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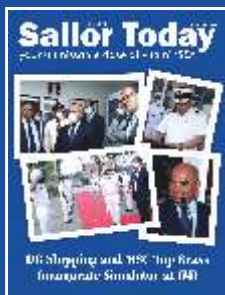
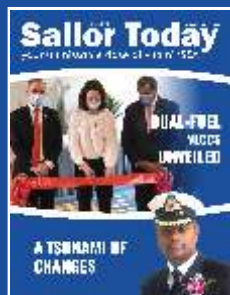
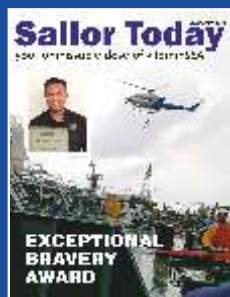
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ONGOING SKILL DEVELOPMENT IS ESSENTIAL FOR LONG-TERM PROFESSIONAL SUCCESS. CAPTAIN VINOD RAJ BALI, TRAINING & SAFETY DIRECTOR, G2 OCEAN, SINGAPORE SHARES HIS INSIGHTS AND EXPERIENCES...



What inspired you to pursue a career in the maritime industry?

Wanderlust from an early age and a desire to escape from traditional studies initially drew me to the sea. While the former was largely fulfilled, the latter, not so much. I'm still at it!

Could you tell us about your experience as a cadet with SCI? How did it help shape your career?

My time as a cadet is filled with fond memories that are still quite fresh. At the time, my primary goal was to enjoy what I was doing, and in the process, I gained

much of the knowledge I rely on even today. This learning extended beyond maritime tasks and encompassed life as a whole. I had the privilege of meeting exceptional shipmates, from Maharaj to Master, who imparted their wisdom in a mostly enjoyable manner. As for shaping my career, I sort of drifted into a maritime career, and I simply continued along that path with the primary objective of enjoying my work.

"My time as a cadet is filled with fond memories that are still quite fresh."

What were some of the biggest challenges you faced while working on dry General Cargo vessels? How did you overcome them?

The practical challenges I encountered were more related to life at sea than the nature of the cargo we carried. These challenges would have been similar in the liquid cargo sector too. However, I doubt the experience would have been as diverse and enjoyable as my time on a General Cargo vessel.



Work wise, learning the art of good seamanship has been the most significant challenge of all. It's not something that comes naturally to someone not born to the sea, and I am yet to master it completely. My exposure to vessels with derricks was where I began to grasp some

of the essential aspects of good seamanship. Unfortunately, such vessels are scarce nowadays. I was able to see how the information I had acquired in school in physics and math was put into real-time practice on these vessels, which deepened my appreciation for the distinction between knowledge and information. This experience significantly influenced my thought process, emphasizing the importance of transforming information into practical knowledge. In later years, it earned me the reputation of a problem solver amongst my colleagues, much to the chagrin of my family, who insist that not every conversation is an opportunity to solve a problem!



Could you share some of the most memorable moments from your time sailing with Gearbulk? How did

Learning the art of good seamanship has been the most significant challenge of all



your role managing commercial and port operations in the UK help you grow professionally?

It's challenging to isolate any memorable moment specific to Gearbulk because my life has been rich with them. However, there were unique aspects to life at Gearbulk. When I joined the company, it was one of the few that employed sailors on a 4on/4off basis, allowing me to spend more time with my family and actively participate in our child's upbringing. I soon realized that this short time off from the ship was offset by intense workloads, as onboard management played a crucial role in vessel and cargo operations. While not a container vessel, the operational concept was quite similar, involving unitized cargo handling, liner service, frequent port calls, and short port stays. As a result, the line between work and play blurred for me, and my time onboard became four incredibly enjoyable, uninterrupted months of activity.

One major difference from life on container vessels was that cargo operations were the vessel's responsibility from planning to execution. These skills I acquired were immensely valuable in advancing my career ashore. Additionally, the focus on maintaining holds to a high standard of cleanliness due to the sensitive nature of our cargo and the lack of time between ports for maintenance required innovative planning and time management. In my opinion, crew and officers are an underappreciated asset. I, for one, attribute much of my success at sea to their dedication and hard work.

How did your role managing commercial and port operations with Gearbulk in UK help you grow professionally ?

After transitioning from seafaring to a shoreside role, I initially worked as a vessel operator with Gearbulk. Simultaneously, my proficiency in cargo planning allowed me to get involved in port operations. Starting

“ The relationships and trust developed with various parties in the pre-pandemic days proved invaluable in continuing our work remotely during the pandemic.”



with attending vessels overseeing cargo operations, I eventually transitioned into managing port operations while also handling voyage management duties. These two roles complemented each other well as I could plan and execute stowage and maintain a complete overview of the voyage's operational aspects.

One crucial aspect of commercial management that I gradually grasped after coming ashore was the significance of contracts, insurance, and legal considerations in decision-making. These factors continue to fascinate me, though despite my years of experience, I'm far from being an expert. Realising the need, I have worked collaboratively with our legal department to introduce internal guidelines and procedures to assist operators and chartering colleagues with managing contracts and cargo documentation in the very complex world of maritime business.



What were some of the biggest challenges you faced while establishing a significant presence in South East Asia, Middle East, India, and Africa for your company? And how did you overcome them ?

G2 Ocean came about as a joint venture between Gearbulk and Grieg Maritime to manage their own vessels commercially. I joined the Singapore branch of this venture toward the end of 2017. G2 Ocean Singapore initially served as the regional head office for the Asia Pacific region, and

I firmly believe that the crew and officers are an underappreciated asset, and I attribute much of my success to their dedication.



our small team of five worked tirelessly to secure cargoes and execute contracts. We ventured into the wind project market in India and SEA, requiring extensive research of port facilities to ensure our vessels could handle the cargoes in these ports.

Resource management, both in terms of manpower and equipment, posed a significant operational challenge. We had to anticipate and plan early to meet our needs with locally available resources. Furthermore, the unique vessel equipment and operating methods were new to many port and stevedores, which required extensive familiarization. I travelled extensively throughout the region, establishing contacts with port authorities, stevedore management, and others, helping them understand our

methods of operation.

As the business expanded, managing multiple ports simultaneously became quite challenging. While setting up operations in these areas presented its own challenges, the logistics during the COVID-19 pandemic were even more demanding. The relationships and trust developed with various parties in the pre-pandemic days proved invaluable in continuing our work remotely.

Could you tell us more about the project cargoes and utilized method of handling breakbulk cargoes that your company introduced to new areas of activity during your tenure ?

Manufacturers and shippers of metals in



The journey thus far has been fruitful. I've been learning new skills to translate my experiences into knowledge bytes.

India and the Middle East had been shipping their products in containers for a long time. Our entry into the market coincided with soaring container rates, providing us with an opportunity to transport these goods as breakbulk cargo. Leveraging our expertise and experience in handling such cargoes, we gained the trust of these shippers and introduced our methods for handling these cargoes, which was a first for the region. Special lifting and handling equipment were essential to make this happen; some we had manufactured locally, and some we carried on our own vessels.

Some ports were initially reluctant to accept our vessels due to a lack of familiarity with gantry cranes, and obtaining favourable terms was challenging. Additionally, travel bans resulting from COVID-19 added to the complications of starting something new. Finding people willing to embrace new approaches among port authorities, stevedores, and other crucial vendors was crucial. With their support and careful planning, along with the use of apps primarily designed for social media, we managed to get the ball rolling while working remotely.

Referring to project cargo, our company has a highly skilled project department, and my role involved planning and

executing the operations. We also had the advantage of operating large vessels that could accommodate much more cargo than the regular MPPs dominating this market. Entry barriers were present, so it mainly involved finding the right industry partners and getting them to embrace our somewhat unconventional way of working. Once they witnessed our commitment to safety and the quality of service, they came on board and placed their trust in us.

What motivated you to start a training department for commercial operations at the new company? How has it been so far?

The training role essentially fell into my lap. With a number of new hires in the company needing training, I was offered the opportunity to pass on my experiences to the next generation. Given that we operate in a niche market requiring additional operational skills and a non-conventional thought process, it made sense for the company to establish a training department to help newcomers reduce their learning curve. The journey thus far has been fruitful. I've been learning new skills myself to translate my experiences into knowledge bytes. Teaching formally, as I've come to realize, is not easy. You see, there's just no escaping the world of studies for me!

Advice for those considering a career at sea? First, determine whether you are choosing this career or if you have no alternative



What would be your advice to those contemplating a career at sea?

First, determine whether you are choosing this career or if you have no other alternative. If it's the former, one of the first skills you'll need to acquire is adaptability. You're entering a world quite different from life ashore, and the sooner you adapt, the more time you'll have to enjoy the job's perks. Many, including myself, will tell you

that life at sea isn't what it used to be, but when has that ever stood in the way of enjoying the moment?

If it's the latter, then relax and embrace the life as it comes to you. As long as you adapt, you'll have a secure job, and anyway, you didn't have much of a choice in the matter to begin with. Many have come into this job as a last resort and have built a successful life out of it, so it's okay if it's the latter. I've certainly relished every moment of it.



TECH TO CLEAN DIRTY FUEL

Monaco-based firm FOWE Eco Solutions has developed a patented technology that emulsifies fuel oil with water, reducing emissions and improving energy yield. The process, known as cavitation, allows for the emulsification of fuel oil with fresh water, without requiring additives or further processing. The technology has been successfully tested, resulting in a reduction in particulate matter and greenhouse gas emissions. FOWE is offering this technology to Indian refiners, with German multinational MAN Energy Solution recently giving approval for its use in marine engines. The emulsified fuel has shown significant fuel efficiency improvements and environmental benefits.

The firm is offering Indian refiners a patented technology to emulsify fuel oil with water that helps cut down on emissions as well as gives better energy yield. FOWE Eco Solutions (FOWE) says a process known as cavitation using its Cavitech device allows for emulsification of fuel oil, also known as furnace oil, with fresh water on land or onboard a vessel. This process does not require any additives or further processing.

The result is a considerable reduction in particulate matter, its chief operating officer Hemant Sondhi said. Emissions of NOx, the main greenhouse gas contributors, are significantly reduced and fuel efficiency is improved.

"We have successfully tested our patented technology to emulsify fuel oil, which is also known as furnace oil, with 10 to 15 per cent water," he said. "The FOWE emulsified fuel gives better energy yield of about 8 to 10 per cent due to better combustion of fuel."

Also, there is a remarkable improvement in environmental releases due to practically zero particulate matter and a reduction in NOx and SOx levels in flue gas releases.

The emulsified fuel using FOWE technology uses ordinary water and no chemical and results in 8 to 10 per cent better heat recovery that leads to much lower consumption of the fuel. It produces near-zero particulate matter in fuel gas exhaust while SOx is reduced by about 40 per cent and NOx by around 30 per cent. "We are offering our technology to Indian companies, particularly refiners," he said. German multinational MAN Energy Solution, which has 85 per cent of engine serving the marine industry, recently gave a no objection for use of FOWE technology, clearing doubts of any water damages to engine. Tests, Sondhi said, have concluded that in comparison with traditional petroleum fuel, the emulsified fuel is better based on five criteria including reduction of NOx, effect on particulate emissions, oil dilution, and variability of water addition expenditure.

"The emulsified fuel is one of the main strategies to substitute the conventional fossil fuel for the purpose of emission control

and enhancement of fuel efficiency," he said.

The technology has been used at Europe and in large ships run on fuel oil.

"The technology makes bonding and encapsulated neno water drops with fuel oil neno drops by controlled cavitation in the cavitation head. There is no chemical used and ordinary water is good enough in the production process. The emulsion so produced is very stable and under very severe tests conducted for six months shows no free water ie perfect bonding of water and fuel oil at the molecule level," he added.

When fuel oil used in large ships is treated, it results in 10 per cent bunker fuel consumption saving. This has been tested on Scorpio Tankers' 2015-built STI Action vessel during a voyage from Borsel to Skagen last year.

FOWE, headquartered in Monaco with offices also in Mumbai and Dubai, is focused on improving the environmental footprint of large energy-driven corporations.

FOWE has developed and patented technology that emulsifies fuel oil (furnace oil) and diesel with water allowing for its use in boilers, power generation engines and large-size DG sets (2/4 stroke engines). This greatly economizes fuel consumption thereby reducing the emission of air

pollutants into the environment.

The FOWE's Cavitech technology has been utilized at a European refinery for the use of emulsion that included 15 per cent water in their boiler. The refinery achieved a fuel reduction of almost 9 per cent. The technology has also been in use on large ocean sailing cargo ships for their propulsion and power generation sets.

"These ships are owned by an NYSE-listed company that has reported achieving up to 10 per cent fuel efficiency along with a reduction in NOx, SOx and particle releases," the company said.

This is a unique technology, and the

ensuing emulsification is completely stable. The emulsion has been kept in storage within a laboratory setting for over a year and has remained stable with no sign of separation. Mixing water to emulsify reduces the total calorific value. However, due to its presence, nanodroplets in the homogeneous emulsion achieve full atomization.

This ensures the complete burning of fuel and thereby compensates for the loss of calorific value caused by using water. By creating molecular-level bonding by nano water droplets, water assists in achieving a greater burning efficiency and release of energy, it added.

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INTERTANKO

Seafarers' Vetting Seminar

Edsa Shangri-La, Manila

2 October 2023

SEAFARERS' VETTING



Back for the first time since the Covid-19 pandemic, the Intertanko Seafarers' Vetting Seminar took place at Edsa Shangri-La in Manila on 2 October.

Sponsored by OSM-Thome, the seminar was chaired by the Intertanko Vetting Committee Vice-Chairman Capt Ashley Cooper, Group Marine Director of Scorpio Ship Management.

Welcoming close to 1,300 seafarers from Member companies, Cooper opened the seminar highlighting the importance of seafarers and how they are key to the success of the industry.

Dr Phillip Belcher, Intertanko's Marine Director gave a brief overview of Intertanko activities,

focusing on the importance of mental health and welfare. He also provided a brief on security issues.

Dr Christian Angelo P. Lubaton (Didoy), Medical Director for Holistic Care, Nordic Medical Clinic gave his keynote speech, where he gave practical advice to the seafarers on recognising mental health issues and how to deal with them on board.

Frans Ubaghs, Intertanko's Senior Vetting Manager and Deputy Marine Director, gave a presentation around Intertanko's Vetting Committee activities and the progress made on the new Intertanko publication "Seafarers' Practical Guide to SIRE 2.0 Inspections".

Mr Anastasios C. Kartsimadakis (Tasos), Group



Vetting & Inspections Manager, Tsakos Group followed, exchanging experiences gained during SIRE 2.0 Phase 1 and Phase 2 transition inspections.

Capt Sashidaran Gopala (Sashi), SIRE 2.0 Technical Advisor, OCIMF then gave the

audience an extensive overview on how seafarers should deal with SIRE 2.0 inspections.

The afternoon ended with an extensive Q&A session engaging all speakers and seafarers.

The International Association of Independent Tanker Owners (Intertanko) is a membership association for owners of independent tankers throughout the world. The Association was formed in its present guise in Oslo in 1970 to speak out for those independent tanker owners, i.e. non-oil companies and non-state controlled tanker owners, for the safe shipping of oil and chemicals and to act as a forum for marine policy creation. Membership is open to those owners and operators of oil, gas and chemical tankers who fulfil the Association's membership criteria. Independent

owners operate a huge percentage of the world's tanker fleet and the vast majority are Intertanko members.

The Intertanko Vetting Committee is composed of a group of 30 marine professionals representing member companies. It has an important role within the tanker industry in both maintaining an up-to-date flow of information to the Membership but also in ensuring an open two-way communication with its stakeholders, thus offering feedback and validation on developments in the area of vetting and Port State Control inspection



Capt Ashley Mark Cooper is the Group Marine Director of Scorpio Ship Management s.a.m., Monaco. He joined the Company in September 2000 and has participated actively in its

growth, holding positions of increasing responsibility over the years.

A product of the T.S. Rajendra 1979-80 batch, he spent 18 years at sea, including command

experience on tankers. This was followed by stints as a Marine Superintendent for a Monaco based Ship Manager and experience as a Tanker Broker in Genoa, Italy.

Among his professional accomplishments - he is a Trustee of the Board of ISWAN, a Fellow of the Institute of Chartered Shipbrokers, a Member of the Intertanko Council and Vice Chair of the Vetting Committee, a Member of the Executive Committee of the Marshall Islands Quality Council and a Member of the Nautical Institute.

IMRF honours global maritime SAR community as it announces its 2023 Award winners

The International Maritime Rescue Federation (IMRF) has announced the winners of this year's IMRF Awards, which recognise all those involved in global maritime search and rescue (SAR) efforts.

The IMRF Awards acknowledge those that have shown excellence in their field, developed innovative technology and equipment, or acted as a role model to inspire others. The awards also shine a light on those colleagues who offer the tireless support, training, and planning that enables SAR crews to do what they do, safe in the knowledge that they are all part of the same team.

The winners of this year's IMRF Awards are:

Henry Ategeka from the Ministry of Works and Transport in Uganda won Outstanding Individual Contribution to Maritime SAR Operations. Henry oversaw the establishment of a fully-fledged Maritime Department in the Ministry of Works and Transport and is spearheading the establishment of nine SAR centres and a Maritime Rescue Coordination Centre in Uganda.



Geoffrey Denman from the Canadian Coast Guard was one of the joint winners of the Vladimir Maksimov Award for Lifetime Achievement in Maritime SAR, sponsored by Inmarsat.

Ramsgate Lifeboat Station, RNLI in the United Kingdom won Outstanding Team Contribution to Maritime SAR Operations. The RNLI's Ramsgate Lifeboat Station has been recognized for saving 42 lives from a small boat crossing the Channel in extremely difficult weather conditions. The mission was high-intensity and was ultimately successful due to the teamwork of the crew and their extraordinary seamanship and skill.

Inmarsat Maritime Safety Team won the

award for Innovation & Technology in Maritime SAR. Inmarsat has been honoured for its RescueNET system, a free service facilitating fast, reliable, and approved SAR communications to promote better coordination among MRCCs. The system has already helped to foster improved relationships between SAR organisations in different countries.

Amber Sheasgreen from the Royal Canadian Maritime Search and Rescue (RCMSAR) won the #WomenInSAR Award, sponsored by HamiltonJet. Amber Sheasgreen serves as Operations Manager for RCMSAR where she advocates for active recruitment of female crew. Amber has pushed to diversify RCMSAR promotional materials to dispel the perception that SAR is a male-orientated activity and has set up a programme to showcase RCMSAR and how women can get involved at female community-centric events.

The Vladimir Maksimov Award for Lifetime Achievement in Maritime SAR, sponsored by Inmarsat, has been jointly awarded to Geoffrey Denman from the Canadian Coast Guard and Anders Bagge (post.) from the Swedish Sea Rescue Society (SSRS). Geoff's 38-year career at the Canadian Coast Guard involved orchestrating hundreds of SAR exercises from one-day events to enormous, complex, intergovernmental and international exercises, and most recently

he created Mass Rescue Operation plans for ports up and down the Pacific coast. During his 30-year career with SSRS, Anders saved thousands of lives and passed his knowledge to thousands of aspiring coxswains and SAR personnel around the world, as well as taking part in the SSRS mission to the Aegean to save the lives of those crossing between Turkey and Greece.

The IMRF also acknowledges the runners up of the 2023 awards, including Xu Fan, Beihai Flying Rescue Service in China; Coastguard Waiuku in New Zealand; the NSRI's Beach Safety Camera Network; and Jelena Simović from the Mountain Rescue Service (MRS) Republic of Srpska, Bosnia & Herzegovina.

IMRF CEO Caroline Jupe said, "The IMRF Awards are a way of highlighting the incredible work done by SAR personnel and organisations each and every day around the world. This year's winners are a testament to the level of dedication and passion the individuals bring to our community, bringing professionalism and pride in their duty."

"Every year we receive dozens of incredible nominations and this year was no exception. I want to extend my congratulations to everyone who was nominated for the IMRF Awards for their tireless efforts, as well as our incredible membership for their dedication to maritime SAR every single day."

Challenges of running a Galley amid global impacts highlighted by catering management company MCTC on International Chefs Day



Culinary Training Consultant, MCTC, Costas Georgakoudes

Catering management specialists MCTC is shining a spotlight on the challenges Galley Cooks deal with onboard, including a lack of provisions, catering for different nationalities, and putting crews' needs before their own, on this year's International Chefs Day.

As the world has struggled with cost of living and supply chain crises over the past year, MCTC has highlighted the vital work

of the role of the Galley Cook on this special day and the challenges they face, as industries show appreciation for Chefs across the globe.

The shortage of supplies has been a particular challenge for Galley crews in 2023 due to the global supply chain crisis, which in turn can impact the smooth running of the Galley, says Culinary Training Consultant Costas Georgakoudes.

He said: "Not having the correct provisions is a particular challenge for Galley crews currently. Not only does it impact on their organisation of the Galley, but it can also lead to resentment from other crew members. They look forward to a particular meal they often enjoy with their families at home and if that is not available for whatever reason, the Chef must deal with the upset among their colleagues. It is a constant pressure to perform and deliver the right meals for crews."

International Chefs Day recognises the hard work, passion, and determination of the role of the Chef and highlights the importance of inspiring our next generation to enter the profession of catering. As part of their own initiatives to work with the families of seafarers, MCTC annually holds sessions with the wives/partners and children of crews to teach them how to cook healthy and delicious meals while their loved one is away at sea.

To celebrate World Chefs Day MCTC's team of Culinary Training Consultants have highlighted the challenging working environments of a Galley cook and why so many in the seafaring industry choose to work in the Galley.

Culinary Training Supervisor at MCTC, Tonia Drousiotou explained a successful Galley Cook would need a blend of culinary skill, adaptability, and efficient time management. Cooks must competently prepare meals while efficiently managing

tasks such as menu planning, inventory control and adhering to safety protocols.

"Cooks are vital to sustaining the ship's crew. It's essential for all crew members to recognise the key role the Chief Cooks play, ensuring tasty meals and maintaining morale onboard. With tireless dedication and skill, the Cooks orchestrate the flavours that keep the crew nourished - a contribution deserving of sincere appreciation," she said.

For the past two years running, MCTC has held the annual Cook's Day on May 30th for the shipping industry, encouraging crews to come together and show appreciation for their Cooks by baking a cake.

Dominique Beato, Culinary Training Consultant at MCTC, added: "The hardest part of being a chef is having the mindset that you must put others before yourself, ensure everyone has eaten before you, endure long hours, sacrifice your holidays, special occasions and sometimes even sick days.

"Being a chef is about putting in the effort to prepare something even if your own needs will be compromised. We usually work during meal periods to ensure that everybody else gets to dine and nourish themselves properly. It is about being selfless. Cooks make these sacrifices because they enjoy catering to the crews needs and seeing them enjoy a delicious

Jeena & Company joins forces with UK's Uniserve Group to redefine logistics excellence.

Delhi-NCR, 20 October 2023: Jeena & Company- India's leading trusted, and reliable logistics company proudly announces the exciting new exclusive partnership with Uniserve Group - The UK's leading independent Logistics and Global Trade Management Provider. This collaboration marks a significant milestone, with a particular focus on celebrating the excellence and rich history of Jeena in India.

This partnership is a fusion of shared values, a vision for excellence, and an unwavering commitment to first-class customer service. It embodies the idea that when two industry leaders collaborate, they can achieve more than the sum of their parts.

Together, Jeena and Uniserve aim to redefine the logistics landscape in India, offering customers an unparalleled experience in international freight management and movement. Clients can expect nothing less than the utmost integrity, seamless services, and exceptional customer care. The synergy between these two powerhouses will set a new standard for logistics services in both countries.

Gary Cobbing, Group Chief Commercial and Operating Officer at Uniserve, expressed his enthusiasm about the partnership, saying, "Our shared vision for excellence and commitment to first-class customer service make this partnership a perfect fit. Starting from the 1st of October 2023, we look forward to a long and successful collaborative partnership together."

Jeena & Company's rich history spanning more than 12 decades of operations in India and a presence in 27 locations across the country, has rightfully earned its status as the go-to international logistics partner in India. Over the years, they have set the gold standard for logistics services and have built an unshakable foundation of trust and reliability with their clients.

Uniserve, a renowned provider of logistics solutions in the UK for many years, has carved a niche for itself with an unwavering commitment to delivering top-tier logistics services. Their dedication to precision and efficiency has earned them a strong reputation in the country, making them a trusted partner for businesses across various industries.



Excited about the collaboration, Sam Katgara, Partner at Jeena & Company said, "This partnership signifies a remarkable step forward for both Jeena and Uniserve Group. It demonstrates our shared dedication to innovation, customer satisfaction, and the relentless pursuit of excellence. As Jeena & Company joins

forces with Uniserve, the logistics industry in India and the UK can anticipate a brighter and more efficient future. Together, we aim to set a new benchmark in logistics services, offering our clients the very best in international freight management and movement." InterManager President Mark O'Neil, CEO of Columbia Group speaking at the event.

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NI PUBLISHES NEW EDITION OF BULK CARRIER PRACTICE



Captain Hemant Gupta,
*the revising author of
Bulk Carrier Practice.*

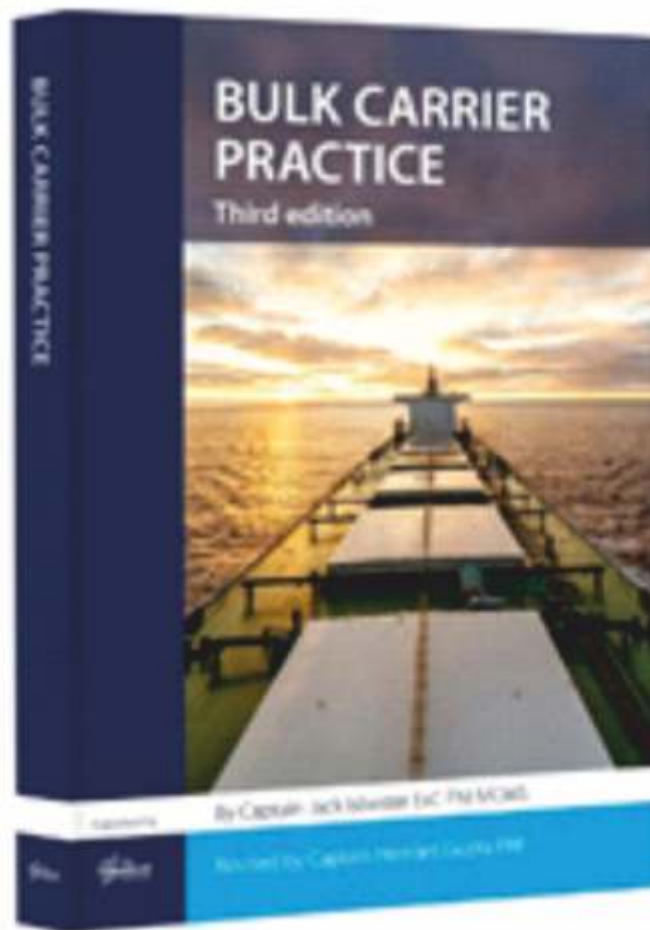
The Nautical Institute has published a fully revised edition of its definitive reference work Bulk Carrier Practice.

Bulk Carrier Practice provides comprehensive, practical guidance on every aspect of bulk carrier operations. It takes the reader through a typical voyage – from paperwork, hold preparation and loading to cargo care on the voyage and

discharging – illustrated with more than 300 photographs. There is extensive coverage of the carriage and monitoring of both standard and unusual cargoes.

The book describes the various vessel types, detailing their construction, maintenance, equipment and safety considerations, paying particular attention to hatch covers, stability and trim. Chapters incorporate useful checklists and sources of further information. Examples of cargo documents and ships' certificates are reproduced in the book's extensive appendices.

The new publication is organised in the same logical way as the second edition, but the text has been significantly updated to take into account the many changes in the sector since 2010. New material includes important guidance on the dangers of liquefaction and dynamic separation. The sections on bulker casualties and charterparties have been completely updated and new case studies have been added. The layout has been improved and many of the diagrams have been redrawn.



The Nautical Institute has published a fully revised edition of Bulk Carrier Practice.

Bulk Carrier Practice is an indispensable reference for Masters, shipowners, ship operators, charterers, marine consultants and surveyors and will be a valued companion for mariners preparing for their exams.

The revising author for the Third Edition, Captain Hemant Gupta, pointed out:

“Well-maintained vessels with competent crew help in reducing the number of accidents and claims and therefore,

contribute to increasing the reputation of the shipowner and ship managers.”

In his Foreword to the new edition, Dr Kostas G Gkonis, Secretary General, INTERCARGO, wrote:

“I commend this publication to those of you who are new to the industry and also to those who probably know more about bulk carrier operations than most but can nevertheless still learn something new.”

TIME IS RUNNING OUT FOR SOME FI-FI FOAMS

A new IMO resolution will see the phase-out of foam firefighting systems that use fluorinated foams containing perfluorooctane sulfonic acid (PFOS) as the foam-producing component. The new rules come into effect under a rolling programme beginning in 2026, but Swedish maritime engineering specialist Scanunit believes that a proactive replacement strategy should be put into effect now.

Foam firefighting systems on ships typically make use of a family of synthetic chemical compounds known as perfluoroalkyl and polyfluoroalkyl substances (PFAS). They are used in a variety of applications aside from firefighting because of their very useful properties but their use is now being questioned as they have been shown to be toxic, bio-accumulative, and very persistent substances in the environment.

The common PFAS-compound in foam systems is perfluoro-octane sulfonic acid (PFOS), although other PFASs may also be used. PFOS has been restricted in most Western countries since 2009 under the Stockholm Convention because of its

impact on human health. These restrictions have led to an industrial transition and replacement of PFOS, although some of the replacements are other PFASs that may also be considered hazardous after more study.

Following work by the SSE sub-committee at the IMO, the MSC adopted resolutions MSC.530(107) amending SOLAS Chapter II-2 and resolutions MSC.534(107) & MSC.535(107) amending the HSC Codes (1994 and 2000) to prohibit the use of firefighting foams containing PFOS. This ban applies to both fixed and portable systems and comes into effect for new ships on 1 January 2026. Systems on existing ships will need to remove the PFOS and dispose of them safely ashore no later than the first survey date on or after January 1, 2026.

The IMO is also looking at extending the ban to other fluorinated substances, in addition to PFOS, and for this reason, the changes to SOLAS and the HSC Codes have been done by the addition of a new section, "Fire Extinguishing Media Restrictions", in each text making it easier

to include future prohibitions or limitations of extinguishing media.

“Shipowners need to understand the implications of the rule changes for existing ships and to consider how best to comply with the impending and future rules as there are some pitfalls to avoid”, says Mikael Laszlo, Sales Director, Scanunit.

It should be noted that shore systems in most countries have already transitioned to new chemicals. The requirements of regulatory bodies such as the ECHA in Europe and the EPA in the US suggest that PFAS in fire-fighting foam and equipment be limited to 1 ppm (in the foam). Shipping is likely to follow along this path so with the possibility of a future ban on other fluorinated substances by the IMO, the choice of replacement needs to be carefully considered from the outset.

It may not be immediately apparent as to whether the foam contains PFOS or PFAS. There should be some mention in the foam certificate or product safety data sheets, but this is not always the case. It is,



therefore, important to analyze the particular foaming agent currently in use to ascertain its composition.

The IMO guidelines for testing detailed in MSC.1/Circ.1312 may have comprehensive instructions for testing the operational aspect of firefighting foam concentrates but do not contain any mention of their chemical composition. Similarly, the type-approval certificates for foam concentrates supplied by classification societies and testing laboratories are equally unenlightening.

Another point to consider is that manufacturers are already switching to alternative products and there is always a

possibility that supplies of foaming agents will dry up before the IMO ban comes into effect. If that happens ships will be required to make an immediate change in any case and perhaps have trading opportunities restricted until this is done.

For existing ships affected by the IMO rules, replacing the foaming agent is not simply a matter of emptying the tank and exchanging the agent with one that does not contain PFOS. To ensure that no restricted substances are released during testing or deployment the whole system will need to be decontaminated.

Scanunit, in partnership with compatriot Swedish company LifeClean, is offering a turnkey solution for decontaminating and replacing foam onboard vessels. The process need not be done in drydock and can be arranged to suit the vessel's schedule.

The process involves removing the old foam and then refilling the whole system with Sani A, a cleaning fluid developed by LifeClean, that remains in the system for around four hours. The system is then emptied, and the process is repeated. A sample is then taken from the hoses and tested to ensure that the level of PFOS is at or below 1 ppm. Ragnar Krefting, Founder, Lifeclean explains that the process is

perfectly safe and produces less wastewater than other methods. Importantly, independent tests have shown that 99.97% of all PFAS substances in the tanks and foam system have been removed.

Occasionally, a system may need to be upgraded for use with the replacement fluorine-free foam or perhaps because the owner considers this desirable. Scanunit can handle all the arrangements and documentation necessary to do this.

In such cases, it only needs the vessel to provide a copy of the current system manual and it will then design and source any necessary new components. This is done in conjunction with the ship's classification society to ensure that necessary approvals are granted. After obtaining approval, installation is arranged at a convenient place and date with Scanunit supplying materials and personnel to carry out the fitting.

"We have the experience and ability to help owners meet all their obligations under the new IMO rules and we would urge them to go the extra mile and meet the ECHA/EPA standards now rather than wait or carry on with a time-compromised system, says Mikael Laszlo, Sales Director, Scanunit.

Kongsberg Digital introduces Vessel Performance Merchant application to optimise Merchant Fleet

To meet the merchant fleet's need for optimised voyage decision-making, Kongsberg Digital has just launched Vessel Performance Merchant. The application is a tailored application designed for the merchant fleet to enhance fuel efficiency and optimise the overall performance of both the vessel and its crew.

By collecting and contextualising data from the vessel's onboard sensors, automation systems, and manually reported data through the vessel-to-cloud cloud infrastructure Vessel Insight, the Vessel Performance application has been providing shipowners and crew members with valuable insights and analytics since its launch in 2020.

Offshore and merchant segments have distinct differences in terms of operational profiles and optimisation requirements. As

offshore vessels operate on shorter, dynamic voyages and often need to be at a standstill in a single position over time – also known as dynamic positioning – merchant vessels undertake long and stable voyages. Also, a key difference is the planning phase of the voyage; where offshore operations objectives can change within a very short period of time, merchant voyages is normally planned several weeks ahead.

To address the differences in operations and underlying decision-making for the two segments, Kongsberg Digital is launching the 'Vessel Performance Merchant' application. This application is specially tailored for long, global-spanning merchant voyages in the maritime merchant segment.

The application will provide merchant



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vessel's operators with customisable dashboards that seamlessly integrate with other specialised performance and analytics tools, such as CII and Maritime Digital Twin Trim Optimization, as well as the Application Work Surface. Through this, Vessel Performance Merchant enables crew members and onshore management to make well-informed decisions regarding energy drivers, conduct voyage comparisons, and optimise fuel consumption.

“Merchant shipping companies transport the world's cargo and shipping, representing long voyages, and depending on the contract, they either follow the same routes repeatedly or work towards the spot market. On the other

hand, the offshore segment supports the offshore oil and gas industry with vessels that go out to platforms and perform specific, advanced operations. These different operational profiles drive different needs, again creating different requirements for performance applications. Kongsberg Digital recognises these requirements and is therefore addressing them by launching the Vessel Performance Merchant application”, says Sigrid Johansen, Product Manager at Kongsberg Digital.

Vessel Performance Merchant will be built on the same interface and functionality as the original Vessel Performance application. The application will be available through the marketplace.

Columbia Group expands manning agency network with CSM Vietnam



Mark O'Neil,
President and CEO of the Columbia Group

The Columbia Group (Columbia) has opened a new manning agency, Columbia Shipmanagement Vietnam (CSM Vietnam), adding to its worldwide network of owned manning agencies.

The establishment of CSM Vietnam satisfies Columbia's long-standing ambition to tap into the developing Vietnam seafarers' market with direct access. Whilst CSM has been employing Vietnam seafarers for years via third-party arrangements, possessing its own manning agency in Vietnam for this purpose marks a crucial step for Columbia's far-reaching initiatives in Vietnam and Asia, more generally.

Through the provision of manning solutions in Vietnam, Columbia strengthens its unwavering commitment to invest in people and attract the best

talent locally, whilst simultaneously expanding its global presence and continuing to provide high-level support to Columbia's rapidly diversified crew, as well as the evolving employment demands of its clients. CSM Vietnam is another important step on Columbia's 'march eastwards' and echoes the growth ambitions of the Group in general.

Vietnam boasts a wealth of developments and investments in the maritime sector with a fleet that has doubled since 2005.

Its strong domestic demand and exports have resulted in promising gains in employment, income, and confidence, contributing to Vietnam's predicted growth and thriving maritime ecosystem. This local presence offers an opportunity for Columbia to build on and consolidate a loyal and highly qualified crew pool, enabling greater emphasis on

training and career development.


Speaking about Columbia's recent expansion, Mark O'Neil, President and CEO of Columbia Group, said: "Our people are our greatest asset. Our clients demand the best and most experienced seafarers, and we listen to them accordingly. With a developed and diversified maritime industry, the

expansion into Vietnam was a natural step for Columbia to take and invest in creating employment for its people and a general interest in a career at sea. Through this venture,

Columbia can further deliver on its unwavering commitment of being the leading maritime services provider worldwide.

He added: "We are tremendously excited to work with strong Vietnamese seafarers who share our vision."





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