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I. D. G. S. CIRCULAR / ORDER



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

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 23-MISC/58/2024-CREW-DGS (C. No. 30186)

Date: 06.08.2024

ADVISORY

Subject: Advisory for seafarers, RPS agents, employers / vessel-owners regarding travel to Bangladesh - reg.

1. Due to the ongoing recent political developments and current situations prevailing in neighbouring country Bangladesh, the Ministry of External Affairs (MEA), Government of India has issued an advisory strongly recommending that Indian nationals shall avoid traveling to Bangladesh until further notice. This advisory also applies to seafarers, their employers, and ship owners who may be planning travel or indulge and associate in operations involving ports in Bangladesh.
2. In light of the current unrest, seafarers are advised not to sign on or off from any ports in Bangladesh as the safety and security of our seafarers are of paramount interest. Employers are strongly encouraged to reschedule crew change processes to alternative ports in order to avoid any unforeseen consequences and safeguard the life and property. Any prior commitments and obligations with respect to crew changes in Bangladesh should be immediately re-evaluated and postponed forthwith.
3. For the seafarers currently stationed in Bangladesh, it is crucial to restrict movements and avoid unnecessary travel. Always stay informed about local conditions and be vigilant. Ensure that you remain in contact with the High Commission of India in Dhaka and keep them informed at all times of your movements.
4. Given the unpredictable situation, the vessel-owners and the vessel agents are also advised to avoid berthing vessels at ports in Bangladesh, as far as possible and practicable to prevent any potential risks or uncertainties that could affect the safety and integrity of the vessel and its crew on board. Also, they are encouraged to consider alternative ports for loading / discharging operations and may also consider to reschedule the same till the situation ceases to exist to other ports or regions that are currently stable and safe for maritime activities.

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5. Vessel-owners, vessel managers and all concerned parties are further advised the following:

5.1 Ensure all crew members are briefed about the current advisory issued by MEA, Government of India, available in their website in following link:

(<https://www.mea.gov.in/press-releases.htm?dtl/38095/Advisory+for+Bangladesh>) and emphasise the importance of adhering to safety protocols.

5.2 Enhance security measures on board to prevent any unforeseen incidents including but not limited to maintaining a higher state of readiness, ensuring all security equipment is operational and safety drills be conducted thereof.

5.3. Regularly check for updates from the High Commission of India in Dhaka and other relevant authorities to be apprised of the situation at all times. Always have emergency contact numbers readily available and ensure that all crew members are aware of them.

5.4 By strictly adhering to this advisory, so as to collectively ensure the safety and well-being of our seafarers and the seamless operation of maritime activities during this period of the said civil unrest in Bangladesh.

5.5 In case any further assistance is required, contact the High Commission of India in Dhaka at the emergency numbers for any assistance: +8801958383679, +8801958383680 and +8801937400591.

5.6 The seafarers, NoK, RPS agents and vessel-owners and other concerned entities involved may contact the Directorate nodal officials / DG Comm in case of any queries or exigencies as per the contact details available in following link:

(<https://dgshipping.gov.in/writereaddata/News/202405100132574984828ContactPointsforseafarers.pdf>)



Capt. (Dr.) Daniel J Joseph
Dy. Director General of Shipping

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नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 23-RPS/24/2024-CREW - DGS (C. No. 30297)

Date: 14.08.2024

DGS Crew Circular No. 25 of 2024

Subject: Changes brought in E-Governance e-migrate system related to SMS alerts, port and country of joining and procedures for viewing acknowledging sea service details by seafarers - reg.

Whereas, Merchant Shipping (Recruitment and Placement of Seafarers) Rules, 2016, mandates that seafarers are recruited through approved Indian Recruitment and Placement of Seafarers (RPS) agencies when working for foreign ship owners. The said rule ensures that the seafarers are recruited and employed through licensed and registered companies or agencies and further helps in protecting the seafarers' rights, ensures their welfare and well-being. The rule also ensures that the recruitment agencies follow the established recruitment processes applicable as per national and international laws.

2. Whereas, under the Merchant Shipping (Recruitment and Placement of Seafarers) Rules, 2016, mandates that these approved RPS agencies keep accurate and up-to-date records of all seafarers they have recruited or placed onboard their contracted vessels and also, these records are required to be readily available in the online profiles of the seafarers recruited or employed through them at all times for verification by inspecting authorities.

3. Whereas, to streamline the issues record keeping and curb fraudulent practices in recruitment of Indian seafarers working on foreign-flagged ships through unlicensed RPS agencies, the Directorate had introduced the e-Migrate system vide Merchant Shipping Notice No. 07 of 2017 dated 11.08.2017 to monitor and curb such deceitful practices by errant RPS agencies.

4. Whereas, the e-Migrate system not only processes the seafarer's details but also sends this information as an automated alert message to the concerned seafarers registered email. This includes notifications about their recruitment status, such as sign-on ashore, sign-on vessel, sign-off vessel and sign-off ashore details.

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Additionally, if there are any changes to the entries made in their online profiles, such as cancellations, updates or corrections are also communicated through automated alert message to the concerned seafarers registered email.

5. Whereas, it has come to this Directorate notice that such important updates or notifications related to e-migrate system are not instantly sent or communicated to the seafarers through Short Message Services (SMS) or other communication channels. This leads to a situation where seafarers do not receive timely or clear information regarding changes to their status or other crucial updates that could affect their travel and employment.

6. Therefore, to address the above issue of timely notification of e-migrate system alerts to the seafarers and to further enhance greater transparency in the current E-Governance system, this Directorate is pleased to introduce and implement automated SMS messaging facility within the existing e-Migrate system.

7. This new SMS alerting feature would send automated notifications or updates to seafarers registered mobile number. Any updates made in the seafarer's online profile, including changes to sign-on and sign-off details or modifications and cancellations of any previously entered data, will now be communicated to the seafarers through these official SMS messages and additionally same would also reflect in seafarers' profile in the current E-Governance system.

8. The said SMS alerting system aims to ensure that seafarers are promptly and effectively informed about any relevant changes or important updates, thus enabling them to take necessary actions in a timely manner. By three-way mode of alerting system such as

- (i) Alerting by automated email messages to the seafarers registered email id;*
- (ii) Alerting by automated SMS messages to the seafarers registered mobile number; and*
- (iii) Reflection of changes in seafarers' profile in the current E-Governance system*

The Directorate is working towards providing a more robust and reliable communication system to support seafarers throughout their recruitment and employment processes.

9. Further, the e-migrate system is amended with mandatory filling of "**Port of Joining**" (editable field) and "**Country of Joining**" (choose from drop down menu) options by RPS agencies to fill up mandatorily during the seafarer's sign-on and the same would henceforth reflect in the seafarer's form - 1 and would be also sent through automated alert email messages to the seafarers registered email ID. Seafarers are hereby cautioned to be alert and ensure if correct "joining port and country" details are reflected in form - 1 for the RPS agency to make subsequent necessary relevant travel arrangements such as visa, tickets etc. for joining vessel in the said respective country as mentioned in the form - 1.

10. In lieu of the introduction of the mandatory filling options for RPS agencies to fill up seafarer's sign-on related "Port of Joining" and "Country of Joining" which would henceforth reflect in the seafarer's form - 1, the mandatory submission of details of seafarers currently working in or scheduled to join vessels in Iran, UAE, or Malaysia as mandated by DG Shipping Crew branch circular 15 of 2024 dated 21.06.2024 is hereby withdrawn.

11. For onboard promotion cases being affected in port / country, the RPS agencies may choose relevant port / country. However, onboard promotion cases related to being affected at sea, the RPS agencies may fill up "Port of Joining" (editable field) as "**At Sea**" and "Country of Joining" (from drop down menu) as "**At Sea**".

12. Further, to ensure that accurate processing of seafarers' sign-on and sign-off details, as well as any changes to their online profiles through the e-Migrate system are effectively controlled, the onus also lies on seafarers themselves and hence **Indian seafarers would also be required to acknowledge these updates.**

13. To complete this process, the following procedures are required to be followed for viewing and acknowledging the sea service and Article of Agreement (AoA) details by seafarers themselves as per their convenience:

a) **Accessing the Portal:**

Seafarers are required to access the DG Shipping portal by visiting dgshipping.gov.in

b) **Logging In:**

On the homepage, click the “e-governance” link under the section “I.T AND E-GOVERNANCE.” Enter your login credentials and click the “Login” button. Please ensure to take a screenshot of the login page for your records.

c) **Viewing Sea Service and Acknowledging:**

Once logged in, navigate to the “View Sea Service and Acknowledge” link. Note that the acknowledgment option will be available only for sign-on ship dates later than the specified date (XX-XXX-XXXX).

d) **Acknowledging Sign-On Details:**

1. Click on the “Acknowledge” link under the “Acknowledge Sign - on” section.
2. If you agree with the sign-on ship details provided by the company, select the 'Agree' radio button. Add any necessary remarks and submit.
3. If you disagree with the sign-on ship details, select the 'Disagree' button. Enter the correct details, provide any remarks as needed and submit.

e) **Acknowledging Sign-Off Details:**

1. Click on the “Acknowledge” link under the “Acknowledge Sign off” section.
2. If you agree with the sign-off ship details, select the 'Agree' radio button. Add any necessary remarks and submit.
3. If you disagree with the sign-off ship details, select the 'Disagree' radio button. Enter the correct details, provide any necessary remarks, and submit.

f) **Reviewing Submitted Details:**

To review the details you have submitted, click on the “Done” link under both “Acknowledge Sign on” and “Acknowledge Sign Off” sections.

g) **Article of Agreement:**

The process for acknowledging the Article of Agreement is identical to the sea service acknowledgment process. Please follow the same steps for viewing and acknowledging Article of Agreement details.

14. The above amendments in the current e-migrate system have been introduced as an interim measure for improving transparency and for greater accountability on the RPS agents and seafarers themselves. The Directorate is working towards a robust and comprehensive new RPSL module with additional security and safety features for improving transparency and for an effective system for all stakeholders concerned.

15. The detailed step by step flow chart detailing the new amendments in the e-migrate system is explained in Annexure I for stakeholders benefit and compliance. For any related queries, stakeholders may please contact crews-dgs@nic.in for further assistance.

16. This circular comes into force with immediate effect and is effective from the date of issuance of this circular.

17. This issues with the approval of the Director General of Shipping.



Capt. (Dr.) Daniel J Joseph
Dy. Director General of Shipping (Crew)



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F.No.20-19016/8/2024-TRG-DGS

Date : 05.09.2024

TRAINING CIRCULAR No. 27 of 2024

**Subject : Independent Evaluation of the Indian Maritime
Administration for compliance of STCW and MSC.1/CIRC.1449**

1. Introduction :

1.1 This is to state that India being party to STCW convention has to carry out independent evaluation as per Regulation I/8. In accordance with STCW regulation I/7, paragraph 3, India had communicated their report of independent evaluation pursuant to regulation I/8, paragraph 3, demonstrated that they were continuing to give full and complete effect to the relevant provisions of the 1978 STCW Convention in the year 2019 and subsequent to report evaluation by the IMO, India was placed in white list in accordance with MSC.1/Circ.1164/Rev.27. Now the Independent evaluation is due in the year 2024 for India.

1.2 "Independent Evaluation" by a competent agency is an essential part of the STCW Convention requirements, to decide on the continuance of the member state concerned in the STCW White List of the IMO. Regulation I/8 of the STCW Convention 1978, as amended, requires that each Party shall ensure that an evaluation is periodically undertaken and that a report containing the results of the evaluation shall be communicated to the IMO Secretary-General.

1.3 The Independent Evaluation has to carried out by an organization/Institution who are exclusively domain experts in STCW Convention and carry out as per IMO MSC.1/Circ 1449 which is a guidance on the preparation, reporting and review of independent evaluations and steps taken to implement mandatory amendments required by regulation I/7 of the STCW Convention. These agency are considered as specialized agency who undertake a specific task where other institutions/organizations may not be able to carry out.

1.4 Accordingly, the Directorate General of Shipping has engaged Lloyd's Register to carry out an independent evaluation of STCW (Standards of Training, Certification, and Watchkeeping for Seafarers) compliance across India. This initiative is in line with the Directorate's commitment to ensuring that all Maritime Training Institutes (MTIs) adhere to the highest standards of maritime training, as mandated by the STCW Convention and relevant DGS guidelines.

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2. Compliance by MTIs :

2.1 As part of this process, Lloyd's Register may select any approved MTI for inspection. The evaluation will include a thorough audit of the MTIs' compliance with the STCW Convention and the DGS guidelines. The first round of audits is scheduled to commence in the first fortnight of September 2024.

2.2 Accordingly, all MTIs are advised to ensure that all necessary documentation, facilities, and training procedures are in place and readily accessible for inspection. MTIs must inform the Directorate of their readiness for the upcoming audits by Lloyd's Register. Any institute selected for audit will be required to fully cooperate with the inspection team to facilitate a comprehensive evaluation.

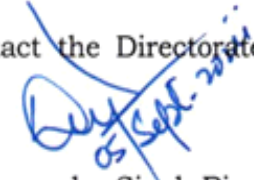
2.3 All approved MTIs are hereby requested to submit a compliance report to the Directorate confirming that they are adhering to the guidelines issued by the Directorate and are in full compliance with the STCW Convention. The compliance report should detail the implementation of the prescribed training standards, assessment methods, and any measures taken to ensure continuous compliance with the STCW requirements.

3. Action Required:

3.1 In view of the above, all MTIs are requested to;

- (i) Ensure that they are fully prepared for potential audits by Lloyd's Register starting in September 2024.
- (ii) Confirm their readiness for audit to the Directorate at the earliest opportunity
- (iii) Submit their compliance reports to the Directorate by **10th September, 2024.**

4. For any further information or clarification, please contact the Directorate's office.


[Deependra Singh Bisen]

Dy. Director General of Shipping [Training]

To
All DGS approved Maritime Training Institutes

Copy to :

1. CS /NA /CSS
2. Principal Officers, Mercantile Marine Department, Mumbai /Chennai/Kolkata /Kochi/Kandle
3. Ambrish Bansal, Sr. Vice President – Business Advisory & Consulting, Lloyd's Register, 2nd Floor, North Wing, S-14, Solitaire Corporate Park, Andheri Kurla Road, Chakala, Andheri East, Mumbai, Mumbai Suburban, Maharashtra, 400093. [email : ambrish.bansal@lr.org]
4. The Director General of Shipping, Mumbai for information
5. Computer Cell with a request to upload this circular on the DGS website.
6. Hindi cell for translation of the circular
7. Guard file

II. IMO NEWS

IMO Launches 2024 Women in Maritime Survey to Promote Gender Diversity Globally

The second Women in Maritime Survey has been launched to gather important baseline data about women's participation in the maritime and ocean fields.

IMO Secretary-General, Mr. Arsenio Dominguez issued a worldwide call to governments, companies, organizations and academic institutions to take part, saying:

“Join me in championing diversity and fostering a barrier free workplace for all by completing the survey, which will allow for a more targeted use of resources and ensure that we are well placed to navigate the challenges that the future brings.”

Conducted every three years by the International Maritime Organization (IMO) and the Women's International Shipping & Trading Association (WISTA International), the survey takes a global snapshot of how many women work in these sectors and in what roles.

The aim is to analyze trends and support the creation of programmes and policies to boost women's participation in maritime. The previous study, published in 2021, highlighted a male-dominated sector, with women making up less than a third of the overall maritime workforce, and less than 2% of seafarers.

WISTA International President, Ms. Elpi Petraki added: “This survey is more than just a data collection effort. It is a strategic move towards the evolution of our industry. The insights gathered can be used to develop forward thinking policies that will elevate inclusion and diversity.”

The survey includes two streams – one for IMO member governments and one for industry, including companies, non-governmental and intergovernmental organizations, and private maritime training institutes or academies.

The survey runs from 2 September to 31 December 2024, with the final report to be published in May 2025.

The Women in Maritime survey is part of IMO's long-standing advocacy and technical cooperation efforts to enhance women's empowerment and advance gender balance in the maritime sector.

International Maritime Organization Grants Consultative Status to Methanol Institute

The International Maritime Organization (IMO) has granted the Methanol Institute (MI) consultative status, recognizing MI's ability to contribute to maritime regulatory development.

With this new status, MI can now attend IMO meetings as an observer and provide expert input on plenary and working group discussions.

MI Chief Executive Officer Gregory Dolan states that the institute has received the status at a crucial time. The shipping sector continues to make progress in the shift to alternative fuels, and there has been a considerable increase in orders for cleaner ships.

Dolan further added that they are grateful for the recognition and look forward to IMO's continuous efforts toward net zero emissions by 2050.

MI intends to use its broad expertise and perspective to collaborate closely with IMO member countries.

The main focus will be on establishing strong regulatory frameworks for low-carbon shipping fuels, developing standards for the safe design, operation, and bunkering of methanol, and implementing market-based strategies to promote the use of low-carbon and renewable methanol.

MI has been actively promoting methanol as a marine fuel since its inclusion in the revised International Code for Gas-Fuelled Ships (The IGF Code) in 2020.

The institute has been involved in policy initiatives that support bunkering and crew training standards, collaborate on shipyard vessel designs, and engage in cross-industry groups to decarbonize the maritime supply chain.

The IMO Council's decision to grant MI consultative status highlights the importance of their contribution to the shipping industry's transition to cleaner fuels.

The Methanol Institute (MI) is a global trade association representing major methanol distributors, producers, ship-owners, transporters and technology firms.

III. ILO NEWS

7 main reasons there are fewer Women Seafarers in the Maritime Industry

Shipping is one of those very few industries which has the lowest number of women workforce. Blame it on the traditional mind set of the “male dominated” industry or the lack of awareness, the paltry number of female seafarers clearly states that very little has been done to encourage women for taking seafaring careers.

In this article, a female seafarer who is sailing on commercial vessels and is part of the maritime system, explains some of the main reasons as to why many female candidates are refraining from entering the industry or are looking for other career options.

1. Lack of awareness and information: It is not untrue that unlike other career options, careers in the maritime industry are not very well known to many young women. Students generally opt for main stream careers such as IT, computer science, electronics or medicine. This is because they have little knowledge or are not aware of the prosperous careers that they can make in the maritime field. Besides schools take very less initiative to facilitate discussions about the various maritime career options available.

It is necessary to improve career awareness and preparedness. The schools can provide career guidance and address young women on careers in the maritime world, making them aware of the bright career prospects. Educators can also help students to translate awareness into pursuit of seafaring as a career. In order to attract women in the industry, institutions of higher education should have policies to help women understand and know about maritime careers in a better. Career related magazines can be a source of information and newsletters from the maritime industry can be used as a medium to promote and highlight seafaring as a potential career for female (as well as male).

2. Male dominated industry: Shipping has historically been a male dominated industry and that tradition runs long. One of the reasons as to why women have never taken this career option very seriously is this fact. There is little encouragement to face the very male dominated and competitive career path due to a lack of female role models. Besides one of the biggest challenges for women in this field is combating perceptions that such jobs are meant only for men and require a skill set more associated with them. Many women fear to enter the man’s world as they believe that they might face physical harassments and violence or severe verbal abuse as well as low levels of support from co-workers.

But this is not the true story. Company hiring women seafarers have strict policies to protect and safeguard their rights and identity. They have many complaint procedures. With more number of aspiring women seafarers this obstacle can be easily eliminated. We must find a way to make women feel that their gender does not govern how they perform in a working environment and thus make it easier for women to pursue and achieve their dreams.

3. No or less support: Women generally do not receive adequate support (Both from family and society) to choose seafaring as their career. Educators often do not provide the necessary skills and support to help young women climb the shipping sector ladder. Women are also deprived of family support which is very essential and crucial for them to establish their own identity in such a sector where women count is very limited.

Parents must be made aware of this field so as to motivate and encourage their daughters who are willing to make a difference. Lack of support is one of the reasons why women become upset, disappointed, and eventually step back from taking seafaring as a career. This is also the reason they are not seen as decision makers. These changes can definitely make merchant navy more acceptable by women.

4. Less Acceptance By Companies: The difficulty of getting access to jobs and professional development in the maritime industry is also a reason for less women seafarers in the maritime sector. Lack of workplace support keeps women out of this career. Aspiring female seafarers perceive little chance of advancing in their field. Many women feel that they will be subjected to difficulties such as performance pressures or face a hard time moving up in the company. Company should take initiative to allow for an equal representation of women in the maritime industry and give them equal opportunities. There are many companies who are not willing to hire women seafarers. Each and every shipping companies should have facilities and amenities so as to facilitate the dwelling of a women seafarer. Due to lack of career opportunities women back out and start looking for other jobs and develop a negative mind-set about job opportunities and career prospects in the maritime industry. Equal opportunities has come a long way, but still has further to go. Companies should alleviate the gender gap and promote gender equality and empower women. Only when we eliminate workplace sexual discrimination can we put these issues behind us.

5. Social Cultural and Practical Obstacles: Many women are not allowed to choose shipping as a career because of the long stay at sea. Finding a balance between demands of work and family has been a common issue. Staying away from family and friends for so long is not easy for women as well as men. Being on-board for several months might not satisfy the social role of a woman, making it not a very attractive field for women. This also has a lot to do with our social setup that believes that children must be brought up by women alone. The belief that even men would prefer not to marry a woman who spends months on the ship is disapproval for women who wish to step in the shipping industry. Women also face parental disapproval as they are not aware of the maternity rights and benefits which make them think that shipping is not an ideal career their daughters. Thus social pressure and traditional social responsibility stops women from pursuing such a career and forces them to choose land based jobs. Society must have the common recognition of the importance of the utilisation of the women work force.

6. Lack of workshops and seminars: The absence of organisations and regional networks is yet another reason for less women seafarers. Such organisations can conduct workshops and seminars to help young women exchange their views with experienced women seafarers and to help them develop a strong presence in the maritime sector. Other options that these organisations can provide are mentoring and sponsorship. They can create support groups and help in enhancing career preparation. This will push more women seafarers in this industry.

7. Job security: Most of the private shipping companies provide contractual employment and do not have remarkable retirement benefits. Just like male seafarers, this is a concern for many women seafarers who look for job stability and retirement benefits like pension. Majority of the women prefer jobs with a stable source of income and a planned retired life. This is also a reason as to why women hesitate to join this industry.

Maritime industry offers great employment opportunities for male and female seafarers alike. However, employment equality has been a problem haunting the industry for quite some time now. Unless some drastic steps are taken to bring awareness among prospective female seafarers and to enhance policies supporting their welfare, the numbers will continue to dwindle.

IV. SHIPPING NEWS

Indian Navy Rescues Crew of Panama Flagged Vessel Attacked By Houthis in Red Sea

A Panama-flagged crude oil tanker, the MV Andromeda Star, was targeted by a Houthi missile strike in the Red Sea on April 26, 2024. The Indian Navy responded quickly, deploying its destroyer INS Kochi to assist the vessel. The attack prompted the INS Kochi to intercept the MV Andromeda Star and undertake an aerial survey to assess the situation. The Indian Navy's Explosive Ordnance Disposal (EOD) squad was dispatched on board to assess residual risk.

All 30 crew members on the MV Andromeda Star, including 22 Indian nationals, have been reported to be safe. Despite the damage, the vessel continues its scheduled visit to the next port.

This incident demonstrates the Indian Navy's commitment and willingness to protect seafarers passing through the region amidst escalating tensions over Houthi militant attacks on commercial vessels in the Red Sea.

The incident comes after a string of similar attacks on vessels in the region, triggering increased security measures and concerns from maritime authorities.

In response to similar attacks, the Indian Navy has assisted numerous merchant vessels in the Western Indian Ocean. Since the start of the Israel-Hamas conflict in October 2023, the Houthi rebels have increased their attacks on commercial vessels in and near the Red Sea.

As a result, some shipping companies have discontinued their regional operations, redirecting vessels on lengthier routes around Africa's southern edge to reduce dangers.

Orissa High Court Orders Sale of Bulk Carrier over Drug Seizure & Unpaid Dues

The Orissa High Court ordered the sale of the Panama-flagged bulk carrier MV Debi on August 21, 2024, after it failed to settle dues of ₹ 8 crores.

The bulk carrier involved in a high-profile narcotics bust last year will be auctioned under Section 11(3) of the Admiralty Act, 2017, and Admiralty Rules, 2020, according to an order by Justice V. Narasingh. The court ordered the ship be sold because the owner abandoned it after its "arrest." The court has chosen Adoina Offshore Consultants Private Limited as surveyors and valuers to determine the vessel's value for scrapping and trading. The report needs to be filed by September 21, 2024.

The MV Debi arrived at Paradip Port, Odisha, on November 29, 2023, from Egypt through Gresik Port in Indonesia, with plans to carry steel plates to Denmark.

On December 1, 2023, customs officials seized 22.2 kilos of cocaine from the vessel, estimated at ₹ 220 crore. The seizure led to an ongoing investigation of 21 crew members, including the ship's captain, Vu Kang Dinh, under the Narcotic Drugs and Psychotropic Substances Act.

The vessel was "arrested" in February 2024 when Paradip International Cargo Terminal, a subsidiary of the JM Baxi Group, filed an admiralty suit to recover dues of ₹ 7.95 crore. The charges include berth leasing, penalties, and legal fees.

Paradip International Cargo Terminal, operating a multipurpose terminal 10 kilometres from Paradip Port since 2016, has been unable to retrieve the dues despite repeated invoicing and reminders given to the ship's owners in Vietnam. Since the cocaine seizure, the vessel has remained docked at the cargo facility, occupying valuable space.

In its submission to the High Court, JM Baxi Group highlighted the importance of selling the vessel as soon as possible, stating that any delay might risk its seaworthiness and market value.

Oil Tanker Hit by Houthi Attack in the Red Sea Still Burning After 3 Days

The Greek-flagged tanker targeted by the Houthis in the Red Sea remains on fire for three days, but no oil leak has been reported.

Sounion was the recent target of the Houthis, who continue to attack Red Sea Shipping, demanding an end to the war in Gaza, which has killed thousands of citizens, women and children.

Houthi Attacks have disrupted the one trillion dollar trade that crosses the region and have also resulted in a halt of aid shipments to Yemen and Sudan.

The fire was seen burning in 9 locations onboard the tanker carrying 150,000 tonnes of Iraqi Crude oil, approximately a million barrels. Flames were also seen close to the hatches of its oil tanks.

EU mentioned that the tanker is a navigational and environmental hazard and the attack not only hampered navigation but threatened the lives of seafarers, the health of the marine environment and the safety of people living in the area. The U.S. warned of environmental catastrophe, given that the Red Sea is home to diverse coral reefs and underwater habitats.

Videos showing blasts on the tanker released by Houthis and analysed by the Associated Press suggest that the Houthis boarded an abandoned vessel and fitted it with explosives to sink the tanker completely.

State Department spokesperson Matthew Miller said that these attacks show that Houthis want to destroy the fishing industry that Yemenis and other communities depend on for their livelihood, just as they try to prevent humanitarian aid from reaching the needy.

The news channel of the Houthis mentioned that the tanker was attacked as a punishment to the company which owns it as it violated the decision to ban access to Israeli Ports.

Sounion tanker was repeatedly attacked by Houthis last week, and a French naval destroyer saved its crew members comprising 25 Filipinos and Russians and four security personnel, taking them safely to Djibouti.

U.S. Navy's Military Sealift Command to Sideline 17 Support Ships Due To Shortage of Qualified Mariners

The U.S. Navy is considering sidelining 17 support ships due to a shortage of qualified mariners, according to a plan drafted by the Military Sealift Command.

The "force generation reset" aims to resolve the ongoing shortage of qualified mariners to operate the Navy's support vessels.

According to the sources, the ships affected are 12 spearhead-class Expeditionary Fast Transports (EPF), 2 Lewis and Clark-class replenishment ships, 2 forward-deployed Navy Expeditionary sea bases, and 1 fleet oiler.

The forward-deployed sea bases identified are the USS Lewis Puller (ESB-3) in Bahrain and the USS Hershel "Woody" Williams (ESB-4) in Greece.

These vessels will undergo an extended maintenance period, and the crews will be reassigned to other ships within the fleet.

The proposed plan is awaiting approval from Chief of Naval Operations Adm. Lisa Franchetti and could potentially cut the demand for civilian mariners by 600-700 billets.

There are roughly 4,500 billets for mariners across various U.S. support ships, with a ratio of about 1.27 mariners per billet.

The uneven ratio has led to major retention issues, with mariners often spending extended periods at sea without enough time off.

A former MSC master mariner stated that the current system requires mariners to work a challenging schedule of four months at sea followed by one month off. This system has impacted mariners' work-life balance, worsened by the rigorous training requirements and a lack of adequate leave for junior mariners.

The continuous challenges have been intensified by the COVID-19 pandemic, which resulted in gangway-up measures that prevented mariners from leaving their vessels.

Retired MSC mariners have reported that these conditions have led to increased resignations, with many leaving to maintain a better work-life balance.

If implemented, the great reset could help reduce some issues by increasing the mariner-to-billet ratio to around 1.5. This would result in improved crew management and support the deployment of newer vessels like the John Lewis-class fleet oiler.

The plan will also impact a large section of the fleet. The 12 Spearhead-class EPFs, among the ships proposed for sidelining, have played crucial roles in U.S. outreach missions in Africa, Europe, and the Pacific.

The EPFs, manufactured by Austal USA, are high-speed aluminium catamarans designed to support a range of missions and are expected to serve as the foundation for a new class of hospital ships entering the fleet by the end of the decade.

Sal Mercogliano, a former MSC mariner and associate professor of history at Campbell University, criticized the plan as an outcome of years of negligence and mismanagement within the force.

Crew of oil tanker rescued after multiple attacks in Red Sea

The 25 crew members of a Greek-owned and flagged oil tanker have been rescued by a European warship in the Red Sea after multiple attacks on Wednesday. The Sounion, which is carrying 150,000 tonnes of crude oil, was first hit by gunfire from two small boats which approached it 77 nautical miles (143km) west of the Yemeni port of Hudaydah, the UK Maritime Trade Operations (UKMTO) office said. Later, the ship was struck by three unidentified projectiles, which sparked a fire and left it without engine power, it added.

No group has claimed responsibility for the attack, but US officials blamed Yemen-based Houthis. The group has launched multiple attacks on shipping in the Red Sea.

On Thursday, EU's Red Sea naval mission said one of its ships had destroyed an unmanned surface vessel (USV) as it rescued all of those on board and transported them to Djibouti.

The Sounion's operator, Delta Tankers, said the fire onboard was extinguished before it was abandoned by the crew and that it was working on a plan to move the vessel to a safer destination for further checks and repairs.

The vessel was initially adrift after losing engine power but is now at anchor.

No group has yet said it was behind the attacks, which Greece's minister of maritime affairs condemned as a flagrant violation of international law.

However, Yemen's Iran-backed Houthi movement has repeatedly targeted commercial shipping in the Red Sea and Gulf of Aden since November. The Houthis say they are acting in support of the Palestinians in the war between Israel and Hamas in the Gaza Strip. They have claimed - often falsely - that they are targeting ships only linked to Israel, the US or the UK.

They have not been deterred by the deployment of Western warships to protect merchant vessels or by US and British air strikes on territory they control in north-western Yemen. Israel also bombed Hudaydah's port last month in retaliation for a deadly drone strike on Tel Aviv.

Deputy Pentagon Press Secretary Sabrina Singh directly blamed the group for the attack, and raised doubts about what had been accomplished with it.

Ms Singh added she was "not exactly sure how [the attack] helps anyone in Gaza". She pointed out the ship was sailing under a Greek flag, with a crew of Russian and Filipino sailors.

The Sounion, which is a 274m-long and 50m-wide "Suezmax" tanker, was carrying crude oil from the Iraqi port of Basra when it was attacked.

EUNAVFOR said the tanker had not asked for protection from the mission beforehand, but that a ship had been dispatched to rescue the crew following a request from the master.

Regarding the potential environmental impact of the attack, Ms Singh said US officials would consult with the ship's operators, but said she was not "aware of anything else that we're doing at this moment".

Also on Wednesday, the Panama-flagged cargo vessel SW North Wind I reported three explosions in the water nearby as it sailed through the Gulf of Aden, the UKMTO said.

It added that the crew was safe following the incidents, which happened 57 nautical miles south of the Yemeni city of Aden, and the vessel was proceeding to the next port of call.

In June, the Liberian-flagged, Greek-owned cargo ship Tutor sank and one crew member was killed after the Houthis attacked it with a USV in the Red Sea.

V. CATERING & HOSPITALITY

10 Basic skills you need to be a good housekeeper

1. Organization : Being organized is an essential skill for a housekeeper. Being organized is an essential skill for a housekeeper. You'll have to keep track of numerous jobs and tasks, and keep all of your equipment and supplies organized. Overall, good organization will help you do the very best job that you possibly can. At a hotel, you'll need to double-check your housekeeping cart to make sure you have the right supplies. Always do a full, 360-degree when you enter a room.

2. Time management : You'll have to juggle multiple tasks at once. You'll have to juggle multiple tasks at once. Depending on the position, you might be expected to clean multiple rooms and spaces in a set amount of time. A good housekeeper can make the most of their shift by being as efficient as possible. Get in the habit of planning ahead before each workday. When you wake up, jot down the most important tasks you'll need to finish while you're at work.

3. Self-discipline : Housekeeping can involve some pretty tedious, unpleasant tasks. Housekeeping can involve some pretty tedious, unpleasant tasks. As a housekeeper, you'll have to persevere day after day, performing each duty to the best of your ability. You likely won't be supervised 24/7, so you'll have to go out and do your best even when no one's watching.

Boost your self-discipline by keeping all of your devices out of sight. If your phone is stashed away somewhere, you won't be tempted to check your texts, emails, and socials when you're on the clock. Try to eat a consistent, healthy diet, too! Heading to work hungry can make it harder for you to stay focused and disciplined. Take good care of yourself to be energized and focused.

4. Thoroughness : Thoroughness helps you stand out when you're on the job. Thoroughness helps you stand out when you're on the job. As a housekeeper, you'll be wearing many hats—you might be polishing the floors one moment and changing bedding the next. Whatever the task, you'll have to go the extra mile to make sure everything is as clean and tidy as it can possibly be.

For instance, you'd want to smooth out any wrinkles after making a bed, or dust behind picture frames while you're cleaning off a fireplace mantel.

5. Trustworthiness : Trustworthiness can be a big factor if you're working at a hotel or motel.

Trustworthiness can be a big factor if you're working at a hotel or motel. You'll learn plenty of private information about your customers, which you'll have to keep under wraps. In any job, your employer will be trusting you to clean an entire building or residence with integrity and honesty.

For instance, you might pass by a lot of valuable items when you're on the clock, such as money, jewelry, and other expensive accessories.

6. Careful listening : A lot of information can get thrown at you when you're a housekeeper.

A lot of information can get thrown at you when you're a housekeeper. You'll need to listen actively and closely when your client tells you what they'd like you to complete that day. If something doesn't make sense, you'll have to feel comfortable enough to ask some follow-up questions about your workload.

7. Interpersonal communication : Housekeepers have to play well with others. Housekeepers have to play well with others. Depending on the scope or size of your job, you might be working with other housekeepers. Do your best to be friendly, polite, and accommodating to everyone around you, especially if you work at a business.

8. Physical flexibility and strength : Housekeeping can involve a lot of heavy lifting. Housekeeping can involve a lot of heavy lifting. You might have to rearrange pieces of furniture while you clean a room, or drag around heavy pieces of equipment from space to space. Other cleaning duties involve plenty of stretching and bending, so it may help to be in pretty good shape.

9. Sweeping and mopping : Cleaning floors is the bread and butter of housekeeping. Cleaning floors is the bread and butter of housekeeping. No matter where you work, your workload will probably include some variation of sweeping and mopping.

10. Dusting : You'll need to keep every surface looking spick-and-span. You'll need to keep every surface looking spick-and-span. From homes and hospitals to office buildings and hotels, you'll be running into plenty of dust on a day-to-day basis. As a housekeeper, you'll need to clean off any dust from each and every surface and piece of furniture. You might even be asked to do some polishing once you're done cleaning it off.

VI. ARTICLE INDEXING

The History of Sailor's Valentine

Valentine's Day being a day for loved ones is a well-known fact. But what is not widely known across masses is that even sailors celebrate St. Valentine's birthday in their own unique way. In today's times, given the development of communication technology it has become far simpler and easier to establish a contact with a loved one on the 14th February and even send them gifts.

However in the years past, there was no such means for sailors to send Valentine Day gift to their beloved ones. But the tradition of sailors' Valentine made the day extra-special for not just the sailors but also their cherished ones.

According to popular-yet-relatively-unknown maritime history, sailors' valentine is a very old tradition. What makes this tradition far more special is the amount of effort and love that sailors displayed before their loved ones in spite of not being close to them for months on end.

The tradition of Valentine Day sailor gifts began at the beginning of the late 19th century and continued for nearly the start of the 20th century. It is said that seamen used to bring glass-covered octangular boxes made of wood which had sea-shells glued inside in beautiful patterns. The boxes were glass-covered so that they would be preserved against the harsh weather conditions prevailing in the oceanic waters and the beauty of the shells' designing would be intact for their loved ones to hold and admire.

Sailors' Valentine history further details, that though this brain-wave of bringing pasted sea-shells protected by a glass panel was just a one-time idea devised by a few seamen, it was soon developed into a roaring business in the West Indian island of Barbados.

The concept for the business was pioneered by two brothers from Britain – George and B.H. Belgrave – who after realising the potential of the unique artistry came up with brilliant sea-shells' designing of their own. Most of the Valentine day gifts old in its hey-day is now regarded to be as the Belgrave Brothers' creations, sold to seamen desirous of wanting to buy the gift item. The shells utilised to make the gift were unique to the West Indian island, thus adding more allure and splendour to the gift.

Apart from shells, the gifts also contained personalised wordings from sailors expressing their love in the most poignant manner possible. And though the gifts never used to be given on the Valentine's Day, the thoughts and the essence of the gift conveyed the intended meaning perfectly.

Of course today, the concept of the Valentine Day sailor gifts would be considered redundant. But on account of its vital presence in history, many artists have tried to re-create the magic of the sailors' Valentine in their own way. Such re-creations though provide a much-needed physical insight to the age-old tradition, are still inadequate when it comes to authentic beauty of the vintage gifts. Lucky people can also get a chance to take a peek at the original Valentine day gift wherever and whenever it is exhibited. Such exhibitions are the only way for people to understand and imagine what these gifts meant as Valentine Day souvenirs to dear ones nearly three centuries ago.



VII. HEALTH ZONE

Seafarers Hospital Society Launches Pilot Project To Support Women at Sea

The Seafarers' Hospital Society (SHS), a maritime charity dedicated to meeting the health and welfare needs of all seafarers working in the UK, has launched a pilot project to provide women working at sea with free feminine hygiene products. The pilot project is intended to address a gap in many existing facilities and welfare provisions onboard vessels and in ports, which are often designed with the needs of male seafarers in mind and therefore fail to account for the specific healthcare requirements of women.

Sandra Welch, CEO of the Seafarers Hospital Society, said, "We are very proud to have launched this pilot project, designed by women and created to support the health and welfare of women working at sea. Although maritime stakeholders often discuss the visible challenges women in our workforce may face such as harassment (including sexual harassment), bullying, and discrimination in terms of pay, training and opportunities the more subtle hurdles of a lack of access to menstrual hygiene products and the significant impact on a female seafarer's ability to perform her duties tends to be left unremarked. This must change. I hope this innovative project makes visible this gap and paves the way for similar projects to be created across other ports in the UK."

The project is funded by a £25,000 grant provided by the TK Foundation and The Seafarers' Charity, and will allow for the creation and provision of 1030 feminine hygiene kits for women seafarers. Over the next 12 months, SHS will provide 1000 discreet bags of sanitary products, containing a mixture of sanitary towels, tampons, period pants, at the London International Cruise Terminal. SHS will also work with the Port of Tilbury, in partnership with the QVSR London Tilbury Seafarer Centre, to provide 30 discreet bags of sanitary products (sanitary towels and period pants only) to be distributed via the Port Chaplain to women seafarers from cargo ships. Deborah Layde, Chief Executive of The Seafarers' Charity said "This project emerged from research we funded into the welfare needs of women on cargo ships, conducted by Seafarers' International Research Centre at Cardiff University. It is our hope that this pilot will help shipping companies reflect on how they can best assist their female crew on board with their wellbeing, as well as improving rates of retention and attracting more women to the industry".

Women seafarers are often confined to a limited supply of menstrual health products, such as tampons and sanitary towels, for the duration of their employment contract. Contract extensions on short notice, lengthy voyages, and restrictions on shore leave all contribute to a lack of access or an insufficient supply of these products, despite efforts on the part of the seafarer to prepare accordingly. Menstrual products may also be bulky and expensive, making buying and packing large quantities unfeasible for some.

Making up just 2% of the world's maritime workers, most women seafarers are employed in the cruise or ferry sectors. A lack of menstrual hygiene products can contribute to stress and discomfort, and make it challenging for women to perform their duties on-board. Many may find it difficult to approach management or other crew members for assistance in shipping's male-dominated workspaces, and cultural factors may also contribute further to this hesitation.

Dennis Treleaven, Maritime Program Officer at The TK Foundation said: "We're delighted to support a project that seeks to address the absence of feminine hygiene products on-board vessels during what might be substantial periods at sea, where access to such items might not be easily facilitated. We recognise that women seafarers have an increasingly important role at all levels on-board, and we hope that this project will encourage ship owners and managers to consider the needs of all their seafarers."

VIII. NEW ARRIVAL

Sl.No.	Title	Author
01	Safety emergencies & environmental protection	Capt. Errol Fernandes
02	Introduction to marine environment protection	Capt. Subroto Khan
03	Bridge equipment & watch keeping	Capt. A G Bhatia
04	Seamanship techniques	D.J. House
05	Engineering mathematic	B S Grewal
06	Electrical technology	B L Theraja
07	Principles of Electronics	V K Mehta
08	Basics of electronic aids for surface navigation	G.V.S Kumar
09	Basic marine engineering	J K Dhar
10	History of chemistry in ancient India & medieval India	P. Ray
11	A History of Sanskrit Literature: Classical Period	Dasgupta S.N
12	The Cultural Heritage of India: Vol. I	Ramakrishna Mission
13	The Cultural Heritage of India : Vol. II	Ramakrishna Mission
14	The Cultural Heritage of India : Vol. III	Ramakrishna Mission
15	The History and Culture of the Indian People Vol -1: The Vedic Age	Majumdar R.C
16	The History and Culture of the Indian People Vol -2: Age of Imperial Unity	Majumdar R.C
17	The History and Culture of the Indian People Vol -3: The Classical Age	Majumdar R.C
18	History of Sanskrit literature	A. B. Keith

IX. NEW PUBLICATIONS

01	Model Course: Survey of machinery installations (digital only)	September 2024
02	SPS Code and IP Code, 2024 Edition (digital)	September 2024
03	SOLAS Consolidated Edition, 2024 Edition (digital)	September 2024
04	Model Course: Operational use of integrated bridge systems including integrated navigational systems (digital only)	October 2024
05	Model Course: Liquefied petroleum gas (LPG) tanker cargo and ballast handling simulator (digital only)	November 2024

THOUGHTS

“There is no better tool or equipment you can have on board than a well-trained crew.”

“He who loves practice without theory is like the sailor who boards ship without a rudder and compass and never knows where he may cast.”

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