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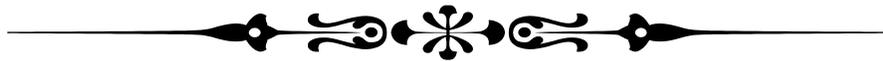


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***VOLUME NO. 22, ISSUE NO. 9
September, 2022
TRAINING SHIP RAHAMAN
NHAVA***

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

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आज़ादी का
अमृत महोत्सव

DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No: 20-19016/4/2022-TRG – DGS (18160)

Date: 01.09.2022

DGS Circular No. 19 of 2022

Subject: Addendum to DGS Training Circular No. 12 of 2020 dated 01.04.2020.

1. Whereas, the Directorate vide DGS Training Circular No. 12 of 2020 dated 01.04.2020 introduced Minimum eligibility criteria for admissions in Pre-sea Maritime Courses and introduced Common Entrance Test (CET) and Online Counseling.
2. Whereas, the Directorate vide point no. 12.2 of the Training Circular 12 of 2020 dated 01.04.2020 had stated "Common Entrance Test" (CET) shall be conducted by IMU for all DGS approved Maritime Training Institutes on behalf of the Directorate. In the initial phase, the CET shall be conducted for admission in the following pre-sea maritime courses;
 - i. BE/ B-Tech in Marine Engineering (4 years duration)'
 - ii. B.Sc. (Nautical science) (3 years duration)'
 - iii. Diploma in Nautical Science course leading to B.Sc. (Nautical Science).
3. Whereas, the Directorate vide para 12.3 of the Training Circular 12 of 2020 dated 01.04.2020 had stated that there shall be a common online counseling of the candidates for admissions in various MTIs. However, the MTI is free to opt out of the common counseling and have their own counseling.
4. Whereas, due to Covid-19 pandemic the Directorate vide point 3.1 of DGS Training Circular 29 of 2020 dated 21.08.2020 informed that "Online Common Entrance Test (CET) and Common Counseling shall not be applicable for admission for the academic year 2020-21.
5. Whereas, vide DGS Circular No. 14 of 2021 dated 13.05.2021, the Directorate allowed MTIs to follow their own admission process and counseling methodology for the academic year 2021-22.
6. Whereas, Indian Maritime University (IMU) has issued Circular no. IMU-HQ/C/12/18/01/CET-2022 dated 07.03.2022 to conduct a Common Entrance Test on all India basis for admissions in DGS approved MTIs. It has informed that CET for admissions to DG Shipping approved pre-sea programs across India conducted on 11.06.2022 and merit list of all qualified candidates has been published on the IMU website.

7. Whereas, the Directorate has received request from candidates that the IMU CET was conducted during their CBSE 12th Stand. Exams and hence they were not able to attempt for the said exam. The candidates are interested in joining Merchant Navy but as they have missed out IMU-CET will not be able to join any approved MTI this academic year i.e. 2022-23. Further the Directorate has also received representation from MTIs approved by the Directorate General of Shipping not affiliated to IMU but have affiliation with other University informed that due to following reasons they are not able to admit candidates for the academic year 2022-23;

- a) The Candidates were not aware of the IMU-CET Examination.
- b) The IMU-CET was conducted during CBSE 12th Board Exam.
- c) The IMU has published list of IMU affiliated MTI's on its website whereas MTI's not affiliated to IMU has been left-out.
- d) The IMU published IMU-CET merit list on its website. But the MTI's were not having details of these candidate like their email etc. through which they can contact the candidates for the admission.

8. Whereas, the Directorate General of Shipping has conducted an online meeting with IMU and all the approved Pre-Sea MTI's on the above mention matter. The Competent Authority has examined the matter and has decided to exempt IMU-CET qualification for the admission into pre-sea courses for the academic session 2022-23.

9. Now therefore, all approved Pre-Sea MTI's are allowed to admit non IMU-CET qualified candidates along with CET qualified candidate to complete their admission process. Preference be given to CET qualified candidates wherever applicable. This exemption is being allowed only for the academic year 2022-23 for the above mentioned courses. Further the MTI's has to strictly follow the Guidelines issued for minimum eligibility criteria for admission into Pre-Sea courses.

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



(Dr. Pandurang K. Raut)
Deputy Director General of Shipping (Trg.)

To,

1. Vice –Chancellor, Indian Maritime University, Chennai.
2. All Maritime Training Institutes.
3. Principal Officers, MMD Mumbai/Chennai/Kolkata/Kochi/Kandla
4. Engg. / NT. Wing, DGS, GoI.
5. E-governance, INDoS Cell.



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. 20-16/4/2020-O/o TRG-DGS (Comp. No.2101)

Date: 16.09.2022

DGS Circular No. 21 of 2022

Guidelines and infrastructure required for conduct of EXIT Exam

1. Whereas, the Directorate vide DGS Circular No. 17 of 2020 dated 24.04.2020 issued Guidelines for Online Exit Exam for DGS approved Modular Courses. Para 8.1 of the Circular 'Procedures to be followed by MTI' and Para 8.2 'Procedures to be followed by candidates' were issued.
2. Whereas, the Directorate vide DGS Order 20 of 2020 dated 03.08.2020 issued 'Standard Operating Procedure (SOP) and Instructions for MTI and Candidate on EXIT Examination'.
3. Whereas, as per Para 10 of DGS Order 20 of 2020 candidates were given instructions for smooth conduct of examination which stated "MTI shall ensure that following system requirements are available with the Candidate for smooth conduct of EXIT Examination:
 - RAM – Minimum 1 GB; Hard Disk – Minimum 250 GB
 - Processor – Dual Core or Higher (Preferred Intel i3/i5 processor
 - Operating System – Windows 7/8/10 or Higher (Preferred 64 bit); IP Camera / Web Camera minimum Resolution 640 X 480 px (with Audio Mic Option)"
4. Whereas, the Directorate vide DGS Order No. 11 of 2022 dated 23.03.2022 at Part vii of Para 8 stated "*It is expected that the MTIs are having dedicated computer labs and required infrastructure as per the issued Guidelines. The MTIs have to arrange an examination hall, having sufficient number of computers/laptops with IP cameras. Computers/Laptops cameras are to be so arranged that multiple face detentions should be avoided during the exam. Examination Room/ Computer Lab should be well illuminated having one or two CCTV cameras for continuous recording. It is to further clarify that all the candidates have to appear for online Exit Exam from MTI premises on the last*

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

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date of theory. In case, if candidate fails in his online Exit Exam, then for the next attempt he has to again appear from the same concerned MTI only."

5. All MTIs are further directed to arrange computers with inbuilt camera only. No movable or detachable Cameras are allowed to be used for Exit Examination.
6. Further, all MTIs are directed to install High resolution CCTV cameras capturing the entire examination hall with clear view of all examinee appearing for the online Exit Exam.
7. The recording of the entire examinations period shall be maintained for a minimum period of three years from the date of examination. All such videos may be verified by the Surveyors during inspection of the Institute.
8. Non observance or any deviation from the instructions in para 5 to 7 above shall be treated as a "Major non-conformity" and "Major- deficiency" and necessary action shall be initiated against MTI as per DGS Order 5 and DGS Order 7 of 2016.
9. This issues with the approval of the Director General of Shipping and Additional Secretary to the Government of India.


16/09/2022

(Dr. Pandurang K. Raut)

Deputy Director General of Shipping (Training)



भारतसरकार/ GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No: 13-39/2/2022-ENGG - DGS (C.N.18258)

Dated : 22.09.2022

DGS Circular No. 22 of 2022

Amendments to International Convention on the Control of harmful anti-fouling systems on ships (AFS Convention)

(Controls on cybutryne and form of the International Anti-Fouling System Certificate)

1. India has acceded to the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS Convention) on 24th April, 2015 and this came into force with effect for Indian Ships and foreign ships operating in Indian waters from 24th July, 2015 in accordance with article 18(3) of the Convention.
2. The Part XII B of the Merchant Shipping Act, 1958 and the rules framed via power conferred by Section 356 Y of the Act and issued vide Notification G.S.R. 84(E) dated 16th January 2016 details the requirements related to implementation of Anti-Fouling Convention on Indian Ships.
3. In July 2021, at the 76th session of the Marine Environment Protection Committee (MEPC 76), the IMO adopted an amendment to the International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention) resulting in following changes in the implementation of the AFS Convention:
 - 3.1. In addition to the already prohibited organotin compounds which act as biocides (try butyl tin, TBT) in anti-fouling systems, the ingredient cybutryne (CAS No. 28159-98-0) will be prohibited as per the amendments to the AFS Convention from 01st January 2023.
 - 3.2. Existing Ships bearing an anti-fouling system that contains the ingredient cybutryne (CAS No. 28159-98-0) in the external coating layer of their hulls or external parts or surfaces as on 01st January 2023 shall either remove the anti-fouling system; or by applying a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system.
 - 3.3. Operational ships (except fixed and floating platforms, FSUs, and FPSOs) will need to comply with the requirement from the next scheduled renewal survey of the anti-fouling system after 01st January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.
 - 3.4. The applicable certification regime shall also be changed to demonstrate compliance with these additional controls on cybutryne from 01st January 2023.
4. The stated amendments are now being implemented vide this circular as below:
 - 4.1. **Survey and Certification regime for Ships of 400 GT and above except fixed and floating platforms, FSUs, and FPSOs;**
 - 4.1.1. The Ships are required to be surveyed by any Recognized Organization of Owners/Manager preference, for ensuring the compliance to the latest AFS Convention by next scheduled renewal of

the anti-fouling system after 01st January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne. As a word of caution, if the 60 M period is completing when the ship is due for Intermediate DS and also this DS can be done by an In-Water survey, the ship owner may be required to convert the same to docking survey and no extension can be done.

- 4.1.2. The compliance can be demonstrated by either of the following measures:
- 4.1.2.1. All Owners / Managers of vessels registered with the Indian Maritime Administration bearing cybutryne that was applied prior to 1st January 2023 are advised to approach the Recognized Organizations and ensure that the existing International Anti-fouling System Certificates are replaced with the certificates as per Annexure-1 of this circular as applicable prior to 1st January 2025. this does not affect the time available to ship-owner / manager to comply with the new control measures given in Annex 1 of the AFS Convention.
- 4.1.2.2. In other cases, compliance to be demonstrated by either removing the anti-fouling system; or by applying a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system.
- 4.1.2.3. All Ships except River Sea Vessels and Indian Coastal Vessels shall be issued an International Anti-Fouling System as per revised format attached with this Circular as annexure.
- 4.1.2.4. Indian ships which are of 400 gross tonnage and above, certified under "Notification for Construction, Survey, Certification & Operation of Indian River-Sea Vessels - Type 1,2,3 & 4 issued vide DGS Order 18 of 2013" or Notification for Construction, Survey, Certification & Operation of Indian Coastal Vessel Notifications issued vide DGS Order 1 of 2014 shall be issued with an Indian Anti-Fouling System.
- 4.2. **Survey and Certification regime for Ships of 24 metres or more in length but less than 400gt:** Ships of 24 metres or more in length but less than 400gt (excluding fixed or floating platforms, FSUs and FPSOs) do not require a survey but must carry a Declaration on Anti-Fouling System signed by the owner or authorised agent. The Declaration must be accompanied by appropriate documentation supporting the fact that the anti-fouling system is compliant with the AFS Convention; for example, a paint receipt or contractor invoice, or the endorsement section on the Declaration must be completed.
- 4.3. **Fixed or Floating Platforms, FSUs or FPSOs constructed prior to 1 January 2023:** The survey and certification regime does not apply to fixed or floating platforms, FSU or FPSO. All fixed or floating platforms, FSUs and FPSOs should comply with these requirements at next docking and should have documentary evidence readily available on board to demonstrate compliance with the AFS Convention.
5. All Ships **Fixed or Floating Platforms, FSUs or FPSOs** constructed on/after 1 January 2023 must comply with relevant certification and documentation as per previous paragraphs.
6. The standard formats for International Anti-Fouling Certificate, Indian Anti-Fouling Certificate and declaration is attached as Annexures 1, 2 & 3 respectively of this circular.

This Circular is issued with the approval of the Competent Authority.



(Vikrant Rai)

Engineer & Ship Surveyor-cum-Dy.DG(Tech)

For annexure, see DGS Circular No. 22 of 2022 on dated : 22.09.2022



भारतीय समुद्री विश्वविद्यालय INDIAN MARITIME UNIVERSITY

(Central University, Govt. of India)

HEADQUARTERS

File No. IMU-HQ/D/17/11/2/Industry Outreach/2022

Date: 20.09.2022

CIRCULAR – 2211

Sub: Engaging experts under GIAN Scheme of Ministry of Education – reg.

1. Global Initiative of Academic Networks (GIAN) is an approved Scheme for bringing an international expert for personnel interaction with students and staff. As per EC resolution 2021-61-21 dated 12.10.2021, two visits have been sanctioned for a year.
2. In this regard, IMU - Campus Directors are requested to carry out the following tasks at campus level:-
 - i. Identify an expert and a topic for a possible short-term course during the stay of the expert (students from other campuses may attend online).
 - ii. After taking the consent, may fix the timelines of the expert's visit.
 - iii. Send a self-contained note with the details of expert, estimated cost to host at the campus, a point of contact at campus for further correspondence and activities to be planned at campus during the stay, etc., to Dean Section, IMU-HQ for approval.
3. The following tasks will be carried out at IMU-HQ:-
 - i. Dean Section will process the file for financial and administrative sanction from the competent authority.
 - ii. Sends an invitation to the expert on behalf of IMU for visa purposes.


Dean (i/c)

To:-

1. All Campus Directors

Copy to:-

1. Vice Chancellor, IMU - For kind information please
2. Registrar, IMU
3. CoE / FO (i/c)
4. DR (CTR)
5. File

II. IMO NEWS

IMO Moves to Amend SOLAS Requiring Reporting Containers Lost at Sea

The Maritime Safety Committee of the International Maritime Organization has moved a step closer in its efforts to institute mandatory reporting requirements for containers lost overboard. The most recent focus on the safety issues related to lost containers and the need for reporting requirements, as well as efforts to reduce the loss of containers, started at the May 2021 meeting of the Safety Committee in response to a recent rash of container accidents. The IMO's Sub-Committee on Carriage of Cargoes and Containers agreed to a draft of new requirements for mandatory reporting of lost freight containers at sea during its most recent meeting which concluded last week. Highlighting the serious hazard to navigation and safety at sea in general, and in particular to recreational sailing vessels, fishing vessels, and other small craft, the Sub-Committee set out a specific set of amendments to the SOLAS and MARPOL treaties.

It was the latest step in a process started in May 2021 when the Maritime Safety Committee agreed to initiate new measures to detect and report containers lost at sea. The MSC sought to define the scope of the problem by emphasizing the growth in container shipping and the sheer volume of containers at sea at any given time. Alphaliner, for example, calculates that there are approximately 6,500 containerships currently active with a combined capacity of nearly 26 million TEU. In 2019, the World Shipping Council (WSC) reports the international liner shipping industry transported approximately 226 million containers, with cargo transported valued at more than \$4 trillion.

The industry has recognized the growing dangers after a series of high-profile incidents in 2020 and 2021. While the WSC estimated an average total of 1,382 containers were lost at sea each year in 12 years (2008-2019), an unusually high number of weather-related incidents especially in the winter of 2020-2021 drove the averages higher. The WSC calculates over the past two years, the average was over 3,100 containers lost each year and with the size of ships continuing to increase the danger continues to grow. The draft amendments to SOLAS chapter V add new paragraphs specifically addressing danger messages. They would require the master of every ship involved in the loss of freight containers to communicate the particulars of such an incident by appropriate means without delay and to the fullest extent possible to ships in the vicinity, to the nearest coastal State, and also to the flag State. The flag State would be required to report the loss of containers to the IMO.

Among the other provisions is a requirement to report the position and number of containers. Specific clauses focus on the reporting of hazardous materials that might be in the containers.

The drafts next move for approval at the spring 2023 meeting of the full maritime safety committee followed by adoption at the meeting in the fall of 2023. The Sub-Committee agreed that the draft amendments should enter into force on January 1, 2026, and the IMO Secretariat will develop the relevant module under the IMO Global Integrated Shipping Information System (GISIS) for the receipt of reports from flag States.

IMO Symposium looks to break down barriers for women in maritime

An IMO Symposium (virtual) on "Training-Visibility-Recognition: Supporting a barrier-free working environment for Women in Maritime" heard from nine panelists - seven women and two male allies. They addressed: what type of training supports a barrier-free working environment for women in maritime; how to enhance visibility for women in the workplace/environment; and recognition in the work environment of women's contributions to maritime.

"This is a historic day that has been chosen by IMO Member States to honour the achievements of the many women who contribute so much to the success of our maritime journey together," said IMO Secretary-General, Kitack Lim, in his welcome speech. Addressing the issue of the gender gap in the maritime industry, he emphasized: "we can – and must – do better."

Mrs. Christine Cabau-Woehrel, Executive Vice President, Operations and Assets, CMA-CGM, pointed out the need to provide the right type of training to attract more women into the maritime industry. She emphasized the importance of the compatibility between professional life and personal life.

Ms. Dinah Inape-Omenefa Manager, Compliance & Safety, Papua New Guinea Maritime Administration, highlighted the importance of mentorship and coaching programmes to encourage women into maritime and support them once in the sector. For Mrs. Despina Panayiotou Theodosiou, President, WISTA International, the International Day for Women in Maritime allows for a "gender balance check-up". Addressing the preponderance of male-only panels, she said: "There are women with vast amounts of experience - WISTA membership is the proof you need". She said the IMO-WISTA Women in Maritime Survey results illustrated the challenges and also the opportunities.

Engr. Essam Al Ammari Permanent Representative of the Kingdom of Saudi Arabia to IMO, said that "more needs to be done – visibility is an important part of this process."

On the panel on "Recognition", Mrs. Mfon Ekong Usoro, Former Secretary-General, Abuja MoU for West and Central Africa, acknowledged that: "Women have not been accorded due recognition - so we need to recognize the importance of recognition". She said: "We need to embrace a culture of gender diversity and gender inclusiveness."

Mr. Bud Darr, Executive Vice President, Maritime Policy, and Government Affairs, MSC Group, said: "We have to find out what the barriers are (to get more women in maritime) - and tear those barriers down."

The other panelists were: Dr. Michaela Muscat Maritime Attaché, Malta High Commission, London and member, IMOGEN; Ms. Quah Ley Hoon Chief Executive, Maritime & Port Authority, Singapore; and Lt. Paulina Vazquez Contreras Permanent Representative of the Mexico's National Maritime Authority to the MAMLa Network.

III. ILO NEWS

Shipping industry adopts amendments to Maritime Labour Convention to improve seafarers' conditions

Millions of people depend directly on the sea for their livelihoods and hundreds of millions more rely on them for food. Safeguarding the rights and conditions of seafarers has been part of the ILO's work for more than 100 years. In June 2022, Member States adopted important amendments to the Maritime Labour Convention, 2006 - which is widely known as the "seafarers' bill of rights".

Drawing from lessons learned during the COVID-19 pandemic, stakeholders in the global shipping industry have adopted amendments to the Maritime Labour Convention (MLC 2006), to improve the living and working conditions of seafarers.

Governments, seafarers and shipowners from the global shipping industry have agreed eight amendments to the Maritime Labour Convention (MLC, 2006) , as amended, with the aim of improving the living and working conditions of the world's seafarers.

More than 500 delegates attending part II of the Special Tripartite Meeting of the MLC, 2006 , met in hybrid format from 5 to 13 May 2022. The amendments they agreed will ensure that:

- seafarers have appropriately-sized personal protective equipment, in particular to suit the increasing number of women seafarers;
- good quality drinking water is available free of charge for seafarers;
- States further facilitate the prompt repatriation of abandoned seafarers;
- States provide medical care for seafarers in need of immediate assistance and facilitate the repatriation of the remains of seafarers who have died on board;
- seafarers are provided with appropriate social connectivity by shipowners and States provide internet access in their ports;
- seafarers are informed of their rights relating to the obligation of recruitment and placement services to compensate seafarers for monetary losses; and
- all deaths of seafarers are recorded and reported annually to the ILO and the relevant data is published.

The amendments will be presented for approval to the next session of the International Labour Conference, which will be held in May and June 2022. If approved they should enter into force by December 2024.

In addition to the amendments, the Special Tripartite Committee adopted a number of resolutions related to bullying and harassment of seafarers, including sexual assault and sexual harassment; the financial security system to protect seafarers in cases of abandonment and the need to adopt measures to ensure that all seafarers have adequate means of contractual redress against shipowners.

IV. SHIPPING NEWS

Crew member of MSC Cruises successfully rescued after going overboard

A 24-year-old crew member reportedly went overboard from the cruise vessel MSC Splendida on Wednesday while the ship was sailing off the Calabria coast located in Italy. The MSC Splendida halted immediately, and a Man Overboard signal was reportedly sounded at almost 4 am.

Per eyewitnesses, crew members lowered a lifeboat kick-starting a thorough search and rescue mission, as the individual in the water could be heard seeking help. The crew members of the MSC Splendida was able to locate and rescue the young man.

After about an hour, the rescue mission, which the ship's captain had accompanied with the announcements, was successful.

Italian news outlets report that the 24-year-old crew member is a Brazilian national working as a dancer onboard. They said the crew member intentionally went overboard after arguing with his partner.

The incident was examined at the vessel's next port of call named Taranto, where the authorities questioned the witnesses and reviewed CCTV footage. After recovery, the member will be sent back to their nation.

Several guests on MSC Splendida were able to record some videos of the rescue and search operation. Melanie Schwarz mentioned on her Facebook profile that she woke up with three long blasts from the vessel and went to my balcony, observing that the Splendida had stopped immediately. Busy bustle on the bridge was followed since she was on deck 12 at the same height. Searchlights were switched on for almost 30 minutes, and there was silence.

Suddenly, cries for help were heard from the distance, getting louder slowly. Immediately a rescue boat is lowered and sets off. She was an immediate witness of salvation. After 30 minutes, the captain's life-saving declaration mentioned that the individual could be secured and that there was no danger to his life.

Crew members killed two Nigerians on Japanese Vessel and dumped them into the Sea

Two Nigerians were killed off the shores of Gbanken Beach in Liberia's Grand Kru while they were on the Ophelia Panana, a ship sailing for Japan.

Per a report, the vessel was cruising to Japan, but the crew members discovered Nigerian stowaways on it as they were closer to some of the coastal towns in the nation. The crew members on the vessel, believed to be from China, reportedly took the lives of the two men and then dumped the bodies into the ocean. However, the others managed to swim on shore and were rescued with severe wounds on their bodies during the night and morning hours of September 11 and 12, respectively.

In an interview with FrontPageAfrica, the Head of the Joint Security Task Force in Grand Kru, Chris Teah, revealed that the ship departed from Nigeria's Lagos about five days back and sailed via the area where the unfortunate incident had taken place.

The vessel was less than one mile away from the shore. Six Nigerians managed to swim and reached the shore. They informed that there were 14 from Nigeria and reported that they were on the way to Japan. It is believed that the crew members on the ship could be either Japanese or Chinese as they look almost similar, Teah mentioned.

How they were discovered

He disclosed that the Nigerians were discovered in the ship after they had been pounding on the vessel, demanding food from the crew members. They reportedly spent five days without food or water while on the boat.

Teah added that they were discovered up the deep sea by the crew members. The crew members sprayed hot water on them, and two colleagues lost their lives. Six individuals swam to reach the shore. Per the Nigerians, they boarded the vessel secretly. When they departed from Nigeria about five days back, they ran out of food. They began hitting the yacht so the crew members could understand that individuals were on board the vessel.

The crew members came and rescued them. The crew members were peaceful for about two days. On the third day, they began maltreating them until they reached Liberia. Teah revealed that a Fanti vessel from Grand Cess went on the ocean to rescue the others who had been thrown off the boat.

Some escaped and were rescued.

Four people were rescued from the vessel directly, and the crew members threw the last two into the ocean. The two that were reported to be killed were not seen, and it is unknown if they were killed in Liberia or the deep sea.

Teah highlighted that the last two Nigerians thrown into the ocean were rescued and safely brought to the shore alive, bringing the number of people saved to 12.

According to what he said, those rescued are in the custody of the Joint Security in the nation. The Nigerians said things were not working their way in Nigeria, so they were going stowaway.

Oman Vessel Rescues 19-Member Crew from A Sinking Vessel

The ill-fated merchant vessel that measured 102 meters in length and carried approximately 3,911 tonnes of bitumen was in transit from Mangalore in Karnataka to the port of Khor Fakkan on the Sea of Oman. MT Barth reportedly drowned 41 nm west of the Ratnagiri coast. When the Wadi Bani Khalid vessel got the distress call, it immediately responded and rushed to rescue the crew members of the sinking boat, facing difficult navigational conditions such as strong winds and sea turbulence.

The spokesperson of the Indian Coast Guard explained that while on regular patrols in that area, the guard got a distress call from MT Parth and sent out a request for assistance to nearby commercial vessels.

Commenting on the incident, the Wadi Bani Khaled ship captain said after they got a distress call, they headed toward the closest safe distance from the sinking ship and started lowering the rescue boat. The crew members who were asked to jump overboard into the water and swim away from the stricken vessel were saved by a rescue boat. Bani Khaled ship was recognized recently by the Automated Mutual-Assistance Vessel Rescue, AMVER, a computer-based global vessel-reporting system sponsored by the US Coast Guard that aims to preserve property and ensure safety and life at sea.

The mission of AMVER is to provide Search and Rescue authorities on demand with information on the characteristics and positions of distressed vessels, resulting in a safer maritime sector.

12 Sailors Die off Vietnam on Ship

Twelve sailors from China have passed away, and nine others are severely ill after a suspected case of food poisoning on board the vessel close to southern Con Dao Island in Vietnam, a rescue official and state media mentioned on Friday.

The Chinese-registered Wu Zhou 8 cargo vessel was sailing to China from Thailand when 21 crew members fell ill, per state media reports.

An official involved in the rescue efforts reported to AFP from Ba Ria Vung Tau province that we were told of 10 bodies on the vessel. The individuals died due to food poisoning.

The official added that the cause behind the death was left to be confirmed. They sent the rescue vessel, scheduled to reach the boat from China late on Friday night.

Eleven other sailors were taken to hospital in an aircraft the vessel's owner hired. Two lost their lives while they were on their way; nine are being cared for by Vietnamese medics. State media reported that the Chinese vessel is now 63 nm from Con Dao Island.

Indian Sailor Stranded in Libya for 19 Months is Finally Back Home

The seafarers' organization, Maritime Union of India (MUI), helped an Indian sailor return home from Libya, where he had been stranded at a port. The MUI reportedly represents the Merchant Navy officers. MUI on Wednesday mentioned that it was able to help an Indian seafarer return from a port in Libya where he was stranded after the ship owners ceased operating the vessel.

The seafarer named Roshan Raj spent 19 months on the ship in breach of the Maritime Labour Convention in 2006. The MUI mentioned that he was reportedly abandoned at Libya's Misrata Port for nine months. After his vessel was reportedly abandoned, Roshan Raj, who was employed on board MV East Express and had been sailing since February last year, was brought back home after the ship owners ceased vessel operations at Libya's port of Misrata in January this year, MUI reported in its statement.

Raj had a difficult time on board, undergoing mental stress as he wasn't paid his salary. Moreover, the ship's owners could not offer any co-operation for a sign-off.

On board, the provisions were limited, and meals would be prepared just once daily, the Union alleged. Per the Union, now led by Tushar Pradhan, the new general secretary, it maintained daily communication with relevant officials in Libya, the Indian embassy in Libya, the ITF, and Raj to facilitate his earliest return.

V. CATERING & HOSPITALITY

Hospitality industry is demonstrating robust growth after pandemic blues

The hospitality sector is now demonstrating robust growth and revival from the pandemic-induced disruptions, indicated top hospitality player ITC Limited's Chairman and Managing Director Sanjiv Puri after inauguration of the group's latest 291-key premium luxury hotel- ITC Narmada in Ahmedabad on Wednesday.

"During the pandemic hospitality sector was impacted. But the sector has now demonstrated robust growth and revival. Since the third quarter of last year, the recovery has been clearly visible," said Puri during a media interaction after the launch of ITC Narmada.

Gujarat Chief Minister Bhupendra Patel inaugurated the iconic property, inspired by some of the well-known monuments of Gujarat including stepwell of Adalaj, Sun temple of Modhera and Toran from Vadnagar. The 19-storey hotel is the 12th ITC property in Gujarat and first hotel having LEED Platinum certification for environmental and sustainable parameters. However, Puri underlined the slow revival in the international travellers stating that it is still to be fully stabilised, but "We are very optimistic. Overall, it is a good time for the hospitality industry," said Puri.

Inflation concerns

On inflation concerns, Puri stated that while there were pressure on account of multiple factors including supply chain disturbances due to pandemic and geopolitical situations, they impacted energy and food costs. "Primarily, it has impact on our FMCG business as we buy these commodities. Because of the high inflation, there is bound to be some impact on volumes. Though, despite the pressure, we have experienced robust growth last quarter, we still see growth coming. But volume growth could have been certainly more." However, Puri admitted that given the extent of inflation and its pressure on costs, "it is not possible to manage it with whatever efficiencies we can bring in. To some level, price correction are being done." "But that will be the last thing we try to do to pass on the price. First, we try to manage as much as possible by efficiencies internally," he said, adding that there were some green shoots visible on inflation situation with cooling off in edible oil prices. "There are some green shoots with inflation slightly getting better," he said.

Investments on track

Commenting on the prevailing economic uncertainties globally, Puri assured that the investments plans at ITC are on track without getting hampered due to the disruptions. "India has demonstrated robust performance and I believe that long-term growth story of India is intact. All the enabling factors are very much in place and the government has also been taking purposive reforms across many areas. Therefore, I think the growth story is very much intact. We are optimistic. We continue with our investments as per our plans."

Contaminated fish seems to cause food poisoning tragedy on Cosco bulker

Thirteen of 21 seafarers on one of COSCO's bulk carriers, Wu Zhou 8, have died from food poisoning after eating what is suspected to be contaminated fish.

The 2013-built, 76,000 dwt ship, loaded with tapioca chips, departed Koh Si Chang, Thailand, on 20 September and was due to arrive in Lianyungang on 8 October.

However, on 29 September, all the crew started experiencing abdominal pain and vomiting after dinner. The crew members ate around 5.30 pm local time that day and began feeling unwell around 11 pm.

The ship was off Con Rao Island in Ba Ria-Vung Tau province, Vietnam, at the time, and through a local ship agency, sought emergency medical help.

Unfortunately, by the time medics boarded the ship on 30 September, 10 crewmen had already died and another two died on the way to Vietnamese hospitals. One more crewman died on 2 October.

The other eight survivors were given intensive treatment and are now said to be in stable condition.

Vietnamese media, quoting the survivors, reported that their dinner on 29 September comprised of fish and vegetables that were cooked on the ship, prompting speculation that the fish may have been the culprit. The cause of the food poisoning is being investigated.

Yesterday (2 October), the Chinese embassy in Vietnam engaged a helicopter from the Vietnam Helicopter Corporation to carry the eight survivors to Vung Tau Hospital for further treatment. A Vietnamese search and rescue craft, SAR 72, transported the remains of the 13 dead seafarers to the Chinese authorities. *Container News* tried to contact Cosco's ship management company but an employee who answered said the matter is under investigation and declined comment.

VI. ARTICLE INDEXING

More Plastic Than Fish by 2050 – IAEA Event Gathers Experts Working Together to Save Marine Environments from Plastic Pollution

Plastic pollution has become one of the major global environmental challenges of the century; projections show that by 2050 the oceans may have more plastic than fish. Nuclear technology has emerged as one innovative solution to this growing problem.

By harnessing nuclear technologies, we can address challenges of plastic pollution both on land and in the ocean to tackle this global problem. This was the message brought by experts at a meeting held today on the side-lines of the IAEA's 66th General Conference. The event highlighted the impact of the IAEA's initiative on Nuclear Technology for Controlling Plastic Pollution – NUTEC Plastics.

“Plastic pollution threatens sustainable development and our own well-being. We must work together to address it using science to inform smart policies,” IAEA Director General Rafael Mariano Grossi told attendees. “The application of nuclear science and technologies for the monitoring of plastics in the marine environment and for recycling and creation of biodegradable plastics gives it an indispensable role in meeting our environment challenges.”

Mr Grossi launched NUTEC Plastics in 2020 to enhance global understanding of the abundance and impact of marine plastic pollution and to broaden the application of nuclear technologies in dealing with plastic waste, there by assisting countries in moving towards a circular plastic economy.

The IAEA has developed strategic, four-staged approaches for nuclear solutions to plastic pollution within NUTEC Plastics, in what is referred to as upstream and downstream target areas. Event participants heard that in its upstream strategic approach, nuclear technologies, specifically radiation technologies, are used to innovate plastic waste recycling and support development of biodegradable, green alternatives to single use petroleum-based plastic products – an approach aimed at reducing the volume of plastic waste world-wide and prevent the plastics from reaching earth's marine environments. The challenges in our ocean are addressed in NUTEC Plastic's downstream activities, participants were told, where nuclear techniques are used to quantify and characterise marine microplastic pollution and to assess their impact on coastal and marine ecosystems. A further downstream activity is the development of a global plastics monitoring network of marine laboratories, through capacity building. During the side event, attendees learned about the substantial progress NUTEC plastics has made since its launch. Thanks to pledges reaching almost ^a4.5 million from IAEA Member States, NUTEC Plastics is being mobilized to support the 78 countries requesting IAEA support in solving their plastic pollution problems.

NUTEC Plastics aims to consolidate and build on IAEA's assistance to its Member States in finding nuclear solutions to plastic pollution,” Mr Grossi told event participants. “When confronted with issues of a global nature, we must try new approaches. NUTEC is the call to make the best use of nuclear.”

Participants learned about the establishment of a global NUTEC Monitoring Network of laboratories, as a vital consolidation activity in downstream NUTEC Plastics, to exchange data, knowledge and best practices. Presently, there are 55 laboratories in the global NUTEC Plastics Monitoring Network.

Corey Hinderstein, Deputy Administrator for Defense Nuclear Nonproliferation in the United States National Nuclear Security Administration, said one of their core goals is to enhance nuclear security while ensuring the peaceful use of nuclear. She announced today that the United States would be donating a further USD 1 million to the NUTEC Plastics programme.

NUTEC Plastics upstream activities presently encompass both research and development activities for both plastic recycling and generation of eco-friendly plastics as well as technology transfer for establishing pilot scale plastic recycling plants. Six countries from the Asia and the Pacific and the Europe regions have completed or drafted pre-feasibility studies for their proposed plastic recycling pilot plants, a milestone in the first stage of NUTEC's upstream strategic approach.

The Philippines has a significant plastic pollution problem and a great interest in recycling. At the event, Renato Solidum, Secretary at the Department of Science and Technology (DOST) in the Philippines, explained his country's experience with NUTEC Plastics. He said the DOST has undertaken a pre-feasibility study and concept investigations for a pilot plant employing electron beam radiation to combine two waste streams – plastics and palm tree fibres – into a new consumer product, construction material. “We are championing the research and development of innovative products to tackle marine plastic pollution,” said Mr Solidum, who explained that as a mega biodiverse country where most of the population lives in coastal areas, the Philippines remains under threat from plastic in the marine environment. “We

see the potential in recycling through radiation technology and have been using such methods to irradiate plastic pellets. You can use radiation to break down plastic polymers to be used to generate new plastic products, thus extending the plastic waste lifecycle.” In support of this, the IAEA will issue a guideline for Integrating Electron Beam Technology into Polymer Recycling Process next month.

The IAEA is unique within the United Nations system in having laboratories in Austria and Monaco that apply nuclear science, technology and techniques to help Member States address some of the world’s biggest issues, including plastic pollution. Created in 1961, the Monaco-based IAEA Marine Environment Laboratories provides research and development, training, and technical cooperation in sampling, monitoring and impact assessment of microplastics. The Monaco laboratories serve as the central hub to the global NUTEC Plastics Monitoring Network.

VII. NEW PUBLICATION

IAMSAR Manual Volume III Action Cards, 2022 Edition

IAMSAR Manual: Volume I, 2022 Edition

IAMSAR Manual: Volume II, 2022 Edition

IAMSAR Manual: Volume III, 2022 Edition

Instruments relevant to port State control 2022 Edition

International SafetyNET Manual, 2022 Edition

Procedures for port State control 2022 Edition

ECDIS Quick Reference Guide for Mariners

Benchmarking Bulk Carriers - Thirteenth Edition

LPG Operational Practice

IMSBC Code

MARPOL Consolidated Edition, 2022 Edition

VIII. NEW ARRIVAL

1. NP 323 (STAR FINDER & IDENTIFIER)
2. Global Maritime Distress and Safety System Courses Criteria, 2nd Edition 2018 by MNTB
3. STCW Convention and STCW CODE, 2017 edition

QUOTES

“We need to accept that we won’t always make the right decisions, that we’ll screw up royally sometimes – understanding that failure is not the opposite of success, it’s part of success.” –

Arianna Huffington

“You may encounter many defeats, but you must not be defeated. In fact, it may be necessary to encounter the defeats, so you can know who you are, what you can rise from, how you can still come out of it.” –

Maya Angelou

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

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

Editor

Mr. Ram Chandra Pollai, Librarian