The 2nd International Conference on the Education and Professional Development of Engineers in the Maritime Industry

TUESDAY 26th & WEDNESDAY 27th FEBRUARY 2013
AT THE Ngee Ann Polytechnic University, Singapore

For further information visit:
www.rina.org.uk/Education-Conference-2013.html

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This paper proposes India as a regional hub for sustainable development of global human resources in the offshore sector. In particular it has incorporated the teaching and learning methodologies and practices of various universities and colleges that have been developed in the Faculty of Engineering at the University of Auckland. A new master’s specialisation in Yacht Engineering has been developed in the Faculty of Engineering at the University of Auckland. It is aimed at providing education at an advanced level in order to support the marine industry which has plans to grow substantially in the next few years due to local developments in Auckland, New Zealand, and to also provide an opportunity for international students to study at the master’s level at the University of Auckland.

12.20-12.35 PROFESSIONAL MARITIME EDUCATION: MALAYSIAN PERSPECTIVE
Md Redzuan Zoolfakar, Universiti Kuala Lumpur, MALAYSIA
Professional maritime education focuses on the development of academic programmes catering to the needs of the maritime industry. Generally, these programmes are structured to provide education on the design and construction of vessels, maritime engineering, maritime operations as well as marine biology and oceanography. In Malaysia, various universities and colleges have been built to accommodate these programmes. This paper aims to study the professional maritime education in the Malaysian context specifically at Universiti Kuala Lumpur.

12.35-13.10 INDIA AS A HUB OF MARITIME TECHNOLOGY EDUCATION IN SOUTH EAST ASIA
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08.30-09.00 COFFEE & REGISTRATION

09.00-09.35 COLLABORATIVE WORK BETWEEN I.T.S. AND PT MERATUS LINE, AN EXAMPLE OF SUCCESS STORY OF TRIPLE-HULX APPLICATION IN MARITIME INDUSTRY IN INDONESIA
I K A P Utama, Institut Teknologi Sepuluh Nopember (ITS), INDONESIA & J R Pramadi, PT Meratus Line, INDONESIA
Triple-hull concept involving academics people, business sector and government (ABG) has been found to be very important in order to improve the quality of human resources in one side and attract the productivity significantly in other hand. The role of government is apparent in order to bring and make sure the academics people and the business sector can work together positively. The current paper discusses an example of collaboration between Institut Teknologi Sepuluh Nopember (ITS) - the most important university in maritime sector in Indonesia and PT Meratus Line - one of the biggest and most successful shipping companies in Indonesia.

09.35-10.10 DEVELOPING MARINE TECHNOLOGY EDUCATION- 32 YEARS OF EXPERIENCE AS A NAVAL ARCHITECTURE PROGRAMME IN SINGAPORE
Adi Malimun, Universiti Teknologi Malaysia, MALAYSIA
To evaluate on the impact of the Marine Technology course on the industry, firstly a brief discussion on the state of the Malaysian Marine industry was made, followed by the choice of curriculum, development of facility, efforts made in gaining expertise, contributions of the graduates and lastly, the future outlook of the Marine Technology course in Malaysia. In conclusion, the presence of the Marine Technology course has made significant impact on the Malaysian industries. Apart from providing the much-needed human resource, the graduates equipped with technical know-how and aptitude for research are the catalyst for the marine industry to change and become more competitive.

10.10-10.45 THE ANALYSIS OF SOME NEW AND OLD REQUIREMENTS OF THE INTERNATIONAL MARITIME CONVENTIONS.
Oleksandr Kanifolskyi, Odessa National Maritime University, Ukraine
This paper presents a short review on the International Maritime Conventions. The review of the Convention's requirements to ships leads to the finish line in the training of engineers-shipbuilders. We can consider several documents: International Convention on Load Lines, International Convention on Tonnage Measurement of ship, International Convention for the Safety of Life at Sea. The analysis of new and old requirements of Conventions will help the future engineer to understand the way of creating safe and efficient ships.

10.45-11.15 COFFEE

11.15-11.50 A NEW PARADIGM OF COLLABORATION IN MARITIME TEACHING AND LEARNING
I C K Tam, School of Marine Science and Technology, Newcastle University, SINGAPORE
T Aung Win, Singapore Maritime Academy, SINGAPORE
W Phit Pah, School of Engineering, Ngee Ann Polytechnic, SINGAPORE
An offshore campus was set up by the School of Marine Science and Technology, Newcastle University in Singapore in 2009. Three maritime technology programmes are delivered with approximately 80 students taking into the courses annually. Results achieved in the UK campus are used as a baseline for the study. Excellent performance by the students in Singapore is found when it is compared with the best baseline for the study. Excellent performance by the students in Singapore is found when it is compared with the best performance. The model of teaching collaboration is expected to achieve a 50% contribution by adjunct staff to the Singapore programmes by 2015.

11.50-12.25 INDUSTRY’S CURRENT AND FUTURE REQUIREMENTS FOR PROFESSIONAL SKILLS
A Mandrekar & V Meena, Students at Indian Maritime University
Nautical architecture is widely job oriented area but the fact is that the number of institutions catering to this course of study is limited so it indicates a lots of job opportunity for naval architecture in today’s life where the people are hunger for jobs. Indian Shipyards have a competitive advantage resulting from low labour costs, availability of a trained and skilled labour force and proximity to international shipping lanes. The maritime industry will be at the fore front of that acceleration to assure the emplacement of the necessary transportation infrastructure needed for India’s global society transformation and future economic growth.

12.25-13.00 DEVELOPMENT IN SHIP AND OFFSHORE HYDRODYNAMICS AND NEED FOR AN ALTERNATIVE TEACHING AND LEARNING METHOD
A K Dev & Ribeiro e Silva, Senior Lecturers, School of Marine Science and Technology, Newcastle University, Singapore
In the past, hydrodynamics was applied to ships mostly based on 2-D strip theory which gave quite a fairly good solutions even with a forward speed. With the introduction of offshore activities, there has been tremendous boost in computational techniques for large body (3-D radiation-diffraction ) as well as slender bodies (Marison equation). With the increase in speed in computers, CFD technique is now trying to overlap and perhaps take over those numerical techniques with more information. CFD has complemented many experimental results telling the answer why there is a difference, which in the past could not be related in an exact manner. In short, the authors believe the era of teaching hydrodynamics have changed from 2-D to 3-D to CFD though the experimental technique has remained as the only validation tool.

13.00-14.00 LUNCH

14.00-14.35 GRADUATE ATTRIBUTES: INDUSTRY AND GRADUATE PERCEPTION
A K Dev, S Giles Thomas and Dev Ranmuthugala, Australian Maritime College, AUSTRALIA
Graduate attributes are the non-discipline specific skills and qualities that graduate need to have developed by the time they complete their undergraduate engineering course. These range from ‘Manage, create, use and disseminate information’ to ‘Work in teams’ and ‘Manage self and others’. Attainment of these graduate attributes has become a significant component of undergraduate engineering programmes, for example through problem-based learning activities.

14.35-15.10 STUDENTS VIEW- ACCREDITATION- INTERNATIONAL RECOGNITION OF NATIONALY ACCREDITED PROGRAMMES, AND THE FUTURE OF ACCREDITATION
Vivek Meena and Arjun Mandrekar, Indian Maritime University, INDIA
Lately there has been a huge lapse in the quality of cadets and engineers that maritime institutes are producing. Ask shipping companies, and they have a list of complains about fresh graduates. Probably that is just an excuse on their part; probably it is true, but the fact is maritime institutes today are more interested in quantity than quality. Though it’s true that experience is the best teacher, a fresh seafarer should have the basic skills to ensure his or her safety on ship. Most of the fresh seamen are still “Alice in wonderland” when on ship, increasing shipping companies belief that they really are nothing but “liabilities” until their institutes tighten the loose ends, the shipping companies will not show their trust in fresh graduates.

15.10-15.45 MY REFLECTIONS: FROM A SHIPYARD TO A CLASSROOM
A K Dev, School of Marine Science and Technology, Newcastle University, SINGAPORE
After spending almost 20 years in industries and 10 years in PG research in UK and Netherlands, the author has finally decided to go back to teach at the Newcastle University (Singapore) under its School of Marine Science and Technology. In this paper, the author will discuss how his wealth of experiences in marine and offshore industries have given an added value in teaching modules where the students learnt how to relate and apply the knowledge when they go back to work after their graduation.

15.45- GENERAL DISCUSSION
International Conference
Education and Professional Development of Engineers in the Maritime Industry

26-27 February 2013, Ngee Ann Polytechnic University, Singapore

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The registration fee includes printed conference papers, lunch, refreshments, reception, a CD of the papers and presentations after the conference, and VAT.

CONFERENCE PAPERS

Delegates will receive a copy of the conference CD-ROM which will include the presentations, this will be posted out around 10-12 weeks after the conference.

Additional copies of the conference papers will also be sold after the event in both print and CD ROM versions. If you would like to order copies, please fill in the relevant sections.

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VENUE

The Venue for the conference is the Convention Centre (Building 68), Ngee Ann Polytechnic University, Singapore.

EVENING DRINKS RECEPTION

Following the end of day one (26 February 2013), delegates are invited to attend an evening drinks reception at the conference venue.

ACCOMMODATION

Upon registration you will be provided with details of a hotel booking service offering reduced rate accommodation for conference participants.

CONTINUING PROFESSIONAL DEVELOPMENT

RINA Certificates of Attendance will be issued at the event, which contributes towards the Institution's Continuing Professional Development Scheme. For further details regarding the scheme please contact Giuseppe Gigantesco, Director, Professional Affairs on Tel: +44 (0)20 7235 4622 or e-mail: membership@rina.org.uk.

STUDENT SPONSORSHIP

A number of sponsored places at this conference are available for Student Members of RINA. For more information, please contact Yuen Yee Pang, Professional Affairs on Tel: +44 (0)20 7235 4622 or e-mail: ypang@rina.org.uk.

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CANCELLATION CHARGES

Cancellations received in writing two weeks before the event takes place will be subject to administration charge of £200. Cancellations received after this time cannot be accepted and are subject to the full event fee. Delegates may be substituted; however, this must be sent in writing and confirmed with the conference Co-ordinator. It may be necessary for reasons beyond our control to alter the content and timing of the programme. In the unlikely event that RINA cancels the event for any reason, our liability is limited to the return of the registration fee.

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