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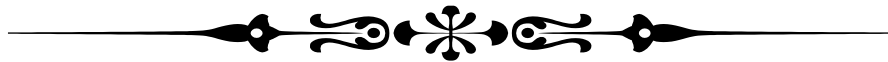


Royal Guest on Hospital Ship: Princess Anne Visits GLOBAL MERCY

***VOLUME NO. 22, ISSUE NO. 4
April, 2022
TRAINING SHIP RAHAMAN
NHAVA***

CONTENTS

I.	DGS Circular / Order	...	...	...	01
II.	IMO News	...	...	...	05
III.	ILO News	...	...	...	06
IV.	Shipping News	...	...	...	07
V.	Catering & Hospitality	...	...	...	11
VI.	Health Zone	...	...	...	12
VII.	Article Indexing	...	...	...	14
VIII.	New Publication	...	...	...	16



I. D. G. S. CIRCULAR / ORDER



भारत सरकार/ GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No: 25-17011/62/2020-NT - DGS

Date – 01.04.2022

DGS Order 13 of 2022

Sub.: COVID 19 instructions issued by Directorate General of Shipping – reg.

This Directorate had issued several instructions, SOP and orders to deal with the COVID 19 pandemic on board Indian vessels including cruise vessels seafarers and vessels calling Indian ports.

2. In view of the significant decline in the COVID 19 cases across the country, the Ministry of Home affairs has issued order no. 40-3/2020-DM-I (A) dated 25.02.2022 to implement risk assessment-based approach on the opening of economic activities.

3. Further, Ministry of Home Affairs has also issued DO letter 40-3/2020-DM-I (A) dated 22.03.2022 to all Chief Secretaries of States indicating that considering the overall improvement in the situation and preparedness of the Government to deal with the pandemic, the National Disaster Management Authority has taken a decision that there may not be any further need to invoke the provisions of the Disaster Management Act for COVID containment measures after 31.03.2022.

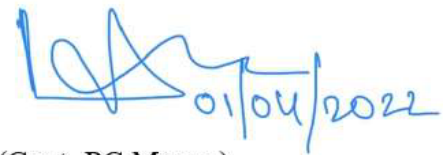
4. In view of the foregoing, it has been decided that all COVID 19 related directives and SOPs issued by the Directorate General of Shipping is withdrawn with immediate effect. All stakeholders are however required to continue to comply with Ministry of Health & Family welfare (MoHFW) and IMO advisories on COVID containment measures including on the use

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फोन/Tel.: 91-22-25752040/1/2/3, फेक्स/Fax.: 91-22-25752029/35 ई-मेल/E-mail : dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

of face mask, hand hygiene, and such other measures. Further, all passengers above 12 years of age may continue to carry vaccination certificates or negative RTPCR report. Minimum facilities to isolate Coronavirus patients on board and their immediate evacuation may continue to be maintained.

5. Further, in view of the nature of the pandemic and possibilities of resurgence, all stakeholder are cautioned to remain vigilant in the matter and implement appropriate measures proactively whenever required to prevent resurgence of the pandemic in accordance with MoHFW, Central/State Government directives.

6. This issues with the approval of Director General of Shipping and Additional Secretary to the Government of India. This Order comes into force with immediate effect.



(Capt. PC Meena)

Nautical Surveyor -cum - Dy. Director
General of Shipping [Tech.]



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MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.23-UNI/5/2021-CREW-DGS

Dated 07.04.2022

DGS CIRCULAR NO. 08 OF 2022

Subject: **Coronavirus (COVID 19) – arrangement for 3rd Dose/Booster dose of vaccination for seafarers –reg.**

Whereas, as per the Guidelines dated 27.12.2021 for COVID 19 issued by Ministry of Health & Family Welfare, New Delhi which has come into force on 3rd January, 2022 'Booster' (precaution) dose can be availed after completion of 9 months i.e. 39 weeks from the date of administration of 2nd dose by Health Care Workers (HCWs), Front Line Workers (FLWs) & 60+ population with comorbidity.

2. And whereas, numerous forums around the world have recognized the importance of shipping in keeping the global supply chain open in order to respond to and recover from the COVID 19 pandemic.

3. And whereas, the Government of India has promulgated an "Essential Services Maintenance Act, 1968 in which the definition of essential service means "any railway service or any transport service for carriage of passengers or goods by land, water or air with respect to which Parliament has the powers to make law". As such shipping services are already defined as essential service in India.

4. And whereas, since the beginning of the COVID-19, the Government of India has recognized the seafarers as "Key Workers" and permitted crew change in the ports in India. The Ministry of Home Affairs, Govt. of India vide Order No.40-3/2020-DM-I(A) dated 24.3.2020 under clause 7 of its guidelines has included 'sea crew' as essential services and supplies. Further, the Ministry of Home Affairs, Govt. of India vide Order No.40-3/2020-DM-I(A) dated 21.04.2020 by Sub-clause (iii) under Clause 17 had included the movement of persons to allow sign-on and sign-off of Indian seafarers at Indian ports and their movement for the aforesaid purpose as per the Standard Operating Procedures (SOP). The SOP has also noted that Directorate General of Shipping will prescribe the detailed protocol. Accordingly, DGS Order No.12 of 2020 dated 22.04.2020 and Addendums 1 to 4 have been issued prescribing the Standard

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9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road Kanjurmarg (E), Mumbai-400042
फोन/Tel.: 91-22-2575 2040/1/2/3 फैक्स/Fax.: 91-22-2575 2029/35 ई-मेल/E-mail: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

Operating Procedures/Protocols (SOP) for controlled crew change of Indian seafarers at Indian ports to facilitate and regulate crew change for seafarers so that the safe environment on the ship is not compromised or no contamination is brought from ship to shore. The Directorate has also permitted and facilitated sign on and sign off of foreign seafarers in Indian ports.

5. Therefore, the Directorate has in accordance with the joint resolution issued by various bodies of the United Nations, namely, the International Maritime Organization (IMO), International Civil Aviation Organization (ICAO) and International Labour Organization (ILO), designated all seafarers within the jurisdiction of this country as "Key Workers" providing an essential service.

6. And whereas, in view of the nature of COVID 19 pandemic, it is highly advised that as far as possible the seafarers get themselves vaccinated 3rd Dose/Booster dose before signing on ship from the nearby COVID vaccination centers.

7. And whereas to keep the supply chain uninterrupted and in the general interest of Indian seafarers, they are required to get the booster doze before joining the ship.

8. Now therefore, the Indian seafarer who have completed 39 weeks from completion of the second dose is strongly advised to take the 3rd dose/booster dose as has been prescribed for the front line workers.

9. This issues with the approval of the Director General of Shipping & Additional Secretary to the Government of India.

(Ashish Sinha)

Deputy Director General of Shipping (Crew)

To

- 1.All stakeholders through DG Shipping Website.
- 2.Computer Cell for placing this Circular at DG Shipping Website.
- 3.E-Gov Branch.
- 4.AD(OL) for Hindi version

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II. IMO NEWS

IMO: Sustainable Maritime Transport System Developed To Implement In Caribbean

A new programme to develop and implement a Sustainable Maritime Transport (SMART) system in the Caribbean has begun in a preparatory phase, aimed at supporting the small island developing states (SIDS) of the Caribbean region to build-back better from the impact of the COVID-19 pandemic on the maritime sector.

SIDS economies in the Caribbean are heavily dependent on the maritime sector. The long-term programme will aim to deliver safe, secure, efficient and reliable transport of goods across the region, while minimizing pollution, maximizing energy efficiency and ensuring resource conservation.

The preparatory phase of the programme, which is funded by the Government of Norway, kicked off with the Regional Inception Meeting for the Carib-SMART Preparatory Phase (held virtually on 25 April 2022). Stakeholders involved in the Programme, including the Heads of maritime administrations of the Caribbean Member States, considered the draft work plan for the preparatory phase of the Programme.

The work plan recognizes that a Sustainable Maritime Transport (SMART) system should provide a seamless and reliable service in the most efficient manner. To achieve this, the complexity of the interrelation among various actors in the Maritime Transportation System of Caribbean SIDS should be recognized and taken into account in planning specific actions.

The development of the programme will acknowledge that a SMART System in the Caribbean region requires well-organized administrations that cooperate regionally and promote compliance with global standards, supported by institutions with relevant technical expertise. This would start with the transposition and implementation of the international maritime conventions and regional codes through legal, policy and institutional reforms as well as through building the necessary capacity to implement and enforce these regulations.

The SMART System will also focus on coordinated support from the shore-side entities intrinsic to shipping, such as providers of aids to navigation, oceanographic, hydrographic and meteorological services, search and rescue services, incident and emergency responders, port facilities, trade facilitation measures, and cargo-handling and logistics systems – as well as a reliable supply of fuel for ships.

The need for a qualified and flexible work force will be an essential part of the SMART System. The programme will seek the collaboration of shore-side actors, from both industry and Governments, for the protection and provision of care for seafarers, to ensure that the System's social integrity does not become eroded and that qualified, professional seafarers have an attractive and healthy work environment.

The Preparatory Phase will aim to develop, design and secure regional endorsement for the long-term technical assistance Programme (Carib-SMART Programme). The preparatory phase is being executed by IMO through IMO's Technical Cooperation Division (TCD), backstopped by the Department of Partnerships and Projects (DPP).

The Regional Inception meeting was attended by the Heads of maritime administrations of the Caribbean Member States, legal focal points, representatives from the IMO Secretariat and the Caribbean Community (CARICOM) and the Organisation of Eastern Caribbean States (OECS) Secretariats; and consultants recruited for the Preparatory Phase of the Programme. All the consultants are from the Latin America and Caribbean region and many are graduates of the IMO training institutes: the IMO International Maritime Law Institute (IMLI) in Malta and the World Maritime University (WMU) in Sweden.

III. ILO NEWS

Urgent call to protect 1,000 seafarers trapped in Ukraine

Six weeks into the war in Ukraine and over 100 vessels with 1,000 seafarers onboard are still unable to leave Ukraine ports and nearby waters. Many of the seafarers are on vessels in the port of Mariupol, which has come under heavy Russian bombardment, or on vessels in the Sea of Azov.

A call for “urgent action” was made in a joint letter to the heads of the United Nations High Commissioner for Refugees (UNHCR), International Committee of the Red Cross (ICRC) and Médecins Sans Frontières (MSF), ILO Director-General, Guy Ryder and IMO Secretary-General, Kitack Lim.

“As well as the dangers arising from bombardment, many of the ships concerned now lack food, fuel, fresh water and other vital supplies. The situation of the seafarers from many countries is becoming increasingly untenable as a result, presenting grave risks to their health and well-being,” the letter stated.

On 23 March the International Transport Workers Federation (ITF) described the situation as “dire” in a joint briefing with the International Chamber of Shipping (ICS). The ILO and IMO noted that its letter followed urgent communications sent by the ICS and ITF.

“ILO, IMO, ICS and ITF are working together to provide these relief agencies with information that may assist them to address this situation.”

Attempts to set up blue corridors for vessels to sail out of the war zone has proved difficult and dangerous with waters mined around ports and ongoing conflict.

Merchant vessels have come under fire in waters near the Port of Mariupol. The [State Border Guard of Ukraine](#) reported on 5 April that a Dominican Republic-flagged cargoship Azburg located near to a berth was hit by shelling causing a fire in the engine room and injuring a crew member.

An SOS signal was reported to say: “Warning! Warning! The ship under the flag of the Dominican Republic was brutally destroyed, everything was destroyed, the bridge was destroyed. Fire in the engine room. There are wounded.” A video recording is posted below of the SOS.

The border guard said they evacuated the wounded and crew to safety as the vessel started to sink.

Seafarer Minimum Wage Laws Set Sail

Tens of thousands of seafarers must be paid an equivalent to UK National Minimum Wage in a major step forward on pay protection, confirmed today (Tuesday 10 May) by the Government. Following P&O Ferries’ decision to sack 800 workers, the Government is introducing pay protection reforms requiring ferry operators who regularly call at UK ports to pay their workers the equivalent of the UK National Minimum Wage.

The new legislation will ban ferries that don’t pay their workers the equivalent to minimum wage from docking at UK ports.

Announced in the Queen’s Speech, the Government will implement the changes in the next parliamentary session and will consult closely with the ports and maritime sector on the new laws.

In addition to The Harbours (Seafarers’ Remuneration) Bill on securing an equivalent to UK National Minimum Wage for seafarers regularly entering UK ports, the Government is continuing positive bilateral discussions with France, the Netherlands, Spain, Germany, Ireland and Denmark. This is to ensure routes between the countries become ‘Minimum Wage Corridors’, where seafarers on routes between either country must be paid at least the equivalent of the minimum wage.

The consultation on the proposed measures opens today (10 May) and will last four weeks. It will examine what sort of vessels could be included beyond ferries, and what the enforcement measures will be. Options under consideration include surcharges, suspension of port access and fines.

The new laws means that all ferry operators who regularly call at UK ports will be legally obliged to pay an equivalent to the UK National Minimum Wage in order to access those ports, closing a legal loophole between UK and International Maritime Law that P&O Ferries ruthlessly exploited.

In pursuit of a fairer deal for seafarers, this year the Government will hold an international summit on seafarers’ rights to improve conditions for seafarers’ around the world.

IV. SHIPPING NEWS

Anglo-Eastern chooses MarTrust's e-wallet solution to manage payments, ensure compliance, and protect seafarers

MarTrust, the leading global maritime payment solutions company and a subsidiary of Marcura, today announced that Anglo-Eastern, one of the world's largest providers of ship management services, has chosen the MarTrust E-Wallet solution to manage its crew payments. The next-generation payment solution was recently launched in October 2021.

With increasing geopolitical uncertainty and risk, particularly for Ukrainian seafarers, Anglo-Eastern is now using the MarTrust E-Wallet and card to better protect their payments and comply with sanctions regulations.

Commenting on the development, Carsten Ostenfeldt, COO of Anglo-Eastern, said:

"We place the safety and well-being of our crew as our highest priority, and as a responsible ship manager, it is incumbent on us to ensure we ease the concerns our crew will have in relation to receiving payment. Transferring funds to seafarers' accounts in Odesa or Kiev was, until recently, a formality. Clearly, the circumstances have dramatically changed, and it is critical that companies act swiftly to protect the interests of their seafarers.

"The MarTrust solution allows our seafarers to receive funds in an E-Wallet managed by an entity approved by, and operating under, the UK's Financial Conduct Authority. This not only allows individual crew members to decide what portion, if any, they wish to repatriate; it also allows us, as a company, to be compliant with relevant trade and economic sanctions.

"Furthermore, we see the solution as a step in the right direction with regard to the digitalisation of our services, and one that involves less risk and cost compared to the more cash-based solutions that are typically seen across our industry."

MarTrust's E-Wallet and card optimises the payment process for ship owners and operators. This enables crews to receive funds quicker compared to traditional banking routes, and provides them with complete control of their funds and online purchases, with reduced risk and lower transaction costs. They also have the ability to quickly transfer money to anyone at any time – in particular, sending much-needed financial support to their families.

Domenico Carlucci, CEO of MarTrust, added:

"We are pleased to be able to assist one of the world's largest ship managers in aligning their crew payment system to a new world of sanctions and other restrictions. The MarTrust E-Wallet is designed purely for the maritime world and is backed by large international banks."

The E-Wallet can be accessed safely and securely anywhere and at any time via a web portal or mobile app, and can be seamlessly integrated into existing systems. From there, funds can be easily and securely transferred directly to crew to pay whatever is required, be it salaries, bonuses, overtime or cash advances. The E-Wallet and card also reduce the need for seafarers to manage or store significant amounts of cash, providing increased security. By using the free, pre-paid card, cash can be accessed at any Mastercard-supported ATM or bank teller around the world, and the card can be topped up in up to eight different currencies for increased flexibility.

CDC Drops Its "Cruise Ship Travel Health Notice" for Cruises

After nearly two years since it was imposed, the health officials at the CDC have dropped the advisory that was attached to all cruising activities since the early days of the pandemic. This will provide significant relief to the cruising industry and will go a long way in assuaging travelers' fears.

The removal of this notice follows other de-escalations of threats regarding covid in the cruise industry by the CDC. In February, a voluntary covid-19 program was released by the CDC for cruise vessels. However, cruising was still classified as Level 4 (Very High Risk), and the CDC recommended avoiding travel via cruise ships. A few days later, the risk level was dropped to Level 3 (High Risk), followed by another notice in March setting the risk assessment for covid at Level 2 (Moderate Risk). However, the removal of this notice does not signify the lack of risk in traveling aboard cruise ships. CDC still stresses many other protocols such as being vaccinated, having the mask on, maintaining proper hygiene, getting

tested before and after the travel, following the color-coded risk status of ships, etc. The CDC has also not eased any restrictions on behalf of the cruise operators running a tight ship regarding safety protocols. The Cruise Lines International Association (CLIA) stated that this gesture of removing the health advisory on cruising would level the playing field between them and the venues on land that act as their competition. The CLIA also stated that they acknowledge this as the CDC's recognition of their successful efforts to make cruise ships safe.

Captain Falls Overboard From Bulk Carrier, Survived 3 Days by Clinging To Wood

A Turkish captain heading a capsized bulk carrier dubbed QUORN was lost overboard on 2 May in the waters of the Java sea. This is toward the north of Bali. The ship was sailing from Australia to Vietnam. However, her voyage was interrupted and went SAR, alerting concerned authorities, including the Turkish and Malaysian authorities.

The vessel was able to resume its voyage in May; however, the Captain was missing. Miraculously, he was found by local fishermen on 5 May. They rescued him and rushed him to a hospital.

He is now in a stable state, still suffering from sunburns. Per reports, he was able to survive by clinging on to a mere piece of wood.

QUORN meanwhile, stopped on 5 May northwest of Belitung Island in Indonesia. Most likely, it was expecting more instructions – either to call Indonesia port to pick up Captain, or to continue the voyage with Captain boarding the ship someplace else.

Per reports, the captain said that he does not recall falling. This is why the details regarding the accident remain a mystery – people do not fall overboard losing memories of what happened.

The possibility of some kind of conflict among the crew members cannot be ruled out. However, most likely, the real story will never be disclosed unless it is tipped off by crew members.

World's Largest Electric Cruise Ship Sets Sail in Yangtze

Promoted as the largest electric cruise ship in the world, the THREE GORGES 1 departed on its maiden voyage at Yichang in the Hubei province. The vessel has a battery capacity of 7.5 MW/h and can operate for around 60 miles on a single charge. The new ship is envisioned as the mascot for world tourism and shipping in a new era.

The 16 meters wide and 100 meters long THREE GORGES 1 can house 1300 passengers. The vessel was developed by a subsidiary of the China Three Gorges Corp., China Yangtze Power. The development of this vessel involved research institutes such as the China Shipbuilding Industry Corp. and the Beijing university of technology. This project was sponsored by the Chinese Ministry of Transport and the Ministry of Industry and Information Technology and incurred a price of \$23.5 million.

Operations for the vessel will be monitored by an automatic control system and intelligent management systems, reducing equipment degradation rates and reducing maintenance costs while also optimizing the vessel's performance. It is also stated that the ship can reach full charge in 6 hours and will exclusively obtain power from the Three Gorges Dam Hydroelectric station, thus making the vessel truly zero emissions.

This is a part of China's larger goal of the complete electrification of the Yangtze River and the further expansion of this system to other inland routes. Cosco Shipping has recently announced that it will build and operate two electric container vessels on the Yangtze river by late 2023.

Maritime Safety Committee Adopts Resolution to Facilitate Urgent Evacuation of Seafarers

The International Maritime Organization (IMO) Maritime Safety Committee (MSC 105), which met 20-29 April 2022, adopted the following resolution on 28 April 2022: RESOLUTION MSC.495(105) – Actions to facilitate the urgent evacuation of seafarers from the war zone area in and around the Black Sea and the Sea of Azov as a result of the Russian Federation aggression against Ukraine.

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING that the purpose of the International Maritime Organization (IMO) as set forth in Article 1 of the IMO Convention and the mission in the Strategic Plan of IMO is to promote safe, secure, environmentally sound, efficient and sustainable shipping through cooperation,

NOTING that the Council, at its thirty-fifth extraordinary session, relating to the conflict in Ukraine:

1. recalled that UN General Assembly resolution A/RES/ES-11/1 of 2 March 2022, inter alia, condemned the declaration by the Russian Federation of a “special military operation” in Ukraine, deplored in the strongest terms the aggression by the Russian Federation against Ukraine in violation of article 2(4) of the Charter, and demanded that the Russian Federation immediately cease its use of force against Ukraine and refrain from any further unlawful threat or use of force against any Member State,
2. underscored the paramount importance of preserving the safety and welfare of seafarers and urged Member States and observer organizations to provide maximum assistance to seafarers caught up in the conflict,
3. underscored the need to preserve the security of international shipping and the maritime community, and the supply chains that sustain other nations, as well as supply chains providing necessary food and medicines to the people of Ukraine,
4. recalled the statement of the Secretary-General of 26 February 2022 which expressed his grave concern regarding the spill over effects of the military action in Ukraine on global shipping, and logistics and supply chains, in particular the impacts on the delivery of commodities and food to developing nations and the impacts on energy supplies; and highlighted that ships, seafarers and port workers engaged in legitimate trade should not be collateral victims in the political and military crisis,
5. underlined that ships should be allowed to sail from the ports of Ukraine at the earliest opportunity without threat of attack; and that for those ships that cannot leave immediately, or where it would be unsafe to do so due to the presence of sea mines or other hazards, humanitarian corridors be set up that enable the safety of seafarers by allowing them to leave the conflict zone and return home, as appropriate,
6. invited the Secretary-General to collaborate with the relevant parties and take necessary immediate actions to initiate the establishment and support the implementation of a blue safe maritime corridor in the Black Sea and the Sea of Azov and keep Member States informed of developments, and to report to a future session of the Council,
7. condemned any form of harassment of seafarers due to their nationality and underlined that seafarers affected by the conflict should be allowed free access to communications with their families,

BEING DEEPLY CONCERNED by the impact of the Russian Federation aggression against Ukraine on the safety and welfare of seafarers, including their mental health and that of their families,

BEARING IN MIND the impact of the Russian Federation aggression against Ukraine on the safety and security of navigation and the integrity of global supply chains, given that nearly all of Ukraine’s grain exports are carried out through seaports on the Black Sea and the Sea of Azov where the Russian Federation naval blockade and shelling of ships and port infrastructure prevents commercial ships, including some loaded with grain and other agriculture commodities, from leaving the ports, as noted in the recent reports by UNCTAD and the decision of the International Grains Council of 6 April 2022,

BEING GRAVELY CONCERNED by the number of ships and seafarers currently stranded in the Black Sea and Sea of Azov region and unable to leave the area safely, the collateral damage to many merchant ships and the tragic injuries and deaths of seafarers as a result of the Russian Federation aggression against Ukraine,

BEING ALARMED by reports that seafarers in some Ukrainian ports no longer have secure access to fresh food, water and medical supplies as a result of the Russian Federation aggression against Ukraine,

BEING FURTHER ALARMED by the reports of illegal seizure and detention of civilian ships, including SAR ships, and their crews, all of which enjoy special protection under international humanitarian law,

NOTING that the Secretary-General and the Director-General of the International Labour Organization (ILO), have jointly written to the Heads of the International Committee of the Red Cross (ICRC) and Médecins Sans Frontières (MSF); and to the United Nations High Commissioner for Refugees (UNHCR),

to request urgent action wherever feasible to assist in the reprovisioning of the ships concerned with the vital supplies needed by their seafarers,

1. THANKS the Secretary-General for taking action to promote the establishment of a Blue Safe Corridor and to facilitate dialogue with key stakeholders to support the safety and security of seafarers, merchant shipping, the marine environment and global supply chains;
2. REQUESTS the Secretary-General to continue to use his good offices to secure the assistance of international humanitarian bodies such as the International Committee of the Red Cross (ICRC), United Nations Office for the Coordination of Humanitarian Affairs (OCHA) and United Nations High Commissioner for Refugees (UNHCR) to provide, as a matter of urgency, humanitarian support to seafarers stranded in Ukrainian ports and to assist in their safe and expeditious evacuation; from the zone of hostilities;
3. ALSO REQUESTS that, in this regard, the Secretary-General continue to examine the establishment of other corridors for the continued safe and expeditious evacuation of seafarers and ships from the zone of hostilities;
4. FURTHER REQUESTS that the Secretary-General continue to provide regular updates on the impact of the Russian Federation aggression against Ukraine on international shipping and the wellbeing of seafarers;
5. CALLS on the Russian Federation to immediately and unconditionally cease its aggression against Ukraine, withdraw its troops from the region, including Ukraine's territorial waters, as well as refrain from taking steps in furtherance of the military operations, which affect the evacuation of commercial ships and seafarers from the war zones;
6. URGES Member States to raise concerns regarding the collateral impact of the Russian Federation aggression against Ukraine on seafarers, port workers, safety and security of navigation, global supply chains and food security at the United Nations General Assembly and other United Nations Specialized Agencies, and request those bodies to seek a solution to alleviate these critical concerns, aiming to contribute to a peaceful solution.

Centre allows one year relaxation to ship builders getting benefits under financial assistance policy

The shipping ministry has allowed a one year relaxation to ship builders that are getting financial assistance from the centre. In an office order, the Director General Shipping (DGS) has been allowed to provide a relaxation of up to one year for construction, and delivery of vessels for contracts signed during March 24, 2021 and March 31, 2022.

This is being done in view of the spread of COVID variants that has affected the global supply chain system.

The Centre has approved financial assistance for 47 vessels amounting to Rs 155 crore under the Shipbuilding Financial Assistance Policy (SBFA). The total contract value of these ships stands at Rs 850 crore.

In response to queries from ET, the shipping ministry had said that 95 applications have been received till now seeking an in-principle approval for 170 vessels with contract value of Rs 2,620 crore.

The guidelines of the policy have been in force from April 1, 2016 and shall be applicable for shipbuilding contracts signed between April 1, 2016 and March 31, 2026.

Under the SBFA policy, 21 shipyards having various capacities have registered under the scheme. Prominent companies registered under the scheme include L&T Shipbuilding Ltd, Cochin Shipyard Ltd, Titagarh

Wagons Ltd

NSE -5.86 % and Goa Shipyard Ltd.

“Financial assistance is being granted to Indian shipyards equal to 20 per cent of the lower of contract price or the fair price or actual payments received of each vessel built by them for a period of at least 10 years commencing 2016-17. This rate of 20 per cent will be reduced by 3 per cent every three years,” said a shipping ministry statement.

Under the policy, only those vessels, which are constructed and delivered within three years from the date of contract, shall be eligible for availing financial assistance. In case of specialised vessels, the Centre can grant an in-principle approval for construction and delivery of such vessels for up to six years.

V. CATERING & HOSPITALITY

Good housekeeping & safe working practice for general cargo ship at sea

General guideline : All ships move in a seaway and as space is very limited aboard any vessel, good housekeeping is essential for safe working/access and hygiene control. Attention should be paid in particular to the following areas:

- i) safe and secure stowage of loose items
- ii) proper securing of doors etc.
- iii) good maintenance of fittings and fixtures
- iv) adequate illumination of all work/transit areas
- v) avoidance of overloading of electrical circuits especially in cabins
- vi) clear and legible signs/operational notices
- vii) proper clearance and disposal of garbage/ waste materials

Good housekeeping on board leads to a safe environment, the engine room being no exception. It is good practice to maintain the engine room in a clean condition and free of loose bottom plates or trip hazards. An oily main engine casing, oil in the bilges, loose oily plates or hoses lying around, is bad practice and does not encourage crew safety or reduce fire risks. Such a situation will certainly go against the ship during an inspection.

Galley working condition

Apart from being considered poor hygienic standards, wearing open slippers or sandals in the galley will, sooner or later, result in personal injury. There is also no protection from burns or scalds if hot or boiling water is spilt. Proper galley attire and slip-resistant safety shoes must be worn at all times, when working in the galley.

Securing gas bottles at sea

Oxygen and acetylene bottles must be stored apart, in dedicated storage. The area should be clearly marked, free of combustible materials, not exposed to salt or other corrosive chemicals, well-ventilated and outside the accommodation and engine room spaces. Industrial oxygen cylinders are painted blue, whilst acetylene cylinders are painted maroon. They should be stored with their valve ends up and valve caps remaining firmly on cylinders that are not connected for use. Full and empty cylinders must always be segregated. The storage arrangements are usually checked during third party ship inspections.

Cleaning dirty bilge area

Oily Engine room bilges pose a potential safety and pollution risk, besides being a fire hazard. They should be kept clean and free of oil at all times and, ideally, painted a light colour so that fresh oil leaks can easily be identified. Whilst dirty bilges indicate a clear lack of adequate maintenance, it may also result in the vessel being detained by port state control inspectors.

VI. HEALTH ZONE

Royal Guest on Hospital Ship: Princess Anne Visits GLOBAL MERCY

The GLOBAL MERCY is not a dream ship in the word's true meaning. People work around the clock, there is blood flowing, and nevertheless big dreams come true on board. The GLOBAL MERCY is a hospital ship and belongs to the fleet of the aid organization Mercy Ships. With a length of 175 meters and a width of 29 meters, she is currently the largest civilian-operated floating hospital in the world. The presentation and inauguration of the GLOBAL MERCY in Rotterdam was now attended by Great Britain's Princess Anne, who has been the patron of Mercy Ships since 2021.

Back in 2011, Princess Royal had already visited the hospital ship AFRICA MERCY during a mission in Sierra Leone. Since she assumed her role as patron of the organization, the visit aboard the GLOBAL MERCY is her first official appointment. The daughter of Queen Elizabeth II not only toured the hospital on board, but she also spoke with the volunteers and attended the inauguration ceremony.

Mercy Ships, with its two hospital ships AFRICA MERCY and GLOBAL MERCY, has docked in the ports of developing countries for 40 years, offering free medical aid. Most of the employees work voluntarily. Their approach is Christian and follows the principle of charity. However, the doctors treat wounds, straighten limbs and operate on cleft palates; they also provide dental services and train local doctors. They support local health systems and provide agricultural development aid. The vessels are equipped like hospitals on board; one does not notice any difference in the operating rooms. However, the main engines are extra cushioned against shocks.

Mercy Ships now aims to provide free care to even more patients, perform even more dental examinations, and offer even more life-improving and life-saving surgeries with a second ship in its fleet. Princess Anne also acknowledges the dedication of the volunteers: "Successfully training doctors, dentists and anesthesiologists to work in their home countries is a great legacy of Mercy Ships."

Lowest Level of Seafarer Satisfaction Recorded In 8 Years: Mission to Seafarers

The latest Seafarers Happiness Index report, published by The Mission to Seafarers, reveals the lowest levels of seafarer satisfaction for eight years, with the Index's measure of overall happiness decreasing from 6.41 to 5.85 and levels dropping across all categories.

The survey, undertaken with the support of the Standard Club and Idwal, reports on Q1 2022 and shows that a turbulent start to 2022 on many fronts has severely impacted seafarer happiness. From the COVID-19 Omicron variant to the conflict between Russia and Ukraine and concerns over contractual issues, seafarers have faced a challenging few months, as morale on board has severely declined.

The continued COVID-19 crisis

Two years on from the outbreak of COVID-19, seafarers are still feeling the effects. New variants of the virus continue to impact different countries, impacting seafarers who face a maze of different regulations, ongoing port restrictions, and in many cases limited or no shore leave. Even when seafarers do get ashore, many facilities are closed due to national restrictions, leaving them without support or basic services.

Seafarers responding to the survey also were impacted by Russia's invasion of Ukraine. Many were concerned about their families and worried by tensions on board. On some ships, Russian and Ukrainian crew members are actively working together to try and ensure that relationships did not suffer, but as the war continues and misinformation spreads, tensions appear to be rising. Crew members from a host of nations including Ukraine, Poland, Romania and Bulgaria, expressed concerns about tensions on board, which has implications not only for social cohesion on board, but safety too.

Crews concerned by contract issues

The survey highlighted that seafarers continue to face problems surrounding their employment rights, contractual issues and calls to be recognised as key workers. The issue of contract extensions was frequently mentioned when asking seafarers about their general happiness at sea and is impacting

the mental health of crews that are effectively being forced to remain on board. Many are desperate to return home, especially as connectivity to speak to loved ones remains a huge challenge for seafarers.

Focus on welfare and wellbeing

Although the survey raises a wide array of issues that should be the cause of great concern for all ship owners, operators and managers, a number of seafarers also took the opportunity to share examples of steps taken to improve welfare and morale onboard. There was positive feedback from seafarers who spoke about some of the efforts made to make life at sea more comfortable and enjoyable, despite other concerns. This included examples of vessels having funds allocated for wellbeing events and activities, such as weekly crew gatherings, quizzes, karaoke, sports, TikTok video making, movie nights, and barbecues.

Revd Canon Andrew Wright, Secretary-General of The Mission to Seafarers, said:

“It’s hugely concerning to see seafarer satisfaction decline quite significantly in our latest Seafarers Happiness Index report, though unsurprising. With the continued threat and disruption of COVID-19 and the Russia-Ukraine conflict, seafarers face unprecedented challenges, which are exacerbated by restrictions on shore leave and crew changes.

“We hope that through the rest of 2022, organisations will take further meaningful steps to improve the welfare of crews and help boost seafarer happiness. With financial backing and compassionate leadership, there are still actions that they can be taken to improve seafarers’ quality of life. It is important to listen to and learn from seafarers’ experiences, to not only empathise with them, but work together to find practical solutions that will improve life at sea.”

Capt Yves Vandeborn, Director of Loss Prevention, at the Standard Club, added:

“The substantial drop in seafarer happiness should be a wakeup call for the industry – we rely on seafarers every day for so much of what we take for granted – and yet, morale across the board has dropped as a result of the ongoing global pandemic, the Russia-Ukraine war and uncertainty around contracts.

“Seafarers around the world have traditionally worked as a tight and cohesive group, but now this is being severely tested as crews of all nationalities, particularly Russian and Ukrainian crew, face rising tensions onboard as they receive little information or actual disinformation about the Russia-Ukraine conflict and contracts are extended with little or no consultation. One clear standout message from the report is the vital importance of providing clear and honest communication to ships at all times.

“The few positive comments from seafarers in this Seafarers Happiness Index should also be emphasised to show the importance of caring for our seafarers and how a small investment can go a long way – it really does make a difference to crew morale and outlook, providing both economic and mental health benefits. With this in mind, Standard Club will continue to work with its members to promote seafarer wellbeing, enhanced communication and best practice.”

Thom Herbert, Idwal Crew Wellbeing Advocate / Senior Marine Surveyor, commented:

“Given the backdrop of Omicron and the Ukraine conflict and following two years of pandemic lockdown, it is hardly surprising that the cracks appear to be deepening for our global seafarers. It’s desperately sad to hear of increased social issues between crew members as the Russian invasion of Ukraine makes its impact everywhere and, with such a sizeable percentage of crew coming from the affected areas, the industry as a whole should consider the implications for those on board.

“Sadly, the areas outlined in the Q1 2022 Seafarers Happiness Index echo much of what we hear from our own Idwal surveyors who are on board vessels every day and get a unique insight from crew. We often see first-hand how closely linked crew morale and wellbeing are to the efficient operation of the vessel and we are passionate about working together to improve visibility around crew matters, as well as driving transparency across the industry as a whole.”

VII. ARTICLE INDEXING

7 Most Common Superstitions of Seafarers

Superstitions and beliefs are entwined into the very fabric of human existence. Be it any sphere of life, there is a small element of odd and uncanny belief that dictates it.

Even in an age where information flows across space (as well as outer space) without barriers, the aspect of adherence to an age-old belief goes on to show that we are tuned to be attracted to that which is mysterious.

In a field such as a merchant navy, which is perhaps almost as old as mankind itself, it is only natural that there exist myriad superstitions that are promulgated to this day.

Come to think of it, being away from civilization and an inclusive everyday society gives rise to a support system that'll cater to the most mundane of thoughts.

It is a debatable topic as to whether the supernatural exists or not. Most will agree to the fact that there is a constant presence of a higher power, cosmic or whatever one may choose to call it. But to what extent are those ideas believable?

Let us look at some of the common seafaring superstitions that are prevalent:

1. Having a woman on board is bad luck

Despite the age-old association of sailors with women, this superstition has been central to seafaring for a very long time. Legend has it that having a woman on board meant distractions and aroused jealousy among sailors. This would deviate them from their work and hence result in getting the sea angry! (The term 'son of a gun' arose from here.

In the presence of a woman, when immense desire struck before reaching port, a sailor consummated that affair on the gun deck). Even in popular culture, we have read and heard of mermaids distracting vulnerable sailors into the dark corners of the ocean with their beauty and eventually devouring them. On the contrary, though, naked women are said to be a calming element for the sea; which is why old ships have naked women for figureheads.

It is indeed an irony though then that a ship is referred to as 'she'. This superstition clearly wouldn't make sense today, for there are a lot of women all across the community who are excellent seafarers and have navigated their respective ships with finesse and without bringing bad luck to the ship or the crew!

2. Ceremonial ship launching and naming

Ship naming is a ceremony that happens after a vessel has been built, passed the necessary sea trials and is ready to set sail. The tradition of christening a ship for good luck and safe voyages go back a long time. Historical evidence shows Babylonians celebrating the launch of a ship as early as the 3rd millennium BC.

They are said to have been in the practice of sacrificing an ox for this purpose! The Egyptians, Greeks and the Romans called upon their respective Gods to protect their ships and crew. The Greeks believed in Poseidon and the Romans invoked the blessings of Neptune.

In the 8th and 11th centuries AD, the Vikings continued the tradition by spilling blood as an offering to appease the Gods. Gradually, blood gave into wine and as we see in modern-day practice, the culture of cracking open a bottle of champagne emerged. Also, the modern-day practice involves a woman christening the ship to bring good luck and prosperity to the vessel.

3. Unlucky Friday

In the past, Friday was considered to be an unlucky day to start a seafaring venture and meant that the voyage would be ultimately unsuccessful.

Imagine applying the rule to modern-day navigation! Business would be hampered and ship owners would be aghast at the prospect of the ship being halted just because it's a Friday!

This belief is said to have emerged from the fact that Christ was crucified on a Friday and hence a ship beginning a voyage on that very day would be a bad omen.

Working on the same lines, Sunday was considered to be an August day to begin for Christ was resurrected on a Sunday. Again, baseless conjecture that would cause a great deal of loss if they were to be applied today.

4. Whistling Up A Wind

Often, a seafarer might've heard that whistling on the bridge might result in a storm. It was believed that whistling on the ship resulted in 'whistling up a storm! Also, there existed a belief that clapping on ships resulted in bringing thunder and lightning.

5. Ghost on Ship

Every seaman has also heard stories of ghosts and paranormal activities haunting ships, especially after an unfortunate event has occurred on board. Many believe that spirits of those who have lost their lives on ships remain there for a long time.

Many even make stories of their unusual experiences with ghosts and why they fear going to a particular area on the ship. In case a series of accidents or mishaps have taken place on board, it is said that the ship is cursed and the blame is put on the spirits that are haunting the ship.

Ghost stories are still popular among seafarers around the world. Though most of them are nothing more than fiction, many seafarers admit to having seen, experienced and even clicked them on board.

6. No Bananas On Board

This might sound weird on today's modern ships where bananas are served almost regularly for breakfast. However, during the 1700s, bananas were considered bad luck for ships as it was observed that most of the ships carrying a cargo of bananas disappeared at the sea and never made it to their destinations. Another explanation is that bananas carried on board ships fermented quickly and released toxic gases, which would kill sailors on board. Yet another theory says that a particular species of poisonous spider used to hide in the bunches of bananas and many crewmen died from their bites, reinforcing the superstition that bananas onboard ships were a bad omen.

7. Forbidden Words

From the early days of shipping, many words have been banned from using on ships. Some words such as "goodbye" and "drowned" were prohibited to ensure the safe return of the ship and its crew. Another weird theory was that people on board were not allowed to speak the word "good luck" as it was considered to bring bad luck. In case someone said "good luck", the only way to reverse the unfortunate was to draw blood by delivering a swift punch.

Much like a Grandmother's eloquent warning, most of these superstitions are age-old adages that came about when science and technology were mostly obscure in nature. Navigation was an individual skill that a few good men possessed and honed over time.

However, as is with any other traditional line of speculation, some of these ideas continue to exist and are followed in a very minuscule way, mostly as just a faint reminder of a romanticised era of shipping. Popular culture has given rise to widespread interest in this aspect of seafaring and a mythical approach to seafaring; more as a fairy tale and less as a branch of core science and skill.

As a sailor, one will always know that these superstitions are mostly bogus nowadays and the merchant navy would collapse under the burden of such ridiculous logic. However, as dinner table talk, these vague beliefs are what keep the conversation funny and interesting; something that is required daily in the monotonous and tough life of a seafarer.

VIII. NEW PUBLICATION

Instruments Relevant to Port State Control 2021, 2022 Ed	£30	10 May 2022
<u>Procedures for Port State Control 2021, 2022 Edition</u>	£35	10 May 2022
<u>International Code of Signals, French Edition</u>	£49	22 April 2022
<u>IAMSAR Manual Volume I, 2022 Edition</u>	£40	19 April 2022
<u>IAMSAR Manual Volume II, 2022 Edition</u>	£75	19 April 2022
<u>IAMSAR Volume III Action Cards</u>	£20	19 April 2022
<u>IAMSAR Manual Volume III</u>	£80	7 April 2022
<u>IAMSAR Manual Volume I (digital)</u>	£40	7 April 2022
<u>IAMSAR Manual Volume II (digital)</u>	£75	7 April 2022
<u>IAMSAR Manual Volume III (digital)</u>	£80	7 April 2022
<u>International SafetyNET Services Manual, 2022 Edition, English Edition</u>	£25	15 March 2022
<u>International SafetyNET Service Manual, 2022 Edition (digital)</u>	£25	28 February 2022
<u>Basic Documents Volume II, 2022 Edition (digital)</u>	£30	9 February 2022
<u>Load Lines Convention 1966, 2021 Edition</u>	£40	13 January 2022
<u>Guide to Maritime Security and the ISPS Code, 2021 Edition</u>	£75	13 January 2022

QUOTES

“The man who does not read books has no advantage over the one who cannot read them.”

Mark Twain

“Don’t let what you cannot do interfere with what you can do.”

John Wooden

Learn from yesterday, live for today, hope for tomorrow. The important thing is not to stop questioning

Albert Einstein

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Any suggestions for improvement in quality of this Bulletin will be highly appreciated.

Editor

Mr. Ram Chandra Pollai, Librarian