



Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Bi-Weekly E - Paper

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Union Minister Mansukh Mandaviya....

Post Covid-Maritime Training leapfrogs into 21st century! By Ramesh Subramanian-Founder of Marine Engineering Training & Consultancy (RMETC).



Media in the realm of Training. I started a You Tube channel for Marine Engineers.) <https://www.youtube.com/channel/UCv3KTSX52kwAtHW8NhM4A9w>

This is the story of most trainers who are now comfortably at ease with ONLINE platforms.

Three months have gone by, and I think it is time to share my experience. The Pros and Cons of going Online.



Mr. Ramesh Subramanian-Founder of Marine Engineering Training & Consultancy (RMETC).

THE PROS OF ONLINE TRAINING**Economy and Ease:**

Earlier the Training schedules and plans were driven by costs. Cost per candidate. This included the hotel expenses, air fares for participants and Trainer, and the cost of hiring meeting Rooms. Obviously, the economics suggested that the number of participants should be maximized to make business sense. One needed to find a bare minimum of trainees to commence a program. That was a challenge by itself. To find those many trainees on leave who are willing to attend was real tough.

With the online methods, the cost equations have changed drastically. No

travels, No hotels, No Meeting Rooms and NO minimum threshold level of trainees. It is easier to organize a training programme now.

Quality:

Effectiveness- The training sessions

are more effective because I restrict the participants to less than 6. Can afford to do so. The quality and attention span per trainee has increased substantially.

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I am a Trainer and was travelling to various places conducting value added courses for shipping companies.

I still remember the last time I was conducting a workshop in Wuhan, (Yes, you heard me right, all the more reason to worry!) in November 2019. In retrospect, the odd student seeking permission to visit the hospital or the Office assistant blowing her nose into a bunch of tissue papers was probably the gentle breeze before the advent of the actual storm.

People would often ask me - where is Wuhan ??...does it have a port etc etc. Come March and I could see people darting away from me even before I complete the word WUHAN.

Yes, the world has changed a lot ever since. The way we live has got redefined. And so has Training.

Honestly, I was very skeptical to visualize the contents shifting online. I surely did not believe that the Teams, Zooms and GSuites could ever replace the Flesh and Blood effect of the Trainer.

So, everybody waited. Waited and Waited for the herd immunity to build up. Then came the realization. This new order is here to stay. At least for a long time.

(It gave me an opportunity to try and experience the effectiveness of Social

Post Covid—Maritime Training

Content and Presentation –The quality of graphics and content projected is secured. One no longer needs to depend upon the quality of the projector and infrastructure of a third party to decide the outcome of presentations.

Geography—Boundaries have vanished. The last few training programmes I have been conducting had participants from Ukraine, Latvia, Ethiopia, India, Bangladesh, Sri Lanka and Singapore with an admin sitting in Manila or India. This was unthinkable a few months back.

Flexibility – The biggest turnaround is that institutes are able to pick and choose the best faculty without being bound by an instructor's travel constraints. As an instructor, I no longer am reluctant to conduct a session in a particular institute because I need to travel to the other end of the city or need to travel two hours to take a three hours session. At least in the Indian Context, the faculties are PAN India and it seems to be going on seamlessly. **The students have the options to choose the best in the industry.** They save money on Hotel and lodging and spend quality time

with their families, which is something only a sailor will appreciate.

Sanctity of attendance –For mandatory courses, the rules for recording of the lectures has given sanctity to the genuineness of attendance and the course quality is bound to improve due to the psychological effect of the fact that every lecture is being recorded. Revisiting the lectures to clear doubts is a tremendous positive aspect which cannot be underestimated.

About Simulators – There is a lot of skepticism about the effectiveness of ONLINE simulators used for STCW courses. These fears are completely unfounded. **In fact Humorous. As such, a simulator is not the real thing! It is a realistic mock. Then how does it matter if it is physical or online?**

The ONLINE SIMULATOR:

I have personally conducted many sessions with ONLINE SIMULATOR for some serious value-added courses

with an array of students scattered all over the globe. I can confidently say that the ONLINE SIMULATOR is in no way less effective than the physical one. I am concluding this basis my experience with ARI simulators. **There may be many more equally good simulators. But with the perspective of our ATMANIRBHAR Bharath mission, I am proud to say that ARI Simulator is there, standing tall. I just love it. I don't need to worry about the UPS. I need not worry about the Bugs and the Software Updates.**

I need not worry about Windows Updates and loose cable connections. **I just concentrate on the job at hand.**

THE CONS OF ONLINE TRAINING

If I force myself to pen down the cons –the max I can complain about are the lack of snacks and Tea during tea breaks. Or rather the missed opportunity to complain that the snacks were not good enough.

I need to be satisfied with whatever my wife decides for me or whatever is available at home. And cannot complain.

The One-on-One discussions we have while sipping tea and having lunch is surely something I miss.

Summarizing and Concluding the topic on a formal note

During these pandemic times, we are hearing many stories about slowdown of the economy and the devastating effect the pandemic has had on some industries. **However, for Maritime training, this has opened up an all new vista and leapfrogged the methods of delivery from archaic to state of the art!**

I sincerely hope that we build on this 'lottery' and be able to offer our services to the whole world! Can you imagine a Capt. TK Joseph reaching out to far corners of the world as he explained the intricacies of 'Navigation' to the students or a young engineering aspirant signing up for a lecture on 'drawing' by Mr. Sanyal!! Exciting prospect indeed!

Hope we have come through a NON RETURN VALVE.

Carnival's largest ever cruise ship starts sea trials

NEW DELHI
Sagar Sandesh News Service

Carnival Cruise Line's LNG-powered XL-class new build **Mardi Gras** headed out to sea trials on 29th September, 2020, Finland-based shipbuilder **Meyer Turku** said.

The ship's operations will be tested at sea for the next 10 days, after which it will return to the shipyard for a little while longer, the shipyard added.

The sea trials are being announced on the back of LNG refueling carried out two weeks ago. **Mardi Gras** will be the largest Carnival Cruise Line ship ever constructed and the first in North America to be powered by LNG.

At 180,000 tons, the 5,200-plus lower berth vessel will be more than six times the size of its namesake.



Carnival Cruise Line's LNG-powered XL-class newbuild **Mardi Gras**

Once completed, **Mardi Gras** will feature a length of 337 meters and a width of 42 meters.

The giant cruise ship was floated out at Meyer Turku shipyard in January 2020, and was scheduled for delivery in August 2020. **The delivery of the 5,200-passenger ship was delayed on several occasions, and due to the COVID-19 impact, it is now scheduled to enter into service from Port Canaveral, Florida, on 6 February 2021.**



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