



Capt Pradeep Chawla predicts the future for young seafarers

“Autonomous ships will be here in 50 years”. Says Capt Chawla.

Anglo-Eastern held its Seminar and Gala Dinner for its Junior and Senior Officers, on 13th November in Mumbai.

I would like to tell all young officers and cadets that autonomous ships are right now only an imagination. They are a dream and they will not happen at least for the next 50 years, at least for deep sea ships. It may happen for small boats going between two small ports. Technology will keep improving. But it definitely can't be thought for deep sea for at least 50 years. What will change for the young people is that they will need to work in a slightly different maritime industry.

As the technology advances, the number of people on board may be reducing, but we will still have people with seafaring experience, who will be working in fleet operation centers. They may be remotely helping fewer people on board.

There is already discussion going on about what kind of qualifications will be needed for seafarers who will be working in the control centers. They should be looking at making themselves better at understanding computers, being better at data analytics, because everything is finally coming off - of the screen. They should be looking at that part carefully. They should improve their soft skills, like teamwork, with the teams on the ships and the teams on the shores.

Your unmissable dose of vitaminSEA!
www.sailortoday.in

The day had a packed agenda with discussions on various topics. Sailor Today Tv met with Capt Pradeep Chawla, Managing Director of QHSE and Training, who shared his views on autonomous ships – the future of shipping, especially with regard to the career concerns of young officers joining the merchant navy profession. He also discusses the various advantages of good mentoring onboard...we bring you some excerpts...

There will be lot of developments with respect to managing the inter relationship between the ship and the shore team. My predictions are that in the next 10 years or so, we will reach semi-autonomous stage, where-by ships will start going from pilot stations to pilot station or 200 miles off the coast to another coast on semi-autonomous mode.



Initially the duty of the officer will be sitting, watching the computer and as the confidence grows in 10 to 20 year's time, we will probably have the seafarers doing other jobs, but not keeping watch during the day time, so it is going to be like a UMS bridge. You take rounds and you do watches by just sitting down there, doing other jobs and letting the computers do the navigation and once you come in to traffic areas or coastal traffic or high coastal traffic then you take over from it.

The seafarers will need to be trained even more than what they are at present and they will probably have to learn a lot of new things every three to five years because the technology is

changing so fast. But they need not worry about their jobs at least for another 50 years.

I think change happens in any industry that operates on a lot of automation. Initially automation isn't completely trusted so there are human beings watching screens. Then as the confidence in automation grows, you get the human beings to do other jobs rather than looking at the automation which becomes 99 to 100% reliable. But in the shipping industry, because we still have a lot of issues with respect to improving the quality of the machinery we have on board, reliability of all the machineries will need to be better.

The marine industry does not have a fixed standard for the sensors to be used. So over the next five years, people will first start to look at various questions. What kind of sensors? How reliable are they? Do the testing of it, so in the next five or 10 years, we will be making regulations for what kind of networks will be there on board, what kind of sensors will be there on board and slowly the automation will increase.

A lot of large companies are trying to give animations of these sleek looking ships but that's still not a reality. It's not even on the drawing board or not a design. It's only an animation for creating the euphoria, creating the interest in this kind of shipping.

As far as the training centers are

concerned - they will all need to change dramatically. As these newer competencies are being identified, ability to do data analytics, ability to work with teams, ability to be looking at fatigue with alarms is something that they will need to deal with, because as the automations grow, the alarms grow. We need to learn how to identify the right one. Ergonomics on the bridge, ergonomics in the other parts of the ship also needs to be included. All these kind of things will need to go into the training syllabus. Discussion towards this is already going on in the industry.

As the Chairman of Globalmet, I can share that we are already considering what kind of revisions will be required for STCW and working on them. We are already identifying what kind of competencies will be required for the future mariners. I think they will have to learn a lot of new things which will be quite different from the traditional navigation that we had in the past.



As far as the attitude of Indian Seafarers is concerned, I can say that the response from our clients

has been amazing. They are very happy with Indian seafarers. We have had about 550 seafarers in the room today and about 30 ship owners and representatives. We have a crew full of 18000 seafarers from India. 550 of them were here today.

and they will be able to help each other out.

We are also doing something which we could call a 'dual mentorship'. So the older people who will be looking for mentors to help them with social sites like snapchat and instagram, for an instance, thus learning about newer technologies and the senior people who will be mentors for the juniors will mentor with respect to day to day ship's life. It's a new concept in the maritime industry and as far as I know, there is no other company in the world which has this kind of concept or application working. We want to be able to get the juniors, seniors and the people ashore to work as one team since a lot of things go wrong just because people do not communicate well enough.

When a young person goes on a ship, he needs a friend or somebody who can guide him. It may be a tough chief officer and he may be feeling low about it. He could ask his senior mentor about the situation and the solution for it.



That kind of interaction will help and support young people as they go through the ranks. I think later on this application will become very useful where will shall have all our people connected to each other, helping each other out with their own strengths. For example if I don't know about operating any application I can seek help from a young mentor to learn or fix any related issues. This way we could have second officers mentoring masters and masters could be mentoring cadets so it's going to be fully integrated maritime community and family of Anglo eastern.

We also spoke with Capt Vinay Singh, Managing Director, who shared some details about the day's proceedings, recent achievements and future trends of the company ...



Some of the new things we have done are to launch a virtual reality learning management system which is first in the maritime industry. We have also done something that is very urgently required in our industry. We have made an app for mentoring. We are connecting groups of our cadets with senior masters and people ashore. Ratio is about 20 cadets to 1 mentor. Mentors will chat with the cadets on the application similar to whatsapp



We also spoke with Capt Vinay Singh, Managing Director, who shared some details about the day's proceedings, recent achievements and future trends of the company ...



It has been one of the most wonderful days. We had a huge seminar in Mumbai where we had nearly 700 of our senior officers, about 70 clients and nearly 140 people from all over the world from our Anglo eastern offices. There were nearly

into millions of dollars. It will cost another 100 million dollars to make it autonomous. It's not easy to spend that kind of money. So we don't see any challenge here in immediate future, not in my lifetime, not in the people's lifetime, one's who are joining now. No one knows what will happen after that.

leave after 6 months of sailing so that he does not have to wait. He does not have to waste 1 year after finishing sea-time.



Similarly later on, in life, he does not have to waste time waiting for exams. He can just finish the training and keep sailing and take 2-3 months leave and finish all the exams. This should be the way to move forward. We can't afford people taking 1 and half years, 2 years leave, just for exams, as it is not functional any more.

Regarding up-gradation of maritime training institutes he said- I think training institutes are a different ballgame, because training institutes are training people who are going to be sailors and seafarers. The DG circular is already saying that training institutes must have corrected infrastructure. Not only that, but they should look at new solutions. People who come for training don't have to take a long leave for examination. Examination system is modular so that a person going for second exam can do the modular exam in 3 in each of his

Training institutes should be reinventing themselves to make it more feasible, which is requirement of today. People, youngsters are buying homes, cars etc. They need money all the time. They don't have time to take 2 years of leave without pay. Unless training centers remodel themselves, put the pressure on the government to remodel the exam

1000 attendees attending this seminar. Over all the presentations were brilliant. It was a lot of learning for us and everyone else. There are 1500 people attending the Gala event following the seminar. It's a very successful and happiest day and successful seminar for us.

Speaking about ship automation he said- There was a discussion and the presentation on the current situation. It is a general perspective that it will take minimum 25 years to reduce the manpower on the ships, not considering autonomous ships here. It could be 50 years for the autonomous ships. It's not possible to make a ship which will work 24x7 as of now. It may be possible 50 years down the line. What could happen in the near future is something like a coastal run, into a state which has a lack of manpower and which has all the functionality to accept an autonomous ship on the short run.

The cost of making a ship is already running



Sailor Today Tv also caught up with Mr Swapan Biswas, Technical Director Genco Shipping & Trading Limited who shared his thoughts with us...



SAILOR TODAY

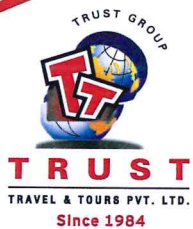
system, to have a modular approach to the system, it is not going to work. For those institutes who are just going to work on a market which will survive forever, it won't. I am sure innovation is required in this field and it has to come in a modular approach where people don't have to take a long leave to take exams.

About attitude of Indian seafarers, there may be few bad apples which is the case everywhere in life, but I don't see much problem in general. We have to live with that. I can't say I am a perfect human being. None of us is perfect. Youngsters today know there is a job scarcity, so they are shaping up and are trying to do their best. As an industry we have to provide them more support and better systems so that people can do their jobs properly. I think the problem is that we don't have the right infrastructure to support the youngsters coming from different backgrounds. Today my son is not growing up the way we grew up. So I can't expect him to behave the way I behave. That is what we have to adapt to and that is the way we have to move forward.

Sailor Today Tv also caught up with Mr Swapan Biswas, Technical Director Genco Shipping & Trading Limited who shared his thoughts with us...



Sailor Today Tv was also delighted to speak with guests from overseas - Capt Steve Byron, Director Technical Operations and Mr Thomas Franklin, Vice President both from Fair Field Chemical Carriers. They shared their views and thoughts on automation...



"Let's build a borderless world where travel becomes easy & affordable."

An IATA accredited agency and globally trusted name since more than three decades, we have been the elite choice of companies across countries for all their marine and offshore travel requirements. We also cater to all Marine & Corporate Travel needs from tickets to hotels, and everything else in between.

With our team of richly experienced professionals, industry-leading technology and 24x7 assistance, customers are assured to receive competitive airfares and customized packages. We ensure superior service to all our valued customers, while catering to all travel requirements - visa, air ticketing, etc.

Industry's Choice of Marine Travel Partner at Offing Marine Choice Awards Goa 2014

We have worldwide marine fares and network of agents all over the globe.

- GLOBAL MARINE FARES
- MARINE & OFFSHORE TICKETING
- MARINE/SEAMAN FARE PORTAL
- VISA FACILITATION
- TRAVEL INSURANCE
- FOREX
- CONFERENCE & INCENTIVE TRAVEL
- HOTEL & TOURS



Go live at : WWW.TRUSTTRAVELIVE.COM Specialized Marine Fare Portal

Contact us at : Tel: +91 22 40412299 | Mobile: +91 9769006032 | Email: enquiry@trusttravel.in | Web: www.trusttravelandtours.com

H.O: Madhuban Building, 23 Cochin Street, 323 S.B.S Road, Fort. Mumbai - 400 001 (INDIA)
B.O: 401/B, SagarTech Plaza, Andheri Kurla Road, Sakinaka, Andheri (E). Mumbai - 400 072 (INDIA)



There were some very interesting presentations in today's event. Most of them were influenced by the human element, human factor. Yesterday, there was a very exciting interaction with a 'Genco only' seminar which was based on safety and loss prevention. Anglo eastern and Wallem both participated with the officers who are serving on Genco ships. It was very educative and interactive for seafarers. It was something new that



we have started with Anglo eastern and Wallem. We think it is going to give a lot of value to first, our relationship with our managers and secondly, to educate the ship staffs who have come from all over India, to be present in this seminar. Hopefully they will get the value from all the experience that this presentation and these educational trainings that have been done through our technical managers.

Sailor Today Tv was also delighted to speak with guests from overseas - Capt Steve Byron, Director Technical



Operations and Mr Thomas Franklin, Vice President both from Fair Field Chemical Carriers. They shared their views and thoughts on automation...

Capt Steve Byron - I am from the old school. I believe that we need to have a human operator operating such ships or cars or any kind of transportation. I don't see autonomous ships coming in on the foreseeable future. I think they will try to bring it out in many ways because technology is changing in such a rapid speed. In my opinion I don't think we will see completely autonomous ship or a large carrier probably in this century.

Regarding Indian Seafarers he said - I think the Indian seafarers have very good comprehension and understanding skills. They are quite intelligent. But one of the problems we found while dealing with various nationalities of seafarers is that Indians have a large tendency to be overconfident, to be complacent and that's when accidents occur.

While Thomas Franklin feels - the idea of autonomous ships is just an idea right now. People are looking at so much of technology in their lives these days but as far as shipping is concerned I feel it will take decades to see that happening. We need the people on board, people who do their real work. I don't see it happening anytime soon.

Capt Steve Byron - I absolutely agree with Thomas. I think the people that are joining and coming to sea now and training to be cadets and junior officers and getting promoted to masters, will



not see autonomous ships at the deep sea for sure. We are looking at about 50 years or possibly longer before we have anything close to deep sea autonomous ships.

Thomas Franklin - We own a fleet of eight ships and Anglo eastern is managing majority of those vessels. I feel today's seminar was interesting. When you don't have a good working onboard relationship or if things are going wrong or there is mismanagement, it affects everybody, on a personal level. It does create more



Your unmissable dose of vitaminSEA!
www.sailortoday.in



dangerous situations. I can see that they are looking at the aspect of other side of human psychology. I think that's a fantastic approach by Anglo eastern.

momentary programs but I think Anglo eastern is on a very good course here. Looking at the psychology of seamen and how they integrate and fit on the ships is important.



I don't know much about the company's mentoring app but mentoring is a fantastic idea. To be able to share your experiences with someone and it allows you to bond on a personal level. Sharing your experiences helps them perhaps to open their minds and the horizons of what they are looking at. Looking at things in a different way may prove very unique for them as a young individual. So I think it's a great idea.



On mentoring onboard - I think it's a fantastic initiative. Back in the old days when I first went to sea in the '70s we were thrown in to an internship program. We went to see how successful we were, very much depended on the junior and senior officers we had. We did have

Mentoring is a 2 way street. Perhaps the idea of having older seafarers, more experienced people mentoring young people is great where they know they have the opportunity which they can take advantage of with the younger person mentoring the older seafarers. I need my daughter to mentor me on technology and if the young folks could do that for the older people that's also a big benefit. I don't have the experience of app. I haven't yet seen it but I think it's going to work.

You can watch the complete interview on Sailor Today TV. Download Free Sailor Today TV app from the Google Play Store.



Your unmissable dose of vitaminSEA!
www.sailortoday.in