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VOLUME NO. 23, ISSUE NO. 02

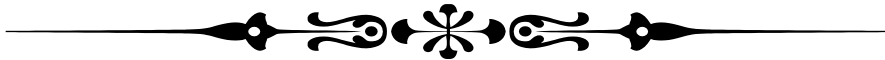
February, 2023

TRAINING SHIP RAHAMAN

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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



F. No.:25-63011/1/2023-NT-DGS

Dated: 15.02.2023

Merchant Shipping Notice No. 04 of 2023

Subject: Registration and de-registration of Emergency Position Indicating Radio Beacons (EPIRBs)- reg.

1. Recalling Regulation IV/ 7.1 of the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended, AND Merchant Shipping Distress and Safety Radio Communication Rules 1995, requires that every ship shall be provided with Emergency Position Indicating Radio Beacons (EPIRBs) shall be type approved by the Administration and shall conform to appropriate performance standards not inferior to those adopted by the IMO.
2. Recalling also Regulation IV/ 5-1 of the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended, requires that each Contracting Government undertakes to ensure that suitable arrangements are made for registering GMDSS identities and for making information on these identities available to Rescue Coordination Centers (RCCs) on a 24-hour basis.
3. Recognizing that every ship EPIRBs requires to be programmed with ship's Maritime Mobile Service Identity (MMSI) or Call Sign, and the resultant beacon unique identification codes i.e. 15 Hexadecimal Identification (15 Hex ID) for first-generation EPIRBs and 23 Hexadecimal Identification (23 Hex ID) for second-generation EPIRBs needs to be registered with the Indian National Mission Control Center (INMCC), Bangalore.
4. Considering the requirement, the Directorate General of Shipping had issued circulars and executive orders time to time to comply with requirements.
5. Noticing the fact that new acquired ships from foreign flag, sold of ships to foreign flag and scrape of ships in Indian scrapyards are not strictly complying with the process of registering or de-registering the EPIRBs, which hindering and confusing for initiation of Search and Rescue (SAR) operations carried out by Maritime Rescue Coordination Centers (MRCCs).

6. Recognizing the need of registering or de-registering the EPIRBs, the Directorate General of Shipping urges to radio surveyors, classification societies, shipping companies, ship owners, ship operators, shipmasters and scrapyards to ensure strict compliance of registration and de-registration process of EPIRBs on board ships.

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


15/02/2023

(Shri. Balunkeshor Mohapatra)
Sr. Radio Surveyor-cum-ADG (Tech)



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



NT/ENGG. Circular No. 08 of 2023

File No: 13-11016/1/2021-ENGG-DGS

Dated: 24.02.2023

Sub:- 5% relaxation in PCM marks at the Intermediate Level for SC/ST Candidates towards eligibility for Assessment for Nautical & MEO grade Exams conducted by DGS

Whereas the Directorate vide Training Circular No. 12 of 2020 dated 01.04.2020 has set the Minimum eligibility criteria of 60% marks in PCM of 12th Standard from a recognised board for admission to various courses such as B.SC (Nautical Science) and B.Tech (Marine Engineering).

2. Further, the Training, Examination and Assessment Programme (TEAP) manual of the DGS prescribes eligibility criteria for submission of assessment for issuance of a Certificate of Competency for Nautical and Engine Department. According to this the candidate has to pass with a minimum of 60% marks in PCM at intermediate level.

3. Whereas it has been brought to the attention of the Directorate General of Shipping that the Indian Maritime University (IMU) has extended 5% relaxation in eligibility marks for admission into Pre-Sea courses (BE/B.Sc./ DNS) of the IMU for SC/ST candidates based on a resolution of its 31st Executive Council held on 26.06.2015

4. Whereas, the candidates who have availed this relaxation granted to SC/ST candidates have been found ineligible in the 2nd mate and MEO Class IV assessment for appearing in respective COC examinations at the MMDs as they do not possess minimum eligibility criteria as prescribed by the Directorate.

5. Considering that such relaxation in Admission norms has been in vogue for SC/ST candidates in various Universities across India and to enable these SC/ST candidates to pursue their career in the Merchant Navy and sail on foreign going vessels the following is prescribed for SC/ST candidates who have availed the 5% relaxation on the eligibility criteria of 60% in PCM at the Intermediate Level:-

Nautical Side:-

6. The SC/ST Candidates appearing for 2nd Mate Foreign-going (2MFG) has been granted 5% relaxation in eligibility marks of Physics Chemistry, & Mathematics (PCM) in 12th Standard from a recognised board for:-

- i. approved 03-years B. SC(Nautical Science) Course;
- ii. approved 01-year Diploma in Nautical Science (Leading to a B.SC. Nautical Science degree) .

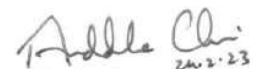
Engineering Side:-

7. The candidates falling in the category as referred at para.3 above, are hereby permitted to proceed with MEO Competency certificate examination as per MS (STCW) Rules, provided that such candidates shall not be eligible for exemption from any functions of the said examinations. The candidates have to pass Part A Examinations of MEO Class IV and Class II, as the case may be, before they can appear for their Part B Examinations of respective grade.

8. The candidates seeking relaxation in eligibility marks, as above, may produce evidence that he/she belongs to the SC/ST category, if so advised by the Assessing Officer of the MMD concerned.

9. The above relaxation will be applicable for all SC/ST candidates of all universities conducting the various courses such as B.SC (Nautical Science) and B.Tech (Marine Engineering). However, this relaxation will not be applicable for required marks in "English" subject.

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



(AniruddhaChaki)

Engineer & Ship Surveyor cum DDG (Tech)



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS



नौचहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No: 25-27012/18/2022-NT - DGS

Date: 02.03.2023

NT Wing Circular No. 09 of 2023

Sub.: Advisory to all Companies to manufacture under Atmanirbhar Bharat Abhiyaan for Type Approval of "Emergency Food Ration"- reg.

For the attention of all Life Raft Service Station, Indian Register of Shipping.

1. The Directorate has observed that without approval of Food Safety and Standard Authority of India (FSSAI) certificate, International Organization for Standardization (ISO) and recommendation of Directorate General of Shipping, some authority are issuing the type approval certificate for emergency food ration for lifeboat.

2. Therefore, M/s. Indian Register of Shipping (IRS) has been granted approval to carry out inspection and approval of "Emergency Food Ration" on behalf of the Maritime administration on the following condition but not limited to;

- i. Procedure for inspection and approval of emergency food ration to be used for Life Saving shall be part of quality manual.
- ii. International Organization for Standardization (ISO) as applicable shall be followed for the approval of food item having shelf life of 2.5 years or more.
- iii. The testing laboratory where it required to be tested shall have NABL approval certificate in accordance with required ISO standard.
- iv. International Association of Classification Societies (IACS) standard to be use for approval and the same to be complied by the Indian Register of Shipping (IRS).
- v. Applied organization or in case of joint venture one organization shall have Food Safety and Standards Authority of India (FSSAI) approval certificate for "Emergency Food ration". However, in case of joint venture approval shall be given to Joint Venture Company.
- vi. Packaging material which will be used for packing shall be in accordance with the FSSAI requirement.

2. IRS is required to forward the inspection report along with the copy of the approved certificate of the organization to DG Shipping for our record and up-loading on the e-governance system.

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

Yours faithfully,

(Capt. Nitin Mukesh)

Nautical Surveyor-cum-DDG (Tech)

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II. IMO NEWS

IMO Marks International Women's Day

International Women's Day is being celebrated across the United Nations system and the world. This year's theme is "DigitALL: Innovation and technology for gender equality".

In a statement to mark the day, the Secretary-General of IMO, Mr. Kitack Lim, noted the relevance of this theme for the IMO family: "Shipping is going through a transformation, tackling climate change through decarbonization and undergoing digitalization and automation at a rapid rate," he said. Mr Lim went on: "This transformation needs the best talent – and that means embracing diversity and ensuring that any barriers to participation are broken down. In maritime and across all sectors, working environments must be enabling, supportive and inclusive of diverse participation by all, without hindrance."

The Secretary-General reaffirmed IMO's commitment to the UN's sustainability agenda, particularly Goal 5 of the UN Sustainable Development Goals: "Achieve gender equality and empower all women and girls", and he highlighted the contribution of IMO's Women in Maritime Programme in promoting women's participation in the maritime industry.

"Throughout the year, every day, we must continue the fight for gender equality", Mr. Lim said.

To mark International Women's Day, IMO staff were invited to join, in person at IMO Headquarters and virtually, an audience with renowned journalist and author, Mary Ann Sieghart, writer of *The Authority Gap: Why women are still taken less seriously than men, and what we can do about it*. In conversation with Mrs. Azara Prempeh, Director, Administrative Division/Chief of Staff, she explored the theme, "Narrowing the Gender Equality Gap in One Generation – Global Challenge and Global Responsibility". The discussion was followed by questions to Ms. Sieghart from the audience.

Other ways IMO works to boost women's representation in the maritime sector include its annual International Day for Women in Maritime, marked each year on 18 May. This year's Day will include a conference on the theme of "Mobilizing networks for gender equality".

The IMO Council has recently established a Gender Equality Award to recognise those who, irrespective of their gender, have advanced women's empowerment and equality in the maritime sector.

Women in Maritime

Why gender balance?

There is ample evidence that investing in women is the most effective way to lift communities, companies, and even countries. Countries with more gender equality have better economic growth. Companies with more women leaders perform better (see study, *The Bottom Line: Corporate Performance and Women's Representation on Boards*). Peace agreements that include women are more durable. Parliaments with more women enact more legislation on key social issues such as health, education, anti-discrimination and child support.

The evidence is clear: equality for women means progress for all.

Today, women represent only 1.2% percent of the global seafarer workforce as per the BIMCO/ICS 2021 Seafarer Workforce Report. This represents a positive trend in gender balance, with the report estimating 24,059 women serving as seafarers, which is a 45.8% increase compared with the 2015 report.

Within this historically male dominated industry, IMO has been making a concerted effort to help the industry move forward and support women to achieve a representation that is in keeping with twenty-first century expectations.

Within the framework of maritime development, and through its Women in Maritime programme, under the slogan: "Training-Visibility-Recognition", IMO has taken a strategic approach towards enhancing the contribution of women as key maritime stakeholders. IMO continues to support the participation of women in both shore-based and sea-going posts.

IMO is strongly committed to helping its Member States achieve the UN 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals (SDGs), particularly Goal 5 “Achieve gender equality and empower all women and girls”.

IMO’s gender programme was initiated in 1988. At that time, only a few maritime training institutes opened their doors to female students. Since then, IMO’s gender and capacity-building programme has helped put in place an institutional framework to incorporate a gender dimension into IMO’s policies and procedures. This has supported access to maritime training and employment opportunities for women in the maritime sector.

How is IMO helping women in the maritime community?

IMO supports gender equality and the empowerment of women through gender specific fellowships; by facilitating access to high-level technical training for women in the maritime sector in developing countries; by creating the environment in which women are identified and selected for career development opportunities in maritime administrations, ports and maritime training institutes; and by facilitating the establishment of professional women in maritime associations, particularly in developing countries.

Women in Maritime Associations

IMO has facilitated the creation of professional networks to improve gender balance in the shipping industry.

Under IMO’s auspices, eight Women in Maritime Associations (WIMAs) have been established in Africa, Arab States, Asia, the Caribbean, Latin America and the Pacific, covering some 152 countries and dependent territories and 490 participants.

Access to these regional maritime associations for women provides members with a platform to discuss a number of issues, not just about gender, but also technical issues. These associations could go some way to bridging the gap in narrowing some of the institutional barriers and cultural stigma facing women who enter the maritime industry.

Through IMO, each regional network has established national chapters which have delivered maritime career days and various activities, such as information on HIV prevention and sexual health; and beach clean ups.

WISTA International

The Women’s International Shipping and Trading Association (WISTA International) is an international networking organization with a mission is to attract and support women, at the management level, in the maritime, trading and logistics sectors. WISTA was granted consultative status with IMO in 2018.

Consultative status gives WISTA the opportunity to promote diversity, inclusion and women’s empowerment. WISTA can now formally contribute to the discussion for increasing capacity in the maritime industry, a critical component of which is promoting women in the industry, both shoreside and shipboard, and also showcasing the varied technical skills and leadership that women can and do bring to the industry.

WISTA’s efforts support the overarching principles in IMO’s Strategic Plan, especially the promotion of gender equality and the empowerment of women. It is envisaged that WISTA will play an important role helping IMO reach out to women in the maritime industry.

WISTA is a strategic partner to the GEF-UNDP-IMO major project on ‘Building Partnerships to Assist Developing Countries Minimize the Impacts from Aquatic Biofouling’, also known as ‘GloFouling Partnerships’. This partnership will help bring female experts, including marine scientists, to biofouling conferences and other project activities.

III. SHIPPING NEWS

India has a vision for a sustainable maritime sector & vibrant blue economy: Minister

Mr Sarbananda Sonowal, Minister for Ports, Shipping & Waterways & AYUSH, chaired the meeting of the Consultative Committee of MoPSW in Mumbai this week. It was attended, among others, by Mr Arvind Sawant, MP, Mr Manoj Kotak, MP and Ms Geetha Vanga, MP.

In his inaugural address, Mr Sarbananda Sonowal said India intends to increase the share of renewable energy to 60 per cent of the total power demand at each of its Major Ports from the present share of less than 10 per cent.

The Maritime India Vision 2030 is a 10-year blueprint on India's vision for a sustainable maritime sector and vibrant blue economy, and the Ministry has undertaken various green port initiatives at the Major Ports so that their environmental issues are addressed properly, he added.

Thereafter, Mr Rajesh Kumar Sinha, Additional Secretary, PSW, made a presentation on General Overview of the MoPSW and also a PPT on "Green Ports and Green Shipping".

Mr Sudhansh Pant said that ports aim to reduce carbon emissions, per tonne of cargo handled, by 30 per cent by 2030 and have initiated various activities that would help in bringing down greenhouse gas emissions from the port and shipping sector. This would help achieve the targets set by the government for making the maritime sector green and sustainable.

Under the Sagarmala programme, 160 projects costing Rs 10,901 crore have been identified in 12 States/UTs, which are being implemented by concerned Central Ministries, State Governments /Administrations, ports and other agencies.

To enhance the share of green shipping, various projects are being implemented by Cochin Shipyard Ltd, India's largest shipbuilding and maintenance facility. These include green urban mobility solutions like hybrid electric ferries, autonomous zero-emission vessels, pilot project on hydrogen fuel cell ferry, electric catamaran water taxi, hybrid electric RoRo, hybrid LNG-electric inland cargo carrier, hybrid tugs, etc.

Mr Shantanu Thakur, Minister of State for PSW, in his address outlined the Ministry's roadmap for achieving the targets. The Chairman, MbPA and Chairman, JNPA clarified some of the doubts raised by the members.

Concluding the meeting, the Minister said that India would be able to complete the projects by 2035 and will be the base for providing such facilities in the maritime sector. Suggestions given by the members during the meeting would be taken into account, he added, as per a release.

DG Shipping mulls amendment to Seafarers Provident Fund Act

Conceding that the present Seafarers Provident Fund Act, 1966 is having limitations, the Deputy Director General of Shipping, Ashish Sinha has said the Seafarers Provident Fund Organisation has set in motion an exercise to review the Seafarers Provident Fund Act, 1966 by bringing a draft Bill to amend the Act to incorporate schemes such as pension, provident fund, gratuity to all seafarers.

The Dy DG Shipping has further pointed out that the seafarers working on Indian and Foreign going vessels continuously for 183 days or more during the financial year as per his/her CDC or passport are already being considered as Non-Resident Indian (NRI) under the Income Tax Act, 1961. He, however, said that seafarers working in Indian waters are not exempted, saying the matter of exempting all the Indian seafarers working in Indian waters from Income Tax does not pertain to the Directorate General of Shipping, Ministry of Ports, Shipping and Waterways, Government of India, but falls in the domain of Ministry of Finance, Government of India.

Sinha was replying to a letter by TMC Rajya Sabha MP, Luizinho Faleiro wherein the MP had submitted a charter of demands presented to him by the Goan seafarers on a host of issues, pension or monetary assistance to all the retiring and retired Indian seafarers.

On pension benefits, Sinha said as per the Maritime Labour Convention 2006 as amended, the social security measures are to be taken care of and benefits are to be provided to all seafarers. "India has ratified the Convention and promulgated Merchant Shipping Rules viz. Merchant Shipping (Maritime Labour) Rules, 2016, and Merchant Shipping (R&PS) Rules, 2016, to enforce the provisions under the said Convention," he said.

He added: Since the present Seafarers Provident Fund Act, 1966 is having limitations, the amendments in the Act incorporating the schemes, viz. pension, PF, gratuity to all seafarers has to be made. In view of the above, an exercise of review of Seafarers Provident Fund Act, 1966 and of Draft Bill for amendment of the said Act is being undertaken by the Seafarers Provident Fund Organisation."

On the demand to make medical plan/ benefits for seafarers more transparent, the Dy DG, Shipping said the medical scheme/ benefits to seafarers is well written in the seafarer's employment contract. "Before signing a seafarer's employment contract, the seaman should read the terms and conditions of his employment thoroughly. If there are any doubts in his mind, he himself can request the company to clear them before signing the agreement," he added.

Anglo-Eastern Enhances Fleet Performance Using Wärtsilä's Integrated CII Tool

With Wärtsilä's CII Dashboard, Anglo-Eastern is now able to make better informed decisions about the carbon intensity of its managed fleet, enabling quick and cost-effective improvements to the CII ratings for vessels under its management.

The technology group Wärtsilä has delivered the CII Dashboard within its Fleet Optimisation Solution (FOS) to 530 vessels in Anglo-Eastern's managed fleet. Anglo-Eastern is using FOS to improve the operational activity, voyage efficiency, and overall performance of the vessels under its management. In addition, the global ship manager is now utilising Wärtsilä's CII offering to collect, report, and analyse the annual operational Carbon Intensity Indicator (CII) of its managed fleet.

In anticipation of the International Maritime Organization's (IMO) EEXI and CII regulations, all 530 of Anglo-Eastern's FOS-enabled vessels were upgraded with the CII Dashboard in December 2022. Wärtsilä's CII Dashboard gives the global ship manager full visibility of each vessels current performance. Early action can thus be taken, enabling Anglo-Eastern to make better informed decisions about a vessel's carbon intensity, so that it can quickly and cost-effectively improve its CII rating in the short-term and position its managed fleet ahead of the IMO's 2025 revisions.

"With decarbonisation firmly at the top of Anglo-Eastern's agenda, it becomes necessary to have a clear view of the carbon intensity of our managed vessels in order to better understand how our fleet is faring against our and the industry's decarbonisation targets," said Bjorn Hojgaard, Chief Executive Officer of Anglo-Eastern. "Since implementing Wärtsilä's Fleet Optimisation Solution, we have been impressed with the insights the platform can provide.

The CII Dashboard builds upon that, offering another level of meaningful insights that is both timely and highly relevant, which is one of the advantages of partnering with a technology company that is in tune with our requirements and commitment to safety, compliance, and decarbonisation."

Wärtsilä's integrated dashboard not only gives Anglo-Eastern greater visibility of how its fleet is performing on the carbon intensity front, but analyses all data from a vessel to identify the key factors affecting its rating – such as speed, route, hull and propeller condition – and what targeted, data-driven actions need to be taken to optimise CII performance over a voyage or series of voyages.

Vipin Achan, Head of Performance in charge of leading the Anglo-Eastern Fleet Performance Centre (AEFPC) in Mumbai said: "Our fleet performance centre is using the CII Dashboard to derive carbon intensity insights for better informed decision-making by all concerned stakeholders, as part of our commitment to continuous CII improvements across the fleet. Utilising the CII Dashboard allows us to pinpoint underperforming vessels and address those at risk, as well as vessels on the cusp of an improved CII grade, whilst providing a timeline of the projected progression of our managed fleet."

"With the maritime industry having a critical collective role to play in tackling climate change, CII provides the perfect catalyst to bring digitally enabled decision-making even closer to the heart of

how the sector captures, processes, and reports emissions data,” said Kay Dausendschoen, Head of Product, Fleet Operations & Optimisation at Wärtsilä.

“Anglo-Eastern is ahead of the curve here. Adopting a data-driven decision-making approach to decarbonisation means that the global ship manager is better positioned to invest wisely, adapting its operations, technologies, and use of its fleet to turn compliance requirements into business opportunities.”

Anglo-Eastern’s implementation of Wärtsilä’s FOS and integrated CII Dashboard are the latest collaborations in its partnership spanning three years.

Sinking Philippine Fuel Tanker Sparks a Diesel Spill

A Philippine fuel tanker sank partially in the nation’s waters on 28 February, authorities mentioned, as they tried containing a diesel spill that reportedly stretched for several kilometers.

The Princess Empress had been loaded with about 800,000 liters of industrial fuel oil from the Bataan province, close to the capital Manila, to the province of Iloilo when the engine became overheated, the Philippine Coast Guard mentioned.

An initial examination reflected that the vessel drifted toward waters off the Balingawan Point on Mindoro Island owing to poor sea conditions until it got half-submerged.

The coast guard mentioned that it was monitoring a diesel fuel spill, which had been fueling the vessel but had not found in the sea industrial fuel oil from the cargo.

One more vessel was able to rescue 20 crew members who were on board. The coast guard mentioned that they were in stable physical condition.

The coast guard observed that the spill found near the stricken vessel measured about 5km in length and 500m in width. An oil spill boom would reportedly be installed to control this spillage. Clean-up employees deployed to the impacted village of Pola have reported that they have been feeling ill, per local media report. Breathing fuel oil vapours can result in symptoms like headaches and nausea, while skin contact may result in blisters and itchiness.

Philippines authorities have declared a state of calamity for the impacted areas in the province and have also imposed a ban on fishing until the spill has been cleaned up.

But this ban has a massive impact on the livelihoods of several locals in the area. Across 60 villages, over 18,000 fishermen in about 60 villages have been restricted from using the water, local authorities mentioned.

The Philippines’ tourism ministry has reportedly raised concerns regarding the spill-tainting waters at well-known diving destinations, including the Apo Reef in Mindoro, Verde Island passage, and World War II shipwrecks in Palawan.

Anglo-Eastern To Increase Their Indian Seafarers Pool Strength by 1000 by Year End

In a recent development, the Anglo-Eastern Group has revealed that they are adding 1000 Indian seafarers to their pool of workers. The Hong Kong-based ship management company has a strong presence in India. Anglo-Eastern Ship Management India, the subsidiary of Anglo-Eastern Group, has offices in Kolkata, Mumbai, Chennai, New Delhi, Chandigarh, Lucknow and Kochi.

As of now, Anglo Eastern has nearly 21000 Indian seafarers in its pool which will be increased by at least 1000 by the end of this calendar year, as per Managing Director Maneesh Pradhan. Worldwide they have 27000 seafarers in their pool. Pradhan credits their training facility with having a monopoly on Indian seafarers as it helps to maintain a 100% share in that. According to him, since most Indian seafarers have done their courses in English and are adept in the language, they enjoy an advantage over seafarers from other nationalities.

India is a key supplier of the maritime workforce in the global shipping industry. The company regularly holds pre- and post-sea training in India at their maritime training facility in the country.

Anglo Eastern’s CEO, Bjorn Hojgaard, reiterated this when he said that India is a crucial country for the company’s growth. Currently, they have 100 container ships, 200 tankers and 300 bulk carriers listed on the website. They cater to over 600 ships through third-party ship management

IV. CATERING & HOSPITALITY

Celebrity Chef Giada De Laurentiis to Be the Godmother of Cruise Vessel Oceania Vista

Oceania Cruises has been striving to target food lovers with cruise vessels and on the brand new Oceania Vista. One of the most recognizable celebrity chefs in the world will be its godmother. Giada De Laurentiis was presented an honorary role on Friday at the Miami Beach Gala during the South Beach Food and Wine Festival by Frank del Rio, the CEO and president of Oceania's parent firm, the Norwegian Cruise Line Holdings Ltd.

De Laurentiis increased to prominence during a run on the Food Network and is a writer for the NBC Today Show. She is also a restaurateur and writer for GIADA and Pronto by Giada.

She had recently launched Giada Catering. She is the founder of Giadzy.com, a well-known Italian lifestyle website.

The pool deck on Oceania Cruises' new Vista Cruises vessel is due to sail in 2023.

Vista is a unique vessel for a line that hasn't launched a new ship in 10 years. It has a displacement of about 67,700 gross tons and a capacity of carrying 1,200 passengers. Besides, it'll boast 12 restaurants. Therefore, there will be ample options for gourmets on board.

One is the new Ember, which will serve American dishes like grilled swordfish with asparagus and polenta stewed ribs. Another offering is the Aquamar Kitchen. It specializes in guilt-free and healthy cooking.

With a staff comprising 800, the ratio of crew to guests is 1 to 1.5. The onboard living spaces have a verandah, and its three owners' cabins span the vessel's width. The entire thing has been designed alongside Ralph Lauren.

Home's first-class library. The vessel also includes veranda cabins for solo travellers. The Standard Cabins are among the largest at sea at a whopping 290 square feet.

The line often travels to different destinations that are typically overlooked by major cruise lines, often built around culinary adventures.

The vessel will once again permit cruisers to learn new and more advanced culinary skills with a Culinary Center with chef-headed lessons.

The Vista is going to make its debut in May in Europe. It will then reach Miami in October and travel from and to Los Angeles for four months on a round trip on the Caribbean lines.

How to maintain food hygiene onboard

Food onboard is considered as a critical welfare issue for crew members. A healthy, nutritious and low-fat food program provides seafarers with the required energy to perform their duties, protect their health and fight any fatigue symptoms. On the other hand, if not handled properly onboard, food can be a significant cause of diseases and foodborne outbreaks. So how crews can ensure the food hygiene onboard?

Catering staff should be properly trained in food safety and personal hygiene, as they are responsible for ensuring that high standards of personal hygiene and cleanliness are maintained at all times throughout the galley, pantry and mess rooms.

Health Condition-Related

- **All cuts**, even small, should be reported immediately and first-aid attention must be provided to prevent infection. An open cut, burn or abrasion should be covered with a blue waterproof dressing which must be changed regularly. Anyone with a septic cut or a boil, stye, etc. should stop working with food until it is completely healed.
- **Illness, coughs and colds, rashes or spots**, however mild, should be reported immediately when the symptoms appear.
- **A person suffering from diarrhea and/or vomiting**, which may be signs of food poisoning or a sickness bug, should not work in food-handling areas until medical clearance has been given.

Procedure-Related

- There should be **no smoking** in galleys, pantries, store rooms or other places where food is prepared or stored.
- **Hands and fingernails should be washed** before handling food using a dedicated hand basin, a bacterial liquid soap from a dispenser, and disposable towels. It is also important to thoroughly wash and dry hands after using the toilet, blowing your nose or handling refuse or contaminated food. An alcohol gel may be used to supplement the use of soap and water.
- When handling food and preparing meals, catering staff should **wear clean, protective clothing**, including appropriate protective gloves if necessary. They are also discouraged from wearing any jewellery.
- The **cleanliness of all food**, crockery, cutlery, linen, utensils, equipment and storage is vital. Cracked or chipped crockery and glassware should not be used. Foodstuffs that may have come into contact with broken glass or broken crockery should be thrown away.
- The risks of **cross contamination** should be eliminated by thoroughly stripping and cleaning the relevant parts of equipment when successive different foods are to be used (especially raw and cooked foods). It is important to wash hands after handling raw meat, fish, poultry or vegetables.
- Separate work surfaces, chopping boards and utensils should be set aside for the preparation of **raw meat** and must not be used for the preparation of foods that will be eaten without further cooking. Color coding is an established way of ensuring separation between the two activities.
- **Food waste**, empty food containers and other garbage are major sources of pollution and disease and should be placed in proper covered storage facilities, safely away from foodstuffs.
- **Fresh fruit and salad** should be thoroughly washed in fresh water before being eaten.

Food Storage

- **Foodstuffs and drinking water should not be stored where germs can thrive.** Frozen food must be defrosted in controlled conditions, i.e. an area entirely separate from other food in cool conditions. Food should be prevented from sitting in the thaw liquid by placing it on grids in a container or on a shelf. Frozen food that has been defrosted is not to be refrozen.
- **Raw food should be kept apart from cooked food** or food that requires no further treatment before consumption (e.g. milk). Separate refrigerators are preferred although, if stored in the same unit, the raw food must always be placed at the bottom to avoid drips contaminating ready prepared food. Food should also be covered to prevent drying out, cross contamination and absorption of odour.
- It is vital to ensure that **all food is kept at the correct temperature** to prevent the multiplication of bacteria.

V. HEALTH ZONE

A 4 Year-Old Is The First Patient To Receive Surgery On Board The World's Biggest Civilian Hospital Ship

Four-year-old Amadou was the first patient to receive a surgery on board the world's largest civilian hospital ship, the Global Mercy®. Born with one windswept leg and one bowed leg, even sitting for a meal was painful for him. Both are conditions which can be corrected by early intervention.

Amadou will receive two surgeries. At present, there are no fully certified pediatric orthopedic surgeons practicing in Senegal although there is a resident in training who has been mentored on board the Africa Mercy® during previous visits. "I am looking forward to seeing the boy walking properly... to be like the others. I will be happy for that. I am looking forward to seeing that happen," stated Mariatou, the young boy's family member who joined him as caregiver.

Amadou is the first of over 40 planned pediatric orthopedic operations this month. Over the next four months, the Global Mercy will provide over 800 safe, free surgeries.

In this first surgery, Consultant Pediatric Orthopedic Surgeon Rachel Buckingham was assisted by Pediatric Surgeon, Andrew Wainwright, also from the Oxford University Trust. While both are from the United Kingdom, they were supported by a multinational team of professionals, who all volunteered their time and expertise for this life-changing surgery on this unique hospital ship.

"Senegal does not yet have their own pediatric orthopedic surgeon. What keeps me coming back is the need. It's the ability to train local healthcare workers and make a difference. Mercy Ships really wants to do itself out of a job. You go into medicine to have an impact, so here we have a massive impact," stated Dr. Rachel Buckingham.

This new ship, which started as a dream of Mercy Ships founder Don Stephens over a decade ago, has finally become a reality. Jubilant crew and patients watched as young Amadou and his caregiver walked up the gangway of the Global Mercy to receive treatment. The long-awaited day had finally come for the real work of this purpose-designed hospital ship to begin.

In this historic first surgical field service, the Global Mercy will focus on bringing hope and healing through the following surgical specialties: Maxillofacial, General, Pediatric Specialized General, Orthopedic, Reconstructive Plastics, and Ophthalmology.

This is also the first time that one ship will serve two countries through one port. At the invitation of the Senegalese government, up to 25% of the surgery patients are expected from nearby The Gambia. The Global Mercy is not just a hospital but also a floating training center, which will facilitate hundreds of hours of training in the coming five months whilst docked in Dakar. Volunteer professionals on board, in collaboration with in-country partners, plan to train more than 600 healthcare professionals in courses such as Safe Surgery, Mental Health, Primary Trauma Care, SAFE Obstetrics, Neonatal Resuscitation, Vital Anesthesia Simulation Training, and Essential Pain Management. The training schedule will include a mobile course in The Gambia, as well as both on-and-off-ship mentoring in Dakar.

While it is the first surgical field service for the Global Mercy, this will be the third time that a Mercy Ship has served in Senegal since 2019. During the last field service in the Port of Dakar from February to late November 2022, sister hospital ship, the Africa Mercy, provided 765 surgeries to 695 patients. These included surgical specialties such as: General, Maxillofacial, Orthopedic, Pediatric Specialized General, Reconstructive Plastics, and Women's Health.



During the previous 2022 field service, Mercy Ships also provided training and mentoring for more than 2,500 participants. Courses included biomedical anesthesia training, essential surgical skills, neonatal resuscitation, sterile processing, and many more in collaboration with Senegalese partners.

VI. ARTICLE INDEXING

Synergy Group Rolls Out Tailor-Made PPE to Female Seafarers on More Than 60 Vessels

New Hercules Safety PPE was designed by textile engineers in conjunction with female seafarers and maritime safety experts.

Synergy Group, one of the world's leading ship managers with a diverse fleet of over 540 vessels, is rolling out new tailor-made Personal Protective Equipment (PPE) to its growing number of female seafarers.

Synergy, which employs over 20,000 seafarers, commissioned Hercules Safety to manufacture the new gear to the highest specifications.

The PPE was designed by textile engineers in conjunction with female seafarers and maritime safety experts to ensure the final cut maximised comfort and versatility for crew deployed in a maritime work environment where the highest standards of protection are required.

The material consists of 100% soft and durable cotton, with seams reinforced in high stress areas to ensure both safety and comfort over extended periods of time. The PPE is also highly visible with 3M reflective strips designed to maximise visibility in all maritime working environments.

The new Hercules Safety PPE is currently being distributed to all female crew as port rotations allow. The roll-out takes in on over 60 Synergy-managed vessels worldwide on which female seafarers are currently deployed.

Captain Radhika Menon, winner of the 2016 IMO award for exceptional bravery at sea and a mentor to Synergy's young female seafarers, said: "These new coveralls are a great fit and super-functional: breathable, weatherproof, lightweight and comfortable. The fabric is suitable and protective for the bridge and for the engine room where it gets hot. It's also resilient, just like our seafarers; a quality we are happy to celebrate as International Women's Day draws near. This new PPE enhances safety which is always Synergy's priority."

Chief Officer Reshma Murkar said the commission of the new PPE sent a positive message about equality to the maritime community. "To be 100% work fit, we need the best fit, and that is what we have now," she added. "These new PPE designs represent a clear commitment to supporting the role of women in shipping and illustrate why Synergy is making so much progress in its efforts to attract more women to our marvellous industry."

Third Officer Noopur Mohire said that many seafarer products were designed with only men in mind, rendering them ill-fitting for women. "Synergy prioritises crew safety and this new PPE clearly offers that," she added. "But it's also very comfortable to wear and I'm glad female seafarers were consulted during the design process by Hercules Safety. I've got plenty of pockets to carry my tools, but not too many that they are a hazard. I can move around easily, and I've got protection when I'm on deck conducting duties."

Synergy's progressive policies on diversity, inclusivity and equality have enabled women employed by Synergy, as well as the company itself, to grow and prosper. Synergy's commitment to encouraging women to become seafarers now includes its own Chakra Scholarship which enables 14-15 years old students to begin training to join the maritime industry.

Synergy's CSR team is also active at major maritime outreach events in India, with Chennai-based SEVALAYA and a municipal school run by Muktangan in Mumbai amongst its NGO partners. Captain HS Swaminathan, COO Crew Management of Synergy Group, commented: "We've been expanding the number of women in the Synergy ranks at sea and ashore for many years as part of our diversity, equality and inclusivity programmes. We want them to feel at home and safe in their place of work. Making sure they have comfortable PPE designed to the highest safety and functional standards is, of course, a foundational, but critical, part of that process."

VII. NEW ARRIVAL

Sr. No Title

1. How to write a better Thesis (3rd edition)
2. Food Media: Celebrity Chefs and the Politics of Everyday Interference
3. Culinary Nutrition (The Science & Practice of Healthy Cooking)
4. Food & Beverage services 2nd Ed
5. Historical Dictionary of Indian Food
6. Inventing the Pizzeria : A history of making pizza in Naples
7. Food styling for photographers: A Guide To Creating Own Appetizing Art
8. A culinary tour of India
9. Art of Indian Cuisine
10. Chanakaya in Daily Life
11. Environmental Management for Hotels
12. Maritime Economics (e-books)
13. Oxford Handbook of General Practice
14. Preventive Measures for Food Safety
15. The Complete Home Bartender's Guide
16. The Curry Guy Bible
17. The Professional Pastry Chef

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QUOTES....

“The strongest storms make the best sailors. The strongest games make the best players. Tougher challenges make the best leaders.”

The real test is not whether you avoid this failure, because you won't. It's whether you let it harden or shame you into inaction, or whether you learn from it; whether you choose to persevere.

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

Editor

Mr. Ram Chandra Pollai, Librarian