

EXAMPLE PAPER: A DAY IN THE LIFE

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7.30am: I'm woken up by the sound of my son giggling as he jumps on to the bed for some hugs and kisses. He is particularly excited at the thought of going to school this morning and so wants me to help him get dressed as soon as possible. While my husband would normally help, he has a big meeting at the bank he works for and so he rushes off. I juggle getting both myself and my son ready and I remember to take the notes that I made yesterday evening as they are relevant for my meetings today.

9.00am: I've just dropped my son off at school and I run for the tube. I'm glad that I'm wearing trainers rather than heels even though they clash with my nice suit dress – I've got a long day ahead of me (and formal shoes under my desk).

9.30am: I get to the IMarEST office at Birdcage Walk and immediately dive in to my emails as these can build up, particularly with many requests coming in to our shared account for the technical team. I had spent most of yesterday at the IMO in a plenary session and there are a few points that I need to follow up on, particularly as I am head of delegation for the maritime safety committee (MSC) and its relevant subcommittees. I see that one of the delegates from the working group has emailed me with some information about the human element working group and I forward it to my colleagues Natalia and Bev so that we can discuss it later.

10.00am: I've just received an email from the CHIRP (Confidential Human factors Incident Reporting Programme) committee with regard to a final incident report on a near miss that needs to be reviewed prior to publication. It's our job to make sure that the narrative is coherent in terms of technical information and that there aren't gaps in the chain of actions so that people can really benefit from information. Today's incident involves a fishing boat that had some issues with some equipment that was retrofitted incorrectly and almost led to a fire. I send an email to find out if there are sister vessels that may have similar retrofit issues.

11.00am: Members of our alternative fuels for shipping special interest group (SIG) have arrived at our offices. Today's meeting is important as we have a workshop coming up – which is the first thing on our agenda for discussion. We debate the focus of the workshop and decide that it should focus on the potentials and limitations of emerging fuels. We are hoping that the workshop will give owners and operators a good idea of the solutions that will help them comply with emission and efficiency regulations. We have a heated discussion about LNG as our SIG members are divided on its appeal given the issues with bunkering and supply infrastructure. However, one of the attendees is confident that this problem will be resolved by natural market conditions as demand grows, but another feels that methanol is a better solution even though it is in its infancy with regard to use in ships. We decide to discuss this topic at the next gathering.

1.00pm: The meeting ends in the traditional way – with lunch. While I'd normally like to have a chat as we eat our sandwiches, I dash back to my desk with my food as I remember that I have to do a review for GLOMEEP (Global maritime energy efficiency partnerships). The IMarEST are a strategic partner on the initiative with IMO and it falls to us to review any guides for the project. I'm tasked with coordinating all the expert groups for the process and

also reviewing material that sent to us. Today's review is from a consultant who has sent us some information on implementation of MARPOL ANNEX VI and wants to set up a workshop in one of the 10 Lead Pilot Countries (Argentina, China, Georgia, India, Jamaica, Malaysia, Morocco, Panama, Philippines and South Africa). I know that I do not have enough time to give this the attention it deserves, so I make a note in my calendar to allocate a couple of hours to this project tomorrow and email the consultant to confirm that I will get back to him once this has been discussed in our technical team.

2.00pm: I manage to chat to some of the SIG members before the leave for the day and then it's back to my desk to answer some more emails. The first email I open is from the author of a historical novel who had been looking for more information for the book he is writing. He was researching the Queen Mary and wanted to know what the term RF meant and had reached out to the Institute. I had a hunch that it was related to the boiler and had sent one of our members his email. Our expert not only let the author know that the term stood for reserve feedwater for the boiler, but provided fantastic information about the entire procedure to store it on-board. The author is writing to thank both the expert and I for our help and to let us know that he be using all the information in his book and has allocated it an entire chapter! It is great to get feedback like this from people who contact the IMarEST and I really bask in the glow that I have helped someone.

3.30pm: I've just come out of a meeting to discuss the progress that we have made on our Arctic whitepaper and I quickly write up my notes so that I don't forget any of the points raised. This is a topic that has generated a lot of member interest and so I want to make sure that our whitepaper is as thorough as possible.

4.00pm: I've been making headway though my inbox, but am interrupted by a phone call from an IMarEST member who has written a paper for submission to the IMO secretariat on our behalf. This particular paper is about issues related to non-petroleum fuel oils and I had spent an entire day last week reviewing it and discussing it with my colleagues in the office. We have a number of points where we feel that more explanation is required. We also flag some sections where he has used technical terms without any explanation. While these didn't pose a problem to our team, other readers who may have a less technical background may struggle to understand the concepts. He is very receptive to our comments and I offer to email him a list of terms that we feel need more explanation.

4.30pm: I'm currently embroiled in a discussion about ship construction modules that have been designed for training purposes. We work closely with a number of training institutions and we have been talking to them about issues that their students have been facing and improvements that they would expect from manufacturers. While we are not able to impose these changes on the market, we have many manufacturers who are our marine partners and also that are part of our SIGs. We have emailed all the SIG chairs with any relevant points so that they can bring them up when their next meetings convene. I also make a note to email an ex-colleague from my time working as a technical manager for a shipowner in Greece to ask what training software their crew use, as I remember him saying that it was very effective – and the manufacturer may also be making ship construction modules.

5.15pm: I look up at the clock and realise that I am late to leave the office, so I run out to pick up my son from his school. We rush home and he tells me about all the things he learned during the day and I'm delighted that he is enjoying his lessons so much – he learned about the Great Barrier Reef today and I tell him that I get a lot of information about it from my job.

6.00pm: My son is keeping me company while I cook – to be honest, I'm more of a reader than a cook, so I always stick to the recipe from my cookbooks. We always cook Greek food and today I'm making his favourite, Yiouvetsi, which is a baked dish of lamb in a tomato

sauce. I cook a large portion as I know I'll be out to yoga tomorrow evening and so my husband will be feeding our son his dinner.

7.00pm: We eat dinner as a family and my husband puts our son to bed while I tidy the house. I can hear them reading a story and it's good background noise for me while I sort through some bills to be paid.

9.30pm My husband is having an early night and I enjoy the quiet time to read some material for my meetings tomorrow and to review any notes that I've made in my diary. My good intentions go out of the window when I check Facebook on my phone. Ah well, I'll make sure I check my notes tomorrow morning.

Word count: 1557