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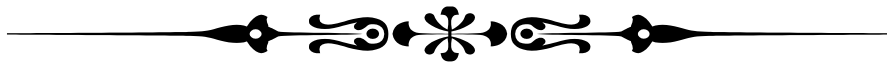


Maritime Security: The Indian Ocean High Risk Area (HRA) is removed on 01 Jan 2023

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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



आज़ादी का
अमृत महोत्सव

File No. 20-19016/4/2022-TRG-DGS

Date: 12.08.2022

DGS Circular No. 17 of 2022

[Addendum to DGS Training Circular No. 12 of 2020]

1. Whereas, the Directorate vide DGS Training Circular No. 12 of 2020 dated 01.04.2020 introduced Minimum eligibility criteria for admissions in Pre-sea maritime courses and introduced Common Entrance Test (CET) and Online Counselling.
2. Whereas, the Directorate vide point no. 12.2 of the Training Circular 12 of 2020 dated 01.04.2020 had stated "*Common Entrance Test (CET) shall be conducted by IMU for all DGS approved Maritime Training institutes on behalf of the Directorate. In the initial phase, the CET shall be conducted for admission in the following pre-sea maritime courses:*
 - i. *BE/ B-Tech in Marine Engineering (4 years duration)*'
 - ii. *B.Sc. (Nautical science) (3 years duration)*'
 - iii. *Diploma in Nautical Science course leading to B.Sc. (Nautical Science).*
3. Whereas, the Directorate vide point no. 12.3 of the Training Circular 12 of 2020 dated 01.04.2020 had stated that there shall be a common online counselling of the candidates for admissions in various MTIs. However, the MTI is free to opt out of the common counselling and have their own counselling.
4. Whereas, due to Covid-19 pandemic the Directorate vide point 3.1 of DGS Training Circular 29 of 2020 dated 21.08.2020 informed that "*Online Common Entrance Test (CET) and Common Counselling shall not be applicable for admission for the academic year 2020-21.*
5. Whereas, vide DGS Circular No. 14 of 2021 dated 13.05.2021, the Directorate allowed MTIs to follow their own admission process and counselling methodology for the academic year 2021-22.


6. Whereas, Indian Maritime University has issued Circular no. IMU-HQ/C/12/18/01/CET-2022 dated 07.03.2022 and has informed that the Ministry of Ports, Shipping and Waterways has directed IMU to conduct a Common Entrance Test on all India basis for admissions in DGS approved MTIs. It has informed that CET for admissions to DG Shipping approved pre-sea programmes across India conducted on 11.06.2022 and merit list of all qualified candidates has been published on the IMU website.

7. Whereas, the Directorate has received request from candidates and MTIs to exempt CET for candidates desiring to take admission through lateral entry for BE (ME) course considering that these candidates join Diploma courses after 10th Std and are already qualified Diploma in Engineering.

8. Whereas, it is noticed that the syllabus for the CET is different from that of the diploma engineering syllabus and such students are away from the syllabus of 11th and 12th during their diploma engineering course.

9. The Directorate hence has decided that **it shall not be mandatory** for the candidates seeking lateral entry for admission into second year of the four-year Marine Engineering Degree course (BE/ B-Tech Marine Engineering) to qualify in the online "Common Entrance Test" (CET) for the coming academic session 2022-23 and onwards.

10. This issues with the approval of the Director General of Shipping and Additional Secretary to the Government of India.


12/08/2022
(Dr. Raut Pandurang K)
Deputy Director General of Shipping (Training)

To,

1. All DGS Approved MTIs
2. Engineering Branch
3. Nautical Branch
4. E-Governance Branch
5. All MMDs
6. CEO/MTT
7. Computer cell with request to upload this circular in DGS website.



भारतसरकार/ GOVERNMENT OF INDIA
पतन, पोतपरिवहनऔरजलमार्गमंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहनमहानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 13-20011/4/2020-ENGG-DGS (C.N. 3781)

Date: 03.08.2022

DGS Circular No. 16 of 2022

Subject: Addendum 1 to DGS Circular No. 32 of 2020: Ballast Water Convention – req.

1. Whereas India is yet to accede to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 [BWM Convention].
2. Whereas, the Directorate General of Shipping, GoI, had issued DGS Circular 32 of 2020 (Engineering) dated 03.10.2020 consolidating the requirements of the BWM Convention on Indian ships undertaking international voyages, which may be subject to inspections by port States that are party to BWM Convention. :
3. Whereas, the said circular provides that any Indian ship requiring dispensation from fitment of Ballast Water Management System meeting Regulation D-2 till the time India ratifies the BWM Convention and Rules are implemented, to apply to the Competent Authority in the Directorate with an undertaking that during the period of dispensation the ship will always remain on Indian coast.
4. Whereas, the Directorate has been receiving various requests for such dispensation.
5. Whereas, to prevent delays in dealing with such requests, the Competent Authority has hereby decided to permit Recognized Organizations authorized by the Directorate to issue Statement of Compliance (SOC) to ships operating on Indian coast and intending to fit Ballast Water Management System, only after India accedes to the Convention, subject to the condition that the vessel shall meet all other requirements of BWM Convention, including discharging ballast water and meeting Regulation D1 of the BWM Convention.
6. Whereas, after satisfactory survey, the Recognized Organizations may issue SOC to those ships, which are required to be fitted with Ballast Water Management System, meeting Regulation D2 as per the intervals of the renewal surveys carried out for the issuance of the International Oil Pollution Prevention Certificate, provided that a declaration is submitted that the vessel shall remain on the Indian coast.
7. The SOC shall be valid for a period of five (5) years or earlier, which will apply when India ratifies the Convention, Rules are framed, and requirements related to BWTS, if any are imposed.
8. Whereas, the Recognized Organization issuing such an SOC to any Indian Ship engaged in international voyage shall ensure following condition is included in the SOC:

"The Vessel shall along the Indian Coast only."

8. Whereas, foreign flagged ships operating along the Indian coast or ports or anchorages with licence granted by the Directorate may be granted dispensation from Ballast Water Management System meeting Regulation D2 of the BWM Convention for the period of licence, provided that the following conditions are satisfied, namely:
- i. The Recognized Organization has confirmed that all ballast water and sediments are removed prior to taking in or discharging Ballast Water along the Indian coast and
 - ii. Such a dispensation is granted by the Flag state of the concerned foreign flagged ship and informed to IMO on GISIS as per BWM Convention requirements.

This is issued with the approval of the Director General of Shipping & Additional Secretary to the Govt. of India.


(Vikrant Rai)
E&SS-cum-DDG (Tech.)

II. IMO NEWS

IMO Secretary-General Visited Ports of Odesa and Constanta to Oversee the Implementation of the Black Sea Grain Initiative

IMO Secretary-General Kitack Lim notes Black Sea Grain Initiative implementation progress and vital role of seafarers.

IMO Secretary-General Kitack Lim has highlighted the significant progress on the implementation of Black Sea Grain Initiative and critical role of seafarers in delivering global trade, during visits to Odesa, Ukraine and Constanta, Romania.

In Odesa, on Monday (29 August), Secretary-General Lim was able to see at first-hand the implementation of the Black Sea Grain Initiative and hear how ship safety and port management is being implemented. Secretary-General Lim boarded the MV Helga, one of the ships inspected under the Black Sea Grain Initiative and approved to journey to Odesa to pick up grains from Ukraine for export.

“I am deeply appreciative to see the strong commitment of the seafarers to support the Initiative. The safety and well-being of seafarers is my top priority. I am pleased that the designated maritime humanitarian corridor under the initiative is allowing seafarers to do their job and deliver vital foodstuffs. IMO instruments, including the International Ship and Port Facility Security (ISPS) Code, underpin safe and secure shipping everywhere and especially through the Black Sea,” Mr. Lim said.

The IMO Secretary-General was hosted by Mr. Oleksandr Kubrakov, Minister of Infrastructure in the Government of Ukraine and the two had a fruitful discussion during the visit.

Since the start of the conflict in Ukraine, IMO’s priority has been to support the welfare of seafarers, recognizing that the need for international shipping to move freely and unhindered is critical to the continuous operation of global supply chains, for the benefit of all peoples of the world.

The Black Sea Grain Initiative specifically allows for significant volumes of foodstuffs. The Joint Coordination Centre has been established in Istanbul, with representatives from Ukraine, the Russian Federation, and Türkiye, under United Nations auspices, to coordinate the safe passage of ships of all flags. As of 1 September, the total tonnage of grain and other foodstuffs exported from the three Ukrainian ports is 1,677,396 metric tons. A total of 146 voyages (78 inbound and 68 outbound) have been enabled so far.

“Procedures for Merchant Vessels” engaged in the Initiative are mandatory requirements pursuant to IMO’s International Convention for the Safety of Life at Sea (SOLAS) Regulation XI-2/11 and the International Ship and Port Facility Security (ISPS) Code, Part A, section 4.2 and Part B, section 4.26, and as a condition of port entry or departure to or from the Ukrainian ports.

IMO circular Letter Circular Letter No.4611/ and Circular Letter No.4611/ /Add.1 include details of the operating procedures.

Prior to travelling to Odesa, Secretary-General Lim visited the port of Constanta in Romania, on Sunday (28 August). He was hosted by Mr. Bogdan Aurescu, Minister of Foreign Affairs, Government of Romania and Mr. Ovidiu Cupsa, IMO Goodwill Maritime Ambassador of Romania. Secretary-General Lim and Mr. Aurescu discussed the impact of the conflict in Ukraine on the export of grains by sea and other issues related to the law of the sea.

III. SHIPPING NEWS

40 Year-Old Captain Sentenced to 18 Years in Prison in Maritime Human Smuggling Case

The captain of a vessel from San Diego that reportedly sank back in 2021, taking the lives of three of the 32 smuggled migrants, was sentenced to 18 years in prison on Friday, the US Attorney's Office mentioned in a release.

The 40-year-old Antonio Hurtado was charged with the attempt to bring individuals into the US illegally and also assaulting an agent of the Border Patrol during the arrest.

Janis L. Sammartino, the US District Judge, referred to the incident as the most egregious case he had encountered in the courtroom in more than 15 years of serving in the Southern District of California.

In 2021 (May), the boat hit a reef and reportedly broke apart close to the Cabrillo National Monument based in Point Loma. It had on board undocumented migrants, including three minors, who had also agreed to pay between \$15,000 and \$18,000 to get smuggled into the US.

About 32 people put all their savings and lives in the defendant's hands. His egregious failure and reckless behaviour to seek assistance put all at severe risk and caused the loss of three lives. This information was shared by a US Attorney named Randy Grossman. Hurtado will be supervised for three years after completing the sentence.

CNN is also working to find an attorney for Hurtado.

The event indicates the lack of concerns smugglers have for vulnerable populations, said Brandon Tucker, San Diego's Air and Marine Director. So many people put their lives in the hands of criminal organizations to illegally enter the US via the Pacific Ocean. Unfortunately, three lives were lost, but he was thankful for the efforts made by the Air and Marine Operations agents and partner agencies to rescue and safeguard 29 individuals who were stranded at sea.

Pirate Attacks and Robberies Expected to Increase in Southeast Asia in 2022 – Report

Piracy and sea robberies (PSR) are expected to increase in Southeast Asia in the second half of 2022 owing to economic impacts resulting from Russia's invasion of Ukraine, per a recent report by a think tank that is Singapore government affiliated.

The 100km Singapore Strait is one of the busiest shipping lanes in the world. It is the most notorious PSR black spot. The number of attacks there has increased by leaps and bounds since the end of 2019, per a report shared by author Ian Storey, a senior fellow associated with the ISEAS-Yusof Ishak Institute. About 36 incidents were reported in Southeast Asia in the first six months of this year, compared to the 35 attacks observed during the same phase in 2021 and 47 back in 2020, per a piracy information group named ReCAAP-ISC.

The Singapore Strait, where more than 100,000 vessels loaded with billions of US dollars in goods and commodities pass by every year, observed 27 incidents within the first six months of 2022, all in Indonesian waters. The number marked was up from 20 during the same period of 2021.

From 2019 to 2021, most incidents took place in the Traffic Separation Scheme's eastern sector, in waters of Indonesia in the Riau Islands, including Batam and Bintan, reflected to the data from ReCAAP-ISC. The attacks, mostly nonviolent and low-level theft or robbery, were conducted against larger vessels like oil tankers, bulk carriers, and even general cargo vessels, mainly – by gangs comprising three to five individuals, typically with knives.

ReCAAP also reflected 49 Singapore Strait cases in 2021, accounting for 60% of attacks in Asia. This reportedly increased from 34 cases in the Singapore Strait in 2020.

Singapore, Malaysia, and Indonesia are responsible for the safety and security in their respective territorial waters that form the strait.

Several reasons may cause a sudden surge in attacks in the Singapore Strait over the years. Storey noted that the economic issues brought about by the ongoing pandemic could be one, though not in 2019. The Singapore-based Information Fusion Centre said that unfavourable and poor weather conditions did not let the fishermen go to sea. This could also have accounted for the incidents in the fourth quarter of 2021, 23 of 49 that year, informs Storey. He also pointed toward the start of year-end festivities, which may have prompted the locals to turn to petty crimes to supplement incomes.

Rising tensions between China and Indonesia over the South China Sea accounted for the increase in attacks.

The claims of China in the South China Sea are reportedly represented by its "nine-dash line", a claim that overlaps with the exclusive economic zone (EEZ) of Indonesia around the Natuna Islands.

A ruling in 2016 done by a Hague tribunal had a massive impact on the territorial claims of Beijing concerning the South China Sea. It said that the case of Beijing did not have a legal basis and was in contravention of an international maritime convention.

To enforce the claims, Beijing raised the number of China-flagged fishing vessels in the area in early 2020 and late 2019.

The government of Indonesia responded by rejecting unlawful claims put forward by China and its increased military presence surrounding the Natunas by the redeployment of warships from various areas of the archipelago that also included the strait. Per IMB-PRC, PSR incidents ceased in 2021 off the Natunas, Storey mentioned.

Southeast Asia's anti-piracy attempts

Robberies at sea have accounted for most PSR cases in Southeast Asia. These include actual and attempted attacks that occur within the 12 nm territorial sea limit of any coastal state.

Regional coastguards and law enforcement institutions have reportedly strengthened their security in ports along with anchorages. This has reduced robbery in some of the major ports of Southeast Asia. Per the International Maritime Bureau's Piracy Reporting Centre based in Kuala Lumpur, incidents reduced from 43 in 2017 to about 25 in 2019. In 2020, it was 26 and nine last year.

The number of incidents in ports of Malaysia and Vietnam also dropped in 2020 and 2021.

Indonesia, especially, has been significantly successful in lowering the cases of sea robberies. Following its 2014 Safe Anchorage program, the Indonesian marine police reportedly hiked the patrols in 10 ports. The program has contributed to a decline in incidents in waters of Indonesia outside Singapore Strait. But attacks in Manila were on the rise during the Covid-19 pandemic owing to the significant number of vessels anchoring in the port. The Philippine Coast Guard has reportedly stepped up the harbour patrols and made some arrests.

India's First-Ever Hydrogen Electric Vessel Expected to be delivered by April 2023

India's first indigenously built Hydrogen-powered electric ship is expected to be successfully delivered by March–April 2023, mentioned Madhu S Nair, the Chairman and MD of Cochin Shipyard Limited (CSL), as reported by ANI.

At a press conference on Thursday in Kochi, Nair mentioned that the building of India's first-ever indigenous hydrogen-powered electric vessel is the country's pilot project. The engineering of the assignment is complete, and the construction is expected to kick start soon as the order for the equipment necessary is placed. He informed that the fuel cell would be manufactured by a Pune-based major that relies on Indian technology, and the delivery is expected by March-April 2023.

The CMD was approached regarding the ship-lift-based shipyard. He reportedly stated that the estimated amount at Kochi's Wellington Island is INR 970 crore.

For the project, 42 acres of land have been taken on lease for 30 years, where the ship lift-based shipyard is expected to be built. This is only for medium-sized vessels with a length of about 130 meters, a width of about 25 meters, and a weight of about 6,000 tons.

In addition, he said that a parking facility for six ships and a one-and-a-half-kilometre berth would be there, adding that 77% of the project has been accomplished so far, irrespective of a delay due to the ongoing Covid-19 pandemic.

Nair said that once the project is commissioned next year, Kochi will be called a ship repair hub. We're repairing 100 vessels each year, but we will repair about 150-160 ships each year.

He said the project would also lead to economic growth, providing employment opportunities to at least 3,000 people in the shipyard. Currently, we have around 9,000 employees in the shipyard and are undertaking two expansion projects in Kochi worth about 1 2,800 crores.

Nair further informed that they now have 14 defence orders worth INR 6,500 crore and have signed the next-gene missile vessels worth about INR 9,000-10,000 crore, mentioning that they've accepted orders for eight vessels from Germany.

MSC Smashes India's Heavy-Lift Cargo Record with Loading Of 140-Ton Transformer

MSC India achieved another milestone in project cargo shipping solutions, with the loading of a 140-ton transformer on MSC Regina from the port of Mundra, India. This is the heaviest ever breakbulk parcel moved by container ship from India, surpassing MSC's previous record. The transformer is destined for a greenfield power transmission development project in Zambia.

MSC's previous heavy-lift record was for the loading of a 115-ton transformer in 2018 at Port of Nhava Sheva. India is catching up countries such as China, Germany, South Korea and the USA, where pieces of more than 200 tons have already been loaded successfully on container vessels.

MSC has always put the customer at the center of its business, including by providing access to dedicated project cargo equipment to ensure the loading goes smoothly. Lifting gears were used to make this a successful loading using the right combination of special equipment.

Putting onboard a 140-ton parcel is a substantial process and requires immense focus and precision. Our teams demonstrated excellent teamwork and ensured synchronized coordination between the terminals, operations teams, stevedores, technical surveyors, and the shipper to analyze the all the technical aspects of the loading.

We extend a special note of thanks to members of the team at Adani Mundra Terminal who extended their cooperation as always. This entire operation was completed in the allotted berthing window, enabling us to maintain the vessel's service schedule.

The success of this operation has opened new doors for MSC to also cater to the heavy cargo category on container ships. This sets an excellent example of what perfect co-ordination and teamwork can do. Once again, we raised the bar, proving the expertise and hard work can make the impossible, possible.

Chinese Scientists Exhume Historic Vessels from the Depths of the South China Sea

In an unforeseen discovery of the South China Sea, some marine researchers from China have found three ancient trading vessels.

The wreck was discovered in the massive waterway between the Xisha Islands, also famous as the Paracels, claimed by Vietnam and China's southern coast, per a report put forward by CCTV on Sunday. Mass surveillance was used by engineers and scientists from more than ten research institutes, and per some observers, this could also be beneficial to the Chinese military.

Per the report, over 60 artefacts were discovered, inspected, and pulled from depths of almost 3000 meters, including pottery, purple pottery, porcelain, wooden planks, and copper coins.

The survey scope was unexpected, per the team, and was conducted from two of China's largest research vessels. They can search 100 sq km daily using new sonar technology and hardware, picking up objects as long as a meter.

Chen Chuanxu, the lead engineering scientist on the assignment and an associate researcher at the Institute of Deep-Sea Science and Engineering of the Chinese Academy of Sciences, said that the team delved thrice deeper than in the earlier surveys for greater efficiency. This is owing to advanced collaboration between humans and robots.

An uncrewed underwater vehicle captures the images of located objects with towed sonar.

A manned deep dive can also be arranged for advanced underwater verification, extraction, and confirmation provided any worrisome cultural relics or sunken vessels are seen in any photograph," Chen said.

Video recordings captured by the deep-diving crew members and broadcast on CCTV showed the people taking laser scans of a suspected ship's hull, collecting some sediment samples for analysis, and utilizing a mechanical arm to extract some fragile items like pottery.

Further investigation is needed per Deng Qijiang, the deputy director of the Institute of Underwater Archeology. Nevertheless, he also stated that the most recent survey had established a set of deep-sea workflows of archaeological investigation and will be paving the way for more advanced and detailed exploration and discovery of deep-sea cultural remains underwater in the future.

Per a sonarologist from Beijing, who was not part of the project but is aware of the technology, survey techniques will be able to find military equipment that other countries might have hidden on the ocean floor. The sonarologist further claimed that the US military had introduced many deep-sea instruments that could be used in highly disputed areas like the South China Sea.

One of these is the upward falling payload, a piece of equipment that may be anchored to the ocean floor over 2,000 meters below the surface and can also be left that way for five years.

Per the US Defense Advanced Research Projects Agency, one of the major funders of the technology, the six-meter equipment can be activated anytime, anywhere. It can send drones, sensors, or missiles to the surface where they can gather intelligence, serve as, or even direct attacks on the enemy positions. According to expert sonarologists, other military seabed equipment could also track submarine activities, generate signs for underwater navigation, or be a hub for drone charging.

By 2025, the government of China hopes to get done with a five-year project that will permit it to map the Maritime Silk Route to Africa from Southeast Asia. The unidentified Chinese vessels and their cargo are expected to elaborate on China's historical status as a maritime power and support the claims on disputed islands. One such project involved Chinese researchers searching the territorial waters of Sri Lanka for the remains of a 15th-century treasure vessel that was a part of Admiral Zheng He's fleet once upon a time. It is also reportedly one of the largest in history.

Zheng has reportedly led seven expeditions, procuring goods and delivering presents on behalf of the Chinese emperor to some remote places like East Africa.

One of the Biggest Cruise Ships in the World May Be Scrapped or Sold Off Before Its First Voyage

Global Dream is one of the biggest cruise vessels in the world. It boasts a capacity to hold almost 9,000 guests. MV Werften, a German shipbuilder, constructed the £ 900 vessel for Dream Cruises.

While the vessel did make it to the headlines for its impressive structure and amazing capacity, it received a great deal of attention after MV Werften had announced bankruptcy and decided to abandon the project in January 2022.

Shockingly, the vessel is yet to embark on its first voyage. If the news reports being circulated are believed, they may be sold off soon or scrapped.

Global Dream has been sitting in limbo at a dockyard based in Germany's Wismar for several months. The same space also houses the vessel Global Dream II, which is not yet completed.

MV Werften has been trying for months to find a potential buyer for the two 08,000-ton ships. But so far, nothing has materialized yet. All Global-class vessels were planned to measure almost 201,000 gross tonnages but were ramped up to 208,000 in their final design.

If the situation remains the same, the vessel may have to be removed and then scrapped altogether.

However, some recent reports claimed that Stena, the travel giant, is currently trying to assess the situation and may also become one of the potential buyers.

The ship is not finished yet. Per Administrator Christoph Morgen, heavy work is required throughout the vessel to make it ready and presentable for guests.

When it comes to Global dream II, it's likely to be moved out of the dockyard soon as ThyssenKrupp Marine Systems, a shipbuilding major, reportedly acquired the space following MV Werften's liquidation.

Royal Caribbean Group to Use SpaceX's Starlink in an Industry-First to Provide High-speed Internet Onboard Full Cruise Fleet

Royal Caribbean Group (NYSE: RCL) announced today its plan to implement SpaceX's Starlink – making the Group the first in the cruise industry to adopt its high-speed, low-latency connectivity for a better onboard experience for guests and crew fleetwide. The innovative broadband internet service will be installed on all Royal Caribbean International, Celebrity Cruises and Silversea Cruises ships, along with all new vessels for each of the brands.

Deployment of the Starlink technology across the fleet will begin immediately, leveraging the insights obtained from the trial onboard Freedom of the Seas, which has received tremendous positive feedback from guests and crew. The installation is slated to be completed by the end of the first quarter of 2023.

"Our purpose as a company is to deliver the best vacation experiences to our guests responsibly, and this new offering, which is the biggest public deployment of Starlink's high-speed internet in the travel industry so far, demonstrates our commitment to that purpose," said Jason Liberty, president and chief executive officer of Royal Caribbean Group. "This technology will provide game-changing internet connectivity onboard our ships, enhancing the cruise experience for guests and crew alike. It will improve and enable more high-bandwidth activities like video streaming as well as activities like video calls. Using Starlink is one more example of our continued focus on innovation and excellence for our guests, our crew, the communities we visit and our shareholders."

Faster and more reliable internet will also make it easier for guests and crew to remain connected to work, family and friends – no matter where they are in the world.

"Royal Caribbean Group selecting Starlink to provide high-speed, low-latency internet across their fleet will make their passengers' getaways even more luxurious," said SpaceX Vice President of Starlink Sales Jonathan Hofeller. "We couldn't be more excited to work with Royal Caribbean Group to ensure travelers at sea can stay connected with a great internet experience."

Shipping industry to remove the Indian Ocean High Risk Area

After more than a decade of effective threat-reducing counter-piracy operations, the shipping industry has removed the 'Indian Ocean High Risk Area' (HRA).

Notification of the removal of the HRA from 0001 UTC on 1 January 2023 by industry bodies was forwarded in a submission today, 22 August, to the International Maritime Organization (IMO) for the next meeting of the Maritime Safety Committee scheduled to start on 31 October 2022.

The removal of the HRA reflects a significantly improved piracy situation in the region, largely due to concerted counter-piracy efforts by many regional and international stakeholders. No piracy attacks against merchant ships have occurred off Somalia since 2018.

The IMO has been informed of the decision made by International Chamber of Shipping (ICS), BIMCO, International Marine Contractors Association (IMCA), INTERCARGO, INTERTANKO and Oil Companies International Marine Forum (OCIMF).

Measures enacted to secure the waters by military, political, civil society, and shipping industry, as well as Best Management Practices guidance, have reduced the threat of piracy in the Indian Ocean.

The removal of the HRA will come into effect at 0001 UTC on 1 January 2023, allowing charterers, shipowners and operators time to adapt to the changed threat from piracy. [Best Management Practices 5 \(BMP5\)](#) will continue to provide the necessary guidance for shipping to ensure threat and risk assessments are developed for every voyage to mitigate the risks presented by remaining security threats in the region. The shipping industry will continue to monitor and advise on maritime security threats to assist the safe transit of vessels and the seafarers who crew them. Pre-voyage threat and risk assessments should consider the latest maritime security information from organisations supporting the VRA.

The area being removed is the 'High Risk Area' as shown on UKHO Chart Q6099. The Voluntary Reporting Area (VRA) administered by UKMTO has not changed. Ships entering the VRA are encouraged to report to the UKMTO and register with the Maritime Security Centre for the Horn of Africa (MSCHOA) in accordance with industry BMP (Best Management Practices).

The HRA IMO submission co-sponsors commented:

'This announcement is a testament to nearly 15 years of dedicated collaboration to reduce the threat of piracy in the Indian Ocean. Through a combination of efforts by military, political, civil society, and the shipping industry over the years, operators and seafarers are now able to operate with increased confidence in these waters.

'Thanks and gratitude is given to all the seafarers and offshore workers who have served during this time in safely maintaining global trade and operations.

'Threat and risk assessments should still be carried out, and best management practices followed to continue to mitigate the risks presented in a changeable and often complex and potentially threatening environment.'



IV. CATERING & HOSPITALITY

Healthy food - a guide for seafarers

Seafarers can help prevent diseases and improve their overall health by making healthy choices at mealtimes.

It is vital that seafarers look after their own health and wellbeing at sea and ashore. Where possible, seafarers should try to make healthy, nutritious food choices and ensure a balanced diet consisting of carbohydrates, protein, fat and fibre, vitamins and minerals with minimum levels of salt, fat and sugar. Proper nutrition, along with adequate rest and sleep, regular exercise and good hygiene help to prevent diseases and improve health overall.

This guide encourages seafarers to look after their own health and provides information on proper nutrition relevant to the seafarers' work life. This includes information on essential vitamins, the importance of a healthy breakfast and drinking enough fluids, as well as the types of food to avoid.

It is vital that you look after your own health and wellbeing at sea and ashore. Make healthy, nutritious food choices and ensure a balanced diet consisting of carbohydrates, protein, fat and fibre, vitamins and minerals with minimum levels of salt, fat and sugar.

Proper nutrition, along with adequate rest and sleep, regular exercise and good hygiene help to prevent diseases and improve health overall.

Access to healthy food options and variation are cornerstones of healthy food onboard.

There should be sufficient protein for the formation and repair of body tissues, adequate supply of minerals to reinforce body tissues, sufficient carbohydrates and the right amount of fats for energy and vitamins to keep the brain, nerves and other vital organs functioning.

➡ Eat a variety of foods or a varied diet, balance is the key message

➡ Eat plenty of fruit (3 servings / day), vegetables (300 g / day) and potatoes (3-5 / day): choose more dark green and bright coloured vegetables and orange fruits

➡ Reduce the amount of meat (+/- 100 g / day), fat (< 35%), oil, sugar and salt you eat

➡ Drink plenty of safe drinking water (> 1.5 litres / day or 6 to 8 glasses / day)

Breakfast is the most important meal of the day, delivering 20-25% of the total energy for that day.

➡ Breakfast prevents loss of concentration and dexterity during the morning

➡ Carbohydrates found a lot in bread, grain products, rice and pasta are excellent sources of energy: choose higher fibre, whole grain options

➡ Skimmed and half-fat milk and milk products are good sources of proteins at breakfast

➡ Fruit should be eaten several times per day, it is a good idea to start the day, with fruit or 100% fruit juice.

Food, Shift work and Watchkeeping !

Bad eating habits during periods of shift work or watchkeeping, can lead to sleeping problems, nausea, digestive problems, problems in staying awake, greater chances of becoming overweight and cardiovascular problems.

➡ Light meals are the best idea : soups, salads and lean meat

➡ At the beginning of the shift, eat protein rich food such a skimmed and half-fat milk, yoghurt and lean meat. These give a slower and steady release of energy.

➡ Later on in the shift eat carbohydrate such as bread, potatoes, salad, pasta salad, fruit and whole grains. These help you to sleep better.

Working in extreme heat Salt and fluid supplements

Adjustment to heat, under normal circumstances, usually takes about 5 to 7 days, during which time the body will undergo a series of changes that will make continued exposure to heat more endurable.

Seafarers used to working in the heat, sweat more "efficiently". In other words they sweat sooner and sweat more, but lose less salt in the process. Whereas seafarers not used to working in the heat, lose more salt in their sweat.

A little extra salt in food may help but salt tablets are not a good idea because the salt does not enter the body system as fast as water or other fluids.

Seafarers exposed to very hot conditions in his working environment should drink 150 to 200 g of fluids every 15 or 20 minutes. Water must be palatable and readily available to the seafarer. Individual drinking cups should be provided.

V. ARTICLE INDEXING

7 Ways to Make the Best of Your Shore Leave

Sailors do have their own perks while working at sea, and one of them is that they can visit new countries and ports during their shore leave. It is also one of the best ways to break the monotony on board ships. Travelling during sailing, or shore leave as we call it, is a great stress reliever and also a sailors' prerogative. Although, now-a-days, there is limited time for shore leave as the port turnarounds are much quicker, travelling ashore to an unknown place can be a bit worrisome, especially, to places where you can't speak the local language or it has restricted areas not suitable for outsiders.

As the barrier of communication takes a toll on the sailor and his or hers shore leave, un-fathomed spots of the city can be equally troubling. Besides, there are good chances of getting lost ashore, as there is a possibility of little or no help at places "where eagles dare". Such cases are then difficult to handle if all by oneself. So what should the mariners do to have a great time ashore and not get stuck to the chores of the cities? How should he plan the shore leave? Although there is no specific answer to this as 'experience' can and possibly is, a great teacher, mentioned herein are few important tips to make the best of your shore leave time.

Study the City / Town

Ports and cities have their own calendar for events and happenings. Check local websites or ask the locals if you can't access the net. These are great places to start for researching places of interest, great food joints or local general information. Ask the ship's local agents for town's around and about information during your shore leave.

Share notes

Another smart way to deal with a shore leave is by sharing notes with fellow seafarers/shipmates who have had the shore leave experience. They can be great guides especially with tricky places which have spots 'to be avoided', or places which are 'happening' and totally safe.

Plan your leave

A very important aspect of going ashore is that it has to be well scheduled according to the duty rosters or watch-keeping routine. Seafarers have the tendency to go that extra mile while ashore. It is not advisable to risk your career or make professional mistakes, by acting zombie or over-scheduling time off the ship. Plan the shore leave well and in advance, especially if you need to adjust with other watch-keepers on board.

Carry proper documents

Carrying proper identification documents such as shore leave passes, seamen book or copies of the same is always advisable as it can save time and effort in cases of mistrust of the identity. Carrying adequate money on person is ok, but many places do not accept foreign currencies. Exchanging foreign or internationally accepted currencies for local ones makes more sense. Travelling with an international credit / debit card during a shore leave can prove handy, but be careful of hefty exchange rates with some cards.

Contact Information

Getting useful contact numbers and information prior to leaving the ship can help find 'the way back'. There are places with names that are simply tongue twisting. So it is always a good idea to have the name written on a piece of paper or noted down in your phone if in case it is required. Also, note down important numbers such as of the ships' agent, the boat/ship's INMARSAT number or any other contact number available, the terminal gate-keeper's number and so on.

Be polite and friendly

There are instances where the locals see the sailors as intruders / outsiders and shy away from talking to them. If you are one of those who give negative vibes as given by some with a brash nature, then you are in for some tough times ahead. These can be changed with a little correction of the attitudes. Be polite and friendly, when say, asking for directions. Sailors are not aliens and hence won't be treated as one as long as they don't act like one. Experts say being friendly to locals can go a long way for you to have a fun time during shore leave.

Remove the language barrier

When you need to communicate and you are stuck at the bus station, waiting for the right bus which goes past the harbor plain English won't help, especially, if you are in a place which has limited English speakers. If the words fail you, use the technology or maybe simply elementary drawing. During shore leave, carrying around photographs on your mobile phone, printed pictures or doing some drawings can be of great help to easily ask for whatever is wanted. Try a few mobile apps for translations which can be really handy in crunch situations.

QUOTES

You must not lose faith in humanity. Humanity is an ocean; if a few drops of the ocean are dirty, the ocean does not become dirty.

Mahatma Gandhi

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Editor

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