School of Mathematics, Computer Science & Engineering

Academic excellence for business and the professions

# Making Waves

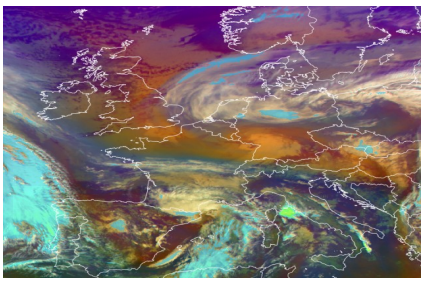
Newsletter for Maritime Studies Students and Graduates

**No. 12. March 2021**

In addition to the MSc in Maritime Operations and Management a
**NEW MSc in Maritime Safety and Security Management is**
**OPEN FOR APPLICATIONS NOW**

## Marine environmental research under lock-down and other troubled times

*By Professor Andrew Price, marine biologist, environmental consultant, writer and visiting lecturer*



Satellites collect continuous, long-term global observations of the oceans. Live Data

EUMSETAT is the European operational satellite agency for monitoring weather, climate and the environment from space.

For many marine environmental studies, field surveys and diving are a key requirement. Collecting sediment samples for contaminant analysis, making visual counts of fish or recording the biodiversity of corals, are cases in point. Data collected are the key inputs of research, for later analysis and interpretation.

Data without getting your feet wet!

Under Covid lock-down, however, restrictions on travel have prevented or limited marine fieldwork and some other research. A colleague recently secured a grant for €2.5 million to examine how viruses in the ocean inhibit the uptake of $CO_2$ from the atmosphere, and its fixation into microscopic photosynthetic organisms -- a process that plays a key role in modulating atmospheric $CO_2$ levels. However, he was worried that until travel and working restrictions are eased, it might be difficult to hire scientists to perform the laboratory experiments, let alone any fieldwork. Research can also be hampered in other lock-down situations. During the 1990/91 Gulf War conflict and (world's largest) oil spill, mines placed in the Persian Gulf and on beaches deterred even the most enthusiastic marine biologists from doing their normal job. With enforced or voluntary restrictions hampering marine fieldwork and even laboratory research, what alternatives might there be for collecting data? (*cont. page 2)*

**Contents**

*(continued from page 1)*

## *Marine environmental research under lock-down and other troubled times*

### *Data without getting your feet wet!*

Surprisingly perhaps, vast amounts of marine data are available, or can be acquired without need for fieldwork, laboratory work or travel.


Learn more about secondary data from monitoring the oceans from space


NHM Data Portal
Map view Paratype (14054)

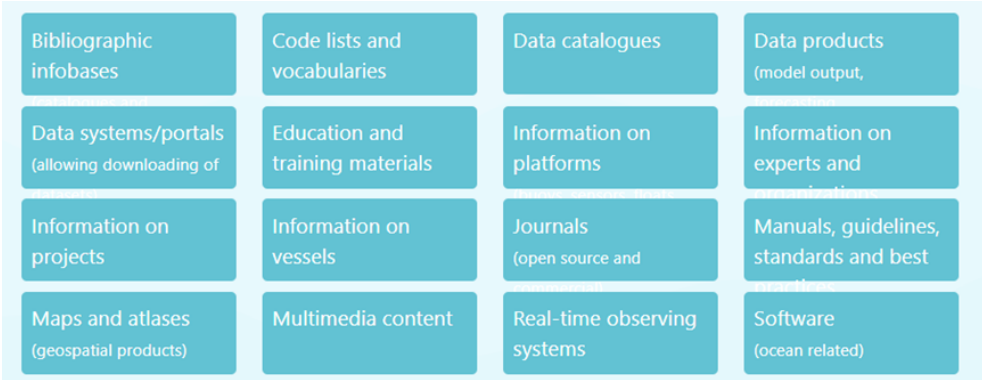

Intergovernmental Oceanographic Commission of UNESCO International Oceanographic
Data and Information Exchange

One approach is use of questionnaire surveys - utilising on-line platforms, especially if face-to-face interviews are not possible. Then, there is satellite imagery, which marine scientists use to map mangroves, reefs and other habitats, quantify ocean fertility (phytoplankton) and track oil spills. Vast amounts of raw data, not yet analysed, also reside in books, monographs and on the web.

Use of these sorts of datasets is of course valuable, even in normal, non-lockdown times. I was once invited to give a talk at UK's CEFAS - Centre for Environment, Fisheries and Aquaculture Science, Lowestoft. The title was 'How to get a marine publication without getting your feet wet'! The subtitle was more informative, and the talk centred on analysis of a large dataset of starfishes for the North and South Atlantic. Built up from biological investigations spanning more than a century, the dataset was freely available in a published monograph (written by a colleague at London's Natural History Museum). But in-depth analysis had never been done. Our investigation, which involved collaboration with statisticians, revealed valuable insights into coastal and deep-sea biodiversity patterns, and led to a journal publication.

Similarly, a former PhD student used questionnaire surveys to obtain views from Sri Lankan fishers about environmental factors that protected and exacerbated impacts from the 2004 Indian Ocean tsunami wave; from her analyses she produced two publications.

In many spheres, existing, public domain data, sometimes collected routinely by government or other agencies is a valuable resource, available for secondary analysis. It can provide a key input to research, during lock-down and normal times alike.




Ocean Data and Information Systems (ODIS) "Catalogue of Sources" The ODIS aims to be an online browsable and searchable catalogue of existing ocean related web-based sources/systems of data and information as well as products and services. It will also provide information on products and visualize the landscape (entities and their connections) of ocean data and information sources.

# Determination of the hydrodynamic performance of marine propellers using fibre Bragg gratings

Matthias Fabian [a], Bruno Rente[a], Saeed Javdani[b], Sara Uceda[b], Ian Godfrey[b], Ben Young[c], John Carlton[a], Tong Sun[a], Kenneth T.V. Grattan[a]


a. City, University of London. UK

Click

b. Teignbridge Propellers International Ltd., Newton Abbot, UK


c. University of Queensland, Brisbane, Australia

## Abstract

A critical aspect in the design of marine propellers is their hydrodynamic performance which, when evaluated experimentally, requires a number of parameters to be monitored at the same time, i.e. the thrust and torque a propeller-generates as well as the propeller shaft and vessel speed. In this investigation, three of those parameters are measured using Fibre Bragg Grating-based sensors, thus allowing for computationally derived performance values to be verified. For that purpose, open water tests were carried out where an instrumented propeller shaft was installed into a research vessel and measurements taken, evaluated and the results compared favorably with advanced computer-based simulations. Keywords: Optical fibre sensors, fibre Bragg gratings, torque, thrust, marine propeller, hydrodynamic performance

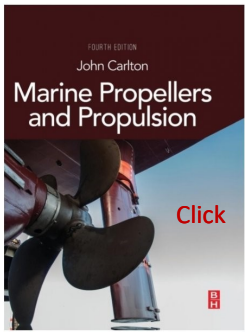
## Conclusions

It was demonstrated that the performance of the sensor system developed and the test carried out that marine propellers can be reliably evaluated using Fibre Bragg Grating-based sensors by exploiting their capability of monitoring multiple parameters in a multiplexed sensing approach. Proof-of-principle test were carried out on a research vessel in open water and the obtained results closely matched those of obtained from the CFD analysis.

## Acknowledgements

The authors wish to thank the Energy Technologies Institute for funding this project under the 'Heavy-Duty Vehicles – High Efficiency Propulsion Systems' initiative.

Citation: Fabian, M., Rente, B., Javdani, S., Uceda, S., Godfrey, I., Young, B., Carlton, J., Sun, T. and Grattan, K. T. V. ORCID: 0000-0003-2250-3832 (2019). Determination of the hydrodynamic performance of marine propellers using fibre Bragg gratings. Proceedings of SPIE - The International Society for Optical Engineering, 11199, 11199O. doi: 10.1117/12.2541280




## Resources for MSc Maritime Operations and Management Students

Carlton, J., [Marine Propeller and Propulsion] Oxford: Butterworth-Heinemann, 4rd Edition, 79 -136 (2018) 2nd Edition open access pdf linked here

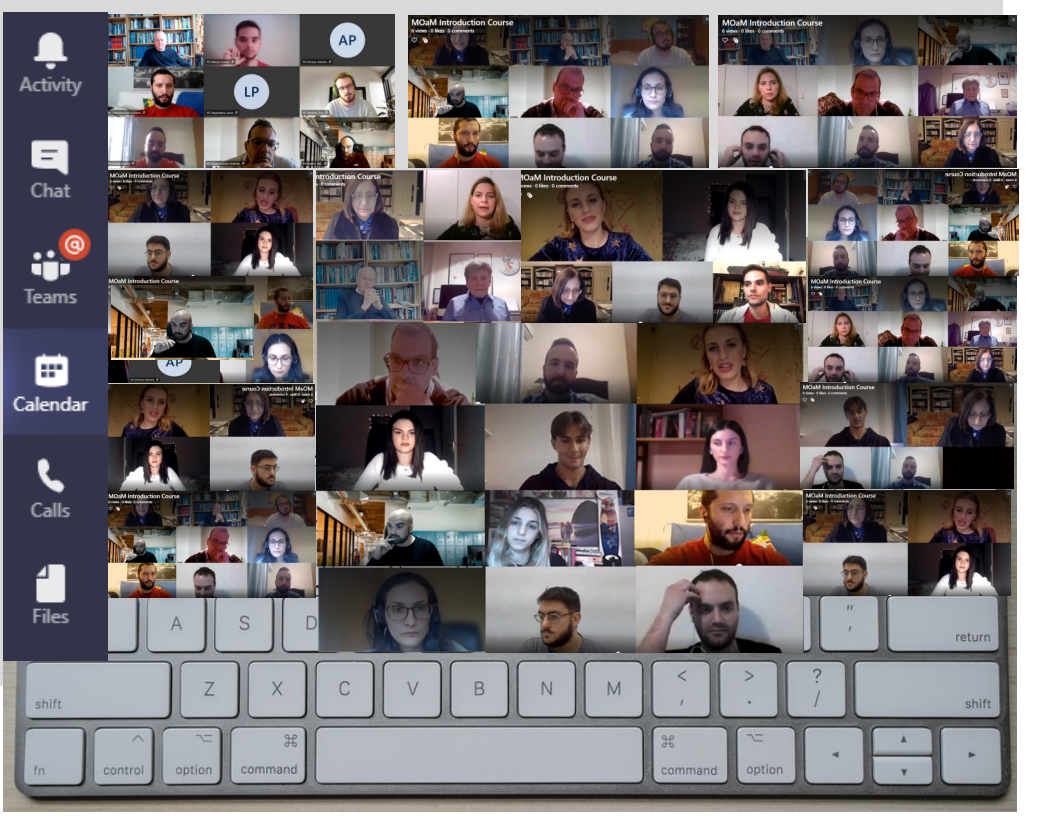
VAF Instruments, "TT-Sense, torque and thrust measurement," https://www.vaf.nl/products-solutions/overview/tt-sense-shaft-power-thrust-meter/.

# Welcome to virtual and on-site class of September 2020 (London)
# MSc Maritime Operations and Management



Hybrid mode in class and online. September 2020 London students stepped up to advanced learning in 'Covid Times'.

# Welcome to the virtual class of January 2021 (Greece)
# MSc Maritime Operations and Management




Online January 2021 our students in Greece stepped up to advanced learning during lockdown.

# Maritime Operations and Management Graduates 2020

## Master of Science in Maritime Operations and Management

Stamatios Aliprantis*
Elli Anemogianni - Sinanidi*
Eliza Errieta Arsenidi
Mustafa Beyoglu*
Elisavet Bouzounieraki
Georgios Chalatsis*
Spyridon Chiotis*
Maria Constantinidou*
Emir Demirkol
Dimitris Dimitropoulos*
Spyridon Kapodistrias
Eleni Karagianni*
Ioannis Kasimatis
Dimitra Kazantza*
Vasiliki Ketse
Stylianos Koukianakis
Moysis Koutigel
Alexandra Laina
Christos Lekkas
Maria Lountzi*
Angelos Margaras
Alexandros Massachos
Yakinthos Michalakis
Nikolaos Palaiokrassas
Andreas Pantazis*

## Master of Science in Maritime Operations and Management continued

Dimitrios Papastamatis
Magdalini Petroleka
Paul Polychroniadis*
Efstathia Rizou
Michail Roussis
Charikleia Savvidou
Dimitris Seimenakis
Konstantinos Simotas
Nikolaos-Marios Sofios
Dimitrios Soursos
Tommaso Spezzacatena
Antreas Spyridis
Nikolaos Theodorakis
Dimitrios Theodorou
Theodoros Theodorou
Tianshuang Tong*
Georgios Tsertos
Nurcan Turan
Ilias Tziovaras
Naeem Uddin
Yunze Wang
Ioannis Zikas*

*with distinction

## Postgraduate Diploma

Panagiotis Tzonis

Join the Alumni Network to get future editions of this Making Waves Newsletter.

City, University of London offers free and lifelong membership of the Alumni Network to all former students and staff.

# Graduation Day 20th January 2021

Watch the Broadcast [City, University of London Graduation: SMCSE - Wednesday 20th January 2021, 10am]

**Antreas Spyridis** • 1st
Assistant Performance Analyst POCR at Columbia Ship...
2h •

Officially graduated with an MSc Maritime Operations and Management degree from City, University of London. Never imagined that graduation ceremonies would take place under such conditions!

Never stop learning, be kind, work hard, stay humble, stay loyal, love always. The best are yet to come!

# Honourable Company of Master Mariners (HCMM) Scholarship

***OPEN FOR APPLICATIONS NOW***

*The Honourable Company of Master Mariners are offering a scholarship to one UK student to undertake the MSc in Maritime Operations and Management. The student must have a Class 1 licence and some years experience serving as master on board a deep seagoing vessel. The sponsorship value is for full tuition fees.*

# Covid-19's adverse impact on global seaborne trade

*By Richard Scott (analyst in residence for maritime programmes, City, University of London)*

Many industries have been struck hard by the coronavirus pandemic during the past twelve months. But the global shipping industry experienced a relatively limited albeit uneven blow, with international cargo movements supported by continued growth in China's trade.

Two of the three major segments – dry bulk commodities and container shipments – saw only quite minor reductions in annual seaborne trade volumes in 2020. In another sizeable part, liquefied natural gas (LNG), growth was recorded. Much of the overall weakness was concentrated in the oil segment, where a large reduction occurred.

**Insight Publications**

Review of Maritime Transport 2020, United Nations Conference on Trade and Development (UNCTAD), ( accessed on 20 Feb 2021 ).

According to provisional calculations by consultants Clarksons Research, the volume of global container movements was just 1% lower in 2020, compared with the previous twelve months. Dry bulk trade was down by 2%, accompanied by a steep 9% fall in crude oil and oil products trade. LNG achieved a 2% increase. The net result of all changes was a 3.5% decline in the world seaborne trade total.

This outcome was certainly a severe blow for the shipping industry. However, it was tempered by what appears to have been a rise in the average voyage length, meaning that in tonne-mile terms, the annual decline in vessel employment was around 2%. If these calculations prove accurate, they are further evidence that the shipping industry displayed remarkable resilience.

Expectations for the world economy and industrial activity at the beginning of the pandemic, and the reality of what emerged, implied a much larger weakening of sea trade and vessel employment in 2020 than actually happened. Many countries experienced painful recession, reducing cargo import demand. But China's economy recovered quickly after an early setback, and seaborne imports (comprising about 25% of the world total) increased briskly by about a tenth, based on estimated figures.

What will happen in 2021? Optimists are looking for a recovery in global seaborne trade amid economic activity continuing to rebound strongly in China, accompanied by a revival elsewhere among other countries influencing trade movements. The extent of any upturn remains hard to forecast though, as it depends on the success of vaccines and virus controls and the return of more normal activity in countries still struggling to pick up.

**Also see**

Covid 19 and International Trade: Issues and Actions. Lessons from Global Economic Crisis. Organisation for Economic Co-operation and Development (OECD), ( accessed on 20 Feb 2021 ).

Baschuk, B. (2020), 'A Trade Collapse that's Heading Into the History Books', *Bloomberg,* https://www.bloomberg.com/news/articles/2020-03-26/supply-chain-latest-a-trade-plunge-worthy-of-the-history-books *( accessed on 20 Feb 2021 ).*

# Emerging Literature *contributed by MSc Maritime Operations and Management students 2020/21*

**Article:** Vidya, C. and Prabheesh, K., (2020) 'Implications of COVID-19 Pandemic on the Global Trade Networks. *Emerging Markets Finance and Trade*, 56(10), pp.2408-2421.

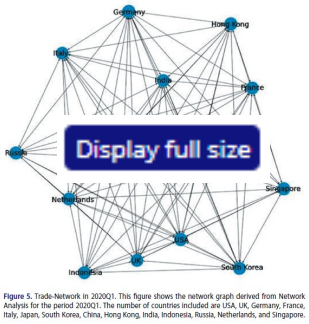
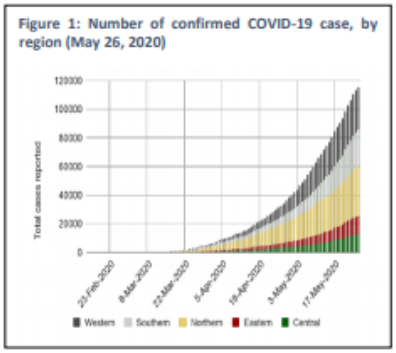



Figure 5. Trade-Network in 2020Q1. This figure shows the network graph derived from Network Analysis for the period 2020Q1. The number of countries included are USA, UK, Germany, France, Italy, Japan, South Korea, China, Hong Kong, India, Indonesia, Russia, Netherlands, and Singapore.

The article describes the main implications of COVID-19 Pandemic on the Global Trade Networks. These authors measured the trade interconnectedness among countries before and after the COVID-19 outbreak, and forecast the future direction of trade. Using Trade Network Analysis and Artificial Neural Networks, the article findings show that there is a drastic reduction in trade interconnectedness, connectivity, and density among countries after the COVID-19 outbreak; there is a visible change in the structure of trade-network; and finally China's 'centre' position in the trade network is not affected by the pandemic.

Summary by Faris El Suleiman

**Article:** "Humphreys, Richard Martin; Dumitrescu, Anca; Biju, Ninan Oommen; Lam, Yin Yin, (2020), *COVID -19 and the Maritime and Logistics Sector in Africa. World Bank*, Washington, DC. © World Bank. *( Accessed on 20 Feb 2021 ).*




Download PDF

This article analyses the negative impact of COVID-19 on the maritime and logistics sector in Africa by examining critical elements including food insecurity, lack of supplies, debt crisis, political, and security risks in the region. The paper covers region specific vulnerable sectors (e.g. tourism, oil and gas industry, maritime, air and road transport, freight forwarding, logistics, and wholesale and retail sectors) and finds that the fall in demand and price is likely to adversely impact commodity-dependent African countries. The authors recommend and define a response for mitigating the impact of the pandemic while increasing the resilience of the maritime and logistics sector's in Africa. Recommendations cover pointers to 'Strengthen resilience and governance of maritime sector', 'Improve quality and efficiency of road freight logistics', 'Increasing internal and external border agency collaboration'.

Summary by Driss Dryef

**Article:** Klein, N. (2020) 'International Law Perspectives on Cruise Ships and COVID-19', *Journal of International Humanitarian Legal Studies*, 11(2) pp 282-294.

Abstract

Cruise ships have contributed to the spread of COVID-19 around the world and State responses to the pandemic have needed to account for the presence of these ships in their ports and the medical treatment of both passengers and crew on board. This contribution outlines the key bodies of international law that must be brought to bear in deciding on State action in response to cruise ships and their COVID-19 cases: the law of the sea, international health law, shipping conventions and especially treaties protecting the rights of seafarers, international human rights law and laws relating to consular assistance. While these laws tend to reinforce each other, it is argued that the need for humanitarian considerations to feature strongly in State decision-making is challenged by systemic weaknesses.


International Law in a Time of Pandemic Special Issue

Presented for discussion by Ioannis Kanakis

## Obituaries

Photograph taken on the main staircase opposite the dinning room on Board HQS Wellington. (21st March 2014).

Captain Simon Culshaw is standing on the far right.

Dr Anne Brockbank is at the front kneeling second from the right.

Enlarged images below.

Source: Making Waves December 2014 #2

# Captain Simon Culshaw BSc, MPhil, FRICS, FRGS

It is with great sadness that we announce the death of Captain Simon Culshaw who died on Wednesday 11th November 2020.

Simon was elected to the Honourable Company of Master Mariners (HCMM) in March 1981. He was elected to the Court of the HCMM in 1991, a Warden in 1997, Senior Warden in 2002 and served as the Master of the HCMM for the administrative year 2003-4. He recognised the shortage of advanced professional education in the maritime sector and took the initiative in setting up the City University MSc programme in Maritime Operations and Management, which has become his lasting legacy. Since 2002 Simon was a familiar face in the Tait building taking an active role in the day-to-day activities of our marine courses.

Peter Cook who was taught by Simon and is now a lecturer on the programme writes "His boyish enthusiasm and mischievous wit were his indomitable "trade mark". He had an insatiable appetite for fun, an eye to the future and enormous belief and confidence in the next generation. As a student of the course he initiated and now I'm teaching on, I think this quote from Pericles seems eminently appropriate for Simon: "What you leave behind is not engraved in stone monuments, but what is woven into the lives of others."

Apart from being the grandfather of our maritime interests, Simon was passionate about seafarers' welfare. He has also given so much to other maritime causes including his abiding passion for the Apostleship of the Sea.

Simon leaves Patricia, who he married in 1974 daughters Catherine and Victoria and two grandchildren. Patricia and their daughters were with Simon when he died.

# Dr Anne Brockbank BSc, MA, PhD, Charted Fellow CIPD, BACP

It is also with great sadness that we announce that Dr Anne Brockbank died on Wednesday 18th of August 2020.

Anne was the co-director of Brockbank McGill Associates and a Lecturer at City University since 1995. Anne was part of the MSc Maritime Operations and Management team from 2005 until her retirement in 2017. She was a leading practitioner in therapy, mentoring, coaching and action learning. Many of our students are far from home, and in some cases carry trauma. The Maritime Industry can be dangerous. Anne's expertise around mental health and well-being was much appreciated, she provided a safe harbour for our students. Many of her ideas about mental health and wellbeing are embedded in the programme.

Like many women active in the second wave feminist thinking Anne was not afraid to move between worlds and challenge preconceptions. Anne graduated from the Royal Manchester College of Music in 1963 and went on to gain degrees in 'Mathematics', 'Applied Social Research' and a PhD from the Business School, City University of London. Anne's 10th book entitled Coaching with Empathy was published in 2013 with Ian McGill for Open University Press.

Uma Patel who worked with Anne for over 30 years writes, "Anne was my colleague, friend and mentor and I saw many sides of her. Socially she was spontaneous, hilarious, bright eyed, and irreverent; professionally she was fiercely intelligent both empathetic and challenging our students. I often find myself consulting Anne, 'what would Anne do', 'what would Anne say', 'how would Anne manage this'. This means that Pericles message is also a fitting tribute for Anne: "What you leave behind is not engraved in stone monuments, but what is woven into the lives of others."

Anne leaves behind her husband, Ian, her three children - Stephen, Alison and Ged and seven grandchildren. Ian was with Anne when she died.

**Dissertation Showcase MSc in Maritime Operations and Management**

# Human Element in Relation to Transition to Autonomous Shipping

*By Elli Anemogianni - Sinanidi*

The aim of this dissertation is to explore the key training challenges in implementing human element factors in the early years of autonomous shipping operations. The research adopted a mixed method approach combining critical analysis of existing research, review of commercial applications of autonomous shipping, questionnaire data from industry experts and emerging new professionals, and comparative analysis with training practices in the aviation industry. The findings indicate that technology for autonomous ships exists in the market, however the profitability of autonomous shipping operations is questionable. Regulatory concerns include clarity around the responsibilities (master and crew), the level of autonomy, issues around international regulations by the IMO and the fit for purpose of collision avoidance algorithms for short-sea autonomous operations vis -à-vis compliance with COLREGs. A combination of issues suggests that autonomous shipping is more promising for certain types of short-sea operations and specific types of vessels and cargo. Critically the human element manifests emerging problematics in terms of Shore Control Centres (SCC), including identification of the design and operation of the of the SCC, and human factors relating to the training needs of critical personnel. The dissertation offers four recommendations: (1) Cultural differences should be considered. (2) Communication skills and teamwork should not be overlooked. (3) Practice in the aviation industry of assessing competences as manifested in the behaviour of pilots should be explored for transferability to the shipping industry. (4) Consider adapting the four stage training scheme similar to the one practised by aviation companies when they train captains and co-pilots.

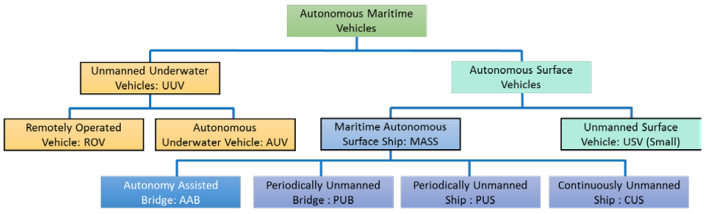


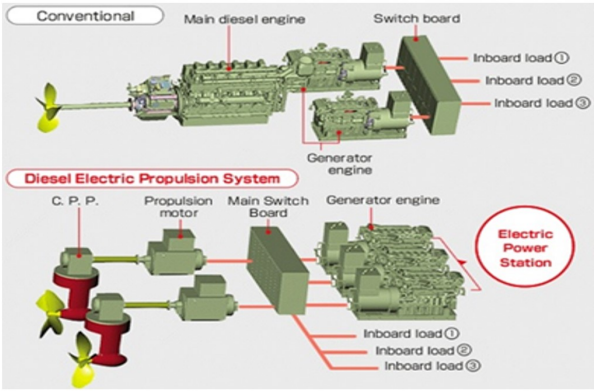

Figure 2. Classification of autonomous marine systems and autonomous ship types (NFAS, 2017, Im, Shin & Jeong, 2018)

Source Science Direct
From Dissertation page 5

# Hybrid Electric Plug-in Propulsion: A Case Study of Greece's Inter-island Shipping

*By Eleni Karagianni*

Figure 2.1: Conventional and Diesel-Electric System Arrangements




Source YANMAR, 2020
From Dissertation page 8

The technology and application of the hybrid electric plug-in ships (HEPS) is a hot topic in academia and industry. The IMO has announced a strategic plan and targets aiming to significantly reduce the shipping GHG emissions by 50% until 2050. As diesel engines can operate effectively with the support of batteries and electric motors, a HEPS is a potential solution. In addition fuel consumption is additionally reduced, and the range of zero-emissions is extended when a HEPS operates on full electric mode. This is achieved by utilising large capacity batteries charged by a shore power system. The dissertation investigated the potential application of hybrid electric plug-in vessels for Greek inter-island shipping to critically identify the type of ships to that could be the first candidate for use of such a system.

To examine this hypothesis, a case study was constructed with secondary data from databases publishing real-time data. The analysis identified vessel types that met particular criteria as potential candidates to potentially comprise batteries as part of its propulsion system. The investigation found that ferries are the ideal type as within the insular network there are many sensitive areas where these vessels operate. Additionally, compared to other ships that met the criteria, ferries are the most numerous meaning that the environmental benefit is greater if more ferries adopt this kind of propulsion. The work concludes that operation of hybrid electric plug-in ferries for the inter-island services with plug-in facilities, renewable electricity generation on the relevant islands, and batteries for both ship-based and shore-based electricity storage is a feasible option.

**Dissertation Showcase MSc in Maritime Operations and Management**

# Gulf of Guinea Maritime Piracy & Kidnapping: A Case Study and Analysis

*By Spyridon Chiotis*

Piracy and kidnapping incidents in the Gulf of Guinea in West Africa are rising. The global community seems to be tolerating this insecurity with notably fewer and limited interventions by the European Union and the United States. The regional countries have announced measures, as has the continental African Union organization and some local states. However, these efforts are uncoordinated and, in some cases, undermine each other.

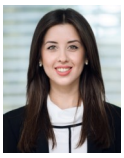
This dissertation examines multi agency, mulit-factor coordination as a possible way forward. The author presents a case study from a Crisis Management Team of a shipping company and draws on the details of an incident when one of the company vessels was pirated in the Gulf of Guinea and some of the vessel's crew were taken hostage. A race against time started involving a specialized negotiators company, the P&I Club[1] of the ship, and a Private Maritime Security Company to deliver the ransoms. The author investigated the chimera of shipping in detail. Data came from interviews with experts in the field, accompanied by a ranging literature review of published research including regional and international initiatives introduced to fight piracy; and the role of the military, navy and police.


Figure 11. GoG, 2019 Piracy Incidents. Source.
From the dissertation page 33

The analysis in the dissertation offers insights for the shipping industry and organisations that are tackling piracy. Contradictions are characterized and the overlapping and disorientating acts of the various organisations are highlighted. The question of political will to ease the pain and secure the seas is discussed.

[1] Provide protection and indemnity insurance to shipowners against third party liabilities and expenses.

# 21st Century Maritime Silk Road: Chinese Investment in Strategic Overseas Port Development and the Effect on International Trade



*by Maria Constantinidou*

The concept of China's 21st Century Maritime Silk Road (MSR) was unveiled by the Chinese President Xi Jinping in October 2013, as part of China's grand Belt and Road Initiative. The proposition is that the ocean based MSR is a concept of mutual cooperation, openness, inclusiveness, mutual learning and mutual benefit leading to global prosperity and economic growth. For enhanced regional economic integration to create a more connected trade, it is necessary for maritime transport, intermodal transport and seaports to undergo major infrastructure development and facility upgrades in terms of both capacity and capability building. Therefore, China has proceeded with huge investments in strategic overseas port building and development, including the ports of Hambantota, Kyaukpyu, Gwadar, Piraeus, and Colombo. The aim of this study was to investigate the extent to which the 21st Century MSR will eventually manage to enhance international trade through the advancement of port infrastructure leading to developed shipping network and better connectivity with focus on five major ports along primary energy import routes and which attract the most important commercial shipping flows. Data from a questionnaire supported by data and statistical information from secondary sources was deployed to examine the claims about MSR. The analysis revealed the economic dependency of some participating countries to China, including Sri Lanka and Myanmar, due to the excessive debt burden. The data was examined to conclude that the MSR creates new job opportunities, increased foreign direct investment, improved living standards and regional connectivity. The overall conclusion is that 21st Century MSR has great potential in facilitating international trade between China and the participating countries and hence generating economic growth.

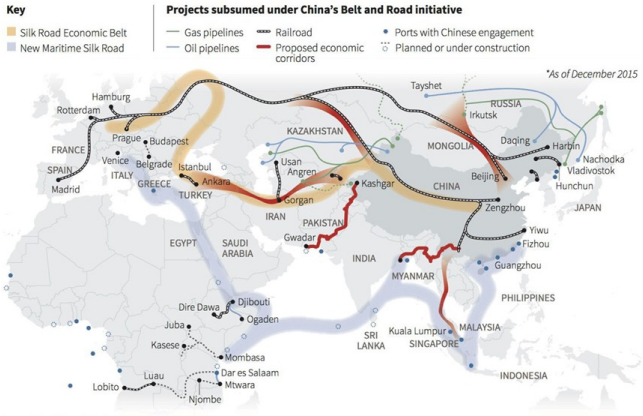



Figure 2: Map of BRI Regions and Projects
Source: Lu et al. (2018)
From the dissertation page 6.

**Graduate Profile**

# Andreas D. Andritsopoulos Chief Revenue Officer at SA Malliaroudakis UK LTD.

*Andreas Andritsopoulos was awarded an MSc (Distinction) in Maritime Operations & Management (**MOaM**) in 2013. After graduation he started working as a Junior Superintendent Engineer at Vita Management S.A.. Then in 2015 he was appointed Technical Coordinator with S.A. Malliaroudakis UK LTD . In January 2018 he was promoted to Chief Revenue Officer (CRO)[1] . Here he writes about his time at City, University of London, and reflects on building a successful career. [Editor's note]*

My colleagues in the 2012-13 cohort in London came from many countries and maritime backgrounds. I arrived in London having completed a Master of Engineering (MEng) in Naval Architecture and Marine Engineering at the Technical University of Athens. Graduating with an MEng made me confident about my scientific and analytical abilities. I selected the MSc MOaM course because it is wide ranging in the topics that are covered. The London location was attractive as a global centre for many maritime services including the home of IMO. I was highly motivated and confident about chasing my dream job.


Andreas Andritsopoulos at the IMO discussing his report on the topical issues around Energy Efficiency

I was one of the younger students in my year and indeed some students in my cohort had many years of operational experience, it was certainly a diverse and ethnically mixed group reflecting the modern maritime industry. From the MSc MOaM modules at City University I learnt a lot about how things work in the real world. I particularly engaged fully with cases and problem scenarios in applied general engineering, maritime law, and maritime economics. At the end of the year I secured a competitive Internship at IMO. This was a formative experience and I took away many lessons. Most important to me was the realisation that the maritime industry is even more competitive than I had imagined that commercial success comes from hard work, and that effective communication is critical in a multi-ethnic environment where there is a perpetual struggle for streamlining diverse stakeholders' interests.

From working in industry I have learnt that success demands resilience. Resilience is going beyond one's comfort zone and adapting to the intense volatility and different conditions that can occur in our offices' day-to-day operations above and beyond the freight rates market fluctuations. In this spirit, I believe that is important to prove to others that our position and accomplishments are well deserved and not to take-for-granted other peoples' faith in you.

By being willing to continually learn and adapt I have accumulated expertise, experience and networks that has led to my current position as Chief Revenue Officer at the UK-based company, S.A. Malliaroudakis Maritime UK LTD. My company is developing ship-specific software tools (e.g. Loading Programs, Bunkers Survey Program, electronic Oil Record Book Software, Under Keel Clearance Management Software and Steel Coils Loading Module) and services (e.g. 24hr Emergency Response Service, Deeper Draft Assignment, Cargo on Deck). The focus is on prevention and proactivity aiming simultaneously to achieve regulatory compliance and maximization of operational vessels' capabilities.

Professor John Carlton (5th from the right), Andreas Andritsopoulos (6th from the left) and some of the 2012-13 cohort at the annual programme dinner on the HQS Wellington

Given the difficulties we are all experiencing due to the unprecedented impact of pandemic on our lives, I would like to advocate continuous professional development, self-reliance and building resilience. The importance of these became evident during my postgraduate studies. These principles may boost our performance now and in the post COVID era when remote working under minimum supervision, multitasking, and resilience are likely to prevail over other professional virtues.

[1] The Chief Revenue Officer (CRO) is generally responsibly for the company's revenue streams through leveraging knowledge/intelligence from sales, marketing and product development . His/her role is to lead growth by aligning revenue streams and strategic partnerships.

# Guest Lecturers, Site Visits and Networking

*Our students keep a diary as evidence of continuing professional development this is a montage from their records.*


29th November 2019 Visit to port of Felixtow. Credit: Angelos Margaras

13th November 2019 . Photo: The Queen's visit to the IMO.
The university organised a trip to the IMO where my fellow students and I had an excellent guided tour and discovered various gifts sent by member countries to the building of the Agency of the United Nations, we also had the chance to enter the Main Hall and the Research Area.

Extract from '*Professional Development Record'* by Maria Constantinidou

| | |
|---|---|
| **INSTITUTE OF CHARTERED SHIPBROKERS (ICS) NETWORKING EVENTS** | In the course of both terms, thanks to the kind invitation of our professors Mrs. Valerie Stringer and Mr. Richard Scott, I have attended several networking events organised by the ICS. These events have been a great opportunity for networking and building professional connections with people from the maritime industry. Furthermore, in all the ICS events, I have had very constructive and informative discussions with industry professionals that helped me understand the most important issues in shipping, today, more deeply and on a more practical level. |

Extract from '*Professional Development Record'* by Dimitra Kazantza

*6/11/2019*

35th Anniversary of the Costas Grammenos Centre for Shipping, Trade and Finance combined with the 9th City of London Biennial Meeting "This World is Changing" at the headquarters of IMO. It was my pleasure hearing so many different and interesting discussions about the future of shipping industry. It is noteworthy that among others, there were talks from Professor Costas Th Grammenos, Dr Nikolas P Tsakos, Sir Stelios Haji-Ioannou, Professor Martin Stopford, Mr George Procopiou, Mr Peter G Livanos and Dr Kostas Karamanlis.

Extract from '*Professional Development Record'* by Markos Koufopantelis

*Research and Programmes in Maritime Studies*

*City, University of London*
*Postgraduate Office*
*School of Engineering and Mathematical Sciences*
*Northampton Square*
*London*
*EC1V OHB*
*Tel: +44 (0)20 7040 0248*
*Email: smcsepg@city.ac.uk*


To subscribe to this FREE newsletter, to contribute a story or other information or if you are finding it difficult to subscribe or unsubscribe please email: u.patel@city.ac.uk