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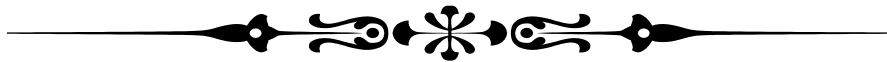


PROUD TO BE A MERCHANT NAVY

***VOLUME NO. 22, ISSUE NO. 7
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TRAINING SHIP RAHAMAN
NHAVA***

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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



File no. MTT-4/2/2022-MTT

Date: 11.07.2022

DGS Circular no. 14 of 2022 (Training Branch)

Sub: Levy of Penalty on MTIs for collection of penalty from candidates for correction in their personal data.

1. Whereas "Indian National Database of Seafarers" (INDoS) number is a unique number issued to a seafarer and this number is required by every aspiring seafarer desiring to undertake any pre-sea course in any Maritime Training Institute (MTI) approved by the Directorate. All persons including foreign nationals can apply for INDoS number.
2. Whereas the Directorate vide Training Branch Circular No. 8 of 2019 dated 30.04.2019 has developed simplified online procedure for registration of candidate for admission in MTI and issuance of INDoS number to facilitate the seafarers and the MTI.
3. Whereas while generating INDoS no. the MTI is required to upload scanned copies of original documents of valid passport, 10th standard mark sheet / passing certificate, signature and photograph of the candidate. Further, the MTI is responsible to verify the personal details of the candidates as per the passport. MTI shall take and upload the photo & signature of the candidate as per guidelines provided in the said circular.
4. Whereas if any correction is required in personal data submitted for the candidate, MTI shall send email to Maritime Training Trust (MTT) for seeking such correction after paying Rs.3,000/- penalty for each correction. Payment of such penalty has to be made by the MTI online into the bank account of MTT as per bank particulars provided in the said circular.
5. Whereas as per clause 12.3 of the Training Branch Circular No. 8 of 2019, MTI shall not charge penalty amount for correction of data from the candidates. Further, as per the clause, if it comes to the notice of Directorate strict disciplinary action shall be initiated against the concerned MTI.
6. Whereas on examining the account details of MTT, it has come to the notice of Directorate that in the no. of instances remittances of penalty has been made from candidates' bank account / bank of account of other persons and not from MTI's bank account. It has also come to notice that MTIs are, indirectly, collecting these penalties from the candidates.

(Handwritten signature)
12/07/2022

9वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैम्पस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042

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7. In view of above, it is decided that all the DGS approved MTIs shall submit their bank details like; Name of the MTI, Bank Account no., IFSC Code, name of the Bank & Branch to Maritime Training Trust email - 'ttc-dgs@nic.in' by 31.07.2022, without fail.

8. Further, in view of the clause 12.3 of the Training Branch Circular no. 08 of 2019 dt. 30.04.2019 this Directorate has further decided that if MTI recovers the penalty of Rs.3,000/- from candidates/seafarers/others or directs them to pay such amount to MTT then, in such cases, further penalty of Rs.50,000/- will be charged to the concerned MTI.

9. It has been further decided that if the violation of clause 12.3 of the Training Branch Circular no. 08 of 2019 dt. 30.04.2019 continues, the Directorate shall suspend approvals of the MTI with immediate effect as per issued guidelines.

10. This circular shall come into force with immediate effect.

11. This issues with the approval of the Director General of Shipping & Addl. Secretary to the Govt. of India.



(Handwritten signature)
12/07/2022

(Dr. Pandurang K. Raut)
Dy. 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 the DGS website.



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पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS



नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 25-13012/3/2022-NT-DGS

Date: 13.07.2022

Merchant Shipping Notice No. 07 of 2022

Sub: Clarification on MSN 04 of 2022 dated 04.04.2022 regarding Continued Professional Competence of seafarers in possession of Certificate of Competency (CoC) of the nautical discipline - reg.

1. This Directorate has received queries seeking clarifications regarding continued professional competency requirement as per the MSN 04 of 2022 dated 04.04.2022 for seafarers in possession of Certificate of Competency of the nautical discipline. In this regard following is clarified:

2. **Query No. 1 – Whether the seminar can be conducted online?**

Clarification - The Seminars as required by MSN 04 of 2022 dated 04.04.2022, may also be conducted online.

3. **Query No. 2 - Is it required that MTI conducting this course is approved by DGS?**

Clarification – As per sub rule (4) of Rule 14 of MS STCW Rules 2014, it is the responsibility of the shipping company to ensure that texts of recent changes in national and international regulations concerning the safety of life at sea, security and the protection of the marine environment are made available to ships. The said Rules do not require approval of the Directorate with regard to the updates being provided to the ship. The MSN 04 of 2022 only formalizes this mechanism.

Hence, no separate approval is required for the information on continued professional competence being provided by the service provider. The aim of such seminars is to provide information about latest changes and developments taking place in the national and international maritime sector. The seminars shall be conducted in such a way to provide continued professional competence to seafarer's knowledge.

4. **Query No. 3 – Define the company with regard to this MSN 04 of 2022**

Clarification – As per MS (STCW) Rules 2014:

“Company” means the owner of the ship or any other organization or person such as the manager or the bareboat charterer, who has assumed the responsibility for operation of the ship from the ship-owner and who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by the STCW Convention and these rules”.

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5. **Query No. 4 – Can RPSL Company conduct the seminar as per this MSN?**

Clarification - RPSL companies cannot conduct such seminars. However, if the RPSL company fulfills all the criteria of “company” specified in MS (STCW) Rules, 2014 such companies may conduct the seminars.

6. **Query No. 5 – Can India Coastal Conference Shipping Association (ICCSA) conduct the seminar as per this MSN?**

Clarification - Para 5 of MSN 04 of 2022 dated 04.04.2022, Permits the professional bodies to conduct the seminars. Since ICCSA is a professional body of coastal vessels owners, the seminars may be conducted by ICCSA provided it covers the topics and other requirements as mentioned in the MSN.

7. **Query No. 6 - Is there any specific duration for the seminar that the service provider is required to comply with?**

Clarification - The duration for such seminars shall preferably not exceed 01 day (approx 06-08 hrs) at a time. This will enable seafarers to participate in the seminar effectively.

8. **Query no. 7 – Eligibility and applicability**

Clarification – It is applicable for all Foreign Going (FG) /Near Coastal Vessel (NCV) grade CoC holders of the nautical discipline.

9. **Query no. 8 - What is the number of participants permissible for the seminar?**

Clarification – As most of the online platforms currently provide single view in the screen for about 24 blocks (participants), the total number of participant for online session may not exceed 24 for each session.

Offline seminar being conducted by companies need to consider that the intent is to update the knowledge of the seafarer with the latest development in shipping.

Hence, the number of participants in such seminar should be limited to the number for which effective interaction for updating of knowledge can take place.

10. **Query No. 9 – What are the topics to cover and syllabus of the seminar?**

Clarification – Topic to be covered are as mentioned in the MSN. As the purpose of the said seminar is to enhance the knowledge and make seafarers aware of latest developments in shipping, it may also include learning from casualty incidents that have taken place and changes in International and national instruments likely to take place in future.

11. **Query No. 10 – What is the Interval between to such seminars?**

Clarification – 02 numbers of such seminar are to be attended within a period of 05 years as mentioned in the MSN.

This is issued with approval of the Competent Authority.



(Capt. Manish Kumar)
Nautical Surveyorcum-DDG(Tech.)

II. IMO NEWS

IMO Council Endorses New Joint IMO/ILO Working Group on Seafarer Issues Including Bullying, Harassment (Including Sexual Harassment) and Sexual Assault

During the 127th session of the IMO Council (C 127) held virtually from 11 to 15 July 2022, the Council endorsed the establishment of a standing Joint International Labour Organization (ILO)/IMO Tripartite Working Group (JTWG) to identify and address seafarers' issues and the human element. The Group's terms of reference were also endorsed. The Council further endorsed the Maritime Safety Committee's (MSC 106) instruction to the JTWG to "consider bullying and harassment in the maritime sector, including sexual assault and sexual harassment, taking into account information submitted by interested parties, with a view to providing recommendations for future steps, including the development of legislation, mechanisms and policies, and the launching of awareness campaigns by relevant stakeholders, aimed at reporting and addressing these matters". The Council endorsed the Legal Committee's forwarding of draft guidelines for port State and flag State authorities on how to deal with seafarer abandonment cases to the first meeting of the JTWG in December 2022 for further consideration and refinement. From 1 January 2021 to 31 December 2021, a total number of 95 new cases had been reported on the IMO/ILO Joint Database on Abandonment of Seafarers. During the first half of 2022, a further 74 cases were reported, thus alarmingly surpassing last year's record of reported cases of abandonment.

The Council nominated Governments as IMO representatives to the JTWG, as follows:

- for the task concerning the guidelines for port State and flag State authorities on how to deal with seafarer abandonment cases: Argentina, France, India, Indonesia, Kenya, Marshall Islands, Philippines and United Kingdom; and
- for the task concerning bullying and harassment in the maritime sector, including sexual assault and sexual harassment: Bahamas, France, Panama, Philippines, South Africa, Sweden, Thailand and United States.

It was noted that all other Member States may attend the discussions of the Group as observers.

III. ILO NEWS

Progressive Measures Taken By Indian Government to Increase Job Opportunities for Seafarers

Following are the progressive steps taken by government to increase the job opportunities for seafarers in the last three years.

1. Three-Tier Mechanism of Learning comprises of E-Learning, Virtual Classes and passing of an On-line Exit Examination.
2. Continuation of Maritime training during pandemic by digital/online mode.
3. Biometric seafarer's identity document is issued to the seafarers.
4. Participation in international conferences to show case capabilities of Indian Seafarers.
5. DGS has signed two MOUs with cruise shipping companies for establishing dedicated Institutes training of seafarers on Cruise vessels in India.
6. Scholarship is given to women candidates to undergo maritime courses.
7. To release more ship board training slots, the directorate has allowed for ship board training of officers and ratings on tugs and offshore vessels.
8. In the light of emerged COVID situation, various SoPs and DGS Orders were issued from time to time for Crew Change in order to ensure smooth operation of supply chain.
9. DGS Orders were issued from time to time to allow seafarers to retain validity of certificates enabling them to continue work or to join new vessel.
10. Seafarers have been declared as "Key Workers".

It is submitted that no funds have been allocated in the consolidated fund of Government of India for the social security protection of seafarers.

The Welfare schemes for seafarers are implemented by the Seafarer's Welfare Fund Society (SWFS) (an autonomous body under Ministry of Ports, Shipping and Waterways) from its own funds. The contribution to the welfare fund corpus is made by Indian Shipping companies and Recruitment and Placement of Seafarers License holding companies (RPSL Companies), as per Government of India notifications. These notifications are issued by the Govt. of India, so as to build-up the welfare fund corpus of the SWFS to provide the welfare facilities to the Indian seafarers and their families, to comply the regulation of Maritime Labour Conventions of International Labour Organizations for seafarers, to which India is one of the signatory.

The Maritime Training Trust (MTT) has been funding for Scholarship to women seafarers. Rs. 9,26,50,000 amount of funds disbursed and utilized for the said purpose in the last five years.

IV. SHIPPING NEWS

Indian Ministry of Ports, Shipping and Waterways to Undertake Skill Development in Maritime Sector

Ministry of Ports, Shipping and Waterways (MoPSW) signed an MoU with Ministry of Skill Development and Entrepreneurship (MSDE) on 20th August, 2020 to jointly undertake the skill development and to harness the innate capabilities in Ports & Maritime sector and enhance their capacities and skills to deal with the rapidly changing competition and provide for port led prosperity as per the objectives of Sagarmala Programme and Pradhan Mantri Kaushal Vikas Yojana (PMKVY). MoU establishes a framework of collaboration between MoPSW and MSDE.

Additionally, MoPSW also signed another MoU with Ministry of Rural Development (MoRD) in May 2017, which has been extended in April 2022, for skill development in maritime sector on convergence mode of Deen Dayal Upadhyay-Grameen Kaushalya Yojana (DDU- GKY) and Sagarmala.

Multi Skill Development Centre (MSDC) is operational at Jawaharlal Nehru Port Authority (JNPA). Total 57 Qualification Packs (QPs) are being implemented under DDU-GKY Sagarmala convergence programme. Further, it is envisaged to develop 10 Qualification Packs (QPs) under the MoU signed between MoPSW and MSDE. Apart from MSDCs in Major Ports, several skill development centres have been setup through Project Implementing Agencies (PIAs). Under the DDU-GKY-Sagarmala convergence and PMKVY, more than 4,000 persons have received training for skilling, reskilling and upskilling. Since the commencement of skill development training programs, Rs. 77.02 Cr. have been sanctioned and Rs. 36.29 Cr. funds have already been released to States / UTs under DDU- GKY Sagarmala Convergence.

This information was given by Union Minister for Ports, Shipping and Waterways Shri Sarbananda Sonowal in a written reply in the Lok Sabha.

Sailors' Society Leads the Way in Cadet Wellness

Next week, in a first for the industry, maritime charity Sailors' Society launches a series of global wellness and mental health conferences designed exclusively for maritime school students.

On August 3, over 1300 cadets from 21 maritime schools in India will take part in the first of four virtual events.

Following a successful pilot in India in 2021, the conferences will explore the all-important subject of wellbeing and mental health as they embark on their careers at sea.

The events will focus on key and current issues facing cadets today, including crisis and diversity, and draw on material from Sailors' Society's pioneering wellness training and support programme.

Sailors' Society's CEO Sara Baade said: "Seafarers are the key workers of the sea. They serve at the frontline of international supply chains, supporting global economies – so it's essential that their wellbeing is cared for right from the beginning of their careers.

"The content has been tailored to focus on key issues facing today's seafarers, including the current crisis in Ukraine and the impact of the pandemic, as well as the issue of diversity as many companies look to ensure a diverse workforce.

"We're extremely grateful to our gold sponsors A.M. Nomikos and Inmarsat, bronze sponsors Fleet Management Ltd and our technical partner UK P&I Club for their support. Sailors' Society's Wellness at Sea maritime schools' conferences aren't just a first; they are aimed at proactive investment in young minds. These events recognise that today's cadets are tomorrow's workforce and future leaders."

Serving maritime schools in India, the Philippines, Greece and Africa, each conference will be tailored to the region and feature internationally renowned speakers.

The conferences will be chaired by Johan Smith, Sailors' Society's head of wellness and lead on the charity's Wellness at Sea programme.

Johan said: "Following engagement with several maritime schools in India as part of Sailors' Society's Wellness at Sea awareness campaign, it was clear that there was an appetite for a conference aimed specifically at cadets. Our 2021 pilot event was a direct response to this.

"It was such a success that we're now replicating this model so that we can benefit many more cadets around the world.

"We hope that these events will build on findings gathered at the pilot conference and generate a wealth of analytical and subjective data to help shape future work in wellness and mental health."



More than 1,800 delegates registered for the 2021 pilot webinar that served 19 maritime schools.

86% of Maritime Organisations Have Now Embraced Remote Working and UK Leads the Way – Research

Spinnaker, the maritime people experts, have revealed the results of their Remote and Hybrid Working report, with 86% of respondents stating that they have introduced some form of remote working, post-pandemic.

Almost half (45%) of respondents now have a formal policy in place for remote working arrangements. The most popular working pattern is a hybrid approach allowing two days at home per week, which has been adopted by 31% of employers.

Geographically, the top regions that have embraced remote working are the UK, followed by Singapore and the USA. The majority of respondents (70%) confirmed their remote working arrangement applies to all employees, with some advising that line manager approval is also required.

Of the respondents that have not yet adopted remote working arrangements, 40% say they are either open to the idea or looking to implement a policy in the near future. Phil Parry, Chairman and co-founder of Spinnaker said, that while some employers have been reluctant to introduce new arrangements, market realities are biting: “The employment market has vastly changed. Attracting and retaining talent has become harder post-pandemic – in part thanks to the Great Resignation. In an increasingly competitive market to retain and recruit talent, salary is no longer enough to entice candidates to join a company – or to stay once they’ve come aboard. Embracing remote/hybrid working has become almost a necessity. On the positive side, it’s a great way to motivate staff, boost their wellbeing and to show that they are trusted.”

The Remote and Hybrid Working report was prepared in June 2022, with responses provided by members of the Maritime HR Association. To see more findings, please visit our blog.

Cargo Ship Captain Sentenced to Jail in Indonesia for Smuggling Hazardous Waste

The captain of a cargo ship, SB Cramoil Equity, was jailed in Indonesia for smuggling containers loaded with hazardous and toxic waste into the country in contravention of shipping laws and the environment. The general cargo ship is owned by a Singapore-based waste collection firm named Cramoil Singapore. A court located on the island of Batam in Indonesia heard that on 13 June last year, authorities of the Batam Port were tipped off to the arrival of the ship, SB Cramoil Equity, in the waters close to Batam and that the vessel was bringing toxic liquids into Batam.

The port authority’s patrol team boarded the cargo ship and discovered 20 containers loaded with toxic liquid wastes. Each box can hold nearly 1,000 liters of toxic waste. The Indonesian captain, Chosmus Palandi, 48, was jailed for seven years and fined almost \$334,200. Even though the case was heard in June this year, the Indonesian authorities revealed the verdict on 22 July. Indonesia’s environment ministry mentioned on 22 July that it’s committed to pursuing the matter, which is a cross-border corporate crime.



It wants to trace the source of the toxic cargo and is seeking to prosecute any other firm or party involved. Active coordination with the Indonesian embassy based in Singapore is done, and relevant authorities will look deeper into this case, as reported by the law enforcement director-general, Rasio Ridho Sani. The case may also go beyond a penalty for only the ship's captain. Indonesia's ministry of the environment is collaborating with the Indonesian embassy in Singapore to track down the cargo's origin. Singaporean authorities earlier cited Cramoil Singapore for discharging untreated wastewater.

Indian Coast Guard rescues 22 crew members from sinking ship near Gujarat coast

Indian Coast Guard (ICG) on Wednesday rescued 22 crew members of a distressed vessel in the Arabian sea, 185 km from the Porbandar coast in Gujarat. According to the ICG officials, the rescue mission was launched after a distress alert was received at 8 AM on July 6. All the 22 crew members including 20 Indians, one Pakistani and one Sri Lankan national are safe and were brought to Porbandar.

As per the information, the ICG received a distress alert regarding the uncontrolled flooding onboard merchant vessel Global King-1 at about 8.20 AM. The ship was reportedly 185 km off the Porbandar coast. ICG immediately responded and alerted all stakeholders. Despite adverse weather conditions, one Dornier aircraft was launched from Indian Coast Guard Air Station Porbandar at 9.00 AM for situation assessment and relaying of information to the vessels in the vicinity. The Dornier, on reaching the area, dropped a life raft for the crew. ICGS Shoor, CG OPV, already present at sea, was also directed to immediately reach the area.

Braving very rough seas, the ICG ship proceeded to the area with maximum speed. The indigenously built twin-engine Advanced Light Helicopters from ICG air station Porbandar were also launched in SAR configuration for any eventuality. The crew after failing to arrest flooding abandoned the vessel in liferaft at around 10.45 AM. The helicopters operated close to their operational maxima and braved squally weather and strong winds to reach the area. Thereafter, in a sea-air coordinated effort, all the said 22 personnel were successfully rescued. The vessel was on its way from Khor Fakkan UAE-Karwar India, carrying 6,000 T of Bitumen. MV FOS Athens and MV Sydney were also diverted to assist ICG in the operations by Maritime Rescue Co-ordination Centre Mumbai (MRCC) of Mumbai.

Merchant shipping law recast in works to do away with jail term

India is looking at decriminalisation of the merchant shipping law and switch to small monetary penalties as part of the government's move to improve ease of doing business in the country.

The draft Merchant Shipping (Amendment) Bill, 2022, which seeks to amend the Merchant Shipping Act, 1958, proposes to do away with imprisonment for multiple offences and also allow non-resident Indian and Overseas Citizens of India to own Indian ships, officials told ET.

The move is in line with the government's initiative to clean up the statute book of redundant and old laws or provisions that have over the years lost relevance and to decriminalise offences and switch to monetary penalties. Prime Minister Narendra Modi had identified this clean-up as one of the key focus areas, which was also part of the Bharatiya Janata Party's poll promise. Modi had said, if the party came to power, for every law passed his government would scrap 10 obsolete or archaic laws.

A similar clean-up has already been carried out in the Companies and Limited Liability Partnership acts. The draft bill suggests that ships registered under the Coastal Vessels Act, 1838, need to be re-registered under the proposed act. It also specifies that any ship which is sought to be recycled in India in accordance with the provisions of the Recycling of Ships Act, 2019, shall be registered temporarily for a specified duration.

Ease of doing business

A six-month imprisonment for forging certificate of work as a seaman is being removed and replaced with a penalty of ₹ 1,000. The three-month imprisonment for not immediately informing authorities about jettisoned cargo, on account of abnormal weather conditions or for any other reason, is being waived off and replaced with a penalty of ₹ 200.

A penalty of ₹ 100 is being retained for not reporting desertions and absence without leave. This will be levied on the master of the ship, who will have to report it within 48 hours of discovering such desertion or absence. This is proposed to be watered down from a one-month imprisonment in existing act.

Wilful disobedience of any order under Section 115 of the Act will not attract imprisonment. This section of the current act allows the centre to prohibit engagement of persons as sailors on foreign registered ships within Indian waters. The centre can exercise its power to prohibit a seaman in Indian waters citing national interest or in the interests of sailors generally. The proposed bill seeks to impose a fine of ₹ 1,000 on the master of a ship for disobeying the centre's condition.

V. CATERING & HOSPITALITY

Food safety - a guide for seafarers

Food provides us with energy and keeps us healthy, but it can also make us sick. To keep ourselves healthily, we should apply basic food safety and hygiene rules

Receiving provisions

Nowadays production, processing, distribution and storage of food is subject to strict rules and control mechanisms. Most provisions arrive alongside in good condition. However quality has to be checked, especially of fresh food (meat, fish, vegetables, fruit, eggs and dairy products) Everybody may be involved in bringing the provisions onboard.

- Check the goods in the truck or alongside the ship, it is often too late once they are loaded onboard.
- All goods must be traceable ! Original supplier, dates, conditions etc..., if not trusted refuse it !
- Do not accept goods : if the temperature is not correct, if the expiry date is too close to consumption, or if packages are open, deformed or damaged.
- Stow everything safely, so it can't fall or break when the weather is bad.
- Use the F.I.F.O. principle for storing, (First In = First Out).
- Never put food on the deck, but on gratings !

Cold rooms

- Temperature should be between 2 - 8° Celsius ! Reduce humidity !
- Keep the door closed, do not stay long in the room !
- Cold stores above 7°C should be refused.
- Keep apples, pears, grapefruit, oranges etc. in a box that permits evaporation, and remove spoiled ones immediately.
- Check vegetables and remove spoiled leaves immediately.

Deep-freezers

- If food is showing signs of ice formation, then refuse the goods !
- Wrap frozen goods to prevent freezer burn !
- The freezer should always operate at -18°Celsius or below.

In the Galley

- Avoid contact between raw food and cooked or ready to eat food.
- To prevent cross contamination, do not prepare cooked food on surfaces or with equipment which have previously been used for raw meat, raw fish and vegetables.
- Clean the galley regularly, and clean and disinfect equipment, knives, boards and counters regularly to reduce the risk of cross contamination.
- Do not use towels or aprons for long. Replace and clean them frequently or use disposables !
- Make sure food handlers' clothes are clean, pay special attention to hair, hands and nail hygiene ! Do not wear jewelry ! Report gastro-enteritis !

Buffets

- Do NOT expose high risk food longer than two hours at temperatures in the danger-zone: 5°C - 63°C !
- Put leftovers in the fridge as soon as possible and consume the leftovers the next day !
- Keep hot dishes hot on the buffet !
- Do not add fresh food to dishes that have already been exposed for two hours at room temperatures
- Keep cold dishes in the fridge until just before opening the buffet, and place them on crushed ice to help maintain the same temperature.

Safety points :

- Make sure the load is within your lifting capacity !
- Bend your knees and keep your back straight !
- Keep your arms close to your body !
- Carry the load close to your body !
- Always wear safety gloves, safety shoes and winter-clothes when entering a freezer !

Water !

- There is no guarantee that water onboard a ship is fresh and safe to use.
- Water has to be properly maintained to minimize health risks (contamination, micro-organisms), etc.
- Pay attention to taps at dead ends or taps that are infrequently used.

Flush thoroughly and regularly. Control the source of the water and the use of hoses

Food expiration dates don't have much science behind them – a food safety researcher explains another way to know what's too old to eat

Florida's outbreak of listeria has so far led to at least one death, 22 hospitalizations and an ice cream recall since January. Humans get sick with listeria infections, or listeriosis, from eating soil-contaminated food, undercooked meat or dairy products that are raw, or unpasteurized. Listeria can cause convulsions, coma, miscarriage and birth defects. And it's the third leading cause of food poisoning deaths in the U.S. Avoiding unseen food hazards is the reason people often check the dates on food packaging. And printed with the month and year is often one of a dizzying array of phrases: "best by," "use by," "best if used before," "best if used by," "guaranteed fresh until," "freeze by" and even a "born on" label applied to some beer. People think of them as expiration dates, or the date at which a food should go in the trash. But the dates have little to do with when food expires, or becomes less safe to eat. I am a microbiologist and public health researcher, and I have used molecular epidemiology to study the spread of bacteria in food. A more science-based product dating system could make it easier for people to differentiate foods they can safely eat from those that could be hazardous.

Costly confusion

The United States Department of Agriculture reports that in 2020 the average American household spent 12% of its income on food. But a lot of food is simply thrown away, despite being perfectly safe to eat. The USDA Economic Research Center reports that nearly 31% of all available food is never consumed. Historically high food prices make the problem of waste seem all the more alarming.

The current food labeling system may be to blame for much of the waste. The FDA reports consumer confusion around product dating labels is likely responsible for around 20% of the food wasted in the home, costing an estimated US\$161 billion per year.

It's logical to believe that date labels are there for safety reasons, since the federal government enforces rules for including nutrition and ingredient information on food labels. Passed in 1938 and continuously modified since, the Food, Drug, and Cosmetics Act requires food labels to inform consumers of nutrition and ingredients in packaged foods, including the amount of salt, sugar and fat it contains.

The dates on those food packages, however, are not regulated by the Food and Drug Administration. Rather, they come from food producers. And they may not be based on food safety science.

For example, a food producer may survey consumers in a focus group to pick a "use by" date that is six months after the product was produced because 60% of the focus group no longer liked the taste. Smaller manufacturers of a similar food might play copycat and put the same date on their product.

More interpretations

One industry group, the Food Marketing Institute and Grocery Manufacturers Association, suggests that its members mark food "best if used by" to indicate how long the food is safe to eat, and "use by" to indicate when food becomes unsafe. But using these more nuanced marks is voluntary. And although the recommendation is motivated by a desire to cut down on food waste, it is not yet clear if this recommended change has had any impact.

A joint study by the Harvard Food Law and Policy Clinic and the National Resources Defense Council recommends the elimination of dates aimed at consumers, citing potential confusion and waste. Instead, the research suggests manufacturers and distributors use "production" or "pack" dates, along with "sell-by" dates, aimed at supermarkets and other retailers. The dates would indicate to retailers the amount of time a product will remain at high quality.

The FDA considers some products "potentially hazardous foods" if they have characteristics that allow microbes to flourish, like moisture and an abundance of nutrients that feed microbes. These foods include chicken, milk and sliced tomatoes, all of which have been linked to serious foodborne outbreaks. But there is currently no difference between the date labeling used on these foods and that used on more stable food items.

Scientific formula

Infant formula is the only food product with a "use by" date that is both government regulated and scientifically determined. It is routinely lab tested for contamination. But infant formula also undergoes nutrition tests to determine how long it take the nutrients - particularly protein - to break down. To prevent malnutrition in babies, the "use by" date on baby formula indicates when it's no longer nutritious.

Nutrients in foods are relatively easy to measure. The FDA already does this regularly. The agency issues warnings to food producers when the nutrient contents listed on their labels don't match what FDA's lab finds.

VI. HEALTH ZONE

Seafarer Happiness Improves but Remains Fragile

Crew welfare and the satisfaction of seafarers are on the rise as the maritime industry has focused on some issues identified as the major concerns for seafarers according to the latest report from the Seafarers Happiness Index. While much of the progress relates to the relaxing of restrictions brought on by the spread of COVID-19, the Christian charity The Mission of Seafarers reports that there has also been a marked increase in a range of areas that contribute to overall improved seafarer wellbeing.

The survey, undertaken with the support of the Standard Club and Idwal, reports on Q2 2022 and shows according to the organizations that the influx of industry solutions to tackle seafarer wellbeing has finally begun to lift morale and the mindset onboard. The index recovered after reaching a record low last quarter, with overall happiness measured at 7.21 on a scale of 10 up from 5.85. They reported that levels are rising across all categories.

“It is great to see seafarer happiness increase after such low satisfaction in the last Seafarers Happiness Index report,” said The Revd Canon Andrew Wright, Secretary General of The Mission to Seafarers. “While it has been a difficult two years, it is nice to see some optimism return, which is largely down to the hard work the industry has done to make life better and raise spirits on board.”

The report says that two key areas are contributing to the improvement of the happiness index and crew welfare. Much of what they highlight relates to the pandemic, but they are also pointing to management’s efforts to take steps to create a better environment for seafarers during the long periods at sea. “Seafarers are able to move more freely and have more certainty about whether they can go ashore and when they will next be able to go home. This freedom of movement has had a hugely beneficial effect on seafarer happiness and as vaccination levels also rise among crews, there is a sense of stability returning to the industry,” according to the report.

They write that a sense of stability has emerged as the pandemic stabilized and countries have grown more confident in their efforts to slow the spread of the virus. The fact that shore leave has been restored and with welfare facilities open on shore has contributed to the improved mood for seafarers. However, it is the reduction in travel restrictions and the ability to implement crew changes on time and with greater regularity that has contributed the most to the improvements.

“The data from Q2 reflects that the industry is getting better at making crew changes more regularly, with 41 percent of seafarers onboard for between just one and three months,” according to the report.

The report says that there is a clear impact from the increase in wages and the other amendments to the Maritime Labour Convention recently enacted. They also point to a focus on social events that boost morale, including weekly gatherings, quizzes, karaoke, sports, barbecues, and movie nights, along with the promises of improved communications so crew can maintain more frequent contact with family and friends at home. “However, there are still areas that can be improved upon, which is why it’s so critical for organizations to continue taking meaningful steps to boost seafarer happiness and crew welfare,” said Wright. “As always, there is much to be learned from hearing directly from seafarers on how they feel about life at sea – the positives and negatives.”

While the efforts to provide amenities and events aboard the ships are appreciated, the report highlights the lack of time and the challenges of balancing work and leisure time suggesting that some of these efforts might be window dressing unless more is done. They say that the hours of work and rest continue to be in conflict and there are concerns over the cost of communications. They also wonder about the quality of the service that will be made available.

The Mission to Seafarers also warns that the recovery in seafarer happiness can be easily lost. They believe the industry still “has a way to go,” addressing concerns and can not let up on its attention to the issues that contribute to crew welfare.



VII. ARTICLE INDEXING

6 Ways to Improve Interpersonal Relationship among Seafarers on board Ships

Working on ships is a “team effort”. A “one-man-show” cannot run the whole ship. In order to perform operations smoothly and safety on board ships, good interpersonal relationship among seafarers is a must. As the number of people on board ships is limited, there are high chances of ego clashes and dissatisfaction among crew members. As important it is to avoid politics on ships, equally important it is to enhance interpersonal relationship between people on board to ensure that all jobs are done smoothly and safety. Working on ships is not an easy task and dissatisfaction and demotivation can easily be developed among seafarers as a result of various kinds of stresses. (Learn how to fight stress on board ship here).

During such situation, it is the job of chief-engineer/chief officer/captain to get rid of discontentment among people on ship and instill the importance of interpersonal relationship.

As the number of people working on board is limited, everyone should try to know each other in order to understand the values, knowledge and skills each one has. This is the first step towards developing interpersonal relationship on board ships.

However, chief engineer/captain/chief officer should take additional steps as mentioned below to ensure that all team members are comfortable with each other both on and off work.

1. Morning meetings (Tool box meeting): The morning meeting, which is conducted to assign work to team members, is the best time to get all the crew members together. It is necessary that crew members talk to each other during such meetings and discuss their views and opinions.

Each member should be given a chance to provide suggestions regarding improvement of work process and safety precautions to be taken. This activity gives members a sense of responsibility and importance and also works a great deal in enhancing their performance and interpersonal relationship.

2. Tea-Breaks: Tea breaks if used efficiently can work wonders towards enhancing “team effort”. It should be made compulsory to get all crew members together during tea breaks to discuss the work in progress and other important things that they feel are necessary.

3. On board training sessions: On board training session is yet another important opportunity to get crew members together to impart important working knowledge or conduct safety committee meetings. Captain and chief engineer should arrange the meeting in such a way that maximum crew members are able to participate. Learn more about team meeting on board ships here.

4. Spending free time together: It is often seen that post working hours, officers and crew members spend time in their own rooms instead of getting together in officer or crew lounge. Watching movies and playing games in free time is a solid way to know each other and build great relationships both on and off work.

5. Arranging events/sports days: It is necessary to arrange recreational events or sports days which require crew members to participate in teams. This is a great way to inculcate the importance of team spirit and building interpersonal relationship among crew members. Find out more about sports played on board ships here.

6. Parties and Get-together: Everyone likes to party and unwind once in a while. Party is a great method to bond people together and improve scarred relationships on board ships. However, it is necessary that they are arranged in such a way that maximum crew is able to participate. Festival celebrations are also a great way to enhance interpersonal relationships between people onboard.

The above mentioned methods are some of the main ones that are used onboard to enhance relationships on board ships. Doing this would not only ensure smooth and safe operations of the ship but would also improve productivity and employment satisfaction.



QUOTES

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.

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