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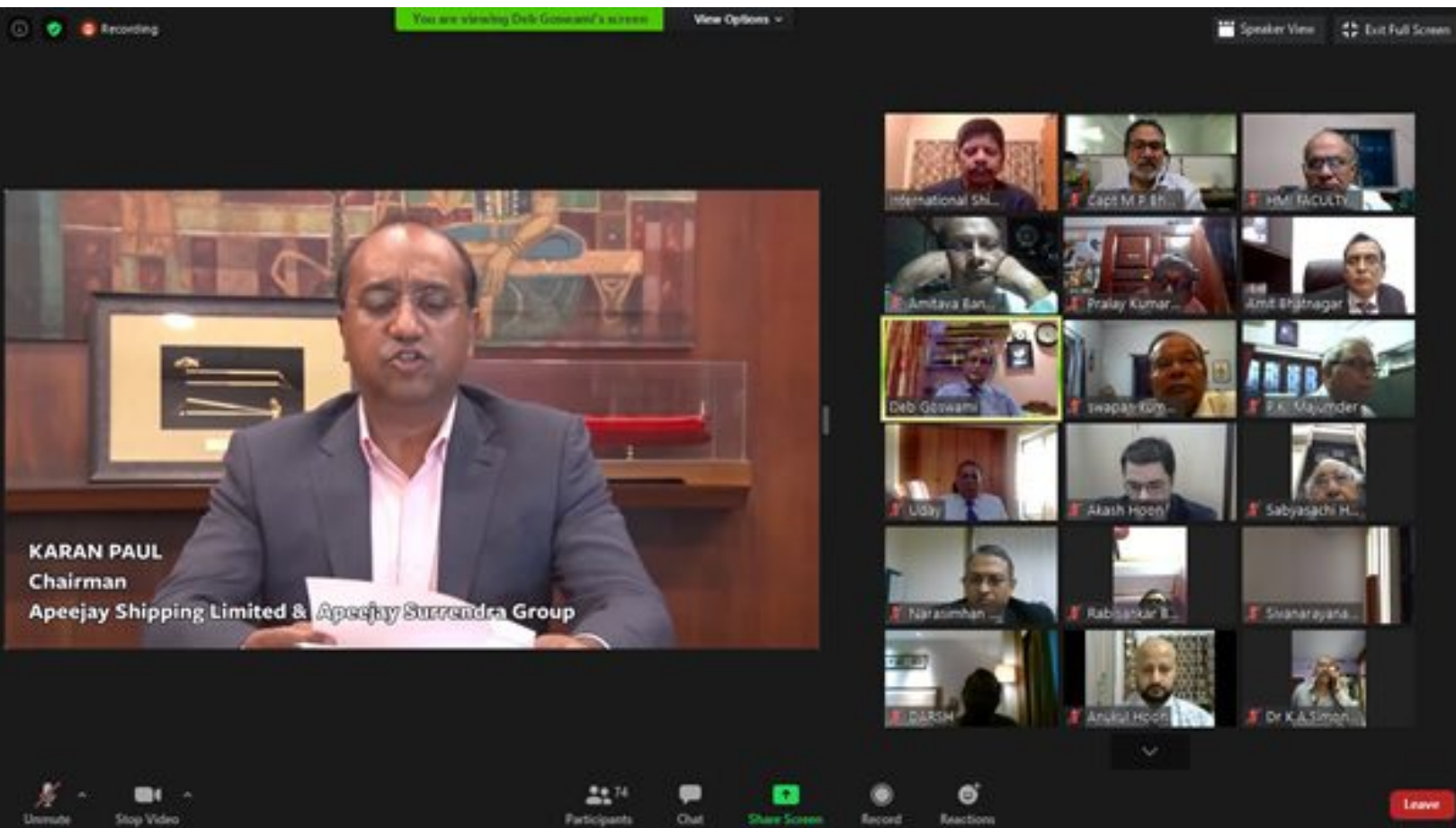
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SUSTAINABILITY
THE BUSINESS CASE!**



INTERNATIONAL SHIPPING CONFERENCE 2020



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The Institute of Marine Engineers India (IMEI) Kolkata Branch and The Company of Master Mariners of India (CMMI) Kolkata Chapter jointly organized the International Shipping Conference – ISCO 2020 with the theme Maritime -Sustainability- Global Opportunities. This is the first ever known International conference being hosted at city of joy Kolkata on a web platform. Chairman Apeejay Surrendra Group & Apeejay Shipping Limited Shri Karan Paul inaugurated the Conference. In his inaugural address as the Chief Guest of the conference he said that Shipping is an

essential service that is the backbone and lifeblood of the world economy and seafarers have worked round the clock tirelessly. Appreciating initiatives of Ministry of Shipping and DG Shipping in solving nearly all issues of crew change in Indian ports, he said, crew changes remain a challenge in foreign ports. Mr Paul said that economical and environmental sustainability go hand-in-hand in Shipping Industry. Emphasizing the need to adopt newer technologies and use of





alternate fuels to meet targets set by IMO, he said measures have been taken by 18 leading banks towards decarbonisation called Poseidon principles and by leading Charterers in transparently sharing their carbon emission data. Pursuing diversity in crew and gender equality will make Shipping the magnet for the best talent in the world, Mr Paul said collaboration and inclusivity will ensure that the next decade will be one of Change that propels growth.

Captain Narasimhan, ISCO organizing committee member and CEO of Apeejay Shipping released the ISCO souvenir on behalf of Mr. Karan Paul. Capt B K Jha, Master, CMMI & Shri Uday Purohit, President IMEI expressed their joy over both organizations joining hands together to organize an event of this magnitude especially during difficult times of COVID. Earlier in his address Shri Amit Bhatnagar, Chairman Kolkata Branch, IMEI and ISCO Convener, informed the gathering that 25 papers will be presented during the conference by the speakers located in different parts of the world in the next 2 days of the conference. The Kolkata Chapter Chairman, CMMI & Co Convener Capt Kaustuv Dutta stated that the conference topics covers a wide array of various shipping fields starting from regulations to conventions and will be beneficial for acquiring new knowledge in shipping technology, innovation & business perspectives. In his welcome



address Shri Amitava Banerjee, Chairman ISCO welcomed the delegates from across the globe.

Capt D N Goswami compered the proceedings befittingly.

Among the eminent personalities present were Mr. S Hajara, Former Chairman, SCI and Shri KM Rao, Principal Officer, Mercantile Marine Department, Kolkata.

The inaugural session of the conference ended with a vote of thanks by the Secretary of the IMEI Kolkata Branch, Shri. Gautam Sen.

PLENARY AND SESSION I (INAUGURATED BY MR. ARUN SHARMA, EXECUTIVE CHAIRMAN & VICE CHAIRMAN IACS)



The Technical Seminar and Plenary session of the Conference was inaugurated by Shri Arun Sharma, Chairman, Indian Register of Shipping on 27th November, who in his inaugural address stated that Maritime Sustainability will depend on a fine balance between the economic, environment and social aspects. He also stated that existing fleets must move towards efficient operations to reduce fuel consumption. He believed that technology adoption will be a game changer. Shipping must learn uptake of technology and digitalisation from auto and aviation industries. In the future we will see a smart ship, smart fleet, and a smart model efficient in terms of delivery, environment, and cost. He



called upon the industry that there is no room for pessimism or despair at the same time no room for complacency.

Eminent speaker Mr Jagmeet Makkar, Chairman, Maritime and Logistics Arbitration at Hong Kong Centre of International Commercial Arbitration and Chairman, Hong Kong branch of the Institute of Chartered Shipbrokers spoke on 'Maritime Education: Need for Cross Functional Approach'. All functions to work together and be ready for further skills.



R. Adm. N. K. Mishra, Former, Chairman & Managing Director, Hindustan Shipyard Limited spoke on 'Towards Shipbuilding 4.0 – Indian Perspective'. In his presentation covered issues like additive manufacturing and 3 D printing. He advocated design maturing, implementation of ERP and unified database.



Dr B. K. Saxena spoke on 'Future of Maritime Education & Training for Maritime Sustainability'. Curriculum needs to be dynamic to meet the technological advancements. It is important to identify what is changing and what will be changing in future. The process of change needs to start from top and to involve every layer.



Mr Sujay Baug spoke on 'Maritime Sustainability: Global Opportunities'. He



stressed on environment sustainability and gender equality. Also, inland waterways development for sustainability.

The plenary session of the conference ended with a vote of thanks by the Secretary of the CMMI Kolkata Chapter, Capt. S L Mohapatra.

SESSION II (Future of Shipping: Chaired by Mr. S Hajara, Former Chairman & Managing Director SCI)



Capt. Vinod Naveen spoke on 'Digitalisation and Blockchain' and its applicability in future shipping.



Mr Karan Doshi and Mr Apurba Ranjan Kar speaking on 'Remote Surveys – The past, the present and the future', deliberated on the advantages, shortcomings, complexities, and challenges concerning the same.



Dr Jossia Joseph, Dr C. Anoop Prasad and Dr R. Venkatesan, speaking on 'Sustainable Ocean Observation towards an Ocean Based Blue Economy', narrated a study of moored buoy observations off Chennai in delineating the variability in sea state.



SESSION III (Shipbuilding & Training, Chaired by Mr. J Dasgupta, Chairman, Institute of Naval Architects)



Capt. Debashis Basu, speaking on 'Using Gamification in Maritime Training', talked about using games to enhance the skills and confidence levels of seafarers.



Mr Jagmeet Makkar, speaking on 'Cropping of Propeller Blades: Effect on Engine Performance and Torsional Vibrations – A Case Study', discussed an actual case where cracks had appeared and measures were taken, even as the vessel was under commercial pressure to sail.



Mr Sanil Peter, speaking on 'Development of New Ship Building & Repair Facilities in the East Coast: Factors and Challenges', narrated the history of shipbuilding on the east coast and talked about the present ventures in the field undertaken by Cochin Shipyard Limited in the region.



SESSION IV (Commercial Aspects & Safety: Chaired by Capt M M Saggi, Former Nautical Advisor to Govt. of India)

Mr Jagmeet Makkar, speaking on 'Charter Party: Disputes & Prevention: Speed and Consumption Claims', discussed the basic concepts regarding the matter, and ways to minimise or avoid claims on this count.



Capt. Jeetendra Kampani, speaking on 'Elements of International Trade and Business Development', discussed how knowledge of the basic aspects of commerce and trade could help seafarers and others to become entrepreneurs.



Capt. Deb Narayan Goswami, speaking on 'Cost of Injury in the World of Captured Regulation', talked about how to lessen the risk of accidents and get a better return on investments by ship owners or operators, with reference to flag and class inspections.



SESSION V (Safety & Security: Chaired by Capt D N Goswami, Sailing Master)

Capt. Bidyut Kumar Banerjee, speaking on 'Safety in Shipping - It could be worthwhile to have', discussed factors contributing to accidents, and ways of preventing them.



Mr Pralay Kumar Bhattacharya, speaking on 'Security Threats and Impact on Maritime Sustainability', shared information on different types of security threats to ships, together with statistical data and case examples.



Mr R. Srinivas, speaking on 'Implementation of Cyber Risk



Management in a Shipyard', identified key challenges and methodologies, in the background of cyber-attacks.

SESSION VI (Student Session: Mr K M Rao, Principal Officer, Mercantile Marine Department, Kolkata)



Cdt Shree Waghmare, spoke on 'Watt in Water: Energy from the Oceans to Propel Ships',



Cdt Ansh Bhatnagar spoke on 'Future of Shipping and Underwater Research – Hybrid Underwater Vehicle'



Cdt Soumik Dutta spoke on 'Study of Hydrodynamic Coefficient & Motion Nature Due to the Shape Change of Floating Objects'.



Cdt Jawaad Zulqernine Muhammed spoke on 'A Comparative Study on the Resistance of KCS and JBC Hull for Determination of Optimal Ship Speed'.



Cdt Ayush Sharma spoke on 'Maritime Sector – A Compass to the Vision of Aatma Nirbhar Bharat'.



Cdt Md Abir Mahadi spoke on 'A Study on Motion Sickness Incidence at Several Positions of a Ship in Irregular Waves'.

SESSION VII (Inland Water Transport: Chaired by Capt Bidyut Banerjee, Sailing Master)

Capt. S. Subhedar, speaking on 'Inland Water Transport', discussed the present issues facing this sector, and the opportunities and challenges ahead, in physical and financial terms.



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Mr S. Dandapat, speaking on 'Indo-Bangladesh Protocol on Inland Water Trade', elaborated on the various regulations, protocols, agreements and legalities concerned with the subject.



Capt. Inderveer Solanki, speaking on 'Augmenting Capacity of Waterways: Manoeuvring Perspective', discussed present issues on the subject.



|| sight of the shore ||

In photo Deck Cadet Stebin Thankachan, MSC Carlotta.
PC: Supreet Sachdeva & Team MSC Facebook page

STUDENT SESSION VI PAPER RESULTS

First Prize: Mr Shree Waghmare.

Second Prize: Mr Mohammed Abir Mahadi.

Third Prize: Mr Jawaad Zulqernine Muhammed.

In the end of the conference, a vote of thanks

was proposed by the Vice Chairman of the IMEI Kolkata Branch, Shri. Abhijit Banerjee.

During the conference Indian Register of Shipping (IRS), Bangladesh office signed two contracts of 12nos & 3 nos. classing of new construction vessel, respectively. IMEI, Kolkata Branch signed agreement with Hoon Maritime Institute for promotion of certified training of onboard crew through IRS.

"Thanks are due to the Sailor Today, who not only did a commendable job for the live telecast of the conference in various digital platforms but also provided excellent entertainment during the breaks".

- Capt Kaustuv Dutta

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SESSION SYNOPSIS

Essentially, Indian domestic shipping which has been a neglected sector from Raj days and continuing, is all work in progress ; more sound bites than real work on ground.

ESCAP pending strategies remain as they have been several years. Such as integration of transport modes, competitiveness of water transport, R&D, coastal infra to prevent another KASAB; standardisation, developing I V cadre for modern IWT not Majis of erstwhile city of joy country boats.

Longing to see sights as in Japan Far East, EU UK, Mississippi. So that Made in India becomes reality in terms of dredging rivers by jet suction dredgers in Ganga basin. Innovate to solar power LNG crafts.

Leveraging connectivity at least for NE areas by optimising use of NW2, increasing potential of Kerala back waters.

The need ofcourse is of government support initially to incentivise obtaining suitable vessels, especially to carry bulk, dirty, non-pricy cargo, ro ro, over size cargo, IMDG cargo and river tourism, all possible for creating demand.

Background is comprehensive revision of colonial maritime primary legislation and practices e.g customs, immigration, ports and regulatory bodies working without IMO role in this sector. The 16 operational waterways with little strength of IV fleet is too little to convert under 2% to 5% water transport in next five years. Challenge is real for the country to reduce carbon foot print, land congestion, social costs of road accidents and development of coastal communities. IWT is the key. PPP inj turn is the

way forward. Modal shift policy has to dove tail into logistics policy as in Germany.

Where even dentists invest in IWT. Frankfurt airport fuel is transported by oil barges and pipelines. Highways closed for heavy traffic over weekends forces logistics managers to use Rhine river transport system developed over 100 years by dredging, river training, embankment and policy of simple rules. So that reliable service is set up that is cost effective, indian vessels for indian use at Indian standards by way standardisation and bringing close to end user / proximity of land not sea going ideas! To attract investment need is of win win agreements, long term cargo support and revisit KPMG 2013 report. Leverage JNNURM, MNREGA kind of schemes for IWT together with portion of Maritime Development fund of Rs. 250000 cr at last being mentioned in Maritime vision 2030 draft document with 10% equity of Gol. Fiscal excesses of Customs, Marine police, immigration, high finance rates, taxes has no place in IWT. Reasons for 100% FDI failing will show that there is cause for concern here. Given that Arth Ganga now has water usage as drinking irrigation and navigation. Proposals have been invited for holistic development of Indian rivers.

Therefore, we come to take new draft I V act back to drawing board. Re visit designing IWT of India by India for India; States centric, non-IMO, pan India application, seamless integration on Indian EXIM, coastal IWT systems like infra status case. All we ask for is moolbhut suvida. Nothing else. That is by 2022-24 more Indian companies, more vessels, more business, more seafarers suitably trained.

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USING GAMIFICATION IN MARITIME TRAINING

CAPTAIN DEBASHIS BASU



Below is a synopsis of the Technical Paper called **Gamification in Maritime Training** by **Capt. Debashis Basu** presented in the International Shipping Conference 2020 (ISCO 2020).

The following is the link to the paper:

<http://www.ijarst.com/Proceedings%20of%20ISCO-2020.html>

Presentation by Capt. Debashis Basu:

<https://www.youtube.com/watch?v=KK2QUOQkg3o>

GAMIFICATION

Gamification, in simple words, means taking the core principles of gaming and applying them to apparently boring real-life scenarios, to create engagement and interest in the job. This approach has been proven to improve employee engagement and change in

behavior across various industries.

We may feel that games are for young adolescent boys without a life, but the reality is that most of us, are constantly immersed in a whole conspiracy of games all around. Companies are profiting from it. Winning credit card points gives us a sense of



achievement, encouraging us to spend more. Fitness tracking watches uses small gamification concepts to encourage the user on a daily basis, keeping them focused and encouraged. There are numerous examples where gamification concepts change behavior.

If the principles which game-creators employ to engage their audience, are used to redesign Maritime Training, it can cause miracles and create involvement. Navguide Solutions is working with seafarers using gaming principles to design their training and it has shown some miraculous results.

ENGAGEMENT CRISIS

According to an employee engagement study for seafarers on **The Asian Journal of shipping and logistics**, only about 10.6% of the seafarers are actively engaged and motivated in their jobs, a huge 77.6% are just doing it because they have to, unmotivated and unwilling, and about 11.8% are actively disengaged, i.e. they are underproductive, sad and spreading negativity.

Gamification can significantly engage and immensely further the cause of Maritime Training.

The core principles of gaming

Games rely primarily on five core principles. There must be:

A **defined goal**; A known **set of rules**; **Challenge** and Difficulty; **Feedback** on the progress. and **Gratification** and Reward.

The cycle above hacks the emotional center of our brain, releasing the reward-hormone

called **dopamine**, and creates a pleasant memory. It makes the player come back to the game time and again. The same principles can be applied to most jobs onboard as well; with the only exception that the 'gratification' in case of the shipboard 'job' comes in a different way.

While games have an **intrinsic motivation** system built in, the achievement is its own reward, in case of a job, the **motivation is extrinsic**, that is, the gratification comes after the job, in the form of salary, pay raise, bonuses, etc. Such extrinsic motivation is good in the long run, but not enough to keep anyone engaged in their jobs.

This is why people get bored while doing a regular job but more involved when playing a game.

WHY MAKE MARITIME TRAINING INTERESTING?

Two reasons, primarily.

The conventional type of training has created excellent sailors, but the generation is changing. The young seafarers, **Generation Z**, is a generation of impatience, short attention spans, screen addiction and global connection. Sailors of this generation have their unique ways to do things and think about the world. **It will be difficult to** reach out to them without engagement and productivity **will** suffer.

Secondly, the **aim of the training** is changing. Information is readily available. Ships in the middle of the ocean are also privy to the best expertise and technical knowledge. However, the ship staff still needs to have **planning-**

ability, **discipline**, soft-skills, management, **creativity**, focus and imagination to execute a job. That cannot be taught. It comes only from engagement.

GAMIFICATION IN MARITIME TRAINING

Games must be designed in a way that is effective. The designer must have:

1. A clear understanding of the mission.
2. A deep empathy & respect for the player; i.e. the seafarer.
3. A creative plan to merge the above two, i.e. the insight on how to motivate.

The challenge and Skills must be in balance. If the game is too challenging, it will be

exhausting. If not challenging at all, it will become boring. Gamification ideas for the shipping industry is far and few, and seldom worked on.

Navguide Solutions have been working with developers to create games which can be used on any device, are practical, engaging and designed to make a change in attitudes and skill. Captain Basu in his presentation talks about the various applications that games can be used on in the context of the shipping industry, and how game mechanics can create a paradigm shift in Maritime Training.

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SAFETY IN SHIPPING IT COULD BE WORTHWHILE TO HAVE.

Safety in Shipping has become a serious concern, despite elaborate systems and checks being in place under IMO, ISM, PSC, Flag States and Classification societies. No entity is able to achieve or sustain a robust Financial condition or reduce the stress levels or frequency of Accidents. Root Cause Analysis are futile in preventing a re-occurrence. There is no end to new-regulations and procedures coming in, while the burden or the previous routines can no longer be tackled, while Accidents, Injuries and Claims are all on the rise. Have we placed too much reliance on a system that just cannot cope up, which has become a headache for most and just cannot be reined in? All the Animals and Birds are able to ensure their own Safety, by instinct alone, without any Training Manuals. Why the Humans cannot preserve their lives while doing routine work?

Is it just the system or the effects of change in Human Values that affects all industries where individual gains have taken precedence over collective well-being and sustenance? Why are we not able to do the simple things on time, instead of giving all kinds of excuses and explanations to avoid responsibilities? Following COLREGs & PMS? Is the neglect of the 20% of basic procedures causing us 80% of the troubles? Design defects are being harbored for years till they play out. Most companies are violating their own Safety Procedures, as per convenience. Juniors

training has been polluted with wrongs practices and unethical practices. There is an unmistakable disconnect between the Intent

(Promise) and Action (Delivery) now. We have brought in clever tools and terms to hide this disconnect. This phenomenon needs to be understood and addressed, to reduce the Apathy prevailing in our mind and cure the paralysis in decision-making prevalent today.

The impact and consequences from interactions with Nature's forces cannot be mitigated by wishful thinking or negotiations in a company board-room. What could be termed as a 'blunder' in human interactions manifests as a 'catastrophe' in the interface with the nature, where every existing force is of a higher dimension than the human tolerance levels. The 'Best Practices of Merchant Seamen' have been evolved from decades of practicing, which any standardized documented system of procedures is failing to build upon.



By Capt. Bidyut Kr. Banerjee
AFNI



IMO has subjected Ships and Shipowners to ever-growing precise regulatory requirements and penalties, but the rest of the ecosystem to be provided by the Ports and Administrations for Safe Operations are merely advisory in nature. There is a serious mismatch of implication of regulations. There is far more that world bodies like IMO, ILO, NI, IACS, ITF, Flag States and national administration need to do. To merely mention that 'Seafarers are Key-Workers' or designating a 'Day of the Seafarers' does not bring any solution to the many problems in Shipping today. We need some real solutions to:

- Routine Crew change on completion of Contracts. Not to remain a work in progress.
- Shore Leave provision for the Seafarers, at every Port where a Ship can do Cargo Work. Ports should be penalized if Crew Shore Leave is denied.
- Restrict Ship movements in Ports and harbors between 2200-0600 LT, as some Airports do. This can ensure mandatory compliance with Crew Work-Rest Hours.
- Ports identified to be the source of Stowaways or Contraband should be fined heavily. A penalty of USD 500,000.00 will ensure every Port becomes 100% Safe, rapidly.
- Stop this regimen of Ships Inspections by any entity 24 x 7 at any and every port.
- Ships call at Ports for Cargo Operations, not to be harassed by the port

authorities.

- Make it mandatory for Ports to provide MARPOL Waste reception facilities. No excuses.
- 'Stop Criminalization of Seafarers'. This cannot remain a work in progress for ever.
- IMO, Port States and Flag States must provide dedicated window for the Seafarers to provide their feed-back on defects and short-coming in their operational Ecosystem.
- Scrap the 'Minimum Safe Manning Certificate' and get in place a 'Safe Operations Certificate', to include Operations in Port and routine maintenance of the vessel.
- Establish the practice to mandatorily assign the 'time-required' to do any routine task on board. This practice in our industry is avoided as it will bring to light that there isn't sufficient time, even on paper, to complete all the assigned tasks, in the time/man-power available on board the Ships.
- The Crew Food Supply should be 'Calory/Nutrition' value based and not cost- Budget based.

The lack of Trust and Teamwork between the Ship and Shore Teams of the same organization has taken deep root in the psyche of the Seafarers and they are convinced that no one really cares for them. Most officers on board are looking at a

suitable exit opportunity from the Sea-job and they are unable to commit themselves or motivate their juniors to this profession for the next 2 decades. We should stop misleading ourselves and keep the required Safety Standards in our 'MUST-DO List' and not on the 'WISH-List'. When Seafarers Live & Work on board their Ships for months together, why would Seafarers neglect their Ships when all the required resources are provided? There is sufficient evidence of inadequate support provided to the Ships. Shore staff must get back to serving a few full tenures at Sea-job after every 2-3 years of shore tenure, to rid shipping of substantial impractical, irrelevant procedures and report making. From aspiring to be senior Master or Ch/Engineer of the Fleet, people aspire for the shore office within 3-4 months of promotion to the Master's rank. That is proof

enough, of the disparity in position, authority and compensation packages. If Shipping really becomes Safe and well-rewarding, why would the decision-makers not send their children to this Profession, is a question to ask?

The knowledge required for the turn-around is available in ample measures. What could be the missing ingredient in most cases is the Intent or Will (to change the mindset). If the Ships are to have improved Safety, resources have to be diverted from the existing expense pockets to the Ships. What is more profitable, 'Safety in Shipping' or 'Individual's Personal Gains' being accrued, will decide the way forward. Let the SHIP be the prime focus in this SHIPPING Industry, everything else will fall in place and prosper together.

"Safety doesn't happen by accident."

d'Amico Ship Ishima India Pvt. Ltd.

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COST OF INJURY IN THE WORLD OF CAPTURED REGULATION.



BY CAPT. DEB NARAYAN GOSWAMI

Sailing Master, FLM-CMMI, AFNI MBA-SL(Lond),
PGD-Research (Maastricht), M.Phil (Maastricht).

The popular dogma in the area of shipping safety is "The world relies on a safe, secure and efficient international shipping industry

and it can only operate effectively if the regulations and standards are themselves agreed, adopted and implemented on an



international basis"IMO. Shipping has always been a place of injuries and accidents that cause a substantial financial loss and reputation to the shipping industry and the world economy at the end. Numerous authors have raised this issue, but it seems no one has come out with any concrete solutions. The investigating agencies of various governments have completed their tasks merely by completing the investigation processes without any time burden only to find and hold someone responsible for the accident/incident. These investigators have failed to come out with any permanent solution not to let the events happen again but they have been successful in making some regulations only in some major cases of accidents like ISM Code after Herald of Free Enterprise tragic incident, yet the accidents and incidents are still happening. This it is necessary to check the effectiveness of the maritime safety regulations if they are well tested prior to their adoption and implementation in the field. Regulation should be as a product of the International Maritime Organization (IMO), and they need to be used by shipowners and their seafarers. Thus their say is important. Like any other products made by other industries example consumers products, engineering products, medical products, the regulation should also be tested by IMO through their member

states, and without this testing, the maritime safety regulation will not be as effective as intended and likely to be captured, subsequent lead to paralysis. Before making the regulations, the makers or their representatives should actually the frontline workers that is the seafarers to understand what the shipping industry is lacking and then make the regulations. Then to set an algorithm to calculate what will be the cost if no or partial compliance is met that can lead to an accident or incident. IMO has two things to consider while making new regulations, one- will it be for the member states or, two will it be for the shipowners? If the regulations are made for the shipowners, the safety standard in shipping world is not going to change much because it has been like that till date, thus IMO now has to consider the regulation required for the member states. The Prestige incident proved ABS failed to assess her weak structure and as a consequence of the shipping industry witnessed a disaster. The Class inspectors spend more time in making documents than actual physical inspection of the ships. If that is the system of inspection, then there is an error in the system, and thus the system needs to be changed, by making more field work than office room work on board ship as well as inshore office through a uniform standard of inspection worldwide.