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Master commander Suneha Gadpande, first to captain an all women officers' ship

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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

NT-Radio/Circular No. 10 of 2023



F.No.25-25011/14/2022-NT-DGS

Date: 16.03.2023

Sub.: Testing and maintenance of EPIRB, and testing of other GMDSS radioequipment by approved service stations or shore-based maintenance facilities-reg.

Whereas, SOLAS Regulation 7.1.5, specifies that every ship shall be provided with an EPIRB, and Regulation 15.9, specifies testing and maintenance requirements of EPIRB. The requirements are indicated as below;

a) EPIRB shall be annually tested, either on board the ship or at an approved testing station, for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals as specified below;

- i) on passenger ships, within three months before the expiry date of the Passenger Ship Safety Certificate; and
- ii) on cargo ships, within three months before the expiry date, or within three months before or after the anniversary date, of the Cargo Ship Safety Certificate; and

b) EPIRB shall be subject to maintenance at intervals not exceeding five years, which is to be performed by an approved shore-based maintenance facility.

2. The testing and maintenance of EPIRB should be carried out on board ships or at an approved testing station by appropriately trained and approved personnel using suitable test equipment in accordance with the guidelines of MSC Circular nos. MSC.1/Circ.1039/Rev.1 and MSC.1/Circ.1040/Rev.2, for five-yearly and annually respectively.

3. It is observed during annual and renewal safety radio surveys on board ships that, firms not approved by DG Shipping are carrying out the testing, repairing and maintenance of EPIRBs and issuing annual and five-yearly Shore-based Maintenance certificates (SBMC). Same time testing of other GMDSS radio equipment are also done by attending radio technicians from these non-DG Shipping approved radio firms.

4. The unauthorized means of testing or any deviation from the standardized procedures and minimum levels of service for the testing of EPIRBs as enumerated in the MSN 11 of 2022, and testing of other GMDSS radio equipment as outlined in Merchant Shipping Distress & Safety Radiocommunication Rules, 1995, may lead to serious operational complications and the risk of false distress alerting.

5. In view of the foregoing, it is emphasized that annual testing and maintenance of EPIRB, and testing of other GMDSS radio equipment on board ships during safety radio surveys should always be carried out by a DG Shipping approved service station or approved shore-based maintenance facility.

6. The surveyors of MMD/DGS and IKS are advised to ensure strict compliance with this circular during annual/periodical/renewal safety radio survey of ships.

7. This is issued with the approval of Director General of Shipping.


16/03/2023

Shri Balunkeshor Mohapatra
Senior 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



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

Date: 02.03.2023

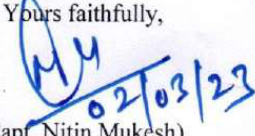
NT Wing Circular No. 09 of 2023

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)

१वीं मंजिल, बीटा बिल्डिंग, आई थिंक टेक्नो कैंपस, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व) मुंबई- 400042
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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.

IMO GHG Working Group Progresses Work On Revision of IMO Climate Strategy

An IMO working group has made progress in developing the draft 2023 IMO Strategy on reduction of GHG emissions from ships.

The Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 14) met 20-24 March, with more than 750 registered participants from nearly 80 IMO Member States, and from international non-governmental organizations in consultative status with IMO and intergovernmental organizations. The meeting was held in person with remote hybrid participation. The Initial IMO Strategy on Reduction of GHG Emissions from Ships was adopted in 2018.

The updated and revised Strategy is expected to be adopted by the Marine Environment Protection Committee (MEPC), which is the decision-making body, at its next session 3-7 July 2023. A further Intersessional Working Group session will be held 26-30 June (ISWG-GHG 15).

III. ILO NEWS

Experts Predict Global Demand of Indian Seafarers Will Rise 20% in Next 10 Years

Vinay Singh, Managing Director of Marine HR at the Anglo-Eastern Group, recently announced that they plan to add an additional 1,000 Indian seafarers to their existing pool this February. He believes that in the next decade, India's share of global seafarer demand will skyrocket from 8% to 20%, thanks to its strong education system, linguistic abilities, and young population.

This is largely due to India's thriving coastal trade and cruise tourism industries, making them a major supplier of maritime labour at an international level. Singh believes that as Europe's seafarer population ages, foreign shipowners will likely look towards India for recruitment. On April 5th, India celebrates National Maritime Day in honour of the S.S Loyalty - the first Indian flag merchant vessel which sailed from Mumbai to London in 1919. He declared that, amidst the current Ukraine-Russia conflict, foreign shipowners are in need of Indian seafarers due to their skill set. Despite 18% of the world's population being Indian, they only provide 8% of the planet's personnel in seafaring.

He also believes that with its education system, language capabilities, and youthful population, India can reach its full potential by increasing its global presence to 75%.

Philippines' President Applauds EC Decision Which Prevents Job Losses for 50,000 Seafarers

On Sunday, Philippine President Ferdinand Marcos Jr. reassured that his government would do all it could to address the issues facing their maritime industry after the European Commission agreed to keep recognizing certifications issued by the Philippines.

Acknowledging that the Philippines is one of the world's foremost providers of maritime labour and that there are about 50,000 Filipino seafarers employed on EU-flagged ships, Marcos welcomed this decision, which will avert potential job losses.

The European Commission informed back in December 2021 that it would withdraw recognition of Philippine-issued credentials unless improvements were made to training and other procedures. They said on Friday they would accept them again due to the efforts made by the Philippines in following requirements.

President Marcos mentioned that this concern over seafarer certificates has been present for 15 years and was a point of discussion between him and European Commission President Ursula von der Leyen during his visit to Brussels in December.

The Commission has promised technical assistance for furthering education, training and certification for seafarers, including enforcement of minimum education standards and living/working conditions.

Transportation Secretary Jaime Bautista said on Saturday that they have agreed to satisfy all areas highlighted by the Commission, which surpasses what's expected of them by international maritime authorities per Marcos's explicit instruction.

As India's population soars, number of women in workforce shrinks

As India is on the cusp of surpassing China to become the world's most populous, an estimated 670 million women are left behind. India is on the cusp of surpassing China to become the world's most populous country, and its economy is among the fastest-growing in the world. But the number of Indian women in the workforce, already among the 20 lowest in the world, has been shrinking for years.

It is not only a problem for women but a growing challenge for India's own economic ambitions if its estimated 670 million women are left behind as its population expands.

The hope is that India's fast-growing working-age population will propel its growth for years to come. Yet experts worry this could just as easily become a demographic liability if India fails to ensure its rising population, especially its women, are employed.

Sheela Singh says she cried the day she handed in her resignation. For 16 years, she had been a social worker in Mumbai, India's financial capital, and she loved the work.

But her family kept telling her she needed to stay at home to take care of her two children. She resisted the pressure for years, but when she found out her daughter was skipping school when she was at work, it felt like she did not have a choice.

"Everyone used to tell me my kids were neglected ... it made me feel really bad," Singh, 39, said. When she resigned in 2020, Singh was earning more money than her husband, an auto-rickshaw driver whose earnings fluctuated day to day. But nobody suggested he quit.

"His friends used to taunt him that he was living off my salary," Singh said. "I thought that clearly there was no value in me working so what's the use?"

Without Singh's income, her family can no longer afford to live in Mumbai, one of Asia's most expensive cities. She is now preparing to move back to her village to save money. "But there are no jobs there," she sighed.

The women's employment rate peaked at 35 percent in 2004 and fell to about 25 percent in 2022, according to calculations based on official data, said Rosa Abraham, an economist at Azim Premji University. A national jobs crisis is one reason for the gap, experts say, but entrenched cultural beliefs that see women as the primary caregivers and stigmatise them for working outside the home, as in Singh's case, is another.

The Center for Monitoring the Indian Economy (CMIE), which uses a more restrictive definition of employment, found that only 10 percent of working-age Indian women in 2022 were either employed or looking for jobs. This means only 39 million women are employed in the workforce compared with 361 million men. "The working-age population continues to grow but employment hasn't kept up, which means the proportion of people with jobs will only decline," said Mahesh Vyas, director at CMIE, adding there has been a severe slowdown in good quality jobs in the last decade.

"This also keeps women out of the workforce as they or their families may see more benefit in taking care of the home or children, instead of toiling in low-paid work."

The number of working-age Indian women who do not have jobs is staggering – almost twice the entire number of people in the United States.

Experts say this gap could be a huge opportunity if India can find a way to plug it. A 2018 McKinsey report estimated that India could add \$552bn to its gross domestic product (GDP) by increasing its female workforce participation rate by 10 percent.

French Navy Rescues the Crew of Hijacked Tanker

The French Navy has located the Danish product tanker *Monjasa Reformer*, which was boarded by pirates over the weekend, taking six of its crew members.

The Atlantic Maritime Prefecture (AMP) reported that Premier Maître L'Her, their high seas patrol boat, spotted the chemical and oil tanker while assisting in the disembarkation of its ten crew members on Friday.

According to the UK-based 'Maritime Domain Awareness for Trade Gulf of Guinea (MDAT-GoG), armed individuals boarded the ship last Saturday, approximately 140 nautical miles west of Pointe Noire in the Democratic Republic of the Congo.

Onboard the ship were sixteen crew from various countries. After attempting to locate its last known location, the French Navy's Premier Maître L'Her launched a search with assistance from MRCC Monrovia and navies from neighbouring regions, with MDAT assistance.

Later that day, it was seen via drone reconnaissance, accompanied by a pirate vessel. The first master received a distress call from VHF16 and discovered that six crew members had been kidnapped.

This resulted in an immediate rescue mission involving the dispatch of a doctor and nurse for medical purposes and an agreement with the owner to sail back to Lomé under the escort of NNS Gongola. It is still unknown where the kidnappers have taken those they have abducted.

Because of France's ongoing deployment of vessels and maritime patrol aircraft as part of their mission in collaboration with local naval forces, Operation Corymbe has bolstered security efforts in this area.

IV. SHIPPING NEWS

The Seafarers' Wages Act is Now Law of the UK Government's Initiative to Improve Seafarers Working Conditions

As a key strand of the Government's 9-point plan for seafarers, the new law is designed to protect those working on vessels operating an international service from being paid less than the National Minimum Wage.

Eight of these are legislations to grant British ports powers to refuse access to ships that do not pay their crew at least an equivalent to the UK's minimum wage, which is currently set at £6.83 (\$8.40) for an individual aged between 18 to 20, £9.18 (\$11.20) for those between 21 and 22, and for individuals aged 23 and over the minimum wage is £9.50 (\$11.60).

In 2022, P&O Ferries shamelessly sacked nearly 800 staff via videotape without notice or consultation and announced it would replace the crews with lower-cost agency workers.

The UK government acted swiftly to progress its 9-point plan in response and say they remain committed to seafarers as a priority, both domestically and internationally.

UK Transport Secretary Mark Harper said: "Our maritime sector is world-leading. That's down to the thousands of hardworking seafarers working tirelessly to maintain supply chains and transport passengers safely across our waters. These workers deserve a fair wage, and I'm therefore delighted to see our Seafarers' Wages Act become law, helping improve pay and protect seafarers from exploitation."

Some MPs raised several questions, with a growing number acknowledging that whilst The Seafarers' Wages Act is a positive step, it does not go nearly far enough and remains flawed.

Louise Haigh, Shadow Secretary of State for Transport, criticised the lack of action against P&O Ferries, adding, "Its test must be whether it will end the exploitative practices that have become commonplace in our maritime industry. Will those responsible for the P&O scandal be brought to justice? Will it stop another P&O scandal? The only way to prevent this happening again is to hike up the damages that can be paid at tribunal and/or slap criminal liability on those who break the law."

Seafarers working on ships that call at UK ports at least 120 times a year will now be entitled to a wage rate that is at least equivalent to the UK national minimum wage for their work in UK waters.

The new law sets a high bar considering that only last year, the International Labour Organisation recommended that the basic minimum wage for an "able seafarer" is £2.66 (\$3.20).

At London International Shipping Week 2023 (LISW23), the new Maritime Minister, Baroness Charlotte Vere, pledged to put maritime "front and centre" in Government, highlighting her three key priorities for UK maritime: economic prosperity, decarbonisation and seafarer protection.

The UK and France have pledged to continue working together to improve conditions for seafarers working in the English Channel to protect crews from exploitation. The UK government has called for European Union nations to follow suit and set minimum wages.

David Hammond, Human Rights at Sea CEO, said: "Seafarer protections with associated flag, coastal and port State obligations require not just primary legislation to be enacted but persistent vigilance to ensure that fair working conditions are maintained, if not exceeded. This new Act is a start, but the likes of the P&O Ferries scandal must not be allowed to be repeated within the UK jurisdiction."

India: NCB Checks Container Following Suspicions of Drug Smuggling

The examination conducted by the Narcotics Control Bureau of a container reportedly being shipped to the Maldives triggered rumors of a probable drug haul in Kochi on Tuesday.

The container, being shipped via Dubai from Oman on an Indian cargo ship, came under the scanner following information that drugs were being smuggled in it using food products as a decoy. After this, the vessel that had loaded the container and already departed from Kochi was called back. The container was offloaded from the ship, which came back on Monday night. It has since been discovered that the container was loaded with packets of tomato ketchup.

It was a mere routine scrutiny randomly conducted at airports and seaports from time to time. The authorities haven't yet found contraband in the container, mentioned NCB sources.

India Sets 2030 as a Target to Emerge As a Global Hub for Green Shipping

The Centre is expected to transform India's tugboats by 2030 into unique green tugs to lower transport carbon emissions and emerge as a global hub for green shipping. Sarbananda Sonowal, the union minister for India's ports, shipping, and waterways, reportedly launched the Green Tug Transition Program (GTTP) on Wednesday.

Under the new policy, Green Hybrid Tugs will be launched. Green hybrid propulsion systems will enable that. The ultimate plan is to deploy non-fossil fuel alternatives like methanol, hydrogen, and ammonia.

The ministry has reportedly set its goal for the Green Tugs to begin working in significant ports by 2025. By 2030, almost 50% of the tugs will likely be converted into green ones. And this is expected to lower the emission considerably as the nation moves toward achieving its sustainable development goals, the shipping ministry mentioned.

India is the first nation chosen under the Green Voyage 2050 assignment of the International Maritime Organisation to conduct a pilot assignment related to green shipping.

The ministry mentioned that Deendayal Port, Paradip Port, and V.O. Chidambaram Port have reportedly been identified to be developed as hydrogen hubs that are capable of tackling, storing, and generating green hydrogen by the year 2030.

The minister inaugurated India's first-ever Centre of Excellence in Green Port and Shipping (NCoEGPS), which was created in association with The Energy and Resources Institute. It will work toward meeting the country's obligations declared under the Paris Agreement by developing a framework and an alternative technology adoption framework for green shipping.

The NCoEGPS are expected to work on ten projects — including the ones that involve the development of a regulatory framework for using wind energy, particularly for advanced marine applications, and identifying an appropriate biofuel for blending with traditional marine fuels.

The minister mentioned that the green shipping centre would work on recognizing a fuel cell technology for long-haul shipping, with a regulatory framework dedicated to hydrogen transport, as India aspires to become a leading exporter of green hydrogen.

The Centre has also been working on its plan to identify a dedicated offshore platform to tap solar energy, its production, storage, and the use of green hydrogen.

2023 National Maritime Day Honours India's Maritime Trade

March 30th marks the start of National Maritime Week in India – a celebration that will culminate with National Maritime Day on April 5th. This year India observes the 60th anniversary of this event and is honouring its immense contribution to the maritime industry and its legacy as an esteemed seafaring nation.

It's essential to recognize the importance of National Maritime Day in raising awareness concerning India's maritime past and current role in bolstering the economy. We should extend our deepest appreciation to all sailors who tirelessly work at sea for months at a time, ensuring that the maritime industry runs smoothly.

For National Maritime Day in India this year, no theme has been specified. However, the theme for National Maritime Week 2023 is "Amrit Kaal in Shipping."

This 25-year period between India's 75th and 100th years of independence is referred to as the Golden Era in Shipping. The theme emphasizes the potential of great advancement and growth in the Indian maritime industry during this time period, leading to its "golden era".

India's National Maritime Day is steeped in a rich maritime heritage that dates back to ancient times; the Rig Veda even references Indian ships and trading with Western Asia. Ancient India was influential in the maritime sphere, with noteworthy empires such as the Gangaridai Empire, Chola dynasty and Mauryan Empire.

In modern times, National Maritime Day is marked with the first voyage of S.S. Loyalty from Mumbai to London in 1919. This ship was the first Indian steamship owned by the Gwalior Scindia dynasty's Scindia Steam Navigation Company Ltd., India's second-oldest shipping company.

India's maritime story is vast and filled with incredible achievements; for instance, it was here that the world's oldest dry dock was discovered at Lothal, Gujarat dating back to 2400 BC. Moreover, Marathas led by Chatrapati Shivaji held their own in the maritime game – managing to withstand British and Portuguese colonization for over 40 years.

BW LPG India steps up efforts to improve gender diversity at sea

India's largest owner and operator of Very Large Gas Carriers (VLGCs) is providing scholarships to female cadets studying at the Indian Maritime University (IMU) that covers full academic fees so that they can focus more on their studies and less on financial worries.

MUMBAI: BW LPG India Pte Ltd, the largest owner and operator of Indian-flagged Very Large Gas Carriers (VLGCs), is stepping up efforts to attract more women to a career at sea by providing holistic support structure for aspiring young female cadets: bond-free scholarships covering full tuition fees, offer to complete onboard apprenticeship and guaranteed placement on ships managed by its technical and crewing partner Synergy Group.

India is one of the world's top suppliers of seafarers to the global shipping industry, accounting for some 10 per cent of the workforce.

"This confers us the opportunity and responsibility as a leader to push for changes we want to see, one of which is gender diversity in shipping," says Captain Gaurav Bhatia, Director of BW LPG India Pte Ltd, majority owned by BW LPG Ltd - the world's top owner and operator of LPG vessels. Women represent a paltry 1.2 per cent of the 17 lakh seafarers globally, according to a report by BIMCO, an international shipping association, and the International Chamber of Shipping (ICS). Companies in India have started to play an increasingly active role to lead the way and improve female representation at sea. Many companies have reported commitments such as recruiting more female seafarers or providing gender sensitization courses.

"BW LPG India is taking things a step further, where it is moving beyond recruitment to encouraging more women to pursue a maritime education," Captain Bhatia said. Cadets can then look forward to a supportive work environment where diversity, inclusion and belonging are emphasized on shore and sea.

"The scholarships cover all academic fees so that cadets can focus more on their studies and less on financial worries," Captain Bhatia stated.

To be eligible, female cadets should come from economically weaker sections (EWS) and have been accepted for admission into the IMU. Applications open each year sometime in June and are received electronically or through mailed forms to the company's Mumbai office.

The most common forms of support available for female cadets are sponsorships from shipping companies - these sponsorships do not come with financial support for the duration of the course, but crucially provide the assurance of employment upon graduation.

However, with over 3,000 cadets facing employment challenges every year, this is a precious form of support and encouragement. Some companies also provide scholarships or academic awards to the top scorers of some universities, but these scholarships are fiercely competitive, and few. BW LPG India's CSR Policy prioritises and promotes education, especially among women, gender equality and women empowerment.

It is taking concrete steps to help smoothen the path and allay worries for aspiring women to pursue a career in shipping. Since 2021, BW LPG India, has provided scholarships to female cadets studying at the Indian Maritime University (IMU) who have enrolled in the four-year B.Tech (Marine Engineering) or the three-year B.Sc (Nautical Science) degrees. It also plans to provide scholarships for the one-year Diploma in Nautical Science.

BW LPG has committed over Rs 70 lakhs to-date and supported 50 cadets from the Chennai, Kochi, Mumbai, and Kolkata campuses of IMU. These cadets come from diverse backgrounds and are at various stages of their studies.

"BW LPG India is striving to ensure that financial challenges should not clip the sails of aspiring young female seafarers," said Captain Bhatia. "As a former seafarer, I know first-hand the challenges faced by young cadets, especially females. BW LPG India has plans to ramp up the number of

scholarships we offer in the next few years. There remains much to do, and I call upon our peers to join forces with us because together we can achieve so much more”.

BW LPG India Pte Ltd started in 2017 and over the last six years has quickly expanded to become India's largest owner and operator of India- flagged and India-managed Very Large Gas Carriers. BW LPG India carries about 20 percent of LPG imports into India and holds about 30 per cent share of the time-charter market in India. It has a pool of some 400 Indian seafarers, and female seafarers make up less than one percent of its workforce. Synergy Group handles the commercial, technical, and crewing requirements for BW LPG India.

“It is encouraging to see a growing acceptance of female seafarers in shipping. We can and must do more. At Synergy Marine Group, it is our commitment to employ 1,000 female seafarers by 2030. We currently have a pool of over 21,000 seafarers and while 1,000 seems like a drop in the ocean in comparison, that drop will create a ripple and make a lasting impact in our industry,” said Vishnu Swaminathan, Advisor, Social Responsibility, Synergy Marine Group.

“Such scholarships offering bond-free financial support, guaranteed placement post completion of graduation and a supportive work environment are the first of its kind and are treasured by our students. With such support from the industry, maritime institutes can continue to attract the best talents to join the shipping industry,” added Commodore (Dr) Vivek Chawla (Retired), Director of IMU - Mumbai Port Campus (LBS CAMSAR and MERI).

Development of CO2 Tanker to Limit Global Warming

According to the Paris Agreement CO2 emissions shall be reduced as to limit the global warming to well below 2°C, preferably max 1.5°C. By 2050 the Paris Agreement aims to reduce global warming to 1.5°C resulting in a net-zero carbon emission society.

In order for this to be achieved, a medium term political target of significant CO2 reduction by 2030 is required to reach the 2050 goals.

Within this timeframe major shore-based CO2 contributors cannot develop and install new processes and facilities. Hence, one solution is to capture the CO2 to reach the goals.

Major CO2 contributors in Europe are the energy sector and concrete production, but also the production of methanol and ammonia. Methanol and ammonia however, are considered the future fuels of shipping.

This is due to the possibility of producing them as “blue fuels” where, from the outset, CO2 normally released during production can be captured and stored.

The captured CO2 will be stored in offshore oil fields either as part of the enhanced oil recovery (EOR) process, which is already taking place on a small scale, or it can be injected into emptied and discontinued fields with storage as the sole purpose.

The value of CO2 as a “trade product” is based on political taxes and funding. One of the main drivers is the CO2 tax that controls the value of CO2.

The CO2 tax is expected to increase in the years to come; hence, transporting captured CO2 to storage or EOR sites makes it more attractive today.

In the above-mentioned value chain, transport of CO2 by ship from captured locations to offshore storage areas, as well as, onshore terminals will be a major industry that requires a new kind of vessel: the dedicated CO2 carrier.

The CO2 carrier will be a DP-2 ship with an anchor loading system. It will have tanks for storage and transfer equipment for the off-loading and optional heating of CO2 to pressure and temperature for the underground injection site.

The ship is equipped with a novel propulsion system that features a twin-skeg design with two contra-rotating propellers providing significant fuel savings, as well as, contributing to the station keeping performance

V. CATERING & HOSPITALITY

An Adult's Guide to Finally Learning to Like Vegetables

By Beth Skwarecki

Vegetables are an essential part of eating healthy, but getting enough vegetables can be a challenge for those of us who, to be totally honest, never learned to like them. I was once a vegetable-hater, so I totally get this. But you can learn to like veggies, even if you despised them as a kid.

If you're envisioning a banquet full of the same horrible-tasting dishes you turned your nose up as a child, relax. There are two important things to remember. One is that there are far more vegetable dishes in the universe than the ones you've already tried, and certainly *some* of them will be to your tastes. The other is that our tastes really do change over time. Most of us go through a picky stage as children, then expand our palates a bit as teenagers and young adults. We also tend to taste bitter flavors less strongly as we age. That's good news if you always felt Brussels sprouts or broccoli tasted too bitter to you. I rediscovered a lot of vegetables in my twenties, and sometime in my thirties, I found myself on the opposite end of the pickiness spectrum, eating pretty much everything I formerly hated even black licorice.

So here are some things to try, if you're ready to make the leap.

Add something tasty

If you're motivated to start eating vegetables because they're healthy, don't worry about eating them in a "healthy" way at first. The fact that you're eating vegetables *at all* is the healthy part. So go ahead and slather them with butter.

This doesn't mean you have to *always* eat that veggie with butter, *forever*, but it's a great gateway to enjoying the vegetable. You can always try "healthier" recipes later. In a Reddit thread entitled *What recipe made you change your mind about a vegetable you didn't like?*, many of the recipes amount to just dousing the vegetables in butter:

Getting drunk and frying mushrooms in butter...

grate [zucchini] longways then fry with butter and chopped bacon

Pan fried [cauliflower or brussels sprouts] with lots of butter and garlic and salt is also good.

Asparagus pan fried with butter and garlic.

And now I can't remember why I ever hated beets...especially when I make roasted beets, sweet potatoes & carrots with olive oil and a rosemary garlic butter!

If any of this sounds good to you, just do it. Butter, garlic, herbs, and bacon are all excellent choices. Salt makes everything taste better, and even suppresses bitter flavors. Maybe all you need is to take a vegetable, any vegetable, for a swim in a pool of butter.

Or choose any other flavor you like. Cheese is a good one: Throw parmesan onto your cauliflower, goat cheese onto your beets, or heck, douse a bag of mixed veggies in queso. A certain person I will not name, and who I am definitely not married to, once apparently enjoyed (!) broccoli dipped into a can of vanilla frosting. Now please try to forget that I just typed that sentence, and let's move on.

Try the opposite texture

If you've only ever eaten mushy broccoli, try blanching it to take the edge off the bitterness while also brightening the color. Blanched broccoli, asparagus, and other green veggies are great in a crudité platter (what real Pennsylvanians call a veggie tray, but we digress) and that also gives you an opportunity to dunk them in ranch, hummus, or another tasty dip of your choice.

Or perhaps you prefer your veggies a little more cooked. If you've only had soft green beans from the can, get some fresh green beans and steam them until they are just slightly tender, but still have some crunch.

As a general rule, it's worth trying whatever texture is the opposite of the way you've eaten that veggie in the past. Lifehacker food writer Allie Chanthorn Reinmann says that she never really liked eggplant until "I had a Chinese stewed eggplant dish in a strong garlic sauce (catering to my mushy needs) and it changed me."

Try new vegetables

You don't have to revisit all the veggies you've disliked in the past. Go to the grocery store or farmer's market and start anew. Maybe you never tried rabe or celeriac or spaghetti squash. Now's the time!

Sample different dishes, especially if you can get them buffet style. If you didn't eat much, say, Indian food growing up, you may find that an Indian restaurant's buffet has flavors that are new to you without any of the emotional baggage of your past experiences.

Also: steal. "If I went out to dinner with friends, I would ask to try a veggie from their plates," writes former veggie-hater Steve Kamb at Nerd Fitness. Restaurant-prepared dishes tend to be tasty, and a single forkful is a low stakes commitment. If you don't like that borrowed bite of sweet potato, just wash it down with a swig of your beverage and return to eating your own safe meal.

Chop a salad

If you've always been weirded out by salads, it's time to dig in. A good salad dressing will make almost any vegetable taste amazing, and you can vary the ingredients to include things you already like (such as bacon and eggs, for example—components of a classic Cobb salad).

Our senior food editor Claire Lower suggests chopping your salads for friendlier eating. "I always run the kitchen shears through the salad to chop it up into tiny pieces," she says. This way, it's simple to eat a forkful of mixed ingredients instead of wrestling with individual lettuce leaves or too-large veggie chunks.

Add some acid

Another tip from Claire: Throw a splash of vinegar or a squeeze of lemon juice onto any veggie. "It really brightens up the dish and balances out any heavy 'vegetable' flavors," she says. This is why salad dressings include an acid, but you can also squeeze a lemon onto cooked vegetables as well. Asparagus and other green vegetables especially benefit.

Try a sweet vegetable

If bitter and savory flavors aren't your favorites, go the sweet route. Carrots, sweet potatoes, beets, winter squash, and corn all have some sweetness to them. You can prepare them in ways that blend the sweetness with another flavor, like putting butter and salt on corn.

Or, you can lean into the sweetness. A baked sweet potato is great with just butter, but it's amazing with some brown sugar and cinnamon as well. Or roast some carrots and parsnips together, and drizzle them with honey (and maybe some cayenne) to finish.

Roast them with garlic salt

When in doubt, roast your veggies. Sweet and savory vegetables alike benefit from this treatment. It's also one of the easiest ways to prepare a vegetable, requiring only a few minutes of prep time and the most basic pantry ingredients.

We have a guide here, but the basic idea is that you'll put your chopped veggies on a tray, drizzle them with oil, and sprinkle generously with garlic salt or the seasonings of your choice. Bake until the insides are tender and the outsides are a bit crispy, and attempt to enjoy. Chances are, you will.

VI. HEALTH ZONE

Real Life Incident: Mobile Phone Distraction – Huge Salvage Extraction

The pilot was using his Portable Pilot Unit (PPU) as the primary means of navigation, as was his practice – he cited reliability and other issues with equipment that was not his own as his reasons for preferring this. However, no equipment failures had been cited on this vessel.

When the relieving OOW came to the bridge, the pilot was conning the vessel but was also on his mobile phone on a personal call, as he had been for the past 47 minutes. About eight minutes after the new OOW had relieved the previous OOW, the pilot finished his call and ordered full ahead. Very soon after ordering full ahead the pilot made another personal call on his mobile phone lasting approximately four minutes and sent a text message image to another pilot on non-urgent business matters.

As the vessel approached a course alteration point the pilot ordered a heading of 161°. The helmsman confirmed this order. About two minutes later, the pilot viewed another screen on his PPU with the intention of taking a screenshot from another voyage.

This action had the effect of distracting the pilot; he was now preoccupied with saving the screenshot and sending a non-urgent business email to another pilot. Meanwhile, the vessel crossed the inbound lane, overshooting the next course alteration to starboard.

The OOW voiced his concern, stating that the vessel's heading was 161° and speed was approximately 13 knots. The pilot, looking at his phone, verbally acknowledged the OOW but took no action.

The OOW then informed the pilot that the pilot's PPU did not match the ship's ECDIS – in which he was correct, as the PPU was still showing a previous voyage that the pilot wanted to make a screenshot of.

The pilot put away his mobile phone and began to use the ship's ECDIS, ordering first 15° starboard rudder, then hard to starboard approximately 20 seconds later. The vessel grounded in the mud outside the channel soon afterwards.

Various initial salvage efforts with the vessel's own engines and then with tugs in the hours and days that followed the grounding failed to re-float the vessel. The salvage operation finally required dredging operations around the vessel and the removal of 505 containers. The vessel was finally refloated some 35 days later.

Seafarer Dies on Cargo Ship in Vietnam Due To Gas Poisoning

Thanh Hoa Province's Border Guard Command mentioned on Tuesday that it is collaborating with relevant agencies to examine the case wherein three crew of VIGOR SW, which had been docked at the Nghi Son International Port in the province, had been hospitalized at Hop Luc International General Hospital, following an accident on Sunday.

As the boat paused to let crew members unload goods at the port, the ship's captain discovered that three Chinese individuals, Li Wen Liang, 33, Zhuang Lijn, 52, and Kong Deshan, 23, were unconscious. The three were rushed to a local hospital, but one was declared dead.

Another is in a deep coma, while the remaining victim has severely broken ribs.

Dr Duong Tat Linh, Hop Luc International General Hospital's director, the one where they are currently being treated, said that it might be possible that these crew members suffered from hydrogen sulfide (H₂S) poisoning.

VII. ARTICLE INDEXING

Master commander Suneha Gadpande, first to captain an all women officers' ship

She steers a mammoth ship. On the deck, vigilant, observant, she stands tall, dressed in her smart Navy whites. Captain Suneha Gadpande has navigated through cyclones like *Tautke*, carrying cargo, ensuring safe passage of both cargo and crew. During the pandemic too, it was business as usual as master and commander sailing across China, Korea, Japan, West Africa and Somalian waters. "Throughout the pandemic, every shipping company worked while the world stayed home. Everything was shut except world shipping," explains Suneha, the first Indian woman to be promoted to the rank of captain at an MNC, "If we had stopped, everything would have stopped."

To grasp her achievement – mull over this – Men have been voyaging since the 1700s, yet Captain Anna Ivanovna Shchetinina, a Soviet merchant marine, was the world's first woman captain of an ocean-going vessel at 27 (1935). Over two centuries later. Being a ship's master-commander is a male bastion, so Indian seamaster Captain Suneha Gadpande's entry into this lonely male citadel, is an achievement. "The word promoted is important as girls were not hired in the merchant navy. I created a path others can follow," smiles the effervescent Suneha Gadpande in an interview with *Global Indian*. Among the first girl nautical cadets, she also went on to captain at Danish shipping company, the 132-year-old Torm as its first Lady Captain from India.

Behind these achievements is a straight talking no-nonsense mind. As warm and sparkly-eyed she is, there lies a staunch, stern and resolute commander inside. "I am not this friendly on a ship, I have to be aloof," chuckles Suneha. Among India's 100 women achievers honoured by late President, Pranab Mukherji (2016), the years of toil and tears saw this Bhopal girl prove her mettle every step of the way. Today, proud, her spiffy crisp Navy whites shine as does her conviction, work ethic and extraordinary attitude.

Steely determination saw this outspoken, tad rebellious girl create maritime history – she is also the first Indian captain to command an all-women officers' tanker, *MT Swarna Krishna*, for Shipping Corporation of India.

Courage of conviction

The Maharashtrian Bhopal-born tomboy had her sights set on the Navy. "In my eighth, I realised that in the Indian Navy, girls cannot join after 12th like the NDA – you had to graduate to undergo training," she says. Her mother worked in admin at the Bhopal police HQ, and her father retired as a manager from RBI, thus a sincere work ethic was inculcated early on. Her father was shell-shocked at her joining the merchant navy, "*Kya tum pagal ho gayi ho? (Are you mad?)*," he asked. The rebellious Suneha stood unabashed. And the rest, as they say, is maritime history!

Sheepishly, she admits that her brother and sister were "ideal" children, she an upstart, who left Bhopal to live in Mumbai. Even today, her father keeps her rooted amid the honours pouring in. "He is unable to comprehend what the big deal is," she adds. The brilliant mind would often have her parents on edge – wondering, 'what will Suneha do next?'

Studying mechanical engineering from NIT Bhopal, with Navy on her mind, her IIT ranking saw SCI call her for an interview. Among the first batch of girls to join SCI (2003), her graduation forgotten, time was of the essence. Soon, she became batch commander, best cadet, and after four months pre-sea training at Maritime Training Institute, Powai, Suneha was ready to sail on the high seas.

Working in a man's world

Eyeing a foreign post, she was shocked that no Indian girl had ventured so far. Nationally too, women were not preferred. "I was asked, 'Is it for your brother or husband?' – and then, 'We don't recruit women.'"

By 2011, maxing exams, working tirelessly, she was set to take up command at SCI. A job offer from NYK, a Japanese company saw her shift overseas. "I left SCI just when I was to get command. I was the only Indian woman with the highest certification of a master then," says the lass, who delayed her own command for better pay, career prospects. Is she chuffed? Brutally honest, she says, "I haven't done anything different. Yes, it was not expected a woman could do it. The opportunity helped me clear the path for others." The twinkly-eyed commander has also been mentoring women to break the shackles of societal expectation. The would-be captain was thrilled when SCI came

knocking on her doors again, to command an all-women ship. The idea stalled, but in March 2021, it was all systems go. “No better way to give it back to your parent company. Taking up command made me feel empowered. But to feel it, society has to give you powers,” she avers. She had 14 women officers, and helmed the Indian Oil Corporation time charter.

“Imagine carrying cargo valued at millions of dollars. One mistake, and it’s a live bomb. You have to be mentally present, and cannot afford a single mistake, and work as a team,” says Suneha. The warm and bubbly Suneha soon transformed into a master-commander with aplomb. “Taking up command meant – you are given full ownership. However, the merchant navy is not glamorous. There is only one captain responsible for the safety of cargo and crew. In a rude way, we are like truck drivers,” rues this changemaker who has battled harassment and fought against decades-old stigma.

She loves her international stints but the stigma in India is unrelenting, and unsurprisingly less work related, more people specific. “Once you become a captain, there is no growth. Once a captain, always a captain,” she says. Signing up with Danish company Torm saw her get the moniker of the first Indian woman to captain an international merchant navy ship. Now, in between projects, she will take up a shore opportunity in Singapore as a permanent marine superintendent in Danish company, Hafnia tankers (BW Group).

Oh captain, my captain

Yes, she will miss sailing immensely. Unlike Navy, with over 150-odd crew, merchant navy has 20-25, and a strenuous 24-hour work day. “We have to be ‘jack of all trades,’ – plumber, carpenter, mechanic, or cook.” The ‘jill’ of all trades has been lauded for her work, and over the years, she has learnt to put her game face on, use subtle firmness to be respected among men. “As a captain, if you say juniors are misbehaving, it will be seen as the lady or captain is unable to command,” she adds. Privy to dangerous situations, she manoeuvres it all, “While docking, a ship’s speed is lesser as it does not have a break – the effect of the water is greater. It is not difficult but one needs immense skills. You navigate – through storms, tricky situations, and know how to get out. You are taught to be in command.”

The dream of being a single mom

Commanding a ship takes years, and for this reason, Suneha put her personal life on hold. The 37-year-old decided to freeze her eggs so she could concentrate on her career. “I am planning to be a single mom. I knew my command was taking time, and I couldn’t afford a minute’s break. If you take a break from sailing, it’s tough to get back,” reveals the master-commander.

Her remarkable ability to spring back, after wiping away tears shows great fortitude. Was training difficult? “That’s a tricky word. It’s relative. If you see a situation as difficult, it becomes difficult. Once you begin doing it, it is a piece of cake,” she smiles.

A lone woman standing against the tide through brickbats, she advises, “You have to train the mind, *aap ko ek box bana lena padta hai mind mien* (you have to make a box in your mind), the ignore box. If I like something, I’ll listen, smile. If I don’t, I’ll smile but it goes straight into the ignore box,” smiles the unrepentant captain, who adds, “Learn to say no,” she chides, “as men are unused to hearing it.”

After 18 years of her goals, she now strategises, chooses her battles, and is an amateur psychologist to understand her crew. Her next 18 will be of consolidation. The naturopath does yoga, occasionally signs up at Jindal Bangalore for detox.

To sail, or swim, that is the question

The master commander is, admittedly, wait for it, “shit scared of water.” Surely a prerequisite to life at sea? “Yes, I have done 12 weeks swimming training, and can jump 60-50 feet with a life jacket,” cheekily adding, “I don’t know swimming.”

She takes great pride in her navy whites though work is in boiler room overalls, with grease and muck. The roadie loves her X3 BMW, giggling, “I love driving – I drove from Mumbai to Bangkok,” she laughs modestly.

A Buddhism follower, Suneha does Vipassana, mediates, and advises, “empty the mind, and be in the moment.” And marriage? “Since I was a child, I wanted to run away and get married. I have my Sabyasachi *lehenga* and jewellery ready. Just waiting for a boy that is worth it.” Aye, aye captain.

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