



Making Waves

Newsletter for Maritime Studies Students and Graduates

December 2014
Number 2

Tidings of International Developments

Ten years of successful growth of the Maritime Operations and Management (MOaM) MSc course in London has opened doors to new international developments.

Earlier this year we explored the possibility, with Mr Apo Poulouvassilis from Lloyd's Register, of offering the course in their Piraeus training centre. This followed discussions with MOaM alumni, maritime industry based focus groups in Greece, and the British Council in Athens.



Seminar room and views from the Hellenic Lloyds Register training centre in the port of Piraeus.



Students will have access to the Laskaridou Marine Library in Piraeus

We are now at the point where we are able to commence offering the MOaM course in 2015 on a similar modular basis to that currently offered in London. The course will be taught by the same London based lecturers and will be held at Lloyd's Register's Training Centre which is located on the harbour perimeter in Piraeus. A key rationale for the MOaM (Greece) initiative is to meet the needs of people currently in work. With this in mind the duration of the course will be 18 months with each of the compulsory and elective modules running over two consecutive weekends comprising a Friday evening, Saturday and Sunday. This will be equivalent to a one week module in London. The assessment processes and access to the online learning facilities will also be the same as in London.

Graduates from MOaM (Greece) will be awarded the MSc degree from City University London and will be able to access the same accreditations and benefits with the Institute of Marine Engineering, Science and Technology, the Institute of Chartered Shipbrokers and the Royal Institution of Naval Architects. Further information concerning the MOaM Greece course can be obtained from Professor Carlton.

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In a separate initiative we have developed a relationship with the Indonesian Ministry of Transport. Top ranking graduates from the MSc in Transport Engineering at the Gadjah Mada University in Indonesia become eligible to be selected for sponsorship to undertake our Maritime Operations and Management MSc course in London. Last October we were very pleased to welcome the first three students from Indonesia to our course in London and look forward to their graduation upon completion of their studies.

In addition to these two new initiatives, the involvement of our marine activities with the EU CoMEM initiative has continued into its second five year phase. In October 2014 we welcomed another two students on to the MSc Programme. They came to us for the second year of their MSc studies, the first having been spent at Trondheim .University in Norway.

John Carlton FREng. Professor of Marine Engineering

Maritime Advisory Group 2002 and 2014

The role of higher education in the economy, its contribution to supporting economic recovery and developing future managers and leaders, continues to attract considerable attention in all developed countries¹. 2013 saw the 50th anniversary of the Robbins Report on Higher Education, which shaped much of today's UK higher education system. Fifty years on, there is a renewed and extensive public debate about the purpose and nature of higher education and its relationship to industry. A taken for-granted historical fact is that the imperative for the MSc in Maritime Operations and Management at City University London came from industry.

In 2002, with active support from the Honourable Company of Master Mariners (HCMM), Professor Thorley² and Professor Dinos Arcoumanis³ convened the first MOaM Advisory Board (then called the Steering Committee) . Trawling back through the archives what emerges is the presence of multi-disciplinary voices that led to the development of a particular vision. An early press release set the stage:

Source of Information

MSc Maritime Operations and Management Steering Committee minutes September 2002

The primary source of advice for curriculum development came from the external members of the Industrial Steering Committee.

Present at the curriculum design workshop:

Prof. Dinos Arcoumanis	Dean of the School of Engineering and Mathematical Sciences, City University, UK
Mr E. J. N. Brookes	Director (Technical) Chamber of Shipping
Mr John Carlton	Senior Principal Surveyor, Technical Dept. Lloyds Register Shipping
Captain Simon T. Culshaw	Honourable Company of Master Mariners
Mr Simon Edwards	Underwriter: The Lewisham Facility
Captain Len Holder	Honourable Company of Master Mariners
Mr Harry Lorkin	Educational Consultant to the Institute of Chartered Shipbrokers
Commander Mike Mason	Head of Defence Studies –Naval Staff Directorate
Mr Keith Read	Dir. Gen. Institute Of Marine Engineering, Science and Technology
Mr N. Sinclair-Brown	Centre of International Studies, Cambridge University
Professor A. R. Thorley	Professor of Fluid Engineering, City University, UK

“The Programme is a response to the need to equip men and women in the Maritime Industries with the knowledge and skills to take up positions of greater responsibility and to move, mid-career, from mainly operational posts to positions of greater managerial and strategic leadership. It is envisaged that the Programme will attract students from many sectors of, and occupations within, the maritime and sea transport industries, serving both at sea and on-shore, either in the UK or overseas.”

Naturally the role of external advisors has

changed over time. Today the group meets bi-annually. In addition to acting as ambassadors for the programme in industry and relevant organisations, the group also advises on relevance of the MOaM curriculum in relations to developments in industry.

The most recent meeting was on 3rd December 2014 when the group discussed the emerging role of ‘Maritime UK’⁴ as a single voice for joined up thinking. On the agenda was curriculum review of two modules: ‘Risk Management’ an elective module and ‘Environmental Studies’ a core module. The next meeting will discuss the syllabus for ‘Professional Studies’ and ‘Maritime Operations’. The 2015 edition of ‘Making Waves’ will report on this ongoing review process.

¹ <http://www.universitiesuk.ac.uk/highereducation/Documents/2014/TheImpactOfUniversitiesOnTheUkEconomy.pdf>

² <http://www.amazon.co.uk/Fluid-Transients-Pipeline-Systems-Thorley/dp/1860584055>

³ <http://www.city.ac.uk/olive-tree/about-us/people/professor-constantine-dinos-arcoumanis>

⁴ <http://www.maritimeuk.org/>

Goodbye and Thank You

Jim Clench Lecturer in Maritime Operations (2009 –2013)

Many people might have forgotten that Jim Clench first came to City University as a MOaM student. Uma Patel says: "I value his team spirit and willingness to share experience with wise words of self effacing encouragement. I feel privileged to have worked with him."



Jim Clench at the annual programme dinner on board HQS Wellington

We were right to be in awe. Jim started out serving at sea as an Engineer Officer progressing from Cadet to Chief Engineer. He spent 12 years as a Marine Surveyor at the Department of Transport ultimately becoming a Chief Surveyor and Chief Examiner of Masters, Mates and Engineers. He joined Cunard Line as Marine and Technical Operations Director, followed by ten years as Managing Director of Saga Cruises. He is a past member of Lloyd's Register's Technical Committee, of DnV's UK Committee and the Merchant Navy Training Board, and has served as Chairman of Folkestone Harbour Authority.

Jim Clench became a MOaM graduate in 2008. When asked why he enrolled on the course his characteristic reply was "To put my career in some sort of perspective!". It was no surprise that he was head hunted by City University in 2009. Since then he has gone on to transform the Maritime Operations Module. He has been fearlessly innovative and generous in sharing his experience and insights from industry and commerce.

When asked for a comment he said: "There can be nothing so rewarding as being able to pass on to others, the knowledge and experience gained from a life's work. I have been able to meet so many interesting students from all corners of the world and to learn from their experiences too."

We all thank him and wish him well in his next adventure. Jim Clench will continue to support the programme by serving on the MOaM Advisory Board.

Check out: article by Jim on 'Nuclear Propulsion for Cruise Ships?' Jim Clench, an IMarEST Fellow and former Managing Director of Saga Cruises, argues that the future energy situation could justify adopting nuclear power for the next generation of cruise ships. [MER, December/January 2010, pp 22-23](#)

Welcome to Steven Gosling New Lecturer in Maritime Operations



Steven Gosling, (pictured left), Training and Quality Manager at The Nautical Institute and Doug Prothero, Executive Chairman of Sail Training International at the launch of The International Sail Endorsement Scheme

Steven Gosling started his career in the merchant navy rising up through the officer ranks. With thoughts on a future career ashore he started studying for a Master's Degree by enrolling on the 'Maritime Operations and Management' MSc programme at City University, London. He graduated with distinction in January 2014. He is currently the Nautical Institute's Training and Quality Manager.

Steven Gosling recently published an article in the Seaways entitled "CPD – Reflections on an MSc". This is what he had to say about Continuing Professional Development (CPD) and studying at Master's level.

"To return to my earlier question of what professionals can do to grow their knowledge independently and better prepare for their first role ashore, it is my belief that higher education will challenge the individual to develop a range of skills that can be usefully applied and are often demanded in the corporate environment. Postgraduate level study has highlighted for me how mariners at sea, through no fault of their own, are immersed in their own specialist operations and may not be aware of the many stakeholders in shipping and the interplay between them that makes the business so disparate and fascinating. Understanding shipping market cycles, the strategies for port management and management theory are all subjects I was unfamiliar with when my role was mainly operational. Equally, all are subjects that serve me in my current role in terms of the decisions I make, the conclusions I draw and my understanding of the broader maritime picture." (Gosling, 2014:7)

More on International Sail Endorsement Scheme at: <http://iims.org.uk/international-sail-endorsement-scheme-launched/>

A Desirable Balance: Ship Performance Optimization



Elena Hauerhof on the Southbank with Tower Bridge and the river Thames in the background

The aim of my PhD research is to develop an advanced picture of necessary and realistic performance expectations from medium size ship system, in order to increase its efficiency while minimising the harmful environmental signature and remaining commercially profitable. This is important to ensure that international requirements for these types of vessels are research informed.

The investigation has focused on a medium sized products tanker, which acts as a midpoint of the spectrum of ship sizes of this type. This ship system is being analysed under various conditions for example:

- changing weather conditions
- alternative fuels e.g. LNG and LPG
- propulsion systems e.g. CLT, fixed pitch and ducted propellers
- appendages arrangements e.g. Schneekluth wake equalizing ducts
- Innovative machinery arrangements e.g. deploying lithium batteries

The research is being undertaken by means of an integrated computer simulation involving linked engine, auxiliary power systems, propeller and hull analysis programs. Calibration of the simulator has been achieved by the use of model tests and sea trial data.

These analyses have helped to highlight insights into ship behaviour and optimise its performance while minimising the harmful atmospheric emissions. In addition, the examination of ship's carbon footprint and its relevance to the Energy Efficiency Design Index (EEDI) has also helped to detect the deficiencies in the current EEDI formulation as well as pointed out ways in which it can be improved.

Story contributed by PhD student Elena Hauerhof

Ship Engineering Can Make Soup Fly



Professor Carlton speaking at the 1st FIGS Events Lecture

The 1st FIGS* Events Lecture given by Professor John Carlton FREng was entitled 'Reflections on the causes of engineering failure and poor performance', Thursday 7 November 2013.

The Lecture was chaired by Cdr Matt Bolton RN.

Professor Carlton discussed the failures of engineering design and lessons drawn from his own personal experience, historical evidence and research. He informed, educated and entertained his audience. In one anecdote on fine dining on a cruise ship he described a case where a designer was offered financial incentives to make a cruise ship go as fast as possible. This resulted in superb performance at high speed but at lower speeds the propeller induced broadband excitation of the hull created so much vibration that it would not allow the soup to stay in the bowls. One possible outcome of engineering was in effect soup flying up to meet the diners' faces. He said "About 80-90% of failures contain some element relating to human factors, therefore, designers need to take account of human capabilities and limitations."

When the failure of an engineering system or component occurs the result may be costly in financial terms or, more seriously, result in a loss of life. The result of poor performance normally manifests itself in the achievement of a lower efficiency than expected and thereby requires greater resources to service the operation. The

lecture considers these two related aspects from engineering, human response and management perspectives so as to draw some conclusions

Listen and view the lecture at: https://www.youtube.com/watch?v=bY_oJ8Mm0V8

Copy of the paper accompanying the lecture can be downloaded from: http://www.figsevents.co.uk/news/FIGS_Lecture_One.pdf

*FIGS is an events management company specialising in Technical Lectures and Networking

Sensor Sensibility at Sea



Professor Tong Sun pictured at City University London with assorted sensor instruments

The 2nd FIGS Events Lecture given by Professor Tong Sun DEng PhD was entitled 'Optical fibre sensors: a new monitoring approach for industry', Thursday 13 November 2014. The Lecture was chaired by Commodore John Newell MBE.

At City University, Professor Tong Sun is pioneering the science of sensors in a wide range of applications.

She captivated her audience with a tale about designing a sensor nose to fit a robotic dog! This was an engaging lead into describing her research into designing sensor technology to track down illegal cargos such as explosives or drugs. Professor Sun said "We are assessing how the human pheromones associated with fear can be measured, and the viability and efficacy of using this information to help spot suspicious behaviour in security-critical settings."

Another application is inserting sensors into concrete structures. Professor Sun says: "This work promises to provide industry with access to improved data on concrete corrosion, enabling timelier and more cost-effective maintenance of buildings in harsh environments, such as marine structures and railway bridges."

Professor Sun described advances in optical fibres technology in the telecommunications industry and the parallel development of sensors using optical fibres. She explained that optical fibres as devices for measurement and instrumentation have a number of advantages. Sensors are lightweight, small in size, immune to electromagnetic interference and resistant to chemical and biological contamination. In addition sensors can be designed to operate either as intrinsic or extrinsic sensors and programmed to collect a range of data.

Turning to an application in marine engineering she explained that fibre optic vibration sensors (FBGs) are ideally suited to vibration monitoring. Professor Sun discussed a detailed comparison of data obtained from propeller blades instrumented with FBG based sensors, with data from theoretical modelling using the finite element analysis of the structure, and reported that: "A close agreement has been obtained and the small deviation that has been observed in the results is due to the fact that there is a small discrepancy between the geometric profile of the blades tested and those upon which the simulation model was based."

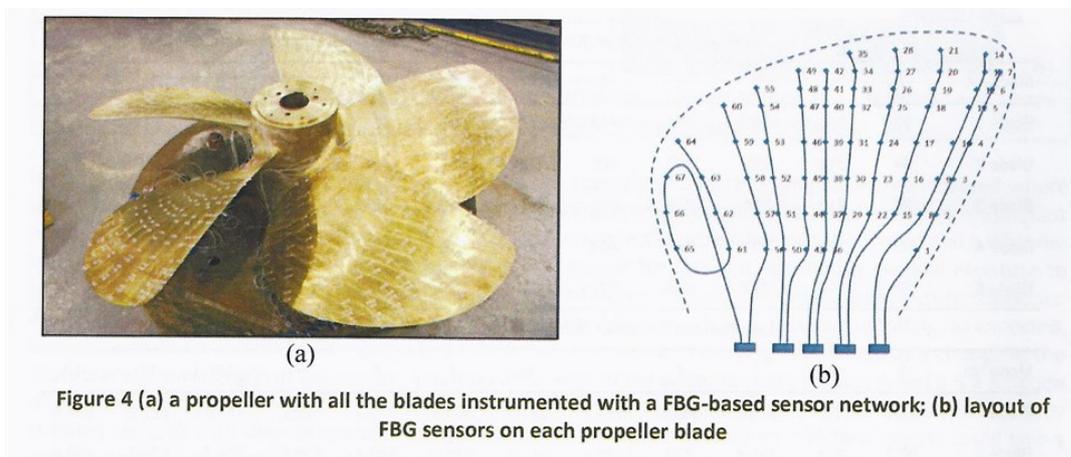


Figure 4 (a) a propeller with all the blades instrumented with a FBG-based sensor network; (b) layout of FBG sensors on each propeller blade

Sun, T. (2014) *Optical fibre sensors: a new monitoring approach for industry*. FIGS Events Limited (Extract from page 4)

For more about Professors Sun's work visit: <http://www.city.ac.uk/city-research-and-enterprise-review-2011/processes-and-systems-improvement/sensor-sensibility-the-future-of-sensor-technology>

For more on research in the School of Engineering and Mathematical Sciences visit <http://www.city.ac.uk/engineering-maths/research>
For more on research seminars, workshops and other events visit: <http://www.city.ac.uk/mathematics-computer-science-engineering/about/>

European Erasmus Mundus Coastal and Marine Engineering and Management Programme



Coastal and Marine Engineering and Management Programme. Class of 2013.
Back row: Laura Robichaux 4th left, and Tom Wills 1st right.

Destination London

Coastal and Marine Engineering and Management (CoMEM) is an Erasmus Mundus Master of Science degree facilitated by the European Union. In the 2013-2014 cohort, students from China, Germany, India, Mexico, Scotland, Turkey, and the United States are represented and are spread over four of CoMEM's five tracks. CoMEM allows the students a unique opportunity to learn from colleagues from varied backgrounds, interests, and responsibilities.

The Maritime Operations and Management track begins at Norwegian University of Science and Technology with courses in engineering, resource management, and corporate social responsibility. They then continue to the Polytechnic University of Catalonia to take multidisciplinary coastal-focused courses. The second year begins at City University London where they join students on the MOAM course emphasizing the business aspects of the maritime industry. Two students from this cohort, Tom Wills and Laura Robichaux, are currently at City University on the Operations and Management track and plan to write their theses on marine renewables installation and Louisiana coastal protection respectively.

Story by Laura Robichaux

EMMC Application for start August 2015:

General Admission: October 1st, 2014 - March 1st, 2015

IMPORTANT Dates

Erasmus+ EMMC Scholarship applications:

Partner Countries: CLOSES December 1st, 2014

Programme Countries: CLOSES January 1st, 2015

Useful Links:

EMMC Coastal and Marine Engineering and Management CoMEM
<http://www.ntnu.edu/studies/mscomem>

EACEA Education, Audio-visual and Cultural Executive Agency
http://eacea.ec.europa.eu/index_en.php

From 'Student Project'¹ to International Award



Jim Anderson for
Caledonian Maritime
Assets Ltd (CMAL)

At the Electric and Hybrid World Exop held in Amsterdam on 26th June 2014 two City maritime students, one former **Andrew Duncan** and one present **James Anderson**, won the award for the Electric and Hybrid Propulsion System of the Year recognising their work in developing the diesel-battery hybrid ship M.V. Hallaig. This ship, which is returning fuel and emission savings of between 20% and 30% over the previous ship on the route was judged by a panel of 14 international people, including the Chairman of Class NK (Ueda san) and a former Chief Engineer Surveyor of Lloyd's Register (Wilem de Jong) to be the most advanced Ro/Pax hybrid design of ship in the world and certainly the first for its size.



MOaM student **Jim Anderson**, who is CMAL Senior Technical Manager, says: "It is fantastic to win this prestigious award. To think this all stemmed from an innovative idea we had five years ago and now we have two hybrid ferries in the water!"

The hybrid system is installed on the MV Hallaig, which operates between the Isle of Skye and Raasay and on the MV Lochinvar, which operates between Tarbert (Loch Fyne) and Portavadie. "As we have seen from the optimisation trials fuel savings of up to 38% can be achieved and at the same time, we have twice the carrying capacity with the MV Hallaig (23 cars compared to 12) compared to our previous ferry," he adds.

Sources: <http://tinyurl.com/hybridssystemstory> ; <http://www.cmassets.co.uk/en/home.html> story compiled by Uma Patel

¹ Story about 'Student Project' in Making Waves Newsletter 1, 2013

First Prize City MSc Dissertation



Tor Hugo Notoy (2012/13) is the winner of the City MSc Dissertation Prize for his work on the advantages of diesel-mechanical and diesel-electric propulsion in the challenging but crucial offshore supply vessel sector.

Lecture Series and Visits



Port of Tilbury LONDON

MOaM students can see the connections between industry and the design of their course. This vision has been expanded in the past five years in two ways. First through visits organised by staff using their connections and getting MOaM graduates to persuade their employers to help. Second with a selection of guest lecturers some of them from the MOaM advisory group and of course MOaM graduates.

Planned Visits in 2014-15

Shoreham Harbour

Thames Gateway

IMO

Guest lectures 2014-15

Apostleship of the Sea: Mission of Seamen
Human Resources Management
Pilotage
Ship Security
Running a Shipping Company
Operation of Ferries
High Speed Craft Operations

Simon Culshaw
Ben Saunders
Kevin Constable
Michael Everard
Michael Everard
Malcolm Parrott
Malcolm Parrott

27 Nov 2014 11:00-13:00
1 Dec 2014, 14:00 16:00
13 Feb 2014 14:00 16:00
26 March, 14:00-16:00
9 April, 14:00 -16:00
27th January, 14:00 -16:00
29th January, 14:00 -16:00

Lectures series open to Alumni. For more information email Rita.Kaur.1@city.ac.uk

Graduates January 2014

Master of Science in Maritime Operations and Management. (cohort 2012-13)

Abigail Ajayi
Andreas Andritsopoulos*
Carolina De Martini
Olympia Delimita
Maria Iokasti Dellatola
Turgay Erguven
Maxwell Kpabitey Fiorgbor
Dimitar Yanev Georgiev
Steven Gosling*
Yevgen Grechka*
Vasileios Grigorakos
Fahad Hayee
Semih Kahraman
Ioannis Klonizakis
Winnie Aurelie Kwedi Beke
Efsthathios Kyriakongonas
Georgios Markou
Tun TunMin
Panagiotis Maroulis
Konstantinos Mourgkogiannis
Tor Hugo Notoy*
Emmanouil Ntendidakis
Zoia Panasenko
Philip Peter Roos
Ishaka Al-Mustapha Shitu
Veselin Shivachev
Kyriaki Andromachi Skiniti
Olga Symvoulaki
Ilias Tomaras
Androniki Tsichlaki
Lodewijk Hendrik Van Der Lelij
Antigoni Maria Vrochidou

Master of Science in Coastal and Marine Engineering & Management

Fitriani Kusuma Dewi*
Bojan Manic*

* with distinction

Graduates July 2014

Master of Science in Maritime Operations and Management

Ayo Godfrey Oke
Craig Robert Peattie*
Halilefe Uzuner

* with distinction

Graduates January 2015

Master of Science in Maritime Operations and Management (cohort 2013-14)

Report on Graduation Ceremony and list of graduates will be published in the May 2015 Making Waves Newsletter

MSc Maritime Operations and Management is Accredited by the following professional bodies.



If you graduated in 2009 or before you might like to get in touch to find out how this accreditation can be backdated.

Annual Programme Dinner on Board HQS Wellington



Venue:

HQS "Wellington"
Temple Stairs
Victoria Embankment
London WC2R 2PN

Date: May TBC

Invitation to this annual event is extended to Alumni (places are limited) For expression of interest for 2015:

email maritime@city.ac.uk
subject header: MOAM Programme Dinner 2015

Other photographs of events and people would be most welcome .

Subject line: MOaM archive u.patel@city.ac.uk

Gearing up Career Moves by Tom Wills



Tom Wills. At sea, on the MOaM course and still smiling.

During my undergraduate degree at the University of Glasgow I completed an Erasmus student exchange in Bordeaux. Struggling to understand mechanics in French has given me an idea of how the international students on the MoAM programme must feel when trying to understand maritime law in their second or third language. At least we had diagrams to look at, and maths is universal!

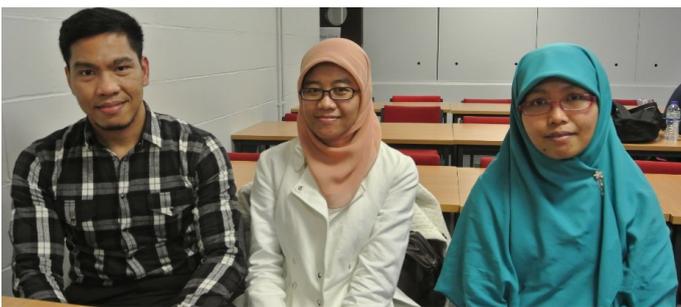
As a graduate trainee with Aquamarine Power I completed placements in different departments of the company before working as project engineer for the installation of the Oyster 800 wave energy prototype at the European Marine Energy Centre in Orkney. Trying out different roles helped me to work out what direction I wanted to head in professionally. For the last couple of years I have been working for Aquatera as a consultant on wave and tidal energy projects in Chile and the UK.

In 2012 I qualified as an incorporated engineer (IEng) with the Institute of Mechanical Engineers and I am now working towards chartered (CEng) status with IMarEST. Following a professional development programme helps you

review and document your learning so that you can identify and fill gaps in your capabilities. It is also really useful for employers or clients as a way of accrediting your professional experience.

Joining the MoAM programme has been a great experience so far. The range of different nationalities and backgrounds is impressive and it will be fascinating to see where everyone ends up in a few years' time.

Delegation from Indonesia by MOaM students Ronald Silalahi, Betha Primadewi, and Inggit Hardiman



Left to right: Ronald Silalahi, Inggit Hardiman, and Betha Primadewi
The scholarship students said: "We are excited to move forward with the year including the dissertation. We hope that the cooperation between City University London and GadjahMada University and Ministry of Transportation of Indonesia will continue."

modules and found the content of the modules very relevant to future careers of sponsored students. They were also impressed that MOaM lectures could claim extensive experience in various sectors of the maritime industry. Another feature of MOaM that they found interesting was the block teaching system because the intensity of effort reflects the way Indonesian students are expected to study. Another aspect of the course that was noted as valuable was the opportunities to work closely with a diverse range of students of different nationalities. The common ground that is provided by the MSc in Maritime Operations and Management is helping to build invaluable networks. "

On the 1st of December 2014, City University London welcomed guests from Indonesia. The delegation included Mr. Wahyu Satrio Utomo and Mrs. Woro Hesti both representatives of Ministry of Transportation (Head of Transport HRD Agency and Head of Planning Division of Transport HRD Agency respectively), together with the Prof. Sigit Priyanto Director of Programs at MSTT-Gadjah Mada. The purpose of the visit was to monitor the progress of current scholarship students. They were also interested in understanding the MOaM course in some depth. The delegates were received by Professor John Carlton, Capt. Simon, and lecturers Uma Patel and John Hoar.

Scholarship students from Indonesia: Ronald Silalahi, Betha Primadewi, and Inggit Hardiman were also present at the meeting. They write:

"The delegation from Indonesia was enthusiastic about the

Course Dinner - Wellington on the Thames

Photograph taken on the main staircase opposite the dining room on Board HQS Wellington. Photograph of London skyline from the deck of the HQS Wellington moored opposite the South Bank on the River Thames. (21st March 2014)



Welcome to the Class of 2014-15

Photograph taken Wednesday 8th October 2014 during afternoon break on Module block for EPM785 'Maritime Economics and Accounting'. Some of the students were queuing for coffee and missed the group photograph but rest assured there will be another opportunity for a group photograph on the Wellington in May.



Ship Spotting

See story on page 12

Kamsarmx



<http://www.ship.gr/dry/kamsarmx.htm>



MV KRONOS

<http://www.shipspotting.com/gallery/>

<http://maritime-connector.com/wiki/suezmax/>



Suezmax

Panagiota P. Chrysanthi from Andriaki Shipping Co. Ltd. writes about opportunities and challenges for women in a male dominated industry

My name is Panagiota Chrysanthi. I am 'Quality, Safety & Environment Department Manager' (QSE) and 'Designated Person Ashore' (DPA) at Andriaki Shipping Co. Ltd. of N. J. Goulandris group. This Greek company based in Athens has been in business for over 61 years providing marine transportation services, on behalf of its clients, by managing over 100 vessels of various types and sizes. Currently the company owns 14 ships: 8 bulk carriers, 6 Tankers. Most recently the company has taken management of new build Kamsarmax*. I have been with the Company since 1996 when I first time joined a Suezmax* for my on board training during my Master Mariner studies at the Mariner Academy of Aspropyrgos in Piraeus, Greece.



At the beginning I had some doubts about a career in shipping industry knowing that historically it has been dominated by men. Women leaders face particular challenges out at sea, not least because the onboard male-female ratio is skewed. In fact I found the company very supportive of my ambitions. This climate of encouragement, together with my love for the marine working environment and my origin from a family where most members serve at sea, has motivated me to take every possible development opportunity. My dreams came true when, in 2004, I served as the first female Chief Officer in the organization on board the MV KRONOS*. In 2005 I moved on shore as deputy DPA and enrolled on a Masters course in Maritime Operations and Management at City University London. I was able to study while working, and found the program flexibility invaluable and the experience immensely enjoyable.

The longstanding efforts and the skills I have managed to develop through my interaction with the daily routine in the office and the studies at City University helped me to be promoted to QSE Manager and DPA in 2013. The successful compilation of my dissertation in 'Ship Emissions in the Port of Piraeus', (under the supervision of Prof. John Carlton), gave me the opportunity to also take over the role of 'Environmental Management Representative' for the company.

My role involves me daily in making decisions relating to shipping operations and in particular safety, monitoring and assessment of environmental issues. I am responsible for overseeing the Company's performance against the set targets and objectives in line with management decisions and Industry safe best practices. In general I have found that a good portion of my academic studies have been directly relevant to systems the company has developed over time and this crossover has been invaluable.

Women in shipping often argue that during the initial phase of their career they feel uncomfortable as men often tend to underestimate their capabilities. In my experience this can be turned around, as individual can also overestimate or underestimate themselves. It is important to have clear goals, invest in professional development, and engage with the fascinating issues facing the Maritime Industries. As in life: education, skills, passion and drive are valued in the workplace.

* Ship profiles on page 11

Alumni invited profile. Get in touch if you have a story.

Research and Programmes in Maritime Studies

City University London
Postgraduate Office
School of Engineering and Mathematical Sciences
Northampton Square
London
EC1V 0HB

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