ATHINA
MARITIME LEARNING AND DEVELOPMENT CENTER

My Athina Bulletin

Issue # 29-26

13	129	99%	2	2
Seminars conducted	Seafarers trained	Seminars' Success Rate	Masters' Assessments	Chief Engineers' Assessments

#TankerSafetyTraining

Advanced Tanker Safety Training, hands-on from day one

In the context of the STCW, any advanced type of maritime training is normally considered as a high-level training, provided that the basic knowledge and skills have been previously acquired through training or practice during seagoing service.

Another one Advanced Oil Tanker Cargo Operation Course took place recently that followed the philosophy and the content of the IMO Model Course 1.02. It covered the fundamental theory of tanker safety, design and construction of modern tankers, fire safety and pollution prevention matters.

The 8-day course was attended by twelve (12) Jr. Officers, who all had the opportunity to learn from a very experienced Master, Capt. M. Mexis, spending valuable time on a liquid cargo handling simulator, in theory and in practice with loading software and standard tanker portable instruments.

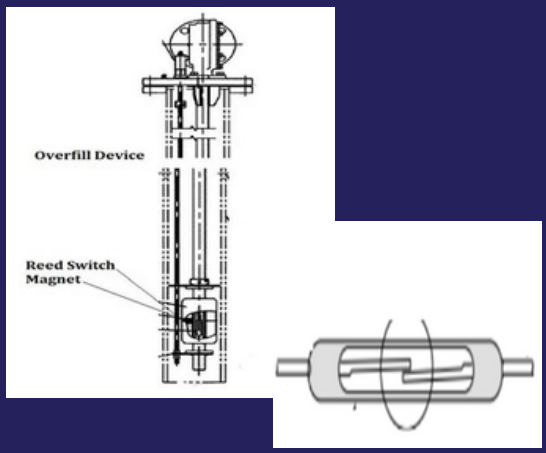
The issues that our Jr. Officers showed a stronger interest were the effect of liquid cargoes on trim and stability, the physical and chemical properties of petroleum products and the precautions that must be taken to prevent hazards mostly relating to their own exposure during the laden passage and cargo operations.

A century long invention at the heart of overfill alarms

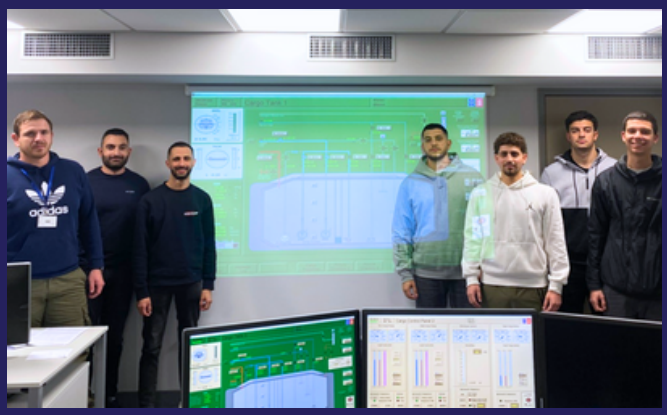
An invention that dates back almost to a century is still serving various applications in a modern ship, one of which, is the overfill (high-high level) sensors and alarms commonly found in oil tankers' cargo tanks.

This application (reed switch) was explained in a recent Oil Tanker Cargo Handling seminar when discussing the calculation of maximum loading rates and the impact of the reaction time of ship personnel in case of an overfill alarm activation.

The reed switch consists of two flat ferrous sticks enclosed in a glass capsule that are attracted to each other and close the electrical circuit when a magnetic float that is used to detect the level of oil cargo in a tank adjusting with the rising of oil level. The reed switch is commonly located at the 98% of tank capacity, and when the float rises to this point, the switch is closed sending a DC signal to the overfill alarm circuit for that particular tank, which in turn activates the flashing beacon and horn.



Transferable Skills – Young Instructors at the helm



We all know that a relatively quick promotion in the seafaring community has become a standard, driven by the strong demand for qualified Senior Officers to meet the expansion of ocean-going ships.

What we have also seen, is the promotion of Officers as Marine Instructors in non-formal training which has proved to be very effective when skills and expertise need to be transferred to new seafarers.

It was the end of 2021, when the M. Marine Chief Officer at that time, Nikos Pylarinos was being trained by Capt. I. Sakaleros and Capt. G. Livanios of M. Gas in an LNG Cargo Handling Simulator before he goes onboard Minerva Limnos.

Now, 5 years later and with almost 3 years of seagoing service in LNGCs, it was the first time for our full of promise Officer to become an Instructor in a LICOS LNG Cargo Handling that was successfully attended by (6) young, new Officers. Among the interesting areas of training he covered, were the differences of the two GTT designed cargo containment systems and the vector of pressures in the insulation spaces, the preparation of a loading and discharge plan, various gas machineries and the duties of Cargo (Gas) Engineer.

Approval testing of immersion suits

Occasionally in our safety-related seminars, we have discussed various performance requirements for equipment designed to protect seafarers from exposure to harmful conditions (e.g. portable gas instruments, life-saving means, personal protective equipment, etc.). One of the questions from our Officers referred to the actual testing of thermal protection of immersion suits to verify their compliance with SOLAS standards.

For example, the key requirement for the immersion suits is to ensure that the temperature of a person in water at a temperature between 0^0C and 2^oC will not fall more than 2^oC after a period of 6 hours exposure.

When the thermal protection capability is tested using human subjects who should remain in the water for the necessary duration of testing, there are criteria that should be met including the selected somatotype, donning of specific clothes, connection of human body with electrocardiographs and thermistors in various areas, etc.

As the technology has progressed, instead of humans, testing for approval purposes can be done using thermal manikins donned with reference test devices to determine the minimum thermal resistance values.

Strong interest from the academic community for MINERVA and ATHINA TC

Traditionally, the end and the beginning of each year have been the proper periods for Universities and Marine Academies to visit ATHINA and Minerva to meet with and learn from our colleagues.

In the last two months, a number of such visits took place, one from a private European School (Hamburg School of Business Administration), and three from public Greek Universities (the Athens National University - Dept. of Port Management & Shipping, the University of Piraeus (MSc in Ship Management) and the University of Aegean (Dept. of Shipping), all indicating the strong interest that the academic community shows on the daily operation of a shipping company like Minerva and its in-house Training Center.

Common factors in the above visits were the studies of the students on ship management, ports' management, the protection of marine environment from coastal activities and marine insurance.

The day-to-day ship operations' monitoring were presented by Capt. El. Ramfos and Capt. G. Livanios (Operations Managers of M. Marine and M. Gas respectively), the prevention of ship-generated marine pollution and how ports can affect the energy footprint of a vessel were presented by M. Servos (Energy & Environmental Manager), while what the company does to protect the interests of ships and seafarers, including claims settlement was explained by S. Papangelis (Insurance Manager).

In addition, the areas of recruitment of office personnel and seagoing personnel were presented by Mrs. E. Savva (HR Manager), Ms. M. Drania (HR Administrator) and Ms. A. Papadopoulou (Crew Operator), an issue always interesting for new graduates and their future career.

What the HSQ Dept. does to improve safety at sea and to ensure compliance with the industry expectations was explained by Ms A. Kapella and Ms. Ch. Parigori (HSQ Officers), while the activity of Freight Management and Demurrage was the presentation of Mrs. E. Georgara. Ms. K. Chalyvopoulou represented ATHINA MLDC outlining our training actions and the research in certain areas.

A ship company is like a living organism, the metabolism function of which, can be seen as the conversion of the work done by thousands of people at sea and at the office to valuable transport work for the world, for its life-sustaining, growth and development.