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SIRE 2.0: A SAILOR'S PERSPECTIVE

A tsunami of changes

-Capt. Debashis Basu, Founder & Partner, Navguide Solutions LLP

"There is nothing to be worried about."

We often say that, to someone or to ourselves, and we usually mean one of two things.

Depending on the context, we either mean -

"I don't care about it. I will just keep doing what I have always done."

Or: "I have prepared enough so that I do not have to worry about it anymore."

These two have very different meanings. Both keep us relaxed, at least temporarily, but by very different methods; and result in very different outcomes.

Let's face it. Two things -

One, the year 2022 is going to be different onboard tankers. SIRE 2.0 is not just a good idea or a different version of the VIQ. It is a new way of looking at a number of things. If you are involved with a tanker, whether on Deck, Engine, Galley or in the office, the

waves are bound to hit you as well. In many ways, it is an attempt to change the world for the better, and

You can run but you can't hide!

And two - There is really nothing to be worried about. If we act smart and act on time, life on board would be safer and we could still enjoy our morning coffee with a breath of fresh air.

So let us then break down the problem into two parts -

- ***What is so different about SIRE 2.0?***
Why are people talking about it?
- and ***How do we deal with it?***

What is so different about SIRE 2.0?

As a company, we at Navguide Solutions create content that focuses on vessel compliance and it is part of my job to stay ahead in being aware of industry changes.

Information from OCIMF

SIRE 2.0

<https://ocimf.org/programmes/sire-2-0>



Let us then talk about a few things that will change! Mind you, this is not a comprehensive list.

Granular details in Company procedures

In one of my previous articles, I had touched on a broad overview of changes that would be expected in 2022. That covered SIRE 2.0, Rightship and DryBMS, some of the major changes that are going to hit the industry. The presentation video is still one of the first few that pops up when you search SIRE 2.0 on YouTube.

Let's now get into the specifics. As a sailor, when you join a ship next time, what difference are you going to find?

Good news first. For the most part, things will remain the same. You still need good people around you and ashore to breathe easy, and you still need experience and a whole lot of common sense to run the ship. SIRE 2.0 won't change the way you throw the monkey fist on the jetty during mooring stations or the way you rig the chain block in the Engine room.

The first and most prominent change you may observe is in the Safety Management System.

Your SMS documentation would now contain granular details on procedures that need to be followed on board, both in terms of documentation and maintenance. Your SMS knowledge is now going to be more crucial than ever! Stay tuned for a number of training courses, circulars, workshops and webinars, both onboard and ashore coming your way to prepare you for these changes.

Representative Photos

The ship's representative photos will now be put up on the OCIMF website. That means once in a while, and possibly before an inspection, you would be instructed to

take a series of snapshots from defined locations on board, which would be seen by the inspector and oil majors to create a rough idea of the vessel's condition before visiting.

Point is, do not get carried away. This is not a photo competition. If your photos do not represent the actual condition of the ship, the SIRE Inspector would note that as an observation and it does not go well with the owners if they misrepresent the ship!

That said, if your nineteen-year-old lady really looks like a two-year-old girl, by all means, fire up your cameras and let the whole world see your efforts!

The HVPQ and PIQ

You may be asked for your inputs as a seafarer to the HVPQ and the PIQ. The Harmonised Vessel Particulars Questionnaire (or HVPQ for short) is a document that contains vessel details and is uploaded and updated on the website by the vessel operator. The updated HVPQ format is going to be introduced sometime this year. The operators must also send the Pre Inspection

questionnaire (PIQ) to OCIMF prior to an inspection, with more details, including procedures and certification.

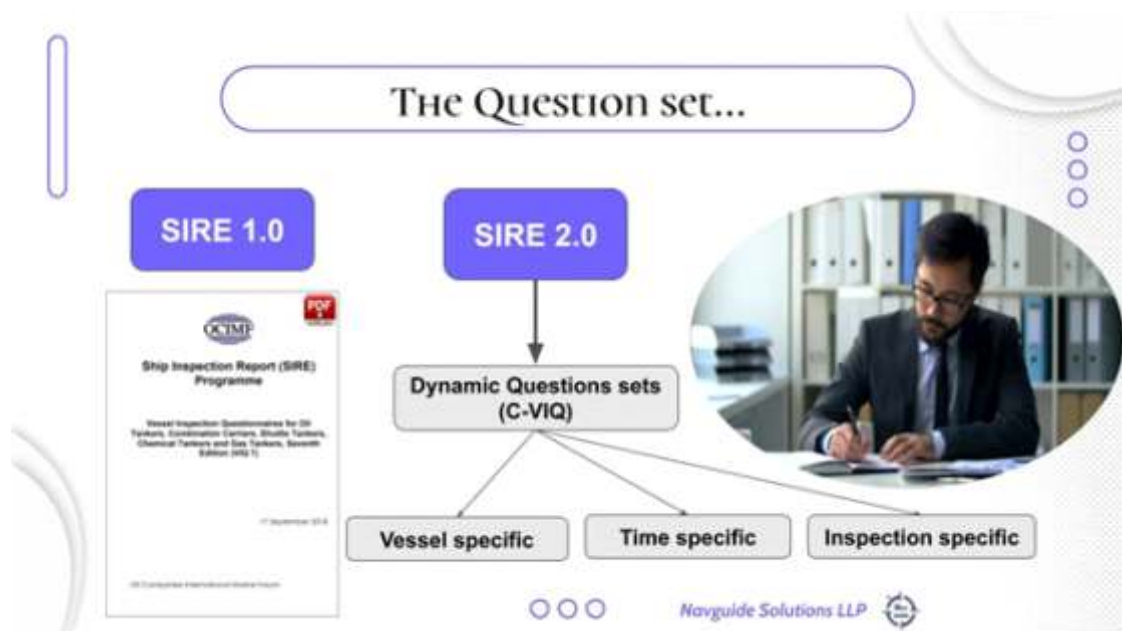
These would seem to be repetitive paperwork, but remember, the SIRE 2.0 algorithm would select conditional questions for the vessel based on the information declared in HVPQ and PIQ, and clerical errors in filling them up would lead to an observation.

The Compiled VIQ

The dynamic question set is one of the key changes in SIRE 2.0.

If you have gone through the VIQ 7 format, it was an open book test. We knew the questions that the vessel will be inspected on.

The SIRE 2.0 examination will have a flexible



syllabus. Depending upon the condition and history of the vessel, the question set that the inspector is going to bring on board is not fixed. This question set would be specific to that vessel at that time for that inspection.

This is the Compiled VIQ, and it will be carefully selected by the SIRE 2.0 algorithm and populated in the inspector's tab just before boarding the vessel. The selections depend upon the information of the vessel from past inspections, the HVPQ and the PIQ.

Tab based approach with Photo evidence

The inspector boards with an intrinsically safe tablet that he or she will use during the inspection. It can be used to take snapshots of any positive or negative observations anywhere onboard, including the deck or pump rooms, subject to the Terminal permission. OCIMF has started discussions with several terminals to allow the usage of this tab, and most of the time it will not be resisted.

Even if the terminal resists, photos may always be taken for areas such as Accommodation, Bridge, and during documentation inspections. Every observation would now be backed up by photo evidence, stamped by the precise time and GPS location where it was observed.

Inspection sequence

There would be a slight modification in the inspector's movement pattern now. Those three hours that were always spent in documentation, are now reduced to much less. The inspector would check the certificates before boarding on the tab,



and would only randomly sample the certificates on board.

Of course, they would still need to check the permits, Risk assessments, Oil record

books and other logbooks when on board. Once the documentation is done, the usual pattern of moving to the bridge, followed by a deck round, accommodation and Engine room remains the same, provided it suits the vessel operations.

One other thing! The Inspection tab has a step count with GPS tracking. It expects the inspector to move around for the most part of the eight-hour inspection. So Good luck trying to complete the inspection in the smoke room over a cup of coffee! That is not happening anymore.

The human factor angle

In a bold move, OCIMF has decided to focus on the **‘why’** factor of observations and deficiencies over the **‘what’** factor. We have seen the advent of a new phrase in the marine vocabulary that is expected to become very popular very soon. That phrase is: **“Performance Influencing Factors.”**

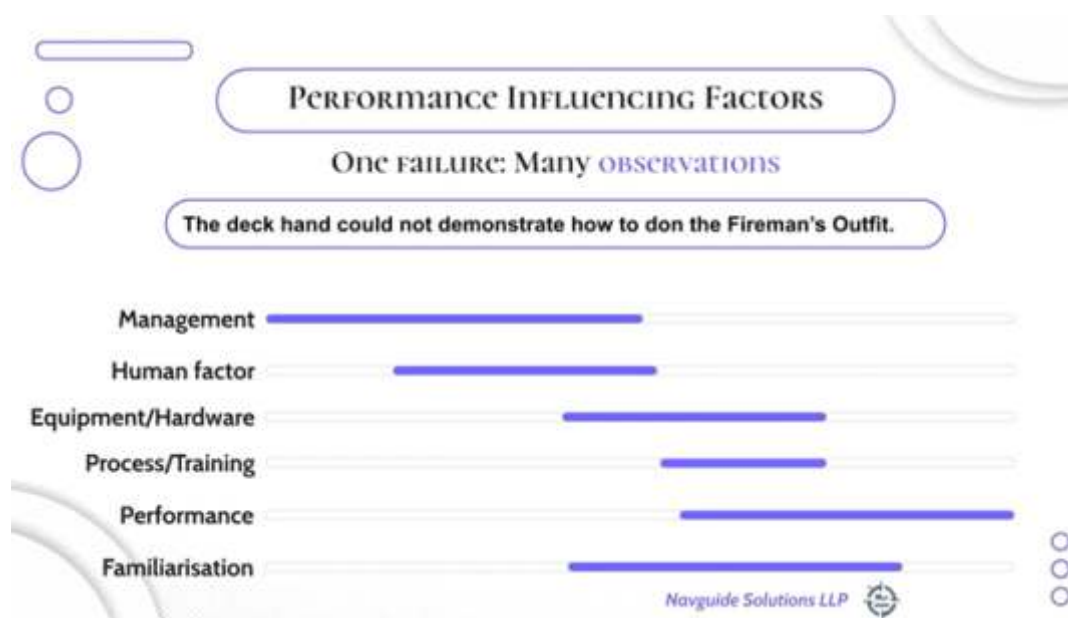
- Why was that pipeline rusted?
- Why did the gangway watch not know the

access control procedures?

- Why was there a leaking valve in the Purifier room?

Was that personal negligence or a management issue? Did the ship staff get enough shore support? Were they properly rested? Was the familiarisation carried out and documented?

Performance influencing factors are these hidden elements that we all know have affected lives on board and the overall work environment. While a certain defect can be the result of personal incompetence and carelessness, very often there are other factors at play. It could be that the vessel is short manned and hence everyone is fatigued, or that there are language problems on board or that the shore management is not supportive. These are the factors that



OCIMF wants to focus on, and observations are expected to bring them out into the open.

This is tricky! Skeletons in the closet are bound to come out and mayhem may ensue, at least for the first few months, until the dust settles. The concept of focusing on PIFs behind an observation opens up a whole number of possibilities and one single defect could result in multiple observations now.

Closing meeting

This is where the negotiations happen.

The Master often tries to put up a case for the positive management of the vessel, and remove a few of the observations from the final list. I have personally felt that it just makes life easier for everyone if an

observation that does not truly reflect the condition of the vessel is removed.

Under the SIRE 2.0 regime, even though the system allows the inspector to delete observations from the report, it still records all observations. The inspector would need to put up a strong case as to why it was removed. That is one additional layer to ensure that all observations, major or minor, will most often reach the final report. However, there is always an option to close it out during the inspection, which again would be recorded.

What does this Change mean?

How do we see SIRE 2.0? A threat or an opportunity?

The playbook just shifted from being 179 pages to about 1300 pages. That cannot be pretty!

But here's the flip side. The intention of OCIMF is clear - to tighten it up a notch. That seems right, given that



The Closing Meeting

During the Closing meeting

- Master's comments are considered.
- Any observations closed out recorded.
- Observations deleted, corrected, updated.
- The tab can print out the observations.

Navguide Sr

the SIRE KPI worldwide is below 3 observations now. Every industry strives to continually improve and the tanker industry has always managed to lead the way in terms of compliance.

However, this regime will open up new possibilities. The different approaches that SIRE 2.0 is expected to take in terms of defining the root cause behind vessel defects leaves me thinking:

- While most inspectors would uphold the spirit of continual improvement and be reasonable during the transition, are there some that are sharpening their blades as we speak?
- While the spirit of improvement must involve a no-blame culture, is the system mature enough to look at it like that, or will there be a bloodbath when the number of observations shoots up?
- Inspectors come across an observation today, take a few seconds to scribble it down in a notebook and later scratch it out if it is minor. Simple. If they are required to take a photo and spend ten minutes filling in details, how likely do you think it is to be removed, even if minor?

- Once the system phases in, we might just see a new age of compliance and safer systems.

These are just random thoughts of an overworked mind, so don't bother. We will wait and see.

The SIRE 2.0 regime is expected to be implemented from Q4 of 2022 onwards with a phase-in period of about 6 months that will allow operators to get in line with the requirements. Till that time, the operator may choose whether they want to carry out SIRE inspections under VIQ 7 or SIRE 2.0.

How do we deal with it?

People resist changes, especially when it is imposed on them. Here is what happens.

We sometimes wait for too long to act, so then everything happens in **crisis mode**. That is exhausting.

Or

Given the urgency, we just focus on the **short term results**. That does not give any hope for the future.

Or

We take **a superficial one-off approach** like carrying out an eye-wash gap analysis,

thinking that we can return to business as soon as the crisis is over. It may absolve some people of their responsibility, but does not guarantee success in the long term.

We, at **Navguide Solutions**, have been very active in **the inspection space** for the last three years, and are trying to simplify the process of SIRE 2.0 for operators, seafarers and inspectors. We intend to define a clear vision and a roadmap with defined milestones to get ready for the change.

As a sailor, I would sincerely ask you to stay updated. There are a number of webinars and writeups you would find on the SIRE 2.0 website. There are blogs like this one too, that will keep coming from me on our website or YouTube Channel.

That should be enough for now and you would ride out any changes confidently.

Navguide Solutions LLP is a company conceptualized and created by Co-founders

Captain Debashis Basu and Dr. Ishani Mitra in 2019. It is based in India. The first digital product it had was Guide2Inspections™, a proprietary ship inspection tool, now being



used in several companies around the world. In January 2021, it launched the Maritime Skill Enhancer, a dedicated L.M.S. for

shipboard skills. At present it has a team of Master Mariners, Auditors and Industry experts working as consultants.





AD PORTS GROUP SIGNS AGREEMENT

AD Ports Group supports UAE economic diversification with the development of infrastructure for Metal Park in Abu Dhabi

Agreement signed with Metal Park Investment ME LTD helps sector players adapt to market demand without infrastructure constraint

AD Ports Group, the region's premier facilitator of logistics, industry, and trade, signed an agreement with Metal Park Investment ME LTD to establish an integrated metal hub in KIZAD that will cater to all industry verticals and offer flexibilities of scale to metal

vendors, processors, and fabricators in the UAE.

Covering a total land area of 450,000 sqm, the future upcoming Metal Park in KIZAD will be equipped with state-of-the-art facilities supporting storage and handling, processing, and

fabrication activities, whilst offering access to research and development amenities, rental office space, and associated financial services.

The agreement was signed in the presence of Captain Mohamed Juma Al Shamsi,

Group CEO, AD Ports Group, Abdullah Al Hameli, Head of Economic Cities & Free Zones Cluster, and Saleh Shahrestani, Chairman, Metal Park Investment ME.

In addition to industry-related infrastructure, Metal Park offers customers a unique solution featuring production planning capabilities, easy entry and exit policies, and access to finance and human resources services to keep operations at optimal levels.

Furthermore, by using the most secure ERP system, businesses can cut down administration time and take advantage of industry-leading technologies to help their businesses reach new heights.

Abdullah Al Hameli, Head of Economic Cities & Free Zones Cluster said: “AD Ports Group is committed to supporting the UAE’s economic diversification goals by advancing industrial development through our Economic Cities

& Free Zones Cluster.

“The metal industry provides crucial commodities for the development of buildings, automobiles, appliances, and toolmaking, making it an essential sector for the UAE’s continued growth and prosperity, in line with the vision of the leadership.

“Metal Park in KIZAD will create an ecosystem that helps metal service providers grow their business and adapt to market trends and conditions quickly and effectively, so they can plan for the future without constraint.”

Saleh Shahrestani, Chairman, Metal Park Investment ME said:

“One of the defining points in the steel industry, Metal Park will revolutionise the steel fabrication industry and transform it into a win-win economy by providing a platform for metal services to be more efficient financially, economically and environmentally.”

“Membership at Metal Park

will enable our clients to expand their businesses at times of growth with little capital and at times of economic downturn, giving them the ability to reduce their operating costs with ease without the overheads associated with redundancies that traditional business in this sector face. This is made possible as Metal Park provides a range of pay-as-you-go specialist workforce at competitive rates allowing for expansion and reduction of labour force as necessary.”

The strategic location of Metal Park in KIZAD also offers businesses a fully integrated trade and logistics platform that facilitates expansion efforts across the region. Located near Khalifa Port, KIZAD provides customers with world-class infrastructure, competitive utilities, in addition to direct access to a multimodal transport network with links over sea, road, and air, as well as rail in the future.

COLLABORATION WITH NEW AGREEMENT



International Maritime Industries (IMI), the largest shipyard in the MENA region, and Columbia Shipmanagement (CSM) have expanded their partnership by signing a Memorandum of Agreement that will boost Saudi Arabia's capabilities in shipbuilding, ship repair and engineering excellence. The Parties enhance existing relationship

and will provide quality and sustainable engineering, newbuild supervision and vessel design to the important Saudi market

The Memorandum of Agreement (MOA) comes only six months after both companies agreed to a Memorandum of Understanding to explore opportunities in various areas within the maritime sector.

IMI will work closely with CSM, a world-leading provider of ship management and maritime services, to support its vision of becoming a fully integrated global maritime facility. CSM's maritime service portfolio, engineering expertise and worldwide network of clients and partners will help support IMI's ongoing development.

The partnership will be further enhanced by CSM acting as an official consultant for IMI in the areas of 'sensorisation technology' for vessel performance optimisation, engineering solutions, vessel design, and newbuild planning and supervision.

Moreover, CSM will actively promote IMI's modern set-up and technical capabilities to both existing clients of CSM as well as any market potentials the CSM Group gets aware of through its extensive global network

Dr. Abdullah Al Ahmari, CEO of IMI, said:

"We are pleased to have signed this agreement with CSM, a company that is committed to supporting our efforts of building a world-class, technologically advanced shipyard that will drive the development of the maritime industry in Saudi Arabia. The partnership



enables us to leverage CSM's unique capabilities and expertise, therefore enhancing our offering to both partners and customers. We look forward to collaborating further with CSM and achieving more important milestones in the near future."

Mark O'Neil, CEO of CSM, said:

"We are delighted to be able to underline our commitment to the important Middle East and Saudi markets by further developing our excellent relationship with IMI through this new MOA. IMI is a Kingdom of Saudi Arabia shipyard providing the

most advanced and sustainable newbuilding, maintenance, repair and overhaul services for commercial vessels including VLCCs, Chemical Tankers, Bulk Carriers, Offshore Support Vessels and Offshore Jackup rigs. Together with IMI, we have a mutual interest in strengthening our collaboration in order to meet the ambitious targets set out by IMI in the MENA region.

"CSM remains fully committed to the Middle East and Saudi Arabia, where our recently created ship management office offers the full Columbia Group service catalogue," he added.

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DUAL-FUEL VLCCS UNVEILED

AET, a leading owner and operator of maritime transportation assets and specialised services, named its newest vessel which is also one of the world's first dual-fuel and amongst the most environmentally friendly VLCCs in the market. It is the first of two dual-fuel VLCCs built for long-term charter to Chartering and Shipping Services SA, a wholly owned subsidiary of TotalEnergies SA, based on the agreement signed in April 2020.

The 300,000dwt tanker, Eagle Valence was unveiled at a virtual naming ceremony held at the Samsung Heavy Industries (SHI) Shipyard in Geoje, South Korea.

Making the announcement, **Capt. Rajalingam**

Subramaniam, President & CEO of AET and COO of MISC Berhad said:

"AET and TotalEnergies both have clear ambitions to decarbonise shipping and we pushed boundaries to move towards a lower carbon future when we collaborated to build two of the first dual-fuel VLCCs in 2020. I am very proud that we are now setting a new benchmark for the maritime industry with our state-of-the-art Eagle Valence which is one of the first and amongst the most environmentally friendly VLCCs in the market. My sincere thanks to everyone from TotalEnergies, Samsung Heavy Industries, Bureau Veritas and colleagues in the MISC Group namely from Eaglestar and my team members in AET for this remarkable industry

stewardship to significantly reduce carbon emissions.

As an early pioneer in dual-fuel vessels, AET continues to invest in technology and team up with like-minded partners such as TotalEnergies who share our goal to create a truly sustainable global trade network. And we won't stop there and are doing what we can to be impactful and reduce our and our customers' carbon footprint to contribute to a sustainable future for our planet. I urge everyone in the industry to action cleaner and greener, collaborate and partner, act now and not later."

Eagle Valence's sister vessel is currently under construction at the Samsung Heavy Industries yard in South Korea and



due to be delivered in the second quarter of the year. AET and Eaglestar site teams have been working closely together with the SHI team to ensure all health and safety precautions were in place to safeguard the construction and delivery of the vessels during the ongoing pandemic.

Both vessels represent a game changer in conventional energy shipping with a carbon footprint reduction that is

contributing to AET's aspiration to meet or exceed IMO's 2030 Greenhouse Gas goals. The carbon reduction is achieved through a combination of the cutting-edge LNG dual-fuel technology, energy saving devices and innovative features.

Commenting at the naming ceremony, **Mr Luc Gillet**, Senior Vice President of TotalEnergies Shipping & Trading commented:

"We are very proud to welcome in our time chartered fleet this best-in-class LNG dual-fuel VLCC from our partner AET. This vessel will contribute to our Climate Ambition to get to Net Zero by 2050 together with society".

Datuk Yee Yang Chien, President/Group CEO of MISC Berhad and Chairman of AET said:

"Our investment in dual-fuel vessels illustrates our

commitment as the MISC Group, and in this instance through AET, to invest in solutions that contribute to the decarbonisation of the shipping sector over the long-term. We believe that LNG is the best fuel option available immediately for use whilst we continue our on-going efforts by leading, collaborating and contributing to other long-term initiatives which we hope will bring us closer to achieving a fully decarbonised sector.

With TotalEnergies, we share a common goal and commitment to decarbonisation and I'd like to thank them again for their confidence in AET. Our sustainability actions today will chart the pathway for a better tomorrow."

AET has 11 LNG dual-fuel vessels in its fleet portfolio with three Aframaxes in operations in the Atlantic, one Aframax operating in the Pacific and two Dynamic Positioning Shuttle

Tankers (DPSTs) operating in North and Barents Seas now being joined by the first VLCC. Another four dual-fuel VLCCs are at newbuilding stage to be delivered in 2022 and 2023.

In addition to the naming of Eagle Valence, AET also took delivery of one more Suezmax Dynamic Positioning (DP2) Shuttle Tanker today, bringing the number of DP shuttle tankers it operates globally to 13.



MSI SHIPPING SERVICES. INDIA PVT. LTD.

(IMC SHIPPING CO. PTE. LTD., SINGAPORE)

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HIGH DEMAND FOR SPECIALIST SERVICES

The uptake of Covid-19 vaccinations from seafarers entering German ports has been strong in 2021, according to Boers Crew Services Germany – bucking the trend of relatively few mariners around the globe getting jabbed.

Since Hamburg and Bremerhaven port authorities launched vaccination programmes in July, around 75-80 crewmembers each week have received the vaccine. Boers Services Germany, the crew services specialist covering ports in Germany, has supported the operation by handling the logistics and paperwork for seafarers wanting the treatment.

By October 2021, Boers had helped vaccinate 500 seafarers at German ports and assisted with carrying out 915 PCR tests. Two months earlier, the Neptune Declaration Crew Change

Indicator revealed that only 15.3% of crewmembers globally were vaccinated, a figure which Guy Platten, Secretary General of the International Chamber of Shipping, believes has since doubled to 30%.

“The German vaccination programme was organised by the local port authorities, especially in Hamburg, with great cooperation from the Shipbrokers Association, Seamen’s Club and the German Red Cross team,” said Fabian Krause, Managing Director of Boers Crew Services Germany.

“We were more than happy to support and facilitate a programme that has been incredibly well organised. Germany was one of the first countries in Europe to offer seafarers the vaccine, with the costs of the scheme covered by the government.”

Mr Krause added that while the vaccination programme had been scaled back due to most crew at German ports getting jabbed, it could ramp up again to tackle the Omicron variant. “Things may kick up a gear to meet growing demand for the booster,” he said.

Boers Crew Services also provides crew services for seafarers at ports in The Netherlands, Belgium and Germany, dealing with everything from entry visas and Covid-19 tests to medical services, hotel bookings and taxi services.

Boers Crew Services Group established Boers Crew Services Germany and opened its Hamburg office in August 2020, amid the Coronavirus pandemic, to service Europe’s third biggest port and to support ship owners and operators struggling to source crew for their vessels.

"The Covid-19 pandemic was the catalyst for us setting up Boers Crew Services Germany, because maritime companies needed help with navigating the crew change crisis," said Mr Krause. "They were faced with several challenges such as transporting seafarers, getting cash to master and applying for visas, creating big demand for a crew services specialist."

In its first year, the German operation has managed crew changes in Germany for nearly 1,600 seafarers and provided transit visas for 415 mariners.



MASTERCLASS

The Company of Master Mariners has collaborated with the prestigious **Institute of Directors**, New Delhi, to bring to the Shipping and Maritime industry a 4 days - 2 weekends - online program "**Masterclass for Directors**" leading to certification as "**Certified Corporate Director**".

During the Masterclass, the tone for the shipping industry will be set by **Mr. Deepak Shetty** - former DG Shipping, himself a Certified Corporate Director; through a power-packed Key-Note address.

A perfect program pitched for top

management positions in the shipping industry world-wide. The skills gained can be applied to all senior management positions, as well.

Comes at an investment of just **Rs 29,500/-** plus taxes per person (an equivalent program abroad would cost a fortune)

The program is planned for the last two weekends of April 2022, namely 23 APR & 24 APR and 30 APR & 01 MAY.

To know more you can contact Capt Sasisumar, CEO CMMI, ceo@cmmi.co.in, on 9821839084

IRI STRENGTHENS SUPPORT IN ASIA

Expanding to strengthen support in Asia, International Registries, Inc. and its affiliates (IRI) opened offices in Vancouver, British Columbia and Qingdao, China, recently. This is the first Canadian office of IRI and the 11th office in Asia. The opening of the Vancouver office expands on the historical and powerful link between Vancouver and China, while Qingdao opens to facilitate inspections and client services in Northern China. Both offices will serve Republic of the Marshall Islands (RMI) corporate and maritime clients. Annie Ng, Head of Asia and Managing Director, Vancouver Office will remain Head of Asia and reposition to lead from Vancouver.

"Vancouver is an important cultural and trading link between North America and Asia, and many RMI owners have a growing presence in Vancouver," said IRI President Bill Gallagher. "The Registry has always looked to support owners and operators where they need us, when they need us. With trade, inspections, and port traffic increasing between Asia and North America, we want to make sure we have the resources in place to support our

owners and operators as they grow."

The increase in traffic, trade, and commercial activity between Asia and North America has been noticed on both sides of the Pacific.

"The number of flag State inspections in Canada has increased in the last two years, and Northern China has several busy ports that RMI vessels regularly trade with," noted Annie Ng, a graduate of the University of British Columbia who spent the last two decades expanding IRI's capacity in Asia. "Providing inspections via our Qingdao office offers our clients increased accessibility and convenience, as does our ability to meet face-to-face with clients in Vancouver."

Captain Ming Chen, IRI's Country Head – China, and based in Dalian, welcomes the new office openings in Vancouver and Qingdao. "The RMI Registry continues to grow throughout Asia. Additional local and regional capabilities will support Asian owners and operators as well as international owners trading in Asia and beyond."

JAMAICA WELCOMES MARITIME DELEGATION

Jamaica's maritime community welcomed a delegation from Belize in order to share information and best practice in relation to shipping operations, environmental compliance and the blue economy.

Led by the Hon Michel Chebat, Minister of Public Utilities, Energy, Logistics and e-Governance, the seven-strong delegation arrived on Feb 20th and spent a week visiting key areas of Jamaica's maritime infrastructure to see first-hand how they operate.

The Belize team visited the Maritime Authority of



Jamaica (MAJ) in Kingston which is responsible for the administration and enforcement of Jamaica's shipping policy. It also

enunciated part of a maritime development policy which focused on the structured expansion of ship registration and crewing

activities with the objective of maximizing the potential of the Maritime Sector in contributing to the socio-economic wellbeing of the nation. They were briefed on roles and responsibilities of the Maritime Authority of Jamaica before enjoying lunch with key MAJ staff. They also visited Port Bustamante to observe Port State Control in operation.

MAJ Marine Surveyor Kenre Valentine is acting as Liaison Officer for the visit. He said: "We are delighted to welcome Belize to our shores and privileged to be able to share with them our knowledge and expertise in maritime administration."

They also called on the Minister of Transport and Mining, the Honourable Audley Shaw, followed by a trip to Jamaica's industry-leading Caribbean Maritime University (CMU) where they will meet CMU President, Professor Evan Duggan, tour the facilities, and learnt how Jamaica trains its maritime cadets to prepare them for a range of careers including merchant shipping and cruise-sector hospitality roles. The programme concluded with the viewing of a small vessel inspection administered by the MAJ.

The delegation was hosted by the Port Authority of Jamaica. MAJ Director

General, Rear Admiral (ret'd) Peter Brady said: "As a long-standing member of the Council of the International Maritime Organisation, Jamaica has a responsibility to share its experience with the wider Caribbean region to enable our whole maritime community to benefit from Jamaica's international perspective.

"As an island state, Jamaica considers itself as a responsible maritime State which believes in the spirit of technical cooperation and the sharing of its expertise with regional States, of which Belize is one and also a partner country."

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Smart4Sea Personality Award 2022

Ocean Technologies Group (OTG) CEO Manish Singh has been awarded the Smart4Sea Personality Award which was presented to him following Safety4Sea's 2022 Smart4Sea Virtual Forum that took place on 23rd February 2022.

The Forum explored industry collaboration regarding decarbonisation, connectivity and crew welfare including ongoing issues related to COVID-19.

The award is in recognition of the growing influence of OTG and the contribution Manish has made in furthering smarter shipping throughout his career.

During his acceptance speech Manish recognised the acceleration of technology adoption over the pandemic:

"It has been a privilege to serve the industry at a time when it is entering a period of unprecedented change. Over



the years we have seen the industry respond, improvise and prevail over the challenges that covid and the associated disruptions have thrown at us. We have made progress leaps and bounds in terms of creating future-ready digital ecosystems that allow our shore based and sea going colleagues to work despite the disruptions that we are now

finding commonplace."

He also used his speech to reflect on the upcoming challenge of decarbonisation, stating:

"We, as an industry, are just about to enter a phase of the next two to three years within which we have got to start embracing new fuels new technologies and new operating models if we have any chance of making headway to our 2030 and then on to the 2050 decarbonisation targets that we have ahead of ourselves as an industry."



TELLING TODAY'S SEA STORIES IS IMPORTANT

There is no better way to spread the word than by telling a good story and if that means helping people better understand the role of the modern seafarer to the extent that it could possibly improve the way they lead their lives, then so much the better.

That was one of the takeaways from the latest in The Nautical Institute's library of excellent industry

webinars. Stories that have now been published in a book entitled 'Ship and Shore, An Insider Explains the Maritime World', by NI Fellow, Rev David Reid.

In this webinar David Patraiko, Master Mariner and Director of Projects at the NI, speaks with the Rev David and to Dr. Jason Zuidema, leader in global seafarers' welfare missions, about why we need to tell the story of

modern seafarers, and what impact that has on their lives.

The global supply chain became headline news in the last year. Though delays in shipping were on everyone's mind, they didn't necessarily translate into more support for those working on the ships. The pressure for speedy delivery coupled with the challenges



of the pandemic made life on board distinctly harder. So often, our governments and wider communities failed to understand the essential work of seafarers, and by their blindness to maritime, made things worse.

“When the wider world doesn’t know what seafarers do and the sacrifices they make, and just why they are essential during this time of pandemic, it has a practical impact on their lives; on their

ability to pass easily through airports, to get shore leave, to receive vaccinations, to have what is necessary for them to get home and to get back onboard ship. This has a practical impact on them when the world doesn’t understand that seafarers are important,” said Dr. Jason Zuidema.

David Reid told webinar attendees: “For me Sea Stories is all about how we get the message across. What these stories represent

are the case studies, they are the examples, the very things that bring to life, the technical and professional subjects that The Nautical Institute cares so much about. And it is how you tell the story. It allows the listener to become immersed in the story. You take them there in the way you tell the story.”

The Sea Stories webinar is one in a series of NI-hosted talks that explore the maritime industry’s biggest issues.

The IMarEST launches new branch

The Institute of Marine Engineering, Science and Technology (IMarEST) has signed a memorandum of understanding (MoU) with the Korea Marine Equipment Research Institute (KOMERI), a not-for-profit research institute incorporated under the Ministry of Trade, Industry and Energy in the Republic of Korea.

The MoU will see the two institutes work closely together to leverage their expertise in the maritime, coastal, and offshore domains, to build a vibrant maritime industry of international repute in Republic of Korea. The work will include the opening of a local IMarEST branch to support local marine professionals with opportunities for continuing professional development, including marine, coastal, offshore engineering, and naval architecture courses.

In addition, the organisations will share insight from international conferences, events and maritime related activities to promote Korea's maritime industry and ecosystem, and the IMarEST's activities in the Republic of Korea.

Gwynne Lewis, Chief Executive of the IMarEST, says: "As an international institute, we are committed to supporting maritime professionals around the globe. We are delighted to be working with KOMERI to ensure that their employees and members have the access to membership and continuing professional development which is so vital to those who work in the blue economy."

KOMERI staff members will be able to join the IMarEST at the relevant level and access continuing professional

development programmes and technical knowledge. They will also have the opportunity to participate in the IMarEST's thriving special interest groups which cover a wide range of topics from ballast water management, biofouling, ocean plastic and marine litter, ship fuels and emissions to offshore renewable energy etc.

KOMERI's President Mr. Jung-Chul BAE, says: "Our two organisations share common interests in promoting eco-friendly ship technologies that are needed in today's world, such as biofouling, BWMS, alternative fuel. This partnership and the exchange of ideas between Korea and the global shipping industry via the IMarEST shall benefit our future generations."

The branch in the Republic of Korea will add to the Institute's 50 existing branches. Branches and special interest groups form part of its work to promote the development of marine engineering, science and technology, providing opportunities for the exchange of ideas and practices and upholding the status, standards and expertise of marine professionals worldwide. Members are able to gain internationally recognised professional registration through the Institute, such as Technician, Incorporated, Registered or Chartered status.

BMA committed to quality, compliance and continuous improvement

The Bahamas is without doubt the flag of choice for the world's largest passenger ships after it welcomed the world's newest wonder, the Wonder of the Seas to its register.

Built at the Chantiers de l'Atlantique shipyard in Saint-Nazaire, the 236,857gt vessel, featuring 18 decks and accommodation for up to 6,988 guests, is the largest of Royal Caribbean Group's Oasis class cruise ships.

All of the Oasis class vessels – the 226,838gt Oasis of the Seas; the 225,282gt Allure of the Seas; the 226,963gt Harmony of the Seas; the 228,081gt Symphony of the Seas and now the Wonder of the Seas are registered with The Bahamas flag.

A sixth vessel, due to be delivered in the fourth quarter of next year, is also expected to join The Bahamas flag.

Welcoming the addition of the Wonder of the Seas to the Bahamas flag, Stephen Keenan, Deputy Director and Head of Inspections & Surveys at the Bahamas Maritime Authority (BMA), said it now



meant that 28 out of the world's 50 largest passenger vessels by gross tonnage, were registered with The Bahamas.

"We are delighted that our friends at Royal Caribbean have once again put their faith in the Bahamas and we look forward to welcoming the sixth Oasis class vessel to our flag in the coming months. We also look forward to continuing to support RCCL on the development of the novel design elements of the upcoming Icon class.

"For us it has been really good to be involved with the Oasis class vessels from the start, in particular the Oasis of the Seas which was ground-breaking in her own right when she was delivered. We are proud to have these vessels under our flag," he said.



TRAINING WITH ALTERNATIVE FUELS

Stream Marine Training (SMT) is expanding its course catalogue, with innovation being the key focus.

Due to industry demand, it is launching a one-day safety and awareness course for vessels carrying vehicles which are powered by batteries.

As a fast-growing new vehicle fuel source, shipping companies are set to have new challenges around the dangers posed by lithium-ion batteries. It has been found that vessel fires caused by these batteries and fuel cells can be extremely violent and difficult to control. SMT has created this emergency response and awareness course to help shipboard crews prepare for the possible dangers.

Martin White, CEO of SMT, said: "Car carriers and ro-ro ferries are carrying vehicles powered by batteries both within our ferry networks and as cargo. This presents a fresh challenge to the industry and our seafarers. SMT aims to help delegates gain understanding of how to handle this particular type of new-fuelled vehicle, both in terms of safety, emergency response, and the environmental impacts."

The new Batteries and Fuel Cells course at SMT will provide delegates with:

- An understanding of battery powered vehicles
- An understanding of the fire properties of battery powered vehicles
- An understanding of how to extinguish and protecting against thermal runaway
- An understanding of environmental impacts of battery fuelled cars should the vehicle be compromised
- An understanding of the impact on the vessel structure and surrounding cargo
- On this course you will learn how to deal with a battery fire from a battery powered vehicle

In addition to this course, SMT has also developed its existing STCW Fire Prevention Fire Fighting training and STCW Advanced Fire Fighting course to cover elements of emergency response to battery fires and fuel cells.

SMT is leading the industry with a range of new courses and products to support the knowledge and understanding of our seafarers at managing this type of fuel source within modern vehicles. The new battery courses at Stream Marine Training will offer vital insight for seafarers, shoreside management and operators.



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