement Training	5	On Request
4	Rating Skill Enhancement Training	42	On Request
5	Hydraulically-driven Submerged Pumps Course-Basic	2	On Request
6	Hydraulically-driven Submerged Pumps Course-Advanced	3	On Request

NOTI is a "Not for Profit" Institute sponsored by "NUSI / ITF Trust for Indian Seafarers"

Internationally acclaimed courses only at NOTI

- Offshore Crane Operator's Course (simulator based) - induction (Basic) and Refresher
- Scaffolding Erection & Safety Training
- Offshore Induction - Safety & Emergency
- Safe Packing & Cargo Handling
- Nautical Institute UK Accredited
- Dynamic Positioning Training Centre

* Course nights include the night of the first day till the night before the last day.

* Additional nights on twin sharing basis are charged at INR 1250 per night inclusive of all meals.

* Transportation from Panvel Station to Institute and back is also included in the course fee.

* Course Fee includes taxes and superior AC accommodation on twin sharing basis (INR)

Academic Partner



ISF Maritime Services

Technology Partner



ARI SIMULATION

POTENTIAL & CHALLENGES of ARTIFICIAL INTELLIGENCE

During the last three centuries, three major industrial revolutions are usually mentioned. The first one related to the development of railroads and the steam engine in order to mechanize production. The second one related to electrical energy and the assembly line to develop mass production. The third revolution revolves around the emergence of electronics computers and the information technology to automate production.

We are currently undergoing a new revolution that is linked to several phenomena such as nano technology, biotechnology, robotics, internet things, 3D printing. The most disruptive phenomenon is the development of artificial intelligence (hereinafter referred as AI), that is presented as an innovation connected to the technological advances pertaining to information and data processing. Also in this area there are other inventions from the last century such as computers, internet, the world wide web – www- search engines. etc. The epicenter of the “Fourth Industrial Revolution” is the exponential increase of two factors: the storage capacity and processing speed of information and data.

Massive volumes of data and information cannot be efficiently processed by human beings. Therefore, artificial intelligence is the revolution of revolutions. Its current and potential development is due to the fact that it manages to equal or widely surpass certain cognitive capacities, by processing data and information more efficiently in increasingly more human activities.

But knowing about thinking is one thing and building systems that seem to think for all practical purposes is quite another. The community divided into the cognitive computing branch, which was concerned with understanding and simulating human thought processes, and AI, which was concerned with building useful, seemingly smart, computer implementations. There is tremendous hype about useful systems that may come soon and people are realizing the challenges, both technical and of social implications, in building robust intelligent systems.

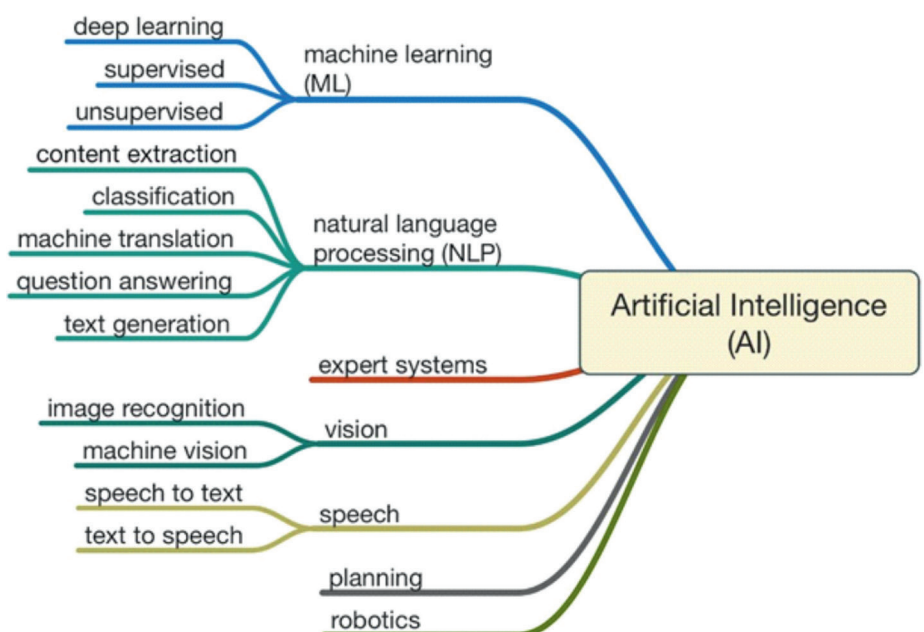
The future of Artificial Intelligence

There are benefits and dark sides to every disruptive technology, and AI is no exception to the rule. What is important is that we identify the challenges that lay before us and acknowledge our responsibility to make sure that we can take full advantage of the benefits while minimizing the trade-offs. If news, polls and investment figures are any indication, Artificial Intelligence and Machine Learning will soon become an inherent part of everything we do in our daily lives.

Backing up the argument are a slew of innovations and breakthroughs that have brought the power and efficiency of AI into various fields including medicine, shopping, finance, news, fighting crime and more.

But the explosion of AI has also highlighted the fact that while machines will plug some of the holes human-led efforts leave behind, they will bring disruptive changes and give rise to new problems that can challenge the economical, legal and ethical fabric of our societies.

Four issues that Artificial Intelligence companies need to address as the technology evolves and invades even more domains are :



Jobs, Bias, Responsibility and Privacy.

Stephen Hawking, Elon Musk, Google's director of research Peter Norvig and about 150 other prominent scientists and industry experts published an open letter in January 2015 on artificial intelligence. They contend that:

"The potential benefits are huge, since everything that civilisation has to offer is a product of human intelligence; we cannot predict what we might achieve when this intelligence is magnified by the tools AI may provide, but the eradication of disease and poverty are not unfathomable..."

Why India is at an Advantage.....

1. We have trained IT manpower working all over the globe, whether in Microsoft, Apple or Oracle etc. in the Silicon Valley or in our own backyard such as WIPRO, Infosys etc.
2. We have both Quantity and Quality readily available.

3. Our 'sanskara' also holds us in good stead to develop user friendly and non-violent AI, unlike the violent mind frame depicted in the western computer games.



Capt. Prabhat Nigam
Group Training Manager
ASP Ship Management Pvt Ltd

Nocturnal Pilot blues

*Groping for the ringing phone
I was snapping off a gaping yawn*

*"Your ship's ready for unberthing
Now sending boat for unmooring"*

*Washed up, ready to go on ship
With a radio hanging on my hip*

*Mosquitoes were stinging hard
Some as big as humming bird*

*Walking brisk, while all slept tight
A snake went slithering past my right*

*Mooring boat was well in sight
Bolted towards the boat in fright*

*Even though her prime well past
The mooring boat was going fast*

*The ship was waiting in the dark
Flashing light near mid-ship mark*

*On gripping tattered ladder, prayed-
Hope these manropes are not frayed*

*Climbing flight of stairs I did
Panting all the way indeed*

*The Captain greeted me on bridge
And offered me a coke from fridge*

*The paper work got over fast
Tugs were made fast, fore and aft*

*The Engine room was given a ring
Then Singled up to a line and spring,*

*Tugs pulled out and ship came off
Ropes slackened and all cast off*

*Tugs were working fore and aft
Ship was turning nice and fast*

*Captain said the turn was tight
While I bid the tugs "Good Night"*

*'Slow ahead' was then ordered
Engines kicked in, all shuddered*

*Funnel then spewed out red hot dirt
Soot covering my new white shirt*

*Helmsman turning wheel around
Steadying ship on course ordered*

*Skirting around the buoy unlit
Canoes crossing bow, dim lit*

*Captain gripped the hand rail tight
While passing boats so close that night*

*Trawlers thronged the channel bright
Lights flashing like a starry night*

*Seagulls perched on dancing buoys
Squirting droppings and flapping wings*

*Sped down the channel full ahead
Till fairway light flashed right ahead*

*Then slowing down, I bid good bye
Ship was sailing to Mumbai*

*Wind picked up, and sea got rough
Hanging off ship side was tough*

*By turning ship he made a lee
To protect me from raging sea*

*Pilot boat was shipping sea
Getting down was not easy*

*Boat was pitching high and low
Jumped out safe, I don't know how*

*Sat down crooning pilot blues
With water sloshing in my shoes*

*Skipper turned the wheel to port
Steering back to Cochin Port.*



Capt. Sajan K. Verghese
Dock Master, Cochin Port Trust

CMMI honours The Legendary, Capt. J.C. Anand



for his contribution to the Maritime Industry

The Company of Master Mariners of India (CMMI) organised a function on 11th September 2018, to felicitate Capt J.C. Anand, Founder member of CMMI and a doyen of the shipping industry at Royal Bombay Yacht Club (RBYC).

Besides being associated with CMMI, Capt Anand was instrumental in setting up the Indian Register of Shipping (IRS) and the Indian P&I Cover through the New India Assurance Co. Ltd.

The event was marked by the presence of many veterans of the maritime industry who spoke eloquently about their association with Capt Anand, his patriotism and dogged determination to succeed against all odds. Among the dignitaries who graced the occasion and shared their individual experiences included DGS Dr Malini V Shankar, NMB Chairman Mr Pradeep Rawat, Former DGS and

Former Secretary of Shipping Mr Michael Pinto, Former Nautical Advisors Capt. PS Vanchiswar and Capt. PS Barve, Capt. S P Rao, Mr. A Suklikar, Mr M V Ramamurthy, Mr S Hazra among others.

Capt J C Anand was honoured with a plaque, which was handed over by all the past- Masters of CMMI. In a stirring speech, he related from his sharp memory, the challenging journey that he led IRS, in obtaining the full membership of the International Association of Classification Societies (IACS). It was a potboiler worthy of a documentary film. There was the reluctance among a few segments of the Indian industry, resistance from members of IACS who were protecting their business interest in India, and the Indian Government extending support to Capt Anand, by requiring that all Indian ships go for dual classification, to



meet the tonnage threshold set by IACS as entry criteria. He acknowledge the role played by Mr. Pinto, whom he referred to as his Lifetime Mentor.

When IACS started changing the goal post, the Government cautioned IACS by conveying that IRS having met and having continued to meet technical criteria stipulated by IACS, the decision on IRS must be on its merits, otherwise, the Government may reconsider the authority given to IACS for working in India. This message was received loud and clear by IACS.

Capt Anand also spoke briefly on the support he received G.Srinivasan, CMD of the largest Public Sector Insurer, viz. New India Assurance Company Ltd. and his colleague Capt. S P Rao in setting up the Indian P&I, another of his milestone. It was truly inspiring to hear that at the age of 96 years, he is wondering why India does not have its own Salvage Association and depending on other countries. "It is time to work on it", said he.

The audience rose to give him a standing ovation, for his vision and determination.

In honouring Capt J C Anand, the Maritime industry had rallied behind an iconic figure and praised the indomitable spirit of one man who, in the process, has raised the global profile of the entire Indian Maritime industry. The event also brought to sharp focus, the need for increasing the Indian shipping tonnage to serve our national interest.

The audience then raised a rousing toast to Capt Anand and prayed for his good health and long life so that with his help, Indian mariners will break many more glass ceilings and take Indian shipping to the heights, she truly deserves.

By Capt. Ashok Raghavan with inputs from Capt. M.M. Saggi and Capt. Kapil Bahl)

2010 – When India Became Self Reliant on Ship Classification: Indian Registry of Shipping, 11th Member of IACS. (22nd June 2010)



Dr. Herman J. Klein IACS Chairman welcomes IRS and its Chairman, Capt. J.C.Anand, to IACS.

IACS has welcomed the IRS as its first new member since the introduction of new membership criteria in October 2009.

The IACS Council accepted the full membership application of IRS during the first day of its 61st Council Meeting in Hamburg. IACS Chairman Dr. Hermann J. Klein asked Capt. JC Anand, Chairman of IRS to support IACS' ongoing efforts towards increasing ship safety and quality. "the membership of IRS in IACS is a good sign for our organization and for our clients. It is a reflection of the quality philosophy and high quality standards imposed by The Indian Registry of Shipping.

Memories of the Maiden Launch of Indian P&I Cover – 31st May 2018



MISSION SAFEER...

THIRTY SEVEN DAYS TO FREEDOM



(Bollywood Movie AIRLIFT portrays Indian Merchant Navy in bad light.)

SETTING THE RECORD STRAIGHT: a documentary bearing the above title was made.

The premiere screening of the documentary was held on 11th August 2018 at IIC, New Delhi at which the chief guest of honour was **Vice Admiral Harinder Singh (retd)**, former commander-in-chief, southern naval command. The vice admiral termed the operation “an extraordinary event,” and cited the role the merchant navy played in serving the nation. He spoke about “the generosity” of the ship owners who carried out the rescue without any costs to the government.

A true story of heroism by the ship’s crew who faced tremendous odds in face of adversity and eventually managed to sail out of war torn region of Kuwait, with 722 Indian expatriates which included 265 women and children



and brought them safely to Dubai, in one of the biggest sea evacuation of refugees on a cargo vessel, designed to carry only a complement of 40 persons. This is a glaring example of the collective efforts of Indians from all walks of life who came together selflessly, in making this humanitarian mission a resounding success.

This humanitarian mission was carried out free of costs.

M V Safeer was a Panama registered cargo ship and was owned by Capt. Ibrahim Modak, Capt. Viraf Kekobad and one more party.

It was discharging cargo of bagged rice at Port Shuwaikh when Saddam Hussein attacked Kuwait on 2nd August 1990. The ship was caught in the war zone with no means of communication and the owners prime concern was the Safety of the crew and the ship.

The documentary shows how the events unfolded from 2nd August 1990 till 7th Sept 1990, and the challenges of negotiating the release of the ship through the intervention of Government of India and the Iraqi Authorities, arranging permissions for securing the release and making safety and sanitary arrangements on board this cargo ship to carry 722 Indian nationals out of Kuwait to Dubai.

On 4th September 1990, 722 Indian Nationals which included 265 women and children were embarked on board the Safeer at Port Shuwaikh , Kuwait.

On 7th September 1990 all 722 Indian Nationals were disembarked at Dubai and eventually reunited with their families in India.

Reasons for making this documentary:

In January 2016 a Bollywood movie called AIRLIFT was released which caused a great amount of controversy. It hurt the sentiments of the Government officials of India



who had played a major role in the evacuation of 176000 Indian nationals from Kuwait and Iraq by AIR.

We were approached by Mid Day at the end of January 2016 as they had come to know that there was an actual SEALIFT operation done by us in 1990.

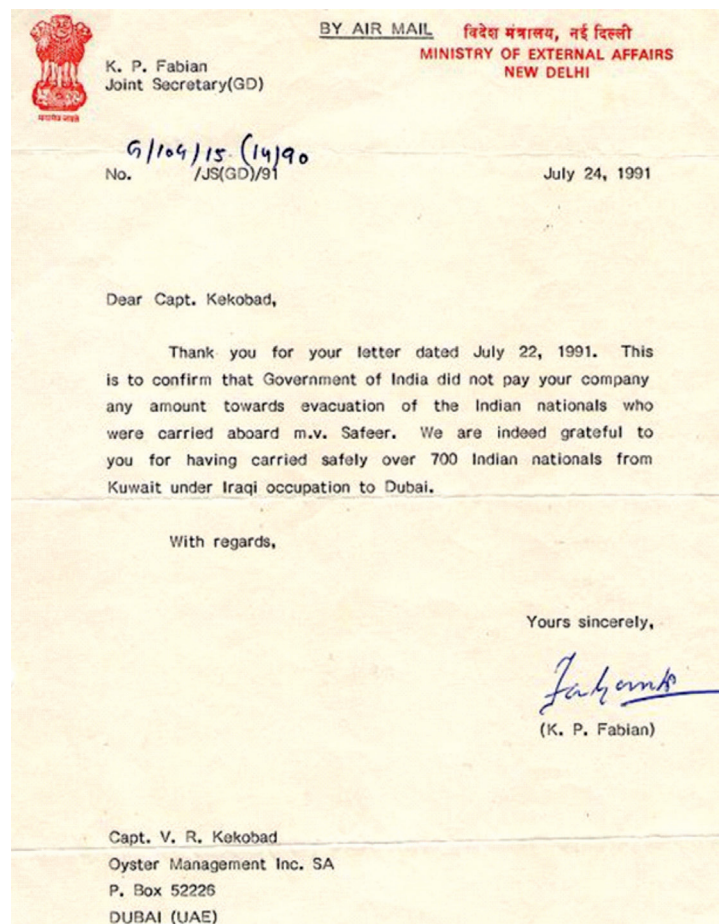
See this link : <http://www.mid-day.com/articles/the-cargo-ship-that-saved-722-indians-from-kuwait-in-1990/16931156>

The Government of India was reflected in poor light in the movie AIRLIFT.

In order to set the record straight, a program was held on 12 March 2016 called The Kuwaiti Evacuation of 1990 and the Contemporary Narrative at India International Centre New Delhi.

The participants included Shri Kamal Bakshi, former Ambassador and then Indian Ambassador to Iraq; Shri K.P. Fabian, former Ambassador and then Joint Secretary (Gulf), Ministry of External Affairs; Shri R.P. Singh, former Ambassador and then Indian Deputy Chief of Mission in Kuwait; and a senior representative from MEA

I was invited by Mr K P Fabian who was then the Joint Secretary (Gulf) Ministry of External Affairs to enlighten on



some details about the SEALIFT operations. **Our ship was the only ship that was allowed to sail out of Kuwait during the Iraqi occupation in 1990.**

The movie airlift showed a shipmaster asking for money to carry passengers from war torn Kuwait. With reference to that clip I was asked specific questions whether any money had changed hands from the evacuees to the ship's crew?

We had to set the record straight hence I gave my reply on a video link, clarifying that neither the master nor any crew members asked for, or took any money from the evacuees.

It was this program that spurred us on with the idea of making a documentary.

The soul of this documentary is the Live coverage by BBC news when the Safeer had arrived at Dubai. This clip shows the passengers all over the main deck of the ship and as they say "A picture is more than thousand words."... Here we had live coverage showing the passengers and comments from the BBC news reporters.



The clip showing an infant under 2 months old disembarking from the ship in the hands of a Dubai Policeman is touching, emotional and says it all.

The relief on the Passengers faces as they board the bus at Dubai after disembarking from the ship, can be felt.

A pregnant lady, after disembarking at Dubai, gave birth to a baby in the ambulance on her way to a hospital at Dubai.....A PRICELESS MOMENT.

Ambassador Mr. R. P. Singh, the first secretary in Kuwait at the time of the invasion, spoke of the wonderful job the ship owners and crew performed and termed the movie Airlift hopeless due to misrepresentation of facts. The movie showed the government in a negative light as being indifferent to the needs of the Indians in Kuwait and deserting their embassy all of which was untrue.

Ambassador Mr. Fabian described the evacuation as "an act of heroism and humanism." The owners agreed to the evacuation out of care and deep concern for their fellow Indians who were trapped in the war.

Mr S. M. Mathur, the first Indian government official to board the ship after the invasion, described the voyage as, "historic... a blessing for those people in distress."

He praised the Captain and the crew for their efforts and commended the ship owners for their efforts to bring 722 Indian evacuees out of war zone and reunite them with their families even though they were under no obligation to do so.

No cargo ship in recent history has ever carried so many refugees from a war zone and it gave us all a great sense of pride to have helped evacuate 722 Indians and reunite them with their families... free of cost. This voyage has no parallel.

This humanitarian rescue mission was completed & we carry the blessings of all passengers who were reunited with their families.

We applaud the efforts of the Master, Officers & crew of our Good vessel M V Safeer for showing exemplary courage in the face of crisis & adversity & for their professionalism & conduct throughout this difficult period.

We wish to thank & acknowledge the efforts of the all the parties who were responsible for making this mission successful. Our thanks to Mr K P Fabian & his team at the MEA ,The Ministry of Shipping, Govt Of India, Indian Navy,The Iraqi Authorities, Mr S M Mathur and Officials at the Indian embassy at Kuwait , Mr Joe Monteiro, Capt Matthews Nautical surveyor Port of Shuwaikh, Mr Frank Rozario of our agency at Kuwait The Indian Community at Kuwait and Dubai,The Dubai Police, Dubai Immigration Authorities, Mr L D Parekh, Mr Suresh Parekh and Mr Naresh Parekh of Marine Agencies Mumbai, Mr S K Mankad of P& I Services Mumbai, Dr M. A. Patankar, Mr Peter Mathias and all our office staff at Dubai & Mumbai, & Dr Kinnikar without whose help & dedication this mission would not have been accomplished.



[FROM LEFT TO RIGHT: 1. Mr S M Mathur Director IFS Retired then Second Secretary at Indian Embassy Kuwait. 2. Ambassador K P Fabian then Joint Secretary (Gulf) Ministry of External Affairs New Delhi. 3. Vice Admiral Harinder Singh. (Retired)... Chief Guest at IIC New Delhi function. 4. Mr Hanif Modak. 5. Ambassador R P Singh then First Secretary at Indian Embassy Kuwait. 6. Mr Suhas BorkerExecutive Director CFTV, New Delhi. Convener Jan Prasar. 7. Capt. Viraf R Kekobad. 8. Dr John Cherian...Foreign Editor Frontline.]

SPECIAL THANKS... I would like to convey my heartfelt & special thanks to my Mentor, and Senior Colleague, Late Capt Ibrahim Hussain Modak for his continuous support, encouragement and guidance during these extremely stressful period when our good vessel Safeer was detained at Kuwait.

Capt Modak was at Dubai throughout and was attending to all matters pertaining to the rescue efforts at his end being ably supported by Peter Mathias...Our Dubai Office Manager.

To: The Master, Officers & Crew for their exemplary conduct, dedication & heroic efforts for reuniting the passengers with their families.

Once again all of us thank the ALMIGHTY for allowing a safe passage for the Vessel.

In loving memory of Late Capt. Ibrahim Hussain Modak

MISSION SAFEER...THIRTY SEVEN DAYS TO FREEDOM.

<https://youtu.be/uwJT6jtAXFw>

Capt. Viraf R Kekobad



CMMI (Delhi Chapter) Seminar – 27th September 2018

The Company of Master Mariners of India (Delhi Chapter) World Maritime Day Seminar on *“Digitization and Artificial Intelligence in Shipping”*

The United Nations (UN), via its “maritime arm”, the International Maritime Organization (IMO), created World Maritime Day to celebrate the international maritime industry’s contribution towards the world’s economy. It is celebrated globally on the 29th of September.



Enthusiasm even at the beginning of the seminar!

The Company of Master Mariner of India (CMMI); Delhi Chapter endeavours to coincide its outreach with the global celebrations to have the right impact. And yes; World Maritime Day is a global observance and not a public holiday; and thus, there was indeed a full house! That is the influence of the CMMI Delhi Chapter under the Chairmanship of Capt. Pankaj Sarin!



Guest of Honour, Capt. Ashok Mahapatra; Former Director, Maritime Safety Division, IMO Lighting the Auspicious lamp in presence of Capt. B. K. Jha; Deputy-Master CMMI, Mumbai

Capt. Pankaj Sarin; began the proceedings by welcoming everyone and highlighting the work of the Chapter, which included holding technical seminars on a very regular basis; the objective being enhancing the knowledge of the seafarers in every way possible. The highlight however was his focus on the choice of the theme of the seminar, Digitization and Artificial Intelligence in Shipping, indicating that the shipping fraternity needs to start weighing the pros and cons because artificial intelligence will indeed make inroads into the global maritime industry in a big way.

This was followed by the video recording of the message Mr. Kitack Lim, Secretary-General of IMO on the World Maritime Day.



Capt. Pankaj Sarin; Chairman CMMI (Delhi Chapter) drawing attention of a rapt audience

The Chief Guest for the seminar was, Shri Gajendra Singh Shekhawat; Honourable Minister of State for Agriculture and Farmers’ Welfare. His interest in shipping brought him to the forefront when he took up the cause of taxation of Indian seafarers and their status as NRI was being misconstrued by the relevant authorities. He single-handedly joined hands with the seafarers and took the cause to the highest echelons of the governmental machinery and thus succeeded in bringing relief to a

number of seafarers who would have been adversely affected. The Indian maritime fraternity extends its deep appreciation and gratitude towards Shri Shekhawat's selfless effort.



The Chief Guest, Shri Gajendra Singh Shekhawat; Honourable Minister of State for Agriculture and Farmers' Welfare being warmly welcomed by Capt. Shiv Halbe; Warden, CMMI Mumbai



Shri Gajendra Singh Shekhawat; Honourable Minister of State for Agriculture and Farmers' Welfare being awarded the Fellowship of CMMI by Capt. Pankaj Sarin; Chairman CMMI - Delhi Chapter



Shri Gajendra Singh Shekhawat enthralling the audience

Shri Shekhawat was very articulate in delineating the importance of digitization, as well as the block chain movement making its presence felt. He enthralled the audience with his succinct speech, crisp knowledge and sparkling wit. Needless to say he got a thundering applause!

The CMMI Delhi Chapter deeply recognises the contributions made by Indian seafarers and therefore it was befitting to recognise a longstanding seafarer for his overall contribution to the maritime fraternity by conferring the 'Lifetime Achievement Award'. The recipient of CMMI Lifetime Achievement Award, 2018 was Capt. Rondev Kohli. Having a long standing maritime career, at sea, as well ashore spanning over four decades, Capt. R. D. Kohli has many accolades to his credit and has contributed over a broad canvas. It thus does not come as a surprise that former Chairman of SCI and IMO Secretary-General Late Dr. C. P. Srivastava had referred to Capt. R. D. Kohli as a founding pillar of SCI. He has been the Master of The Company of Master Mariners of India from 1981-83 and 2007-2009. He has been the President of INSA, as well as Vice-Chairman of Narottam Morarji Institute of Shipping. Capt. Kohli is also the recipient of National Maritime Day Committee (NMDC) Award of Excellence.

The 'Lifetime Achievement Award' was conferred on Capt. R. D. Kohli by Capt. B. K. Jha; Deputy-Master, CMMI Mumbai.



Capt. B. K. Jha; Deputy-Master, CMMI Mumbai conferring the 'Life Time Achievement Award' on Capt. R. D. Kohli in presence of Capt. J. S. Gill (recipient of Life Time Achievement Award; 2016) and Capt. Shiv Halbe; Warden, CMMI Mumbai



Capt. R. D. Kohli gets a standing ovation while he speaks to the audience

Presiding over the seminar, Capt. Saujanya Sinha subsequently invited Capt. B. K. Jha to chair the first session.



The first session concluded with a very active interactive discussion with members of the audience giving it a humorous tinge; since to a number of people, although e-learning and digitalization was not ‘Greek’ but an exposure to situations to be encountered at sea in future. Thus, the discussion on whether artificial intelligence has any room for human intelligence in future shipping resulted in amusing diatribe.

Capt. Bhupesh Gandhi started the second session, which was chaired by Capt. Shiv Halbe. Capt. Gandhi focused on the all-important question, “Why Artificial Intelligence? Are we running short on human Intelligence”? He articulated the fact that the maritime industry has always been about people, but at the same time, autonomous vessels are on the horizon. The challenge thus is how emerging technologies can be used effectively and efficiently to address the issues relating to this critical aspect.



Capt. Ashok Mahapatra elucidated on the importance of e-learning for training and assessment of seafarers to equip the seafarer for the times to come. With his extensive involvement during the revision of STCW 2010, he sensitized the audience that during the revision of STCW 2010, IMO had introduced e-learning options to facilitate the evolving scenario of learning process to the aspiration of future generations of seafarers.

To end the pre-lunch session the audience was provided with a “food for thought”, but not as an appetiser; where Capt. Sundaresan Kishore spoke eloquently on digitization and digitalization affecting the shipping industry. His talk was an eye-opener to many in the audience.



Thereafter, Digitization & Artificial Intelligence - A Decision Making Tool for the Seafarer was highlighted by Capt. Gaurav Chhabra. He spoke eloquently on the boundaries between real and virtual worlds in getting blurred; in the near future we will be dealing not only with “Digital Twins” but with complete “Digital Families”. Therefore, all



the elements and objectives of physical, behavioural and visualization realism for maritime training will be achieved with virtual reality and artificial intelligence built into the training and assessment.

Capt. Prabhat Nigam apprised the audience on Impact of Artificial Intelligence - Potentials & Challenges where he delved into evolution and future of artificial intelligence as applicable to shipping and the potentials and challenges of autonomous ships. He focused his presentation on the all-important question, "Is it a reason to get excited or should we be worried"?



Capt. Prabhat Nigam; Group General Manager (Training) - ASP Ship Management, Melbourne, pondering during his talk

As the final speaker, Capt. Vikas Pandey spoke on Block Chain Transforming the Shipping Industry. He narrated that block chain is the most innovative technology in these years, which is going to change many industries. The shipping industry will not be untouched and will thus get changed by this technology as well. How will this be done? Capt. Vikas Pandey cited a few examples to bring home the point.



Capt. Vikas Pandey; Founder of TowardsBlockchain INC, Massachussets, making a point during his presentation

Following a sumptuous lunch, the seminar continued with an "out of the box" presentation. There were no papers to be presented, no speakers to exchange views and no Q & A. So, what was it? It was screening of a documentary film 'Mission Safeer'. As the lights were dimmed to commence

the screening, the audience focused as if with the thought, "Let's see the truth face-to-face". 'Mission Safeer' is about the ship M. V. Safeer, which in 1991 had rescued 722 stranded Indian nationals from Kuwait when Iraq had launched its military attack. It was a story of compassion by the ship owners for its employees, valour of the Captain and his crew and cooperation by the Government of India officials based at the Indian Embassy in Kuwait. M. V. Safeer was not a ship on peace mission; but a cargo ship at the wrong place at the right time who decided to act! The documentary not only showcases the valiant effort by one and all, but also makes one realise how reality can be distorted in Bollywood films! What added fillip to the screening of the documentary was the presence of Mr. Haneef Modak; co-owner of M. V. Safeer who held an interesting Q & A session about the whole episode.



Capt. Prabhat Nigam facilitating Mr. Haneef Modak

As a unique feature at recent seminars in New Delhi in the past few years, the Chairman, Capt. Pankaj Sarin has strongly felt that there needs to be a succinct compilation of the seminar that everyone should take home with, to mull upon, to suggest, and to disagree so that we can continue to build upon the synthesis. After stating the purpose of various presentations highlighting the maritime aspects of digitization and artificial intelligence; he strongly concluded:

Let us not be Fearful of the "waves" of Artificial Intelligence and Digitalization; Let us prepare and Train ourselves to take on this as a "Wave of Opportunity"

Finally, Capt. Sanjeev Khanijo proposed the vote of thanks to all the sponsors, the speakers and the audience for making the seminar a grand success.



Capt. Sanjeev Khanijo proposing the Vote of Thanks

Regulator's Approach to Shipping – An Overview

By Capt. Amarinder Singh Brar

CMMI Chandigarh Chapter is proud to share the contents of the enlightening lecture presented by Capt. Amarinder Singh Brar, Marine Surveyor, MCA – United Kingdom

Aspects of Shipping

The three aspects of shipping were identified as Regulatory, Commercial and Legal. The order is important as a ship can:

- Only sail when its fully certified,
- Only indulge in a commercial adventure once it's legally seaworthy which includes certificates, documentation and manning compliance
- Only indulge in legal battles over difference of opinion between parties pursuant to a commercial adventure.

Furthermore, the Oxford English Dictionary defines¹ Regulator as ***"A person or body that supervises a particular industry or business activity."***

Aspects of Our Indian Culture

The three moral debts were highlighted as:

- (Parental Debt) as a debt towards ancestors and dischargeable in full
- (Obligations towards Sages, Acharyas and Teachers)
 - Towards Sages who gave knowledge, towards Acharyas who translated it and towards Gurus/Teachers who trained us. Dischargeable by disseminating that knowledge.

- (Debt towards the Deities) as a debt towards God, and not dischargeable till last breath

It was stated by Capt. Brar that this seminar was part of his discharge of Guru-Rin i.e. Feedback of his knowledge and experience into the Indian Maritime fraternity – all due to CCMI.

Concepts

The detailed part of seminar commenced with Capt Brar highlighting importance of ascertaining the correct meaning and context of terms used by seafarers colloquially which in fact have a very precise meaning as per the context or convention. Terms clarified were:

- Competency and License
- Flag State, Administration, and State Parties
- Party, Coastal State and Member State
- Classification Society and Recognized Organization

All the above terms, except Convention and License, were supplemented with Convention references to pinpoint actual context of the term.

This was followed by a summary of the enforcement process of a Convention by a Signatory to that Convention.

Recent IMO effort to achieve full and complete



implementation of IMO Conventions by way of the III Code was also touched upon.

Conventions

The CMMI Seminar continued into detailed convention scrutiny. The structures of SOLAS, MARPOL, MLC and Wreck Removal Conventions were analysed in detail. This was improved upon by discussing the various survey and document requirement within each convention. Idiosyncrasies were also highlighted.

This included the fact that whilst SOLAS has Control Provisions listed in two locations for the for the same convention but very specific purposes, MARPOL has a control provision in each Annex because each MARPOL Annex must be separately ratified but each Chapter of SOLAS does not! Building up on this, it was pointed out that whilst SOLAS talks about initial, annual, periodical, intermediate and renewal surveys, MARPOL contains provisions for the same, as applicable to each MARPOL Annex, but also had provision for Additional Survey which could be General or Partial.

MARPOL Annexes were also compared with each other. The provision for Annexes III, IV and V as optional Annexes was highlighted. The trend in a general increase in certificates and documents required on board by the latest MARPOL Annexe was touched upon. The good news that in addition to IAPP, Record of IAPP, EIAPP, IEEC, SEEMP and NOx Technical Files required on board, SEEMP Part II is being introduced soon was also delivered.

A potential conflict between a ballasting operation carried out under MARPOL Annex I which is apparently non-compliant under Ballast Water Management Convention was also put under the spotlight. The fact that this issue was first raised in IMO by India was also proudly explained.

Wreck Removal Convention was also discussed with its unique structure and onus on Owner. Various salient features like new term 'Affected State', the certificate issue requirements, provision for direct claim to insurer, provision for issuing Electronic Certificate within the convention and time limit to bring claim featured in the discussion.

For all conventions, the absence of penalty for non-compliance within convention was also exhibited with emphasis on knowledge of local laws for such matters wherever ship is trading was highlighted.

A perplexing question regarding carriage of 'original' certificates and documents was continuously asked upon by Capt. Brar for all conventions which was invariably answered incorrectly by the audience. This key was revealed when Electronic Certificates were discussed in detail.

The seminar continued to PSC examples for matters which were talked about previously. One of the examples discussed was about detention of a ship where a scrubber unit within ECA was discovered inoperative during a PSC inspection, and no Low Sulphur fuel onboard resulting in her detention and release only when complaint fuel was bunkered.

Commercial and Legal Matters

The seminar's penultimate stage included discussing basic legal issues faced by a Master Mariner and often studied during Certificate of Competency without knowing the background to them, which in turn leads to inaccurate application by Master Mariners in their professional life.

Capt. Brar commenced by explain why the maxim **'Once on Demurrage, always on Demurrage'** originally came about. The facts and judgement of the case were explained. This followed by a brief discussion about the legal requirements for tendering and acceptance of a valid Notice of Readiness.

The legal section was concluded by presenting the facts and judgement of a unique case where it was showed that **'Once on Demurrage, is NOT always on Demurrage'**.

Conclusion

The seminar conclusion was triggered by an interactive question and answer session notwithstanding the continuous questions that were being asked and answered during the seminar.

Capt. Brar concluded the seminar by highlighting that regulators enforce Conventions as per the version contained in their national law and Master Mariners must have through knowledge, exceeding Certificate of Competency requirements, for successful commercial ventures and a gratifying professional career with the need to keep their commercial and legal knowledge up-to-date; and that **Guru-Rin** must discharged by knowledgeable and experienced Masters back into the Indian Maritime Fraternity.

1 <https://en.oxforddictionaries.com/definition/regulator>

2 [http://hindudharmaforums.com/showthread.php?7548-Four-Types-of-Rin-\(Obligations-Debts\)](http://hindudharmaforums.com/showthread.php?7548-Four-Types-of-Rin-(Obligations-Debts))

OBITUARY



Admiral Jayant Ganpat Nadkarni:

Born on 5th December 1931. He passed out from the TS Dufferin in 1948 (1946-48) and joined the Royal Indian Navy. Admiral Nadkarni was an Engineering cadet while on the Dufferin but as there was no vacancy in that branch in the navy he opted for the executive branch; he was trained in Dartmouth, England on the cruiser HMS Devonshire. During the liberation of Goa in 1961 he was on the cruiser INS Delhi (ex-HMS Achilles) off Diu. During the 1965 Indo-Pakistan war he was serving at sea. During 1971 Bangladesh war he was in command of the INS Delhi. He became the admiral of the Indian Navy in 1987 and retired in November 1990. As the chief of naval staff. He commanded the three services joint action 'Operation Cactus' to free Maldivian Islands from attack by People's Organisation of Liberation of Tamil Eelam. He was the recipient of Vishisht Seva Medal, Nao Sena Medal, Ati Vishisht Seva Medal, and Param Vishisht Seva Medal. When the Dufferin - Rajendra ex-cadets celebrated the

Diamond Jubilee of training in 1988 Admiral Nadkarni graced the occasion as their Chief Guest and attended all the functions. Vice Admiral Awati conceived the idea of maritime history society of which Admiral Nadkarni became a founder member. He was instrumental in establishing the Maritime Museum on the island of Middle Ground in Mumbai harbour. Among naval personnel he was known for his politeness and unassuming nature though of firm opinions. After retirement he used to attend functions of the Company of Master Mariners of India Pune chapter. Admiral Nadkarni died on 2 July 2018 at the naval hospital Ashwini at Colaba, age 86. He was cremated at Pune. His wife Vimal predeceased him in 2016. He leaves behind two sons, one of whom is a rear admiral in the navy.

- Presented by Capt. M.R. Paranjpe with contributions from Capt P. S. Barve



Technology Integration in Shipping – Potentials and Challenges (Book Release)



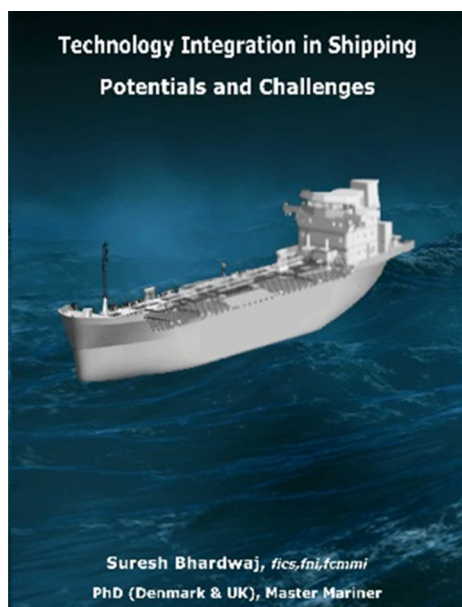
ISF Institute of Research and Education (IIRE), a division of Inner Search Foundation, a charitable trust, released its first maritime publication, **“Technology Integration in Shipping”** at the Annual Day function of MASSA on the 17th of October 2018. It was unveiled at the hands of Chairman MASSA Capt. Prashant Rangnekar and Chairman FOSMA, Capt. Navin Passey. Also present at the release were Capt. Shiv Halbe, CEO MASSA, Dr. Poonam Kapoor and Mr. Pawan Kapoor, the founders and trustees of Inner Search Foundation.

The book is authored by Dr (Capt.) Suresh Bhardwaj, current head of the MASSA Academy, Chennai. He has 40 years of work experience, which includes 5 years as Master, in command of various types of ships of the merchant

marine; subsequently 25 years of multi-disciplinary shore experience in senior and top management positions, spanning the marine industry verticals of commercial, operations, consultancy, academia and research.

This book deals with use of technology, especially ICT (Information Communication technology) in the Management and Operation of ships. What it unravels is the root causes of the intriguing situation in what is so obviously an excellent tool to optimise performance, enhance safety and give user satisfaction...is instead, resulting in stress, fatigue and even technology-assisted accidents!

(The E-Book is available on Kindle and the Paperback is available on Amazon)



Capt. Suresh Bhardwaj



Competence based training is essential to make the right decision at the right time



Globally, Indian seafarers are recognised for their knowledge, skill, language command and competence, yet there few who remain unemployed. So, what is the competence that lacks within them? Highlighting this concern was Capt Krishnamurthy Iyer, Principal, Tolani Maritime Institute at The Company of Master Mariners of India's (CMMI) Maritime Potpourri – a bi-annual seminar on August, 04th at Indian Register of Shipping (IRS), Powai, Mumbai.

While presenting his paper on Competence based training, Capt Iyer said, "There are few unemployable people today in the industry. Out training focus should be to enhance competence based training rather than academic based training. This will leverage us to compete internationally and will reduce the number of unemployed seafarers in the market."

The seminar offered extra doses of maritime information on array of subjects by maritime experts, which comprised of security, ship recycling, training, maritime fraud and digitalisation in the maritime industry to name a few.

The main attraction of the event was the screening of BBC documentary ***MV Safeer***. This was for the first time in the history of CMMI that a screening was showcased to enlighten the maritime fraternity on the real life thrilling experience of evacuation of personnel from Kuwait during first Gulf War and the reality behind it. Present at the screening were Capt V Kekobad and Capt H Modak, joint owners of MV Safeer, who were open to answer questions raised by the audience decades after the evacuation. Their memories are still fresh with the exact incidents and they left no stones unturned to let the audience know the truth.



“Maritime Potpourri – as the name suggests is a mixture of various subjects. The idea behind this is to have a discussion on array of subjects by a spectrum of maritime veterans. So the event has an offering for everyone. The wide range of topics gives each one of the attendee a strong take-home information base. This way we can get larger audience get involved,” opined Capt Pradhan, Secretary General, CMMI.

The packed house session was attended by over 100 seafarers and members from shipping companies. The Chief Guest was Mr Arun Sharma, Executive Chairman, IRS and Guest of Honour was Capt Shyam Jairam, Ex-Director, Seaarland Management Services [India] Pvt Ltd, both of them are well-known faces of Indian maritime industry.

Striking a cord with the audience was Capt Iyer when he cited a legal case study of a master marine wherein he stated to the judge, “It took you two years to decide whether I was guilty for a decision I took in less than two minutes.” To this, the judge replied, “the Competency requirement of a Master is the ability to take a decision in less than two minutes and the decision should be right.”

This was an eye-opener for all. Capt Iyer stressed on the need to have competence based training that prepares our seafarers to deliver their best and take the right decisions, especially at the times of crisis. This can be achieved only by revamping the current exam system. “We are puppets to a system of degree and titles and our education system is exam oriented rather than being competence oriented,” he added. He presented a view of what’s the missing link between the current system and the much-needed revamped system.

Capt Sundaresan Kishore’s (Former Managing Director, Kongsberg) presentation traced the history of how the world has moved to the digitalization era. He gave the difference between digitisation and digitalisation and also spoke about autonomous vessel, the future of global shipping.

Speaking on maritime fraud, Capt Rahul Bhargava, Director, Commercial and Operations, Essar Shipping Mumbai enlightened the audience about the types of frauds – documentary, scuttling of ships, cargo thefts and chartering of vessels and cited various case studies. “The cost of being a victim of maritime fraud may include direct financial loss, reputational loss, loss of business opportunities, loss of time and resources in dealing with legalities,” he stated.

Ship recycling was another hot topic for deliberations. Capt Rahul Varma, Founder, Ally Maritime and Legal Services; presented a statistical data on sustainable ship recycling in India. His papers mention that Alang, situated at Gujarat is world’s largest ship breaking site that employs over 60,000 employees. But there has been a decrease in the volume of ship breaking. Statistics show that the numbers in 2014 were 277 while that in 2017 were 253. However, green ship recycling has come up in a big way at Alang which focuses on the safety of workers.

“In today’s world with all the new technologies such as ECDIS, AIS, ARPA, Anti-collision system (ACS), and weather routing technologies – it might be expected that accidents, such as those that happened in the last century, might be eliminated, or at least there would be fewer now. But accidents are still happening despite technological change and regulatory evolution,” highlighted Capt DN Goswami, a sailing Master, presenting the challenge of achieving safety at sea through convoluted effects of regulatory compliance, safety culture, and profit – an Etiological Analysis.

CMMI’s Maritime Potpourri is a forum aimed at spreading professional knowledge. It is working towards broadening its horizons and will be soon seen venturing into areas of consultancy and knowledge enhancing programmes with the huge think-tank that it possesses in the form of its members. “Through this, it intends to approach the maritime authorities with newer initiatives, reforms which will be important and beneficial for the industry,” concluded Capt Pradhan.

The entire event was perfectly conducted by our excellent Master of Ceremonies, Capt. Tescelin Almeida.

Courtesy - Marex Media



CABOTAGE- INTERACTION WITH STAKE HOLDERS

Seminar held on 15th December 2018



Capt Philip Mathews



Mr Amitabh Kumar



Capt L K Panda



Capt S M Halbe



Capt Mohan Naik



Capt Vivek Kumar Singh



Mr A K Bose



Mr Anil Devli



Mr Julian Bevis



Mr Aditya Suklikar

The Company of Master Mariners of India were proud to conduct a seminar at the IRS Powai, Auditorium. The seminar was well attended and Command Journal is pleased to publish the summary of events as written by **Capt. Mohan Naik**, who also presented the Vote of Thanks for the day.

The opening speeches of The Master, Capt. Philip Mathews, Mr. Amitabh Kumar and Capt. L. K. Panda set the tone for the seminar. Capt. Panda spoke about the genesis of cabotage relaxation, which started during his tenure as Nautical Advisor.



Mr. Anil Devli – CEO, INSA, gave his forthright and passionate views, spoken from his heart. Aptly labeled by him as his angst. He lamented on the lack of support to local players, however, he stressed that he was open for foreign ships to operate on the Indian coast provided they are liable for the same taxation as Indian flag ship owners.

Capt. Vivek Kumar Singh – spoke very eloquently on the subject, being in the thick of things as Managing Director of Shreyas Shipping & Logistics Ltd. He called upon the administration to rethink on the policy changes. He said that their company has recently chartered two foreign flag vessels for coastal trade.

Mr. Aditya Suklikar – gave his views on cabotage as president of ICCSA in a very lucid manner imploring the government to not give up on Indian flag coastal shipping and help the sector grow.

Mr. Julian Bevis – gave his views as Senior Director at Maersk – CSLA on the impact of cabotage on container trade. He said that the policy changes will be beneficial for the Indian consumers. He called for a level playing field without market distortions.

Mr. A. K. Bose – Traffic Manager, MBPT – spoke on the effect of cabotage and its impact on India and neighboring



countries and improving last line connectivity.

The Panel Discussion – was very informative and interactive. Very well moderated by Capt. Shiv Halbe. The panelist were the speakers and Mr. Shantanu Bhadkamkar, President, AMTOI.

The Subject of cabotage is a contentious one, however, both the sides for and against brought about their view points in the Indian context very well. The seminar ended with questions and answers sessions after the panel discussions.

Kudos to The master of ceremonies for the day, Capt Albe Zachariah for conducting a well organised seminar.



1st International Shipmasters' Congress

The International Federation of Shipmasters' Association is proud to announce its 1st International Shipmasters' Congress to be held in New Delhi, India from 25th to 27th September 2019.

Command Journal is taking this opportunity to extend an invitation to all its readers to sponsor and participate in this momentous event that is sure to delight and enlighten every participant.

I am displaying the formats of the two pages, namely Sponsorship Opportunities & Application for Exhibit Space' for your early perusal.

Those interested should please contact Company of Master Mariners of India, Mumbai Office.

The Editor.



ISC '19 | Application for Exhibit Space

Please type or print in English in BLOCK CAPITALS

(Deadline: Must be received by 1 March 2019)

To: Commodore Jim Scorer
IFSMA Secretary General
Fax: +44 20 3468 2134
Email: HQ@ifsma.org

Name of Company: _____

Address of Head Office: _____

Country: _____ Telephone: _____ Facsimile: _____

Email: _____ Website: _____

Name of Legal Representative: _____

Department in Charge: _____

Name of Person in Charge: _____

Exhibiting Field (please check ONE): _____

- | | | | |
|--|---|--|---|
| <input type="checkbox"/> Shipbuilding | <input type="checkbox"/> Ship Equipment | <input type="checkbox"/> Ship Engines | <input type="checkbox"/> Ship Automation |
| <input type="checkbox"/> Marine Electronics | <input type="checkbox"/> Marine Technology | <input type="checkbox"/> Maritime Systems | <input type="checkbox"/> Remote Operation |
| <input type="checkbox"/> Maritime Trade | <input type="checkbox"/> Port Operation | <input type="checkbox"/> Maritime Security | <input type="checkbox"/> Maritime Safety |
| <input type="checkbox"/> Maritime Simulation | <input type="checkbox"/> Maritime Education | <input type="checkbox"/> Maritime Training | <input type="checkbox"/> _____ |

Exhibit Description (max. 20 words): _____

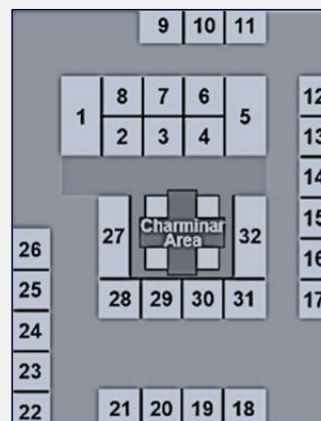


Space requirements:

(For availability, conditions and further details please check at: www.international-shipmasters-congress.org/exhibition-sponsorship)

Booth No.: (Please note: the maximum number of booths per entity is 3 (three))

1. Choice: Booth No. _____ Size: _____ m² Price: £ _____ incl. Tax
 Booth No. _____ Size: _____ m² Price: £ _____ incl. Tax
 Booth No. _____ Size: _____ m² Price: £ _____ incl. Tax
2. Choice: Booth No. _____ Size: _____ m² Price: £ _____ incl. Tax
 Booth No. _____ Size: _____ m² Price: £ _____ incl. Tax
 Booth No. _____ Size: _____ m² Price: £ _____ incl. Tax
3. Choice: Booth No. _____ Size: _____ m² Price: £ _____ incl. Tax
 Booth No. _____ Size: _____ m² Price: £ _____ incl. Tax
 Booth No. _____ Size: _____ m² Price: £ _____ incl. Tax



Name of Person in Charge: _____

Company: _____

Department: _____

Address: _____

City/State: _____

Email: _____

Phone: _____

Fax: _____

Date: _____

Signature: _____

Please note:

Covenant

Acceptance of this application constitutes a contract to use the space assigned by ISC '19, the International Shipmasters' Congress. ISC '19 retains the right to assign and/or change exhibit locations for unavoidable problems due to circumstances beyond the control of the parties involved. ISC '19 reserves the right to refuse exhibit space to any applicants whose exhibit is deemed not to be in the best interest of the Congress. The Exhibitor indemnifies and agrees to hold harmless ISC '19 and IFSMA, the International Federation of Shipmasters' Associations, their officers, directors, employees, and agents from and against any actions, losses, costs, damages, claims, and expenses (including attorney's fees) arising from any damage to property or bodily injury to Exhibitor, his/her agents, representatives, employees by reason of the Exhibitor's occupancy or use of exhibition facilities. Exhibitor agrees not to deface or damage the India Habitat Centre property. In accordance with these rules and regulations governing exhibits for ISC '19, 25 - 27 September 2019, the undersigned makes application for exhibit space and encloses the full fee for each space requested.

Photo & Video Authorization Release

I consent to this photo & video authorization. Therefore, I also grant permission for my name to appear on marketing collateral utilizing electronic and print photos and video footage. Further, I hereby relinquish any interests and rights to photographs and video collateral recorded by ISC '19 and its partners.

Hospitality Events

Exhibitor is prohibited from holding hospitality events (whether on-site or off-site) during official Event hours or events. Official events include, but are not limited to, the evening receptions. A complete listing of official events will be provided in the Exhibitor Services Manual.

Selling in the Exhibit Area

Exhibitors are prohibited from direct selling (including food items and beverage) in the exhibit area and its environs. Any violation of this regulation will result in the immediate termination of the existing contract for exhibit space.

Last updated on 15.10.2018

2/2

ISC '19 | International Shipmasters' Congress

International Federation of Shipmasters Associations (IFSMA)

One Birdcage Walk • London SW1H 9JJ • United Kingdom

Phone: +44 20 7261 0450 • Fax: +44 20 3468 2134 • Email: HQ@ifsma.org • Website: www.ifsma.org





ISC '19 | Sponsorship Opportunities

IFSMA, the International Federation of Shipmasters' Associations, will be holding its 1st biennial International Shipmasters' Congress (ISC '19) from 25.09. to 27.09.2019 at the India Habitat Centre, New Delhi, India.

The theme of the congress "Future Skills Requirements for a Digitized Maritime Industry" will form the frame to explore and in-depth discuss challenges and potential solutions related to the ongoing digital transformation in all parts of the shipping industry.

The ISC '19 | Congress Program has been drawn to match the topical aspects related to likely changes ahead for maritime professionals at sea and ashore.

The congress aims to bring together some 400+ scientists, practitioners, politicians and maritime industry representatives from the wider international maritime industry.

A technical exhibition will run concurrently at the venue of the 1st International Shipmasters' Congress.

IFSMA invites your participation in the 1st International Shipmasters' Congress, the most significant 2019 event on future skills requirements for a digitized maritime industry. Your contribution will assist IFSMA to keep the registration fees affordable which, in turn, will encourage attendance from the maximum possible number of delegates. At the same time this will enable IFSMA to heavily subsidise the student registration fees to assure the participation of the younger generation at ISC '19.

In return IFSMA offers you a dynamic platform to showcase your brand and expose your products related to the congress theme "Future Skills Requirements for a Digitized Maritime Industry" to a highly significant audience. You will be recognized as a sponsor and supporter of the ongoing development in digitization of the maritime industry.

The ISC '19 | Sponsorship Opportunities set out in this leaflet are not exhaustive and the IFSMA Secretariat would be delighted to discuss alternative ideas that will make the 1st biennial International Shipmasters' Congress the benchmark for future International Shipmasters' Congresses.

In addition to being a showcase for sponsorship partners, there is no doubt that ISC '19 will provide a unique opportunity to promote interaction between the different actors – maritime technology providers, maritime academics and maritime professionals afloat and ashore.

ISC '19 relies on your participation and we look forward to working with you to make a real difference to the maritime industry.

Captain Assoc. Prof. Willi Wittig

ISC '19 | Scientific Chair
IFSMA Deputy President
IMO Maritime Ambassador

1/2

ISC '19 | International Shipmasters' Congress

International Federation of Shipmasters Associations (IFSMA)

One Birdcage Walk • London SW1H 9JJ • United Kingdom

Phone: +44 20 7261 0450 • Fax: +44 20 3468 2134 • Email: HQ@ifsma.org • Website: www.ifsma.org



IFSMA encourages your organization to get engaged with ISC '19, the International Shipmasters' Congress and to consider below detailed table of sponsoring opportunities:

	Diamond	Platinum	Gold	Silver	Bronze
Number of ISC '19 Sponsorship Opportunities	1	1	1	1	4
Number of free ISC '19 Congress Admissions	5	4	3	2	1
Verbal recognition at ISC '19 Opening Session and ISC '19 Closing Session	✓	✓	✓	✓	✓
Sponsorship of ISC '19 Ice Breaker Reception - Visual Recognition at the Reception Site - Welcome Address		✓			
Sponsorship of ISC '19 Cocktail Reception - Visual Recognition at the Reception Site - Welcome Address				✓	
Sponsorship of ISC '19 Congress Dinner - Visual Recognition at the Dinner Site - After Dinner Speaker	✓				
Sponsorship of ISC '19 Farewell Reception - Visual Recognition at the Reception Site - Farewell Address			✓		
Sponsorship of a total of nine ISC '19 Tea & Coffee Breaks - Visual Recognition at Tea & Coffee Sites					✓
Free Company Stand at ISC '19 Exhibition Site	✓ (large)	✓ (large)	✓ (small)	✓ (small)	
Company Flag hoisted at the Entrance to ISC '19 Congress Site	✓	✓	✓	✓	✓
Company Leaflet & Give Away Distribution with ISC '19 Delegate Bags	3 items	3 items	2 items	2 items	1 item
Company Logo and Sponsorship Level in ISC '19 Congress Program	✓	✓	✓	✓	✓
Company Logo and Sponsorship Level on ISC '19 Congress Website	✓	✓	✓	✓	✓
ISC '19 Sponsorship Fee *	£ 25,000	£ 20,000	£ 15,000	£ 10,000	£ 5,000

*or the equivalent in INR

To further discuss your ISC '19 | Sponsorship Opportunities please do not hesitate to contact at the IFSMA Secretariat

- Commodore Jim Scorer, the IFSMA Secretary General, or
- Captain Paul Owen, the IFSMA Assistant Secretary General, at HQ@ifsma.org

Last updated on 15.10.2018

2/2

ISC '19 | International Shipmasters' Congress

International Federation of Shipmasters Associations (IFSMA)

One Birdcage Walk • London SW1H 9JJ • United Kingdom

Phone: +44 20 7261 0450 • Fax: +44 20 3468 2134 • Email: HQ@ifsma.org • Website: www.ifsma.org



The Plastic epidemic

Plastic bottles and trash are littering the oceans and land. Slowly poisoning the humans in more than one way. What one can see is only a small fraction of what's really out there. The writing is on the wall. National, International Administration and Marine regulator (IMO) need to act, on what otherwise could become a serious seafarer's health and an environmental epidemic.

Report published in Channel News Asia (Singapore) on 16 March 2018, based on a study commissioned by Orb Media, a US-based non-profit media, does raise serious concern for all those consuming 'bottled water'.

- Researchers tested 250 bottles of water in United States, Brazil, China, India, Indonesia, Kenya, Lebanon, Mexico and Thailand. Plastic was identified in 93 per cent of the samples, which included major brands such as Aqua, Aquafina, Dasani, Evian, Nestle Pure Life and San Pellegrino.
- Other brands that were found to be contaminated with plastic, include Bisleri, Epura, Gerolsteiner, Minalba and Wahaha.
- Experts cautioned that the extent of risk to human health posed by such contamination remains unclear.
- Some research findings conclude an increase in certain kinds of cancer to lower sperm count to increases in conditions like autism.

Plastic molecules can break down and shed chemicals such as phthalates and bisphenol-A. Effects of these chemicals on human health are of concern to scientists. Plastic also attracts other chemicals in the water that latch on to it, including toxic industrial compounds like polychlorinated biphenyls, or PCBs. Research results so far indicate that Tap water, by and large, is much safer than bottled water.

European Commission is proposing a new EU-wide rule which aims to target Single-use plastic products found on beaches and seas. They plan to get this rolling before the EU elections in May 2019. This would also put EU as a front-runner to drive the 'Plastic reduction regulation' at an international level through G7, G20 groups as well as through the global implementation of UN's 17 Sustainable Development Goals. Most EU members agree that this is urgently necessary to handle the plastic menace.

As per IBWA-International Bottled Water Association the percentage of bottles which are recycled is 23.4%. Which means 76.6% of bottles are left to cause an unassessed environmental impact in an open environment. As per a BBC, report about 8 million tonnes of plastic enters the oceans each year. If left unchecked, this could become 17.5 million tonnes by 2025. Unfortunately plastics accounts for about 70% of marine garbage.

The weight of an empty bottle as per IBWA is about 12.7 grams. If we assume a modest consumption of 24 bottles on a vessel per day, the plastic bottle waste generated by one merchant ship would be 305 grams per day or 110 Kg/year/ship which for an estimated 50,000 ships would amount to 5,500 metric tonnes of plastic bottle waste.

As per Cruise Market watch, there are approximately 26 million passengers travelling annually on cruise vessels. The cruise fleet of 314 vessels with 537,000 passengers at any given time could be generating an estimated 2400 metric tonnes of plastic bottle waste each year. So, the merchant and cruise vessels combined, generate an approximate 7900 metric tonnes of plastic waste, which emerges from 'plastic bottled water'.

Capt. Surendra Dutt, COO of Anglo Eastern Group, Hong Kong, says that their group is fully committed to reducing the use of 'single use' plastic water bottles. Campaigns to highlight the health and environmental hazards posed by single use plastic is an on-going process. This drive inches them closer to a 'plastic free' ship. With this increased awareness at the seafarer level, Capt Dutt is confident that this drive will facilitate Anglo Eastern in improving their Environmental performance and achieving their sustainability vision.

A 5% non-compliance of MARPOL Annex-5 and the possibility of disposal (advertently or inadvertently) of empty plastic water bottles in open oceans (where no administration monitors) could mean 395 metric tonnes of plastic finds its way in the oceans. This plastic, unfortunately, is also causing harm to the marine species, which consume such plastic and interestingly IMO's BWM convention (Ballast Water Management Convention) aims to protect these marine species.

Japanese Ship-owners group, NYK have set an example. Special filters for drinking water are fitted on board NYK ships. The ship's staff consumes filtered water from designated drinking water tanks. Hemant Pathania, Managing Director & COO NYK Ship Management Pte Ltd, Singapore believes they have succeeded in providing healthy water to their ship's staff, contributed to a better environment through reduction in 'plastic waste' and in the process also saved financially on the procurement and disposal of plastic mineral water bottles.

In the countdown to Tokyo-2020 Olympics, Japan wishes to set the tone in more than one way. Besides being hi-tech, they are also working on the Environmental front. Japan's paper manufacturers are researching to leverage the 'anti-plastic' global movement, with possibly a "Paperised" future. They draw their inspiration from a recent claim by Starbucks, which plans to put a full stop on the use of plastic straws globally by 2020. With the likes of Disney and McDonald's close behind. This could even extend to milk, shampoo, gels etc.

With a seafarer strength of about 25 on each vessel, a company spends an average of about USD 10,000 per/ship/



year on bottled water and another about USD 4000 per/ship/year on the cost paid for disposal of empty bottles. That is about USD 14000 per ship per year. For a fleet of 10 ships this would be USD 140,000, which could cover the cost for conducting 3 crew interactive training seminars. The cost of disposal is only going to increase by the day with more countries implementing a strict ant-plastic regime.

Possible shipboard solutions:

Technical:

- Fit Reverse Osmosis water desalination plants on ships.
- Mineralise generated water.
- Designated Fresh water tanks to be regularly cleaned.
- Provide ships with 'Test kits' to test water as well as for E-coli.
- Post the test results on a weekly basis on ship's notice boards.
- Visiting Office staff also consumes the same tank water (Lead by example)
- Ensure that the piping system from designated FW water tanks to dispensers is in good condition. (Change to heat resistant polymers)

Phycological:

- Educate seafarer on the health issues and environmental damage associated with single use plastic water bottles.

Regulatory:

- IMO to bring the onboard generation, storage, purification, test reports, piping system and dispensers under a regulatory scheme. This could also extend to or supply of fresh water to ships by port establishments and agencies.

The COP-23 meeting at Bonn, Germany initially had plans to distribute 'Plastic mineral water bottles' to participants attending the conference, however they changed their decision to a healthier and environmentally friendly option. This change was triggered through a lengthy communication which the undersigned had with the Organizing Secretariat.

Christiana Z. Peppard, Ph.D. professor of theology, science, and ethics at Fordham University in New York City says, despite all recycling efforts, 6 out of 7 plastic bottles consumed in the U.S. are "downcycled". That is sent somewhere out of sight and out of mind. Unfortunately this unregulated dumping, would degrade plastic containers into watersheds. This would in turn degrade soil and leave behind toxins for future generations. Regulators and Society have a responsibility to the next generation children, who are in oblivion of the 'health and environmental' damage which lies in store for them.

IMO report published in 2016 on 'Review of the current state of knowledge regarding Marine Litter in wastes dumped at sea' under the London convention and protocol, clearly mentions that, 'The presence of heavy litter in the deep sea is considered an index of shipping traffic, an important sea-based source'

(Reference: Ramirez-Llodra et al., 2013). As per this report, plastic (mainly plastic bottles) accounts for more than 70% of plastic litter on continental shelves.

A regulation to curb this menace at the 'generation stage' (which is the procurement and consumption of bottled water in plastic bottles) is increasingly becoming necessary. With guidance and control measures on potable water, tanks, piping, purification, testing and dispensing would make it a robust process. This would be in the interest of Seafarer's health, their well being and that of the environment as well. Ship owners, who are obliged as per ILO-MLC-2006, paragraph A-3.2 to provide clean potable water, will most gladly adopt this to reduce their financial burden of purchase and disposal of plastic bottles. Unlike BWM, this should be a 'walk in the park' for IMO to implement.

John Dama, Marine Manager at Sapura Energy, Australia took up the challenge of finding a solution to overcome potential issues of dumping plastic water bottles to conventional fresh water supply from vessel systems. He explains, bottled drinking water on offshore vessels is not only an environmental concern but adds additional risks to crew. Each crew was provided with a stainless steel drinking water bottle to collect water from the water dispenser. They initially faced problems which were related to contact and contamination of the stainless steel drinking bottle rim with the water dispenser's nozzle. However, they resolved this by redesigning the dispensing nozzle process. Instead of nozzle, the water flowed in a stream form. This prevented nozzle contact with bottle rim, thus eliminating possibilities of bacteria or infection. Cleaning of tanks, regular testing of water processes was implemented. John Dama says, the benefits of doing away with bottle water was worth pursuing, given the sensitivity, particularly in Australia with uncertainty of how the Crew, Clients and Unions would react. But eventually the risk paid off beyond our expectations. Sapura Constructor have embraced the systems as a significant environmental improvement. Seafarer's Unions and Australian maritime authorities have supported their initiative.

Whilst under the BWM (Ballast Water Management) convention, the urgency was to protect the marine species, now an amendment to MARPOL Annex-5 seems essential to protect the Seafarer and provide him safe, healthy and plastic free potable water. This becomes all the more necessary since IMO is a significant partner in the UNEP-Managed Global Partnership on Marine Litter. The International community also banks on IMO as their messiah for solutions to shipping related environmental and seafarer related health issues.

Capt. Naveen S Singhal

Singapore,

**Marine and QHSE
Consultant, GRI certified
Sustainability consultant,
ISO Standards specialist &
Black belt Six Sigma**



ANNUAL SEMINAR OF THE COMPANY OF MASTER MARINERS OF INDIA, PATNA CHAPTER, 2018



The Company of Master Mariners of India, Patna Chapter organized its annual seminar on 21st of Nov 2018 at Hotel Vatika Premier with a house full of 50 persons, which included guests and shipping company representatives.

Capt. Anjay Patel, Nautical Surveyor cum Dy-DG(Tech) was kind enough to accept our invitation along with Capt. Nalin Pandey, from Mumbai and few of the local leading personalities.

Capt. Vincent Fernandes (Dean Nautical Faculty, SIMS Mumbai) was invited from Mumbai to take up 2 topics with the gathering and SAMUNDRA INSTITUTE OF MARITIME STUDIES was kind enough to accept our invitation and willingly agreed to bear the travel expenses also as the Institute focuses to enlighten people with the expertise they command.

The function started with calling upon all the dignitaries to the stage and bouquet presentation to them. Patna Chapter Chairman, Capt. Niren started the proceedings with a brief on the CMMI, Patna Chapter formation and recalling the contributions of all the founder members. It was then followed up with felicitation of few recognized people who have excelled in their field. The felicitations were done by

Capt. Anjay Patel by presenting memento to them.

Mementos were also presented to SIMS, Capt. Anjay Patel and Capt. Nalin Pandey.

The show was then stolen by Capt. Vincent with his two topics which were widely appreciated and he was thanked by all for a wonderful presentation and making the topics lively. Lot of doubts was clarified by him and every master mariner including the seniors benefitted from the session which covered following topics:

1. Simplifying ECDIS
2. Interaction at berth – The Legal perspectives

Capt. Anjay Patel then answered every query on PSC, FSI inspections and documentations.

Capt. Niren appreciated and thanked all the sponsors especially SIMS for planning one of their finest faculty to benefit the local seafarers. SIMS movie was screened to the auspicious gathering before Capt. Anjay Patel and Capt. Nalin Pandey were invited on the stage to say few encouraging words.

Finally Capt. Niren invited Capt. Sanjeev (The Secretary,





Patna Chapter) to propose the vote of thanks. Mementos were presented to all the sponsors by the chairman, Capt. Niren.

Special memento was presented to Capt. Vincent as a token of love and appreciation and the successful show was wound up at 1630 hrs.

Following were the co-sponsors:

1. EXECUTIVE SHIP MANAGEMENT PVT LTD (ESM)
2. URMILA INSTITUTE
3. BERNHARD SHULTE SHIP MANAGEMENT (BSM)
4. ELEGANT MARINE SERVICES (FML)
5. PENTAGON MARITIME TRAINING INSTITUTE
6. STANDARD CHARTERD BANK

The show was a grand success winning lots of appreciation and very positive response from all round the corner with the hard work and efforts of the core team. The hard work and efforts of the secretary, Capt. Sanjeev was remarkable in making the show success.



CAPT. NIREN
CHAIRMAN



CAPT. RAJESH
VICE-CHAIRMAN



CAPT. SANJEEV KUMAR
SECRETARY



CAPT. NISHIT KUMAR
JOINT SECRETARY

मर्चेन्ट नेवी में विस्तार की प्रबल संभावनाएं



कंपनी ऑफ मास्टर मैरिनर्स पटना चैप्टर के कार्यक्रम में उपस्थित अतिथि। • जागरण

कंपनी ऑफ मास्टर मैरिनर्स पटना चैप्टर का एक दिवसीय वार्षिक सेमिनार बुधवार को नगर के बेली रोड में आयोजित किया गया। सेमिनार में बिहार-झारखंड से संस्थान के पदाधिकारी शामिल हुए। सेमिनार का शुभारंभ करते हुए अध्यक्ष कैप्टन निरेन ने इस चैप्टर का इतिहास का याद दिलाते हुए लोगों से इससे जुड़ने का आह्वान किया। उन्होंने कहा कि मर्चेन्ट नेवी अपने आप में बहुत ही महत्वपूर्ण एवं अच्छा सेक्टर है, जहां विस्तार की प्रबल संभावना है। कैप्टन निरेन ने कहा कि बिहार की राजधानी पटना समुद्र से जुड़े नहीं होने के बावजूद देश को मर्चेन्ट नेवी के अधिकारी देने में अग्रणी है। यहां के लोगों में काफी क्षमता है। वे इस कार्य को अच्छे ढंग से निभाते हैं। वक्ताओं ने बताया कि मर्चेन्ट नेवी मालवाहक जहाजों के परिचालन से संबंधित है। देश एवं दुनिया की 70 प्रतिशत आयात-निर्यात इसके माध्यम से होता है। भारत सरकार नौवहन संस्थान के वरीय पदाधिकारी अंजय पटले ने कहा कि विभिन्न क्षेत्रों की तरह नौवहन में भी यहां के लोगों का योगदान रहा है। उन्होंने कार्यक्रम की सराहना करते हुए कहा कि संस्थान को आगे बढ़ाने में सहयोग किया जायेगा। कैप्टन विनसेंट (सिमस मुम्बई) ने दो आधुनिक तकनीक के विषय पर प्रकाश डालते हुए इससे जुड़ी अहम जानकारी दी। सेमिनार में मर्चेन्ट नेवी से जुड़े वरीय अधिकारियों को उनकी कार्यकुशलता को लेकर सम्मानित किया गया। सम्मान पाने वालों में कैप्टन अरविंद झा, कैप्टन यूपी सिंह, कैप्टन उद्यन, कैप्टन सुमंत सहाय, डॉ. शुकर नाथ, आरजी सिंह शामिल थे। सभी को कैप्टन संजीव कुमार ने सम्मानित किया।

Office bearers of CMMI Patna chapter and the team which made the event successful:

1. Chairman: Capt. Niren
2. Vice-chairman: Capt. Rajesh Kumar
3. Secretary: Capt. Sanjeev Kumar
4. Jt. Secretary: Capt. Nishit Kumar



WALLEM
ESTD 1903

WALLEM MARITIME TRAINING (I) PVT. LTD.

An ISO 9001:2015 Certified Training Centre
Shaping Maritime Seafarers for the Future

Courses	Course Schedule for		Fees (INR) (Excl. Taxes)
Navigation Courses	Jan-19	Feb-19	
ECDIS Refresher Course (2 days)	07, 24	07, 28	10,000/-
NIS Familiarization course for Masters, Approved by Norwegian Maritime Administration (NMA) (5 days)	28	18	50,000/-
Very Large Vessel Handling Simulator Course (2 days)	24	28	16,000/-
Radar Observers & ARPA Course (2 days)	On Request	On Request	16,000/-
Ship to Ship Petroleum Transfer Operations Simulator Course (2 days)	10	7	16,000/-
Bulk Carrier Safety Course (3 days)	On Request	On Request	18,000/-
Engineering Courses	Jan-19	Feb-19	
CECE Camless Electronically Controlled Engine (ME-Familiarization) Course (5 days)	-	-	35,000/-
Engine Automation—Hydraulics Course (3 days)	7	21	21,000/-
Engine Automation—Pneumatics Course (3 days)	21	04, 18	21,000/-
Engine Automation—Refrigeration course) (2 days)	31	11, 25	16,000/-
Electrical Courses	Jan-19	Feb-19	
Basic Electrical Workshop (3 days)	10	18	21,000/-
Advanced Electrical Workshop (5 days)	21	04	35,000/-
Electronics (including Digital Components & Circuits) Course (5 days)	14, 28	11, 25	35,000/-
Common Courses	Jan-19	Feb-19	
Gas Measuring Instruments Calibration & Limitations (1 day)	22	14	8,000/-
Maritime Resource Management Course (Ex. BRM), Approved by The Swedish Club (4 days)	21	04	26,000/-
Tanker Operations and Vetting Course (2 days)	21, 31	04, 18	12,000/-
Vetting, PSC and Third Party Inspection Course (2 days)	17, 31	07, 11	12,000/-

Courses are also available in training centres at Delhi-NCR, Kolkata and Chennai. For schedule and details contact the PIC.



Approved to provide Type Specific ECDIS Training
for the following brands:

**TOKYO
KEIKI**

Totem Plus

Contact for Booking and Registration:

Wallem Maritime Training (I) Pvt. Ltd.

101, Crescent Towers, B/68, Veera Estate,
Off Andheri Link Road, Andheri West, Mumbai 400053

PIC: Ms. Sarita Pandit

Tel: 022-40994000,

Email: ssp@wallem.com

REQUIRES FOR ITS MODERN TANKER FLEET

CHIEF OFFICER
SECOND OFFICER
THIRD OFFICER
CHIEF ENGINEER
SECOND ENGINEER
ELECTRICAL OFFICER

RANK EXPERIENCE ON CRUDE AND / OR PRODUCT TANKER

For their principals

SEA TRADERS S.A.
Athens

REQUIRES FOR NEW BULK CARRIERS

Master
Chief Officer
2nd Officer
3rd Officer
Chief Engineer
2nd Engineer
3rd Engineer

All ranks with suitable experience may apply with immediate effect excellent wages, terms & conditions - best in the industry



Urgently Requires For their principals **DYNAGAS LTD.**

Chief Engineer / 2nd Engineer

(With DFDE / Steam certificate)

Chief Officer

2nd Officer

ETO

Gas Engineer

(Rank experience in LNG is mandatory)

WE OFFER

- Excellent Promotion Prospects
- Attractive Remuneration, best in the industry
- Re-joining Bonus for all Officers
- Standby wages for all Ranks
- Oil major incentives for all Ranks
- Choice of terms of duty with full benefits

CONTACT US

MUMBAI OFFICE

CAPT. M.V. NAIK /MR. SURESH KUMAR
A-402, 4th Floor, Business Square,
A-Wing, Sir Mathuradas Visanji Marg,
Chakala, Andheri (East),
Mumbai - 400093
Tel: 022-28347349 / 28347294
Email: resume@dynacomindia.com

DELHI OFFICE

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

CHENNAI OFFICE

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

KOLKATA OFFICE (New Address)

PIC : MR. ANINDA BHATTACHARYYA
1E, Annapurna Apartments,
68, Ballygunge Circular Road,
Near La Martiniere School,
Kolkata 700019
Tel : 91-33-4003 6971 / 72 / 73
Email : kolkata@dynacomindia.com

ATTRACTIVE SALARIES & CAREER ADVANCEMENT OPPORTUNITIES IN A GROWING COMPANY

JOIN THE WORLD'S #1 LEADING NON-OPERATING OWNER #1



IMMEDIATE VACANCIES FOR:

Master
Chief Engineer
Chief Officer
Second Engineer
Electrical Officer

 **seaspans**
safe | reliable | economical

Chennai: +91-9884450085
Cochin: +91-9349840085
Delhi: +91-9873497686
Mumbai: +91-22-40666200

EMAIL: Jobs@Seaspanscrew.com

ADDRESS: Seaspans Crew Management India Private Limited
501, Kamla Executive Park, Andheri (E), Mumbai 400 059, India

SEASPANCORP.COM



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

Wishing all Mariners a Happy New Year 2019!



**Approved
Courses
(Mumbai)**



Basic H2S Training

11 Jan, 08 Feb, 01 Mar 2019

Authorised Gas Tester Training

21-22 Jan, 18-19 Feb,
25-26 Mar 2019

D. G. Approved Courses at AEMTC MUMBAI		Jan-19	Feb-19	Mar-19
1	Engine Room Simulator - Operational Level	02-04, 09-11, 23-25	06-08, 11-13, 14-16	07-09, 13-15, 27-29
2	Engine Room Simulator - Management Level	14-18	20-25	01-06
3	Oil Cargo And Ballast Handling Simulator	14-18, 28-01Feb	11-15, 25-01Mar	05-09, 18-23
4	LNG Tanker Familiarisation Course	21-25	-	-
5	ECDIS (IMO Model 1.27)	28-01 Feb	16-21	18-23
6	Ship Security Officers (SSO)	-	22-25	-
7	Basic Training In Gas Tanker Cargo Operations (GTFC)	-	04-08, 11-15, 18-22	05-09, 11-15, 18-23
8	Ship Manoeuvring Simulator & Bridge Team Work	-	-	11-15

Other Value Added Courses at AEMTC MUMBAI		Jan-19	Feb-19	Mar-19
1	Large Vessel Ship Handling	04-05	01-02	08-09, 22-23
2	ECDIS Refresher	07-08, 09-10, 21-22	04-05, 06-07, 26-27	11-12, 13-14, 25-26
3	Bridge Team Management & Ship Handling (Level 2)	07-11, 14-18, 28-01Feb	04-08, 11-15	11-15, 18-23
4	Bulk Carrier Safety And Inspection	07-10	06-09	11-14
5	Maritime Resource Management – Leadership Level 1	07-10, 14-17, 21-24	04-07, 11-14, 18-21	05-08, 11-14, 18-22
6	Occupational Behaviour Based Safety Includes Risk Assessment + Shipboard Safety Officer	07-11, 14-18, 21-25	04-08, 11-15, 18-22	05-09, 11-15, 18-23
7	Accident Investigation	12, 19, 26	02, 09, 16, 23	02, 16, 30
8	Command	21-23	11-13	11-13
9	Commercial Knowledge	24-26	14-16	14-16

MAN | PrimeServ



Courses at AEMTC Mumbai



**ME-C Control System
Standard Operation**

Jan: 07-11, 21-25 Feb: 11-15,
Mar: 04-08 April: 01-05, 08-11

**ME-B Control System
Standard Operation**

Jan: 15-18, April: 08-11

**ME-C Electrician
Standard Maintenance**

March: 11-14

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

Mumbai

Plot No. 50, Karmayog Building, Near Sona Udyog,
Opp. ICICI Academy, Parsi Panchayat Road,
Andheri (E), Mumbai 400 069
T. +91 22 2683 7007 / 6720 5600
F. +91 22 2683 7008 | aetr.bom@angloeastern.com

Delhi

A – 101 / 103, Dayanand Colony,
Lajpat Nagar - IV, New Delhi 110 024
T. +91 11 2642 6801 / 26471129 / 2674 2831
aemtcdelhi@angloeastern.com





SHIPMANAGEMENT



MSC CRUISES

Work with an **Ownership Company**
MSC offers the best terms & conditions,
internet on board, Indian food,
one of the best round the year medical insurance
scheme in the industry and a safe environment to work.
Make a change for the Better!!

Please send your CV for careers on Cargo Ships to:
jobs@msccs.com



MSC Cruises is the world's largest
privately-owned cruise line.
MSC Cruises takes real pride in the people who make
a difference every day on our ships and in our offices
around the world.
Various jobs on Cruise ships for Chefs, Cooks, Restaurants,
Bar, Room Service, Pool Department, etc..

Please send your CV for careers on Cruise ships to
cruisejobs@msccs.com



"MSC Shipmanagement Ltd
wins 'Sailor Today Award'
for the Prestigious category
'SHIP MANAGER OF THE YEAR'
for fifth year in a row



MSC Shipmanagement Ltd
awarded the
'GREEN COMPANY OF THE YEAR'
at the
prestigious 17th Annual
Sailor Today Sea Shore
Awards ceremony



MSC Crewing Services Pvt. Ltd
awarded the
'BEST FOREIGN EMPLOYER
OF THE INDIAN SEAFARER'
on National Maritime Day
2015 & 2017



MSC Crewing Services Pvt. Ltd
awarded
'CARING COMPANY OF THE YEAR 2016'
'BEST MANNING COMPANY 2017'
&
'SHIPOWNER-SHIP MANAGER MANNING
TRAINING CO. OF THE YEAR 2018'



MSC Shipmanagement Ltd
awarded
'CYPRUS MARITIME
INDUSTRY AWARD 2017'



MSC Crewing Services Pvt. Ltd
awarded
'BEST EMPLOYER FOR
DRY CARGO VESSELS
LARGE SEGMENT'
ON OFFING MARITIME
CHOICE AWARDS 2018



MSC Shipmanagement Ltd
wins
'Seafarer of the Year Award'
at prestigious
CREW CONNECT GLOBAL AWARDS
at Manila



MSC Crewing Services Pvt. Ltd
bestowed with
'BEST EMPLOYER OF THE YEAR'
at
SEAJOB INDIAN ANCHOR
AWARDS 2018

TRUST, RELIABILITY, STABILITY & GROWTH

For further details please call us on our toll free number 1800 209 2555 or simply walk into

MSC CREWING SERVICES PVT. LTD.

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

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

CIN No: U63090MH2005PTC151320

New Delhi - Tel: +91 11 43017707/08/09 Email : delhi@msccs.com
Chennai - Tel: +91 44 42851060/7080 Email : chennai@msccs.com
Patna - Tel: +91 612 2260211/58 Email : patna@msccs.com

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

License No. : RPSL-MUM-052 Valid from 06/12/2016 to 05/12/2021

We have NO AGENTS acting on behalf of the company. Be aware of fraudulent job offers misusing our name and report immediately to us