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World Maritime University Studies in Leningrad

by S. Mekhregin

The human factor is decisive in matters concerning safety of navigation and prevention of pollution of the marine environment. This is now well understood by the world community, which is facing up to the need to pay more attention in all countries to the training of maritime transport personnel.

Developing countries experience the most acute lack of experienced cadres, of course, whether on board ships, in marine administrations, educational institutions, or shipping companies. But poorly prepared seamen should not be allowed on sea routes, because each country owning a fleet and all countries are together responsible for their common habitat and for the safety of human life at sea.

The International Maritime Organization (IMO), an agency of the UN, has, over the years of its existence, rendered considerable assistance in training personnel for the fleets and educational institutions of developing countries. However until 1983, there was no educational establishment of world importance in charge of further training of high-grade students coming from marine administrations and educational or management systems in various countries.

Inaugurating its World Maritime University (WMU) in Malmö, Sweden, on July 4, 1983, IMO was striving for exchange of marine scientific and technological information between developed maritime powers and developing countries for the purpose of improving safety of navigation and the ecological condition of the world ocean. It took a mere eighteen months for the project of setting up the University to materialize.

The WMU is well equipped. For instance, the library has computer links with 6,000 libraries around the world, which makes it possible to keep up with any technical innovations in the shipping field.

The WMU has enjoyed considerable support from the international maritime community ever since its establishment. Well-known marine centres assigned high-standard professors to the WMU, who

expressed their willingness to take students on probation. Over 70 of the best European, American and Canadian professors deliver lectures to students there.

The University is largely financed through contributions of Sweden (31 per cent), UN Development Program (28 per cent) and private donations (24 per cent). Other significant support is given by the governments of Norway and Finland, along with other revenues to the WMU budget.

Each year some 100 students complete a two-year program of studies at the University. Over the first five years, more than 150 countries have sent students to Malmö. Apart from students from developing countries, 35 people, now being trained at the WMU, come from Sweden, Norway, USA, Holland, Denmark, Poland, Great Britain, France, FRG, Greece, Spain, Finland, Australia and Japan.

Having a well developed network of marine educational institu-



tions, the USSR has also offered the services of its experienced professors both for delivering series of lectures at the WMU from time to time, and for teaching students who are invited from Malmö to Leningrad to study at the Leningrad High Marine Engineering School. The topics of lectures read by Soviet professors in Malmö are "Marine Navigation Equipment and Automation", "Thermodynamics and Marine Power Plants".

G. Davydov, Director of the High School, said of the organization of annual seminars in Leningrad: "Each year the School takes in two groups of trainees (navigators and marine engineers) and pays most of the costs of their stay in Leningrad. Making our contribution towards this international cause, we endeavour to provide the trainees with very full programs during their stay in our city. Apart from attending lectures and operating simulators, the students also see the sights of Leningrad and go to museums, theatres, sports events, etc."



Guests to Black Sea Ports

The year of 1989 has so far seen a generous influx of guests from many countries of the world to Odessa, Yalta, Sochi and other Soviet Black Sea ports. For instance, at the beginning of February, the Liberian liner *Universe* brought a group of 500 students from Pittsburgh University, USA, to Odessa. This year our Black Sea ports will be visited by cruise vessels under the flags of the Bahamas, Norway, Greece, Great Britain, Italy, Yugoslavia, Panama and Turkey. The number

of calls by foreign cruise liners in 1989 will nearly double the 1988 level at over 100.

Thousands of tourists from many countries of Europe and America will go sightseeing, visit historical places and learn about the life of Soviet people.

The Inflow Agency in Odessa, which is a service division of Black Sea Shipping Company attending also to foreign passenger vessels, is ready to meet and welcome the tourists. ■



Immersion Suits for Seamen

The Sovbunker Corporation has signed a contract with the American Sterns Company for delivery of 1,500 life-saving suits to the USSR for seamen of the Soviet merchant marine. The suits have hydraulic and thermal insulation and enable people to stay in the sea at zero temperature for at least six

hours. The suit weighs about 4.5 kg.

Before this contract was concluded, Soviet experts had thoroughly studied proposals of some twenty companies from different countries. The Sterns suits comply with IMO requirements and have been approved by the USSR Register of Shipping.

As is known, on July 1, 1991 IMO's Amendments to International Convention for Safety of Life at Sea (SOLAS-74/78/83) enter into force fully. By that time all ships must be provided with a compulsory complement of modern individual and group life facilities. The Sovbunker Corporation is studying propositions on the production of hydrothermo suits by joint ventures with foreign companies. ■



BML – Joint Venture in Hull Coating

The setting up of a new Soviet-West Germany joint venture Baltic-Mühlhan-Leningrad (BML) could considerably accelerate hull cleaning and coating processes at the Kanonersky Shiprepair Yard. Documents were signed in Leningrad this year between Baltic Shipping Company, the Yard owner, and the Mühlhan + Co. International widely known for its advanced technology and high quality hull repairs.

"A major problem in shiprepair is how to preserve ship hulls", says E. Blinov, Chief Engineer of the Shipping Company.

Baltic Shipping Company would like to have cooperation with a reliable partner to achieve a new quality of hull coating. What Mühlhan + Co. International is doing in this field attracted our attention and we reached an understanding with their management.

High-performance double-compound coatings withstand friction in open water as well as in ice.

There are noticeable time savings in coating application. As a rule ordinary coatings remain intact for a year while these coatings are serviceable on transport ships for four years and two years on icebreakers.

Experimental double-compound coatings applied to hulls of vessels owned by Baltic Shipping Company (about 60 units) gave excellent performance. A number of vessels have been treated at the Kanonersky Shiprepair Yard using available facilities.

For his part Hr. Heinrich Mühlhan, President of the West German company, expressed satisfaction with the outcome of

V. Kharchenko and H. Mühlhan congratulate each other with the deal

the negotiations. "Our company has over fifty enterprises in different parts of the globe and the fact that your country is now on the list meets my innermost wishes. Leningrad and Hamburg have traditional friendly ties and I'm glad that this new venture has been set up here. It has been made possible thanks to your perestroika," he said.

The documents signed in Leningrad give BML the prerogative to launch affiliates at other ship repair yards in the Soviet Union and elsewhere.

It is also possible that workers of the new joint venture will be sent abroad to work at affiliates of Mühlhan + Co. International.

In a brief interview to *Soviet Shipping* I. Kalinchuk, Director of the Kanonersky Shiprepair Yard, commented:

"Our shiprepair docks including a new floating dock with a lifting capacity of 35,000 tons due to arrive from Yugoslavia this summer will accommodate transport ships only. We are expecting new hull cleaning and coating orders (as well as orders for other repairs) from foreign shipowners.

"The use of Mühlhan + Co. International's advanced technology and world expertise gives us grounds for optimism as to our future."

The first shiprepair joint venture set up in the Soviet Union on the Neva banks is an example of perestroika's commercial backup.

The Consul-General of the Federal Republic of Germany in Leningrad, Hr. Kornelius Metternich, who attended the signing ceremony, said that the setting up of the fifth USSR-FRG joint venture is a graphic example of the successful development of our bilateral relations. ■



Transbosphore – A New Soviet-Turkish Venture

Transbosphore Maritime Transport Industry and Trade S.A., the first joint shipping agency company in the history of Soviet-Turkish relations, is now operational in Istanbul. It is a joint-stock company whose shareholders are the Soviet Corporation Sovfracht and Bumerang, of Turkey. The venture's authorized and paid-up capital comprises equal contributions by the partners, and profits will be shared equally.

Each year, Turkish ports are called at by more than 1,200 Soviet vessels, plus another approximately 8,000 ships pass in transit via the Bosphorus. The Transbosphore company will attend to Soviet vessels in 20 Turkish ports and to ships passing through the Bosphorus and Dardanelles. The scope of the company's business includes arrangements for pilotage of Soviet ships,

steps to reduce time under cargo operations and time of waiting for clearance, supply of fresh water, provisions and other stores on board, assistance with excursions and other cultural arrangements, medical service for seamen, etc., as well as chartering activities and overland transport. However, the company also plans to offer agency services to foreign vessels and various clients, depending on the market situation in this busy shipping area.

Joint-stock companies have been operating with fair success in the system of the Soviet merchant marine for over 20 years. But a company like this one could not have been set up before due to legislative restrictions. The fact that the obstacles have been removed is yet another evidence of the consolidation of good neighbourly relations between the two countries. ■



WMU students are, for the most part, Masters and Chief Engineers who have considerable experience of service on board ships. Quite often, on return to their countries, they are appointed to manage the setting up of marine colleges and improve the system of training for marine personnel. This is why the School offers its guests information about the system of maritime education in the Soviet Union. Their program in Leningrad also includes visits to training cargo vessels.

Last autumn seminars were held for two regular groups of trainers. The one for marine engineers was given by an American professor of the University, Burton S. Russel, P.E., marine engineer by education. Before his departure, he stated his impressions of the Leningrad seminar: "First of all, I would like to express our gratitude for the warm and hospitable reception that we were given in Leningrad. WMU students go to marine educational institutions in different countries while studying. Besides the Soviet Union, such practical seminars are held in the USA, GDR, Poland, Denmark, Canada. What we have seen here is evidence of the great importance attached to the training of national maritime personnel. A factor of great value, to my mind, is that jobs are assured for your graduates from educational institutions.

"The training curriculum that we have been shown, includes particularly interesting aspects of practical training for cadets, namely, work in engineering and maintenance shops, "Diesel-Sim" simulator training (our students also had this possibility) and, most important, sailing practice on board cargo vessels.

"We were, however, surprised to see an excessive timetable in theoretical subjects while training with simulators was allotted few hours. Furthermore, there are not many individual studies; training methods tend towards group studies. If we draw a comparison with practice in other countries, simulators are used there more intensively, in fact, round the clock.



"It would be desirable to expand contacts in future between the WMU and the Leningrad School, as well as other High Marine Schools of the Soviet Union."

The trainees asked many questions and were given detailed answers on coordination between the Ministry and educational institutions, how senior officers of Soviet vessels and Baltic Shipping Company management are retrained using facilities of the Leningrad School, and so on. The WMU envoys were appreciative of the flexible system for upgrading professional skills, the speedy changes in its programs in line with technological innovations introduced on board ships, etc.

Professors and students of the School, in their turn, showed much interest in the fact that Malmö trainees, before commencing their professional studies, take a 10-week or 18-week intensive English course as this is the long used language for teaching purposes. Unfortunately, methods of teaching foreign languages at Soviet educational institutions are far from perfect, and it is advisable to observe useful experience abroad.

The possibility is now being considered to arranging a course of 2 or 3 weeks' training for WMU students at the Simulator Research Centre of Baltic Shipping Company in Leningrad. Initial sessions with navigators using an electronic simulator have been highly appraised both by the students and the WMU management. ■

USSR MINISTRY OF MERCHANT MARINE

SPECIALIZED ORGANIZATIONS

OFFER WIDE ASSORTMENT OF HIGH QUALITY TECHNICAL DOCUMENTATION COVERING THE WHOLE COMPLEX OF HANDLING OPERATIONS PRACTICALLY WITH ALL CARGO TYPES

OVERHEAD HANDLING DEVICES TO CRANES AND LOADERS MANUFACTURED IN ACCORDANCE WITH DOCUMENTATION OF OUR DESIGN ORGANIZATIONS ARE OF HIGH QUALITY BASED ON USERS' NEEDS STUDIED UNDER HARD WORKING CONDITIONS AND HAVE PROVED THEIR OPERATING RELIABILITY IN THE USSR MINISTRY OF MERCHANT MARINE PORTS AS WELL AS ABROAD.

INTRODUCTION OF HANDLING DEVICES PERFORMED ACCORDING TO OUR TECHNICAL DOCUMENTATION WILL ENSURE MATERIAL AND LABOUR SAVINGS, CARGO SAFETY, PRODUCTIVITY BY REDUCING TIME OF HANDLING SHIPS, RAILWAY CARS AND TRUCKS.

PROPOSED TECHNICAL APPROACHES PROVIDE FOR RADICAL CHANGES IN TRADITIONAL TECHNOLOGICAL PROCESSES OF CARGO HANDLING AND STORAGE, TRANSPORT MEANS, LOADING/UNLOADING AND WILL HELP YOU IN SEARCH FOR OPTIMAL SOLUTION.

**Settlements for acquired scientific and technical documentation
may be made by check payment or by services and supplies.**

Our address:

USSR Ministry of Merchant Marine
Science and Technology Department
66 (house 2), Leningradskiy Prospekt, Moscow, 125315

LIST OF TECHNICAL DOCUMENTATION FOR OVERHEAD HANDLING DEVICES TO CRANES AND LOADERS

HANDLING DEVICES TO CRANES

1. THE DEVICE FOR PAPER ROLLS, BOARD AND CELLULOSE IN BALES UP TO 350/600/1500/2000 kg.

The device is designed for handling of one to twelve rolls simultaneously both in vertical and horizontal positions of any diameter and weight.

2. ONE-LEVER DEVICE FOR METAL BARRELS IN VERTICAL POSITION UP TO 400 kg AND 550 kg. The device is designed for handling of one to twelve barrels simultaneously.

3. THE DEVICE FOR CABLE DRUMS UP TO 10 t PLACED ON PALLETS. Simple design of the device facilitates the operation and reduces the cycle of slinging the drum.

4. THE DEVICE FOR CABLE DRUMS UP TO 1 t AND 3.2 t PLACED ON THE FACE. Simple design of the device facilitates the operation and reduces the cycle of slinging the drum.

5. AUTOMATIC DEVICE FOR SIMULTANEOUS HANDLING OF ONE TO FOUR PIPES (FROM 720 to 1,420 mm) OF LARGE AND MEDIUM DIAMETER.

6. THE DEVICE (CLIPS) FOR HANDLING OF STEEL ROLLS UP TO 16 t IN HORIZONTAL POSITION.

7. AUTOMATIC DEVICE FOR SIMULTANEOUS HANDLING OF ONE TO TWO STEEL ROLLS UP TO 17 t PLACED IN VERTICAL POSITION.

8. OPERATED FROM THE CRANE CABIN TURN-OVER DEVICE FOR HANDLING OF STEEL ROLLS UP TO 12 t both in vertical and horizontal positions without package and edge damage.

9. THE DEVICE FOR HANDLING OF STEEL SHEETS IN BULK OR IN PACKETS UP TO 12 t.

10. THE DEVICE FOR SIMULTANEOUS HANDLING OF UP TO FIVE PILES, UP TO 13.5 m IN LENGTH.

11. AUTOMATIC DEVICE (SPREADER) FOR HANDLING OF LARGE CONTAINERS INCLUDING TANK-CONTAINERS OF 20 t, 26 t, 36 t CAPACITY (20-30 ft).

12. THE DEVICE FOR HANDLING OF LARGE CONTAINERS OF 20.6 t CAPACITY (20 ft) WITH HAND SLINGING (UNSLINGING) TO UPPER OR LOWER FITTINGS.

13. SEMI-AUTOMATIC DEVICE "KRAB" FOR HANDLING OF RAILWAY CONTAINERS OF 6 t CAPACITY. The slinging is performed by hand, the unslinging of one loaded or six empty containers is automated.

14. THE DEVICE FOR SIMULTANEOUS HANDLING OF SIX UNITS OF BULK CARGO IN DISPOSABLE ELASTIC CONTAINERS OF 0.5 t AND 1 t CAPACITY. The slinging of cargo is automated. The design of the device allows to perform qualitative handling of cargo without damage to throats of containers not equipped with lifting eyes.

15. THE DEVICE FOR HANDLING OF ONE OR TWO PACKETS OF CARGO IN VERTICAL POSITION ON WOODEN PALLETS OF UP TO 1 t, 2.5 t AND 3.2 t.

16. THE DEVICE FOR HANDLING OF PALLETIZED CARGOES OF UP TO 1 t AND 2 t IN THERMOSHINKING FILM.

17. ROLLER SLEWING PLATFORM OF 2 t CAPACITY reduces labour input in transportation of unit-load cargoes during ship, railway car and truck loading/unloading.

18. STROP CONTAINER FOR UNITIZATION OF CARGOES IN BAGS is designed for mechanization of their handling.

OVERHEAD DEVICES TO LOADERS FOR HANDLING UNIT-LOAD CARGOES IN BALES, ROLLS, BARRELS, PACKETS PLACED ON PALLETS

19. UNIVERSAL SIDE HANDLING DEVICE WITH CHANGEABLE WORKING PARTS TO LOADERS OF 1 t CAPACITY (ЭП-103, ЭП-106, "BALKANKAR").

20. UNIVERSAL SIDE HANDLING DEVICE WITH CHANGEABLE WORKING PARTS TO LOADERS OF 3 t CAPACITY ("BALKANKAR") AND OF 2 t CAPACITY (ЭП-201).

21. UNIVERSAL SIDE HANDLING DEVICE WITH CHANGEABLE WORKING PARTS TO LOADERS 4045.

22. THE DEVICE-PUSHER WITH CHANGEABLE WORKING PARTS TO LOADERS OF 1 t CAPACITY (ЭП-103, ЭП-106, "BALKANKAR").

23. THE DEVICE WITH FIXED GUIDE AND CHANGEABLE WORKING PARTS TO LOADERS 4045 FOR HANDLING CARGOES IN BARRELS, TRANSPORTED IN HORIZONTAL POSITION.

24. MECHANICAL DEVICE FOR BARRELS TO LOADERS (ЭП-103, ЭП-201, ЭП-125, EB-683, EB-687).

25. THE DEVICE-MANIPULATOR TO LOADERS OF 1 t CAPACITY (ЭП-103, ЭП-106, "BALKANKAR", EB-687).

26. RIGID COUPLING FOR TRANSPORTATION OF CARS, BUSES AND TRACTORS.