

GEORGE CAMPBELL LIBRARY CURRENT AWARENESS SERVICE



SCI CMD H K Joshi urged women seafarers to inspire five other women aspirants to take part in a maritime career, achieving a multifold growth in women's participation.

***VOLUME NO. 22, ISSUE NO. 5
May, 2022
TRAINING SHIP RAHAMAN
NHAVA***

CONTENTS

I.	DGS Circular / Order	...	...	...	01
II.	IMO News	...	...	...	04
III.	ILO News	...	...	...	05
IV.	Shipping News	...	...	...	07
V.	Health Zone	...	...	...	10
VI.	Article Indexing	...	...	...	11
VII.	New Publication	...	...	...	12



I. D. G. S. CIRCULAR / ORDER



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

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 25-105011/27/2021-NT-DGS

Date: 06.05.2022

DGS Order No. 14 of 2022

Sub.: Violation of minimum safe manning requirement -reg.

1. Safe manning is the number of qualified and experienced seafarers necessary for the safety and security of the ship, crew, passengers, cargo and property and for the protection of the marine environment. Accordingly, ships are issued with a Minimum Safe Manning Document (MSMD) under the provisions of regulations Ch V/14 (2) of the International Convention for the Safety of Life at Sea, 1974, as amended. All vessels are therefore required to be manned as per the manning scale specified for each ships provided in the MDMD issued to the vessel.
2. Vessels may be issued with single MSMD or multiple MSMD. Vessels having multiple MSMDs are required to use the applicable MSMD for the trade in which the vessel is deployed. While switching between trades having different MSMD requirements, the master of the vessel shall make a suitable entry in the Official Logbook of the vessel which will be evidence of the MSMD in use.
3. A vessel waiting for employment, or solely trading within the limits of the port or adjacent ports within overlapping port limits, may change over to harbour MSMD while the vessel is within the notified port limits. However, if a vessel during the course of its employment enters or waits within harbour limits, it does not permit such vessel to change its manning requirements to harbour MSMD.
4. It has been observed that some vessels operate without the requisite manning in violation of the MSMD issued to the vessels. It needs to be noted that a ship which is not manned as per the applicable MSMD issued to the vessel adversely affects the safety, security, safe navigation, operations at sea/port, prevention of human injury or loss of life, the avoidance of damage to the marine environment and to property, and the welfare and health of seafarers through the avoidance of fatigue.

5. As a deterrence towards WILFUL violation of MSMD requirements, the following provisions shall apply to a vessel violating the provisions applicable in respect of MSMD for the vessel:

5.1 Any Indian flag vessel found willfully violating the MSMD requirements in Indian waters shall be DETAINED for the period of up to one month.

5.2 Any violation of statutory requirement should not result in the company benefiting from the violation. Accordingly, the wages saved during the period of violation of MSMD requirement shall be paid to the Central Government, through Bharat Kosh payment system.

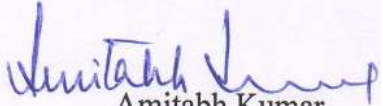
5.3 As the gross wages includes basic wages and various allowances which could be variable, the amount to be paid to the Government shall be determined on the basis of the highest BASIC WAGES specified as per the latest INSA-MUI agreement in respect of officers and NMB agreement in respect of crew members in the particular grade which was short manned. Accordingly, three times the highest BASIC WAGES for the period vessel was short manned shall be paid to Central Government through Bharatkosh payment system.

5.4 Furthermore, the vessel will need to pay the fee of INR 8,00,000/- as per principles provided at section 25 of the Annexure to D. G. Shipping Circular No. 13 of 2010 pertaining to Fees for miscellaneous survey and inspections carried out by Government Surveyors as operation of such ships in violation of MSMD requirements make the ship unseaworthy.

5.5 The master/owner/operator/charterer may also be prosecuted under the relevant provisions of statute.

6. A vessel granted dispensation with respect to MSMD requirements by the Directorate General of Shipping shall NOT be considered as violation of MSMD requirements.

7. The provisions of para. 5 of this order shall only be implemented on the decision of the Principal Officer of the jurisdictional Mercantile Marine Department. A party aggrieved by the decision of the Principal Officer may appeal against the same to the Director General of Shipping.


Amitabh Kumar
Director General of Shipping



भारतसरकार/ GOVERNMENT OF INDIA
पत्तन, पोतपरिवहन और जलमार्गमंत्रालय /
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहनमहानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

DGS Circular 10 of 2022

F.No: 7-NT (36) 98-vol-II

Dated: 04.05.2022

Panel of External assessors for Extra Master dissertation

1. Extra Master Certificate of Competency is specified at subsection 1 of Section 78 of MS Act. 1958. The requirements to obtain Certificate of Competency as "Extra Master" is specified at Rule 23 of Merchant Shipping (Standards of Training, Certification and Watch Keeping) Rules 2014.
2. The syllabus for Extra Masters examination was revised vide NT/Exam Circular No.01 of 2019 dated 17.01.2019. Thereafter, NT/Exam Circular No.01 of 2021 dated 08.01.2021 specified the guidelines for Extra Master Dissertation. As per these guidelines, candidates are required to submit a written proposal of dissertation on a marine research topic to the Chief Examiner of Master and Mates for approval.
3. To evaluate the proposal & the defense of the final dissertation, the Chief Examiner of Master & Mates has constituted a panel of external assessors for evaluation of the proposal as well as the defense of the dissertation. The panel of the external assessors comprise the following members:
 - a) Capt. R. G. Khare
 - b) Capt. B. K. Jha
 - c) Capt. Ajay Achuthan
 - d) Capt. Yashoverman Sharma
 - e) Capt. Ramji Krishnan
 - f) Capt. Subhash Deshpande
4. Defense of the dissertations will be assessed by the Chief Examiner of Master & Mates along with the panel of external assessors.
5. The fees payable to the External assessors for evaluation of Extra Master dissertation proposal and assessment of the defense of the dissertation will be as per the applicable order in force.

This is issued with approval of the Competent authority.

(Capt.G.P.Shenoy)

Nautical Surveyor cum DDG(Tech)

बीटा बिल्डींग, 9वीं मंजिल, आई थिंक टेक्नो कैम्पस, कांजूर मार्ग (पूर्व), मुंबई - 400 042
Beta Building, 9th Flr., I-Think Techno Campus, Kanjur Marg (E) / Mumbai - 42

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

II. IMO NEWS

Single Window for Ship Data Exchange to Become Mandatory

IMO's Facilitation Committee has adopted amendments to the Facilitation (FAL) Convention which will make the single window for data exchange mandatory in ports around the world, marking a significant step in the acceleration of digitalization in shipping.

Other amendments adopted include lessons learnt from the COVID-19 pandemic and add new and amended Recommended Practices to prevent corruption and illicit activities in the maritime sector.

The Facilitation Convention was adopted in 1965 and contains standards and recommended practices and rules for simplifying formalities, documentary requirements and procedures on ships' arrival, stay and departure. The Convention has been updated continuously, embracing digitalization and automation for procedures.

The amendments adopted at the Facilitation Committee (FAL 46) session, which met 9 to 13 May, are expected to enter into force on 1 January 2024.

On other matters, the Committee approved the updated Compendium on Electronic Business; approved guidelines to tackle illicit international wildlife trade; and completed its regulatory; scoping exercise on maritime autonomous surface ships (MASS).

Mandatory Single Window

The amendments update the provisions of the FAL Convention on mandatory electronic data exchange in ports for ship clearance. The amendments to the annex of the Convention will make it mandatory for public authorities to establish, maintain and use single window systems for the electronic exchange of information required on arrival, stay and departure of ships in ports. In addition, public authorities will have to combine or coordinate the electronic transmission of the data to ensure that information is submitted or provided only once and reused to the maximum extent possible.

The Committee approved related guidelines on authentication, integrity and confidentiality of information exchanges via maritime single windows and related services; and revised guidelines for setting up a maritime single window.

Lessons learned from the COVID-19 pandemic

The updated annex to the FAL Convention includes provisions derived from lessons learned during the course of the COVID-19 pandemic. Contracting Governments and their relevant public authorities are required to allow ships and ports to remain fully operational during a public health emergency of international concern (PHEIC), in order to maintain complete functionality of global supply chains to the greatest extent possible. Public authorities are required to designate port workers and ships' crew as key workers (or equivalent), regardless of their nationality or the flag of their ship, when in their territory.

Tackling maritime corruption

Updates to the FAL Convention take a systemic approach to addressing the issue of corruption associated with the ship-shore interface in ports. Contracting Governments will be required to encourage public authorities to assess the risks of corruption and address them by developing and implementing preventive measures to strengthen integrity, transparency and accountability. The Committee approved related Guidance to implement and adopt procedures against maritime corruption.

IMO Compendium on Facilitation and Electronic Business

The Committee approved an updated version of the IMO Compendium on Facilitation and Electronic Business (the IMO Compendium). The new version includes the following five new data sets: "Ship reporting systems"; "Ship and company certificates"; "Ship registry and company details"; "Inspections" and "Port State Control inspection history data".

Guidelines to tackle illicit international wildlife trade approved

The Committee approved guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic. The guidelines are expected to serve as a tool to combat wildlife trafficking in the maritime sector and its implementation must be in accordance with international law, in particular, the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES), the United Nations Convention against Transnational Organized Crime (UNTOC) and the United Nations Convention on the Law of the Sea (UNCLOS).

Progress on MASS regulations

The FAL Committee approved the outcome of the regulatory scoping exercise (RSE), which analyzed relevant ship safety treaties under the remit of the Committee to assess how maritime autonomous surface ships (MASS) could be regulated.

The Committee concurred with the establishment of an MSC-LEG-FAL Joint Working Group on MASS to provide advice on and consider ways to address common issues identified by the three committees.

III. ILO NEWS

Seafarers Win Commitment to Mandatory Internet Access in International Law

Seafarers' groups have won the right to mandatory social connectivity for crews –including internet access – in updates to the Maritime Labour Convention 2006 (MLC), but are disappointed that shipowners and governments may seek to charge for it. The MLC is an international treaty designed to protect seafarers' rights and has been ratified by more than 100 countries, who represent over 90% of the world fleet. One of its provisions is that governments, shipowners and seafarer representatives meet periodically to keep the convention under review and up to date.

The latest Special Tripartite Committee (STC) meeting ended in Geneva on 13 May, with agreement on a number of changes including a commitment to better social connectivity for seafarers.

"We've learned a lot during the Covid period and that has been driving us to improve the MLC," said Mark Dickinson, vice chair of the International Transport Workers' Federation's (ITF) Seafarers' Section, STC vice-president and spokesperson for the Seafarers Group.

"Working for long periods at sea can be isolating," Dickinson said, "And a lack of contact with the outside world can have profound implications for seafarers' wellbeing — which we saw the worst effects of during Covid."

"Being able to keep in touch with family and friends isn't just a nice-to-have, it's a basic human right. That's why we fought so hard for seafarers to be given internet access and to have a mandatory provision in the MLC."

Despite the fact that ships already have the technology to provide internet access, shipowners dug their heels in over the change. They insisted that they should be able to limit access and be able to charge seafarers for internet connectivity.

The Seafarers Group lobbied to ensure that any charges levied on seafarers remain an exception, and if any charges are imposed that they are reasonable. Governments were also encouraged to increase internet access in ports and associated anchorages without cost to seafarers.

Repatriation rights remain archaic

The meeting failed to reach agreement on changes to the MLC's terms on repatriation under the MLC that were being demanded by the Seafarers Group. The Seafarers Group demanded that the breadth of shipowners' responsibility to repatriate seafarers at the end of their contracts be extended to the point at which seafarers land at their home location

For most seafarers, the journey home is considerably longer than shipowners currently cover. A Filipino, for example, who lives in Davao may find themselves dumped at Manila Airport 1,600 miles away from home. They then have a subsequent air journey of around 2.5 hours, costing them P2,500–3,000. In that final leg, the employer is no longer covering insurance, medical or other costs.

As we have observed over the course of the pandemic, many seafarers have been detrimentally impacted by quarantine measures introduced in many countries, which has exacerbated the risk of disruptions and costs to seafarers to get to their actual residence.

"Shipowners outright rejected the proposal despite attempts at providing a compromise," said Dickinson.

"As seafarers' representatives, we're disappointed. We're buoyed by the support of some governments, but still, it is the first time in the history of the STC that one group has rejected an amendment outright."

ITF General Secretary said that the refusal of shipowners to negotiate on this issue is heart-breaking given what seafarers who were caught up in Covid restrictions endured.

"It's a shame that after all the collaboration during the Covid period, when we worked together across the industry to defend seafarers' rights, that shipowners have failed to engage in dialogue at all, especially over such an important issue for their workforce. I'm sure that shipping executives' costs are covered door to door, why shouldn't a seafarer deserve the same right, especially given the cost-of-living crisis that many are facing."

A group of EU governments also sought an amendment to ensure a clearer commitment to the de facto maximum period of service of 11 months that seafarers can serve at sea before shipowners are obliged to get them home. Shipowners, and some governments, insisted on flexibility and requiring seafarers 12 months sea time to qualify, especially for trainees. The Seafarers Group refused to concede, citing fatigue and safety concerns.

"It is hard to believe that in 2022 we have to argue that 12-months service is too long," said Cotton. "And this doesn't even account for the fact that crewing levels have halved, and the reality that shore leave is now more restricted than ever. Shipowners say it is a freedom of choice for seafarers, but they have all the power, so it actually amounts to forced labour."

Other changes

The STC did agree a number of significant changes to the MLC, including:

- Personal protective equipment must be made available in sizes that suit seafarers onboard, including for women.
 - Improved access to free drinking water, quality provisions and balanced diets were agreed as part of food and catering rules.
 - Clarification on responsibilities for governments to provide information to seafarers on mandatory systems of protection that must be put in place by recruitment and placement agencies.

The STC also adopted several resolutions that will guide the future work of the Committee. These included further work on the eradication of sexual harassment at sea, the sustainability of the financial security provisions provided by P&I Clubs and insurers, and the ability of seafarers to enforce seafarers' employment agreements against shipowners.

In his closing remarks, Dickinson said he was disappointed that since the MLC entered into force, it appears that shipowners focus was on agreeing technical changes, rather than resolutions that support the continuous improvement of seafarers' conditions.

"They have lost sight of the original tripartite vision of the MLC to enhance the minimum standards for seafarers. Unless this changes path, it will have profound consequences on the future of the shipping industry."

ITF General Secretary Cotton called on the industry to continue to collectively tackle challenges that face the industry and seize on opportunities to make shipping a decent, safe and career for seafarers, especially for attracting women into the industry.

"Through Covid, ITF and ICS worked so well together, and with other shipping partners such as IMEC, so it would be an incredible shame if we didn't continue to work together in that spirit. Decent work for seafarers must be at the heart of this."

All-Women Crew Embarks On an Expedition – International Day for Women in Maritime

Sailing toward the International Day for Women in Maritime, 2022, marked on 18 May, an all-women merchant officers' fleet set off for the high seas onboard MT Swarna Godavari on 14th May. Conducted by the Navratna National Shipping Company, the Shipping Corporation of India Ltd (SCI), the flag-off ceremony had been graced by the state's Union minister for culture and external affairs, Meenakshi Lekhi. Amitabh Kumar, the Directorate General of Shipping, was the guest of honour and other dignitaries from the Consulate of Japan were also present. En route from the city's Jawahar Dweep oil terminal, m.t Swarna Godavari is the second vessel that boasts an all-women fleet.

The cargo vessel was steered by an all-women crew, a first in global maritime history.

The women empowering trend was initiated by the SCI around last year when MT Swarna Krishna had left JNPT for Vadinar. The cargo vessel was steered by an all-women crew, a first in global maritime history. Speaking on the occasion, minister Lekhi mentioned that Indian women have spearheaded progress and constitute about 48 per cent of Science, Technology,



SCI CMD H K Joshi urged women seafarers to inspire five other women aspirants to take part in a maritime career, achieving a multifold growth in women's participation.

Engineering, and Mathematics (STEM) graduates. However, the extremely low share of women in the maritime industry reflects a massive scope for further improvement. She added that the Center is encouraging empowered women to take the lead in progressive initiatives for the benefit of the entire society.

IV. SHIPPING NEWS

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

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

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

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

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

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

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

Ship Captain Arrested For Smuggling Cocaine Worth \$128 Million Into Australia

A shipmaster of a cargo vessel was charged after smuggling cocaine worth \$128million into Western Australia. The Montenegro national, aged 51 years, had been arrested by the AFP on a vessel named Interlink Veracity on Monday, accused of being involved in smuggling in Port Hedland, earlier in the month. He was charged with the import of a significant quantity of border-controlled drugs and will face an encounter at the South Hedland court on Tuesday. The arrest comes when the relevant authorities seized 320kilograms of cocaine in Port Hedland on 15 May. They arrested two men who collected plastic-wrapped drugs from the ocean off the Pilbara town coast.

The police had found the men in a campervan. The cocaine shipment had been divided into blocks of 1kg each. Last week, the AFP examined a mobile phone that had been seized from a 51-year-old man and uncovered messages that were relevant to the drug import.

The 51-year-old man smuggled cocaine at an overseas port, on a cargo vessel. He patiently waited till the ship anchored nearly 28 kilometres off Port Hedland, in Australian waters on 14 May, and had dropped the alleged packages into the ocean for retrieval. An NSW man and German national, who are the other two men charged in the case, used a small boat for collecting drugs that evening from the water.

John Tanti, the AFP Acting Assistant Commissioner, mentioned that AFP and partners had earlier warned that seizure of drugs and arrests would only be the beginning of the examination and that they would be relentless and pursue whoever was involved in the case.

The 51-year-old man was charged with the import of a commercial quantity of cocaine, contrary to the Criminal Code 1995's section 307.1(1). The maximum penalty this offence carries is life imprisonment. The NSW man, 49, and German national, 37, have been charged for importing a border controlled drug and not complying with a 3LA order. They have been detained in custody and are due in court on 15 June.

A.P. Moller – Maersk Launches India's First Women Seafarers' Cadet Program

On the occasion of the International Day for Women in Maritime, A.P. Moller – Maersk's (Maersk) declared India's first seafarers' cadet program for women. Young women wanting to pursue a career in seafaring may enroll in the program facilitated by AMET in Chennai, on completing high school and choosing between the three-year bachelor in Nautical Science and the four-year bachelor in engineering degree courses. By encouraging women to pursue such courses and making sure they have access to the right academics and in a safe and secure environment, Maersk is striving to improve Diversity, Equality, and Inclusion (DEI) in the future.

By 2027, Maersk targets increasing the number of women as fresh cadets inducted up to 50% from a 7.6% observed in 2021. To achieve its target, Maersk is working on building a talent pool of women seafarers via this program. Therefore, the firm has collaborated with AMET, Chennai, to launch a unique cadet program that offers appropriate opportunities for honing the social and technical skills required to help women pursue the profession.

This program will make sure infrastructural advancements at the facility are desirable and suitable for residential female students. It will undertake cultural enhancements that cater to a physically and psychologically safe environment, and also deploy a vigilant administrative policy at the educational institution. Maersk will be playing an active role in providing continuous care to students who are enrolling for the program via regular visits to the center, one-on-one communication with students, direct contact with representatives of Maersk, and other initiatives.

The seafaring community has largely been male-dominated and hasn't progressed at the pace as the mainstream corporates have. This needs to change and to usher in the change, it is essential to start at a grass-root level, said Asia's Head of Marine HR of Maersk, Karan Kochhar.

Shipping lines threaten to stop services to cash strapped Sri Lanka

Shipping agents in Sri Lanka have warned that shipping lines could stop accepting import and export cargo to and from Sri Lanka as they are failing to remit freight charges due to the ongoing severe foreign currency crises in the island nation.

The local agents told the Shipping and Aviation Minister, Nimal Siripala de Silva, that they have reportedly failed to remit US\$70 million in freight costs to the shipping lines during the last several months.

Sri Lanka has been facing an acute forex crisis during the last couple of months with its usable foreign currency reserve going down to less than US\$50 million in May. Meeting import bills face immense crisis due to the forex shortage thus prices of essentials are at an all-time high.

The Ceylon Association of Shipping Agents (CASA), led by chairwoman Shehara de Silva, raised the issue during the discussions about key shipping sector concerns with the newly appointed minister.

She cautioned that as the due freight charges are rising, the shipping lines may decide to abandon their services towards Sri Lankan ports. As a solution, she suggested the minister allow the shipping lines to pay the port charges in rupees until October.

Cash strapped Sri Lanka took the decision to collect all payments to the Sri Lanka Ports Authority (SLPA) in US dollars instead of local currency from 1 June, aiming to replenish its forex reserve.

The shipping agents have also pointed out that they could not make payments in US dollars since they receive several payments from the shippers in rupees.

Meantime, the port authority has waived US\$20 million of demurrage for importers who were unable to clear goods in time from ports due to delays in releasing foreign exchange from banks.

The forex crisis led some importers not to get foreign currency for weeks thus their cargoes could not be released from the port premises which caused the imposition of demurrage fee for keeping cargoes additional days at port yards.

In some cases, it was found that demurrage charges have exceeded the value of the cargo in their containers. "We have approximately waived off US\$20 million in demurrage and have been sent for ministry approval," said ports authority chairman, Prasantha Jayamanna.

Sri Lankan president Gotabaya Rajapaksa in January this year had requested the ports authority to assist the country's import trade by waiving demurrage charges.

Panama supports new amendments adopted to improve the conditions of seafarers

The Panama Maritime Authority (AMP), participated as a ratifying member of the Maritime Labor Convention, in its amended version 2006, (MLC 2006, for its acronym in English) of the «Fourth Meeting (part II) of the Special Tripartite Committee of the MLC 2006» of the International Labor Organization (ILO), which was attended by more than 500 delegates from governments, shipowner groups and seafarers, with the aim of guaranteeing the promotion and respect of the rights of seafarers enshrined in the MLC, 2006, amended.

The Republic of Panama, with the aim of improving the living and working conditions of seafarers around the world, supported the proposals for amendments presented (to the code of the Convention) by the groups of governments, groups of shipowners and seafarers. A total of twelve proposals were presented, of which eight were approved by the social partners that are part of the Special Tripartite Committee, two were withdrawn by the group that proposed them and two were postponed for discussion in the next Committee, to be held in 2025.

These proposed amendments grew out of lessons learned during the COVID-19 pandemic and their approval will ensure that:

- Seafarers have personal protective equipment appropriately sized, particularly to accommodate the growing number of women seafarers.

- Good quality drinking water available free of charge to seafarers.
- States further facilitate the prompt repatriation of abandoned seafarers.
- States provide medical attention to seafarers in need of immediate assistance and facilitate the repatriation of the remains of seafarers who have died on board.
- Shipowners provide seafarers with adequate social connectivity and states provide internet access in their ports.
- Seafarers are informed of their rights in relation to the obligation of contracting services and compensation to seafarers for monetary losses.
- All deaths of seafarers are registered and reported annually to the ILO and the relevant data is published.

The amendments adopted by the Special Tripartite Committee will be presented for official approval at the next meeting of the International Labor Conference, which will take place from May 27 to June 11, 2022. If approved, they should enter into force in December 2024.

In addition, three resolutions related to:

- Intimidation and harassment of seafarers, including sexual assault and sexual harassment.
- The financial guarantee system to protect seafarers in case of abandonment.
- The need to adopt measures to ensure that all seafarers have adequate means of contractual redress against shipowners.

In the plenary sessions, Panama made clear its unconditional support to guarantee the recognition of the rights of seafarers who work on board its ships, extolling the responsibility of flag states and port states to achieve this end. Thus, support was expressed while thanking the amendment proposal that sought to unify and establish the maximum period of service on board for seafarers, since we were the only country that announced on September 14, 2020, that it would no longer be issuing more extensions of the maximum period of service on board for seafarers who worked on ships of the Panamanian Registry given the COVID -19 pandemic, since as of that date (September 14, 2020) repatriations were possible and returned to this strict compliance with the provisions established in the MLC, 2006, as amended.

It is important to add that Panama, being the largest registry in the world with more than 8,500 flag vessels and more than 300,000 thousand seafarers who bear our license, only maintains so far, 15 active cases of abandoned seafarers, which are currently being addressed for the search for a prompt solution, this being a proportionally low percentage.

4 Seafarers Found Clinging To Iceboxes; Floating In The Ocean For 4 Days

Four missing seafarers were found alive in the Bali Sea. They were discovered clinging to iceboxes and floating for four days in the sea. The seafarers- Muhammad Ajim, Rusiyadi, Ali Sabibi, and Ansori – were on board Zidane Express when the vessel was hit by waves off Indonesia’s coast last Friday.

The ship sunk after water entered the vessel via the ship’s exhaust, it then lost radio contact before it sunk into the sea between the Saobi and Sabuntan Island in the East Java Province. The members of the crew were reported missing as many feared that they had likely drowned. An end-to-end rescue and search mission was carried out by four crew members of the ship and coast guards were found drifting on Monday afternoon.

The seafarers used a rope to build a life raft with empty iceboxes before plunging into the ocean. The speedy thinkers crammed their belongings, water, and dried food into those boxes.

Wahyu Setya Budi, the coordination associated with National Search and Rescue Agency coordinator reported that the men were safe. They were found approximately 61 miles from Sapeken Madura Harbor and 63 miles from Boom Beach Banyuwangi.

Budi added that local fishermen helped search for the missing members. The rescued men have received medical treatment and are getting back to their families. The Zidane Express ship was sailing from Sapeken Island in Madura after departing from Boom Beach in Banyuwangi on 26 May. It was due to return in two days and its absence prompted the locals to report it as missing.

Hari Adi Purnomo, the Head of the Surabaya SAR Office, mentioned that the rescue mission was launched after the vessel was confirmed to be missing. He added that local fishermen and small vessels in the area had been also alerted and ordered to look out for the missing men.

The rescue chief said that the KN SAR 234 team and one from the Sumenep SAR Alert Unit departed from Kalianget pier in Sumenep Regency, to search within an area of about 345 nm.

V. HEALTH ZONE

Five tips for seafarer wellness

The shipping industry still transports around 90% of the world's trade, it is an integral part to the world economy, and this will not be changing anytime soon. Behind such a huge industry are the seafarers, often described as the beating heart of maritime, however their welfare is regularly overlooked. From depression and stress to seafarer abandonment, we look at the top 5 points to consider when trying to keep crew in 'Bristol fashion'.

Be Proactive

It may sound obvious, but things can escalate very quickly when you are out at sea, which is why a greater importance is now being put on education and training before a seafarer even begins their life ashore. Teaching crew the symptoms and warning signs of stress, depression or anxiety means that seafarers will be better equipped to deal with the long months away from family and friends. One of the main issues is tackling the stigma of mental health and illness within the maritime industry head-on.

There is still a feeling that admitting to having mental health issues shows weakness, so seafarers are less likely to report any warning signs to the doctor on board. It is imperative that every level of the industry starts caring for and supporting the vital organ of maritime: the seafarers... before it goes into cardiac arrest.

Maintain Balance

Wellness covers a whole range of areas to consider, you have social wellness, emotional wellness, physical wellness, intellectual wellness, and spiritual wellness. All of these areas have to be nurtured and maintained in order for a seafarer to work effectively for the time that they are on the ship. Luckily, Sailor's Society has developed a 'Wellness At Sea' app which offers seafarers an interactive way to keep track of their well-being as well as contact details for maritime welfare societies, including: Apostleship of the Sea, Mission to Seafarers and NAMMA, the app is free and available on both Android and iOS.

Utilise Technology

Technology is evolving at an incredible rate. It is just a matter of time before ships are connected 24/7, but until then we have to utilise what we have. One of the main issues for seafarers is being away from home with limited contact, but emailing, 'face-timing', and 'Facebooking' can all alleviate the loneliness that crew can face on long shipping journeys. With any introduction of new technology there are arguments for and against. A lot of companies, quite rightly, are worried that if their crew get bad news, their mind may not be totally on the job and could cause accidents. The key here then is not only working with seafarers themselves but also the wider community of friends and family and raising awareness of the mental strain that being away can cause. A compromise has to be made that benefits all parties moving forward.

Develop and Maintain Guidelines

The Maritime Labour Convention came into force in 2014, replacing all the existing Seafarers' rights. The working and living rights that all seafarers have, include employment contracts, food and medical care and accommodation. There is a 'human element' section, however stress and fatigue make up a very small part of it, and a large chunk of the workforce are still wary of telling their employers their full medical history in case it goes against them in the future.

It is certainly food for thought, and until seafarers feel that they will not be penalised for disclosing health information, it will be tough to ensure that every seafarer is 'ship-shape' to serve on board.

Work Together

This point combines all of the above, because the industry can't move forward in seafarer wellness without the workers and companies listening and understanding each other's concerns. Communication is key in moving the industry forward, not just in technology and communications but with the seafarers too.



VI. ARTICLE INDEXING

Six recruitment scams every Mariner should be aware of

Employment scams can be a pretty nasty thing considering the kind of advantage the fraudsters can take of unnoticing people and what you stand to lose. If you are a mariner, there are several recruitment scams that could take you for a ride. Prudence is your only defense. We bring to you six types of recruitment scams which are widely prevalent in the maritime market.

1. False agency : One of the most unfortunate events in a job hunt would be to run into a promising job agency that offers you a dream job, only to find out it was in fact bogus. A “phoney” agency would have everything to pass off as a real one- official looking website, contact numbers, email addresses but it would be a maze of never ending search.

Such a website is most likely to flaunt many promising job offers, not to mention a glowing past record of successful recruitments. On the flip side, an agency looking a bit too guarded with box numbers and distant addresses and no real contact information can also be just as fake. If that’s what you have run into, you might want to hit the ‘look- closely’ button. Check for the email address and the domain. If the agency or the company uses a free email service (eg: yahoo, gmail, MSN etc) then you should know it’s not what you think it is.

2. Pay before you get a job : All employment scams involve people being sliced off for their hard earned money. Fake companies and fraudsters thrive on people’s desperation to find a well suited job. This is their way of rubbing you of valuable bucks. This is often done in name of

- Procedure
- admission fee
- recruitment fee
- air fares
- visa
- work permit
- Payment for forwarding resumes to companies , security for the job

In most cases, you would be promised your money back on receiving the job. That has never happened. When an agency seeks money for any kind of services, you should know something is fishy. Such recruitment scams may promise you a lucrative job. However, what is important to know is that under international Maritime convention, you cannot be asked to pay for a job before you actually get it. A company doing that is most probably not even a company.

3. Posting Resume on a website : A website allowing you to post your resume on it for free is most likely running a work scam and not a social worker. This fraud aims at collecting people’s job information which can later be sold to the employers. This is where the profit for the scam runners comes in while both the other parties are left with nothing in their hands. At some stage, they will convince you that you are just one step away to getting your job. Of course, that one step could require you to pay up.

4. ‘900’ number scam : A rather uncommon but no less malicious cruise job scam could rip you off a huge sum with nothing in return. Many of fake websites or agencies often prompt their ‘victims’ to call a ‘900’ number. These numbers charge a greater sum for each call. Fraudsters scam off their profit by making unknowing people call such numbers often, even making them wait deliberately. The big bucks that would later be paid by you in phone bill for these calls would grease the scam runners’ palms.

5. Non-existent job offers : Many times, you could be presented fake job opening by posting them on websites. These openings are often links to other websites or sometimes even print outs from papers and other places. Everything would seem great. The only bummer might be that those jobs might no longer be available.

Making fake job openings or using older ones is what keeps this work scam going. This is most typical in marine jobs. Look closely for more authentic information mentioned on the websites. Also run a back ground check of your own before you give into such a scam.

6. Reveal it all scam : Another scam every marine should watch out for is where your personal information is asked as a part of the recruitment process. This cruise job scam could ask you for your personal information including bank details (in name of making direct payments at later stages), sometimes even asking for your passports and seafarers certificate.

This is a part of a much bigger scam that aims at identity theft, not to mention spamming your inbox with useless updates of job offers. Such work scams later provide crucial information for much bigger scams, and a whole lot of mess to deal with, not to mention a job which was in fact where it all started from.

VII. NEW PUBLICATION

1. Procedures for Port State Control 2021, 2022 Edition
2. Instruments Relevant to Port State Control 2021, 2022 Edition
3. Procedures for Port State Control 2021, 2022 Edition (digital)
4. IAMSAR Manual Volume I, 2022 Edition
5. IAMSAR Manual Volume II, 2022 Edition
6. IAMSAR Manual Volume III
7. IAMSAR Volume III Action Cards
8. International SafetyNET Services Manual, 2022 Edition, English Edition
9. Basic Documents Volume II, 2022 Edition (digital)
10. Load Lines Convention 1966, 2021 Edition
11. Guide to Maritime Security and the ISPS Code, 2021 Edition
12. Ballast Water Management Understanding the regulations, treatment & practical operation
13. ECDIS Passage Planning and Watchkeeping - 2022 Edition
14. ECDIS Quick Reference Guide for Mariners
15. Benchmarking Bulk Carriers 2020-2021 - Thirteenth Edition
16. SIGTTO Information Papers - (Consolidated Edition 2022)
17. Ballast Water Record Book - Fifth Edition
18. An Introduction to Ship Automation and Control Systems (Revised Edition)
19. Orals Prep Series 1 - Statutory Certificates, Documents and Surveys
20. Oil Tankers - A Pocket Safety Guide
21. Tanker Safety Training - Liquefied Gas - 2nd Edition
22. Property Insurance Claims - Law and Practice

QUOTES

Three things never share with anyone.

1. Secret of your success

If you reveals your secret of your success to anyone, people will try the same thing, but if they fail, they easily blame on you that you don't told them the right one. So never share your secret of success, it's not applicable to everyone.

2. Do not share your problems.

Sharing our problems makes us feel light and less burdened at that moment but some people never try to solve your problems they may develop the issue. In fact, 20% of people don't care, and the 70% are glad you have them, and 10% of people only really cares for you. Think twice, before you share your problems.

3. Your dream.

If you already set your goals and dreams in life, the best thing to do is to keep it by yourself because sharing these to others might influence your point of view towards your goal, towards your goal and you might get confused on it. Always remember that we can't get the same advice or opinion from others because every man's point of view is different from each other.

Copies of the Bulletin have been distributed to the following Offices / Departments

Chairman

Executive Office

Capt.(Dr.) A.V. Apandkar (Principal, TSR)

Mr. V.A.Kamath (Vice-Principal / MR, TSR)

Mr.. P. Koshy, Director (ARACAMH)

Capt. Arun Choudhary (Course in-charge BSc., NS, MU)

Capt. Anil Kr. Sharma (Course in-charge, IMU)

Capt. S. P. Roy (Course in-charge, GP Rating)

Mr. A. Dhondiayal (Course in-charge, BSc MHS)

Course in-charge, BACA

Mr. Cletus Paul (Course in-charge, CCMC)

Mr. Theodore D'sa (Course in-charge, GMDSS)

Mr. Sardool Singh (Course in-charge Fire Fighting)

Sagardweep Hostel

Reception Center

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

Editor

Mr. Ram Chandra Pollai, Librarian