



Teams of Junior Engineers starting the main air compressor during a cold ship scenario

#VirtualEngineRoom

Virtual Engine Room assists our JR Engineers in their practical skills

The revised (2023) IMO Model Course on the Engine Resource Management has as overall aim to provide the competence of maintaining a safe engineering watch at the operational level, through simulation exercises and workshop discussions.

The scenarios in our full-mission engine simulator involve a cold ship condition to the main engine full ahead, using different types of main engines, a main engine preparation for stand-by, various exercises in preparing the discharge of crude oil and others.

What we have seen over the years is how much beneficial for our JR Engineers is to make use of the 3D visual Big View of our engine simulator. The Big View consists of detailed 2D mimics for almost all engine room equipment under local operation. Several selected equipment, such as the main engine, the diesel generators, the starting air system, the fuel oil and lub. oil separators, the inert gas system, etc. are displayed in 3D visuals.

Interaction of our Officers with this 3D displayed equipment takes place by using special controllers, in a Walk-Through environment, that allows them to virtually explore realistic engine room compartments, identifying the equipment that need to use or to respond in emergency situations.

“Literature” in SIGTTO LNG Management seminars

What connects literature and LNG cargo operations, it is rather difficult to imagine.

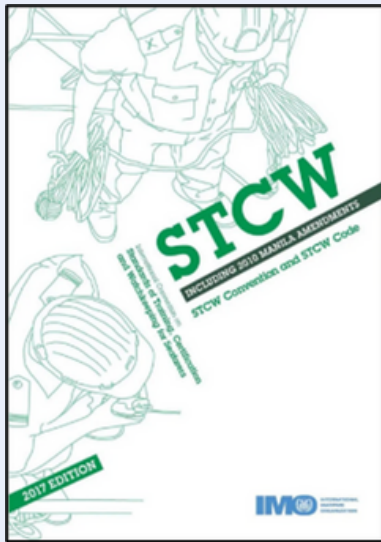
However, when phrases, such as, the insulation spaces of the LNG cargo containment system are *“breathing, living organisms”*, or the *“latent and dormant”* heat of vaporization represents the energy absorbed during the change from liquid to gas, or the *“ageing”* of cargo after loading referring to nitrogen and other very low boiling point gases which evaporate first, are used by the experienced Minerva Gas Office colleagues to keep the SIGTTO LNG seminars more vivid, then there seems to be a connection.

Sometimes the terminology or the abbreviations raise a barrier that makes the understanding difficult, however, when they are presented with examples from the real, daily life, the result of training is positive and lasting.

Thanks to Instructors, N. Grivas, Capt. G. Livanios, G. Moutafis and Capt. Arg. Loukeris of Minerva Gas, the LNG SIGTTO Management seminars become a pleasant learning experience, irrespective of the background of our attending Officers.

As already mentioned in a past Bulletin, SIGTTO is expected by the end of the year to define the minimum training content of the LNG Suggested Competence Standard, changing the way and the agenda that similar seminars will be carried out in the future.





STCW Amendments on Basic Safety Training

After a round of communication with the Maritime Administrations of Greece, Philippines and Malta, we were informed about the way the amendment to the STCW Code on Section A-VI/1 “Mandatory minimum requirements for safety familiarization, basic training and instruction for all seafarers” will be implemented.

The amendment relates specifically to the competence of **Personal Safety and Social Responsibilities**, in which, the prevention and response to bullying and harassment is included. The amendment will enter into force on 1/1/2026.

For seafarers, who hold a valid Certificate of Proficiency (either a united certificate on Basic Safety Training or an individual Certificate on Personal Safety & Social Responsibilities), the refresher training will be carried out when the above certificates are due for renewal.

Ice-classed Ships and energy indexes

In a recent Energy Efficiency seminar, our Officers asked for the scope of the existing corrections and operational adjustments in various mandatory, ship energy-related indexes for ice-classed vessels and the ice navigation.

It is a fact that in ice conditions, the ship's resistance increases resulting in greater fuel consumption than in open water conditions, while speed reduction makes the duration of the voyage longer. Exhaust gas emissions per distance travelled increase compared again to the navigation in open water, depending of course on factors such as ice thickness, ice concentration, etc.

From the independent navigation in ice conditions to the icebreakers assisted navigation, the changes in the seasonal ice-sea conditions in the Baltic Sea are currently studied in the context of the decarbonization of shipping.



Seminar on Safe Mooring by K. Koronakis

Another seminar on safe mooring took place on 18 September by K. Koronakis and his team. It was a good opportunity for our Officers to interact with the manufacturer and share their experience from the use of synthetic mooring ropes in their vessels.

The impact of extensive friction of the jacketed ropes on chocks that might cause temperatures around or more than 250° C was discussed, including the impact to the less heat-resistant core. Also, the difficulties and occasionally the risks, when adjustment of the chafe protective sleeves must be carried out by a crew member, when the ship is moored alongside. Among the most interesting moments of the seminar, were videos of destructive testing of synthetic ropes and tails in the factory and the assessment of load/elongation properties.