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TRAINING SHIP RAHAMAN
NHAVA***

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I. D. G. S. CIRCULAR / ORDER



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

File No. 20-11/9/2024-TRG-DGS (Comp. No. 29616)

Dated: 24.07.2024

DGS Training Circular No. 18 of 2024

Subject: Recommendation for enrolling on the English Communication and Soft Skills Online Program (ECSSOP)

In continuation of DGS Circular no. 01 of 2023 dt. 03.01.23, following circular is issued.

Need for ECSSOP

India is one of the leading supplier of trained & certified man-power to global shipping. As we embark on increasing the global share of Indian seafarers, it is of utmost significance that we continue to maintain our standards of training and certification.

There is need to improve proficiency level of English Communication & Soft Skill among Faculty & Inspectors of Indian Maritime Training Institutes. Indian Cadets are employed worldwide and need to understand the subjects in English properly while undergoing maritime courses. Accordingly, if Faculty & Inspectors themselves are properly trained in English Communication, they can provide better training to the Cadets.

Therefore, this directorate has interest in improving the proficiency & communication skills of Faculty & Instructors at MTIs initiated conduct of ECSSOP.

Accordingly, Maritime Training Trust, a Public Charitable Trust which is settled by Director General of Shipping, has implemented ECSSOP in the year 2023 with help of M/s. Tolani Maritime Institute. Neither MTIs nor Faculty/Instructors are charged any fee to attend the said online course. Cost of undergoing ECSSOP is fully borne by Maritime Training Trust.

Therefore, Maritime Training Institutes are requested to nominate the permanent Faculty members and Instructors to the English Communication and Soft Skills Online Program (ECSSOP) to enhance their English proficiency. ECSSOP is designed to cater to the needs of professionals in maritime training as they give the first exposure of language to the cadets. Some of its features are:

Elevate Teaching Standards

ECSSOP is designed to significantly improve the English communication and soft skills of the faculty and instructors of MTIs, ensuring they can deliver content more effectively and engage students in more meaningful ways. This enhancement directly translates to better student outcomes

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and a more robust educational environment. It follows the natural language learning process Listening, Speaking, Reading & Writing (LSRW) with focus on communication and soft skills. It gives exposure to language in use through the themes like culture, food, science and technology, geography, environment etc. in addition to the soft skills like team work, leadership, empathy. This is very much in line with the New Education Policy (NEP) being introduced in the country.

Specialized Maritime Focus

The program is tailored specifically for the maritime industry, addressing the unique communication and interpersonal challenges faced by maritime professionals. This specialized focus ensures that the skills learned are directly applicable and immediately beneficial in the daily interactions and teaching practices of the Faculty and Instructors of MTIs.

Flexible and Accessible Learning

Understanding the demanding schedules of maritime professionals, ECSSOP is structured as an online program with flexible learning modules. Initially, evaluation of candidates is done by conducting online proficiency test. Depending on their proficiency level they are assigned to undergo Basic, Intermediate & Advance level of ECSSOP. If their proficiency level does not require any training in ECSSOP they are not suggested to undergo any such course. If their proficiency level require one or two or all 3 levels they are assigned to appropriate levels of course.

For details MTIs may contact M/s Tolani Maritime Institute, Talegoan at info.ecssop@tmi.edu / LL - 02114-669600/01

This course also provides opportunities to the participants to interact and discuss their difficulties with the experts during the interactive sessions of the program. The institutes should encourage the participants to attend these sessions for the effectiveness of the program. This allows the faculty to learn at their own pace without disrupting their professional responsibilities.

The MTIs should consider the time devoted to the program while planning their academic schedules. This will enable the faculty and instructors complete the program in due course of time.

Positive Feedback from the Participants

All the participants who have completed the program have shared positive feedback about their learning experience and have mentioned its usefulness to their teaching practices.

Additional credit points while providing CIP gradings

MTIs participation in the ECSSOP shall be viewed positively during inspection including CIP.

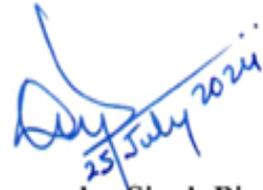
This Directorate may consider extra points while providing CIP gradings to those MTIs who are accredited with more and more no. of successful participation of their Faculty & Inspectors.

Therefore, it is directed that all DG approved Pre-Sea MTIs must participate in the ECSSOP and nominate their Faculty & Instructors to successfully undergo ECCSOP. It is directed that all MTIs should submit quarterly reports, of details of nomination and successful passing out of their Faculty



& Instructors at ECSSOP, to the Training Branch of DGS within 10 days of completion of the quarter.

This circular is issued with approval of the Competent Authority.



(Deependra Singh Bisen)
Dy. Director General of Shipping (Trg.)

To,

1. All DG approved Pre-Sea MTIs
2. Engineering Branch
3. Nautical Branch
4. All MMDs
5. CEO/MTT
6. Computer Cell - with a request to upload this circular in the DGS web-site



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 25-104/20/2024-NT (Comp. No. 28848)

Date: 01.07.2024

N. T. Wing /EAC Branch – Nautical Circular No. 16 of 2024

Sub: Implementation of Revised Procedures for Competency Examinations - reg.

1. Background:

1.1 The Directorate General of Shipping [DGS], Government of India (GOI), has been diligently monitoring the performance of candidates appearing for competency examinations. This includes analyzing the results and obtaining feedback from the examiners to understand both the candidates' performance and the percentage of absenteeism in these examinations.

1.2 Notably, there has been an alarming increase in absenteeism, with approximately 40% of candidates absent from written examinations and 20% from oral examinations. In response to this concern, the Chief Examiner of Master and Mates convened a meeting involving all maritime training institutes conducting Competency Courses, as well as representatives from INSA, MASSA, FOSMA, and both internal and external examiners involved in the written and oral examinations. The objective of this meeting was to identify various remedial measures to improve the performance of candidates and reduce absenteeism in the competency examinations.

2. Decisions taken:

Following the discussions held in the aforementioned meeting, the following revised procedures for the competency examinations shall be adopted with immediate effect and until further notice:

- a) Nautical Wing/Examination Circular No. 1 of 2012, which addressed poor performance in competency examinations, is hereby revoked. Consequently, the star system is abolished.

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- b) In partial modification of Nautical Wing/Examination Circular No. 13 of 2022, Para 3, fresher candidates are now permitted to book one or more subjects of their choice based on their level of preparedness for the competency examination. The mandatory requirement to book all the subjects/functions during the first attempt in written and oral examinations is discontinued. All other provisions of the said circular will remain in force.
- c) Candidates who book an oral examination but fail to appear for any reason will be required to observe a minimum one-month break before the next attempt.
- d) Repeater candidates are permitted to book one or more written subjects or oral functions of their choice during any attempt. However, candidates who fail the written examination of any function will not be eligible to book the oral examination for the respective function. Candidates will only be allowed to appear for oral examinations if they have booked the corresponding written examination or if its results are still awaited.

3. The Candidates appearing for competency examinations, as well as the Mercantile Marine Departments, shall ensure compliance with the revised procedures with immediate effect.

This issues with the approval of the Chief Examiner of Master and Mates.



(Capt. Ravi Singh Sikarwar)
Nautical Surveyor-cum-DDG (Tech)



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

F. No. 16-18011/41/2021-SD-DGS (C. No. 14434)

Dated: 24.07.2024

DG Shipping Circular No. 21 of 2024

Guidelines for deployment of chase and support vessels in Indian Waters/EEZ

Reference: Meeting at DGS Office on 17/04/2024 and Meeting held on 13/12/2017

1. Background:

- Whereas, as per Section 435B of Merchant Shipping Act 1958, as amended (hereinafter referred to as MS Act) the Indian fishing boats can exclusively be engaged in sea fishing for profit;
- Taking into consideration, the rising concerns of safety & security of navigation, environment and human-life, it is of vital importance to regulate the boats, crafts, and vessels that are engaged in offshore projects, inter alia seismic survey projects, upstream/midstream installation & maintenance projects etc., to ensure compliance with the MS Act;

2. Decision Summary:

- In this regard, the Competent Authority, further to the deliberations made in the meeting dated 13/12/2017, which was attended by representatives from INSA, ONGC, Federation of All India Sailing Vessels Industry Associations (FAISVIA), Indian Coastal Conference-Shipping Association (ICCSA), and other stakeholders; where it was decided that only MS Class vessels and Indian mechanized sailing vessels through the Federation of All India Sailing vessels Industry Associations are permitted to be engaged for such works;

3. Immediate Advisory Notice:

- Accordingly, all Indian and foreign project holders and / or their subsidiaries, agents, or sub-contractors while performing survey projects like installation & maintenance, exploration & production, transportation and storage projects in India, in her territorial waters, contiguous zones, continental shelves, exclusive economic zones and other maritime zones shall adhere to the following guidelines:

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- They shall not, directly or indirectly; engage any boats, crafts, vessels, that do not comply with the requirements of the MS Act, 1958.
- In case Mechanised Sailing Vessel is used as chase boats, the user shall obtain NOC from the Federation of All India Sailing Vessels Industry Associations (FAISVIA).

4. Prohibition on Use of Fishing Boats:

- Notwithstanding anything contained in the circular, no Indian or foreign project holders shall directly or indirectly engage any Fishing boat/vessel in their seismic survey-related projects.

5. Enforcement and Compliance:

- Any violation of these guidelines reported by the Indian Coast Guard (ICG), Indian Navy, Marine Police, ONGC or any other Govt. agency will result in the immediate detention and provisional cancellation of the license issued to the violating Indian /foreign flag vessel, for enquiry and legal process, if any.
- Further, such foreign flag research vessels shall not be allowed to operate in Indian waters, until any legal process is completed.

6. Undertaking: All companies engaged in conducting various projects, while applying for Specific Purpose License under Sec 406/407 of MS Act, are required to submit an undertaking to adhere to this guidelines as necessary.

7. This is issued with the approval of the Director General of Shipping, Govt. of India, and shall come into force, from the date of issue.



(Shitesh Ranjan)

Ship Surveyor-cum-Deputy Director General of Shipping [SD/Tech]

II. IMO NEWS

IMO Launches New Toolkit to Curb Insider Security Threat in the Maritime Sector

IMO has launched a new toolkit that will help the global maritime industry respond better to ever-evolving 'insider threats'.

Insider threat refers to the risk that arises from a maritime employee carrying out or enabling a security incident, either through a lack of awareness, complacency or maliciousness.

For terrorists and organized crime groups who are constantly looking to exploit vulnerabilities in security controls of ports and ships, insiders can offer a tactical advantage, as they hold privileged access to secured locations, items or sensitive information.

To address the issue, IMO partnered with the International Civil Aviation Organization (ICAO) to develop the new Insider Threat Toolkit. The toolkit outlines various good practice security measures, including background checks and vetting, access control measures, patrolling, surveillance and monitoring, advance technologies and the use of artificial intelligence.

Mr. Andrew Clarke, Technical Officer, Maritime Security Section at IMO said:

"We currently face an extremely diverse and challenging set of maritime security threats and risks globally. A 'One-UN' approach involving all partner UN organizations and agencies is critical, and we are grateful to ICAO for their strong support in producing this new Toolkit to address the threat of insiders in the maritime sector. It is crucial to keep developing new products and training in an evolving world, and to assist Member States in their efforts to fully implement all maritime security measures." The toolkit can be used by any organization operating in the maritime environment, including Maritime Administrations, Designated Authorities, shipping companies, port operators and other maritime stakeholders.

Digitalization for maritime safety

The benefits of digitalization for enhancing maritime safety and navigation were demonstrated during a regional workshop in Daejeon, Republic of Korea (9-11 July).

Fifteen participants from eight Asian countries received updates on e-navigation and digitalization initiatives with global relevance, including: digital navigational data systems; marine autonomous surface ships; and S-100 and S-200 related data modelling products and their impacts on the digitalization and automation in the maritime industry.

Participants delivered presentations to share information on the status of maritime digitalization in their countries and were given tours of the Autonomous Ship Verification and Evaluation Research Centre in Ulsan, and Hyundai Heavy Industries. The event was organised by IMO, the International Hydrographic Organization (IHO) and the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and funded by the Republic of Korea under the Memorandum of Understanding on Technical Cooperation between the Republic of Korea and IMO.

Shipowners Call For IMO to Withdraw Circular MSC/CIRC.733 Prohibiting Solo Night Watch

Finland's Groke Technologies is supporting calls made by flag states and shipowners for the International Maritime Organization to withdraw MSC/Circ.733 and other circulars, allowing for the reintroduction of trials in which a ship's Officer of the Watch (OOW) acts as the sole watch-keeper in periods of darkness.

Groke support follows the submission of documents by the Netherlands, Germany, and the International Chamber of Shipping that propose the revocation of MSC/Circ.566, MSC/Circ.733 and MSC/Circ.867 that prohibit such trials so that the maritime autonomous surface ship (MASS) regulatory framework keeps pace with rapidly evolving technology.

Prior to publication of MSC/Circ.733 in June 1996, ship operators were permitted to carry out trials in accordance with the requirements set out in MSC/Circ.566, adopted in 1991.

However, while the results of initial trials on-board thirty or so ships indicated that a sole watch-keeper provided "at least the same degree of safety and pollution prevention" as traditional night time watch-keeping arrangements, Administrations were called upon to discontinue the trials indefinitely.

“We are of the same view as that put forward by the Netherlands, Germany, and the ICS, said Groke Technologies’ founder and CEO Juha Rokka. “Initial concerns that only one watch-keeper adversely affects navigational and environmental safety have been disproven with today’s advanced AI-based situational awareness technology.”

In the MSC 107/5/5 document submitted in March 2023, it states “new means of detection technology have emerged which may possibly surpass human detection capabilities.”

The Netherlands, Germany, and the ICS further that new technologies may well serve as alternative methods of performing specific duties or satisfying the arrangements prescribed by the STCW Convention, which would provide at least the same degree of safety, security and pollution prevention as provided by STCW regulation I/13.

“Navigational safety technology has advanced significantly in the 25 years since MSC/Circ.733. We now need to address whether an additional watch-keeper at night is required or not,” Rokka said. “With current technology, the OOW could have far greater all-round visibility, day and night, that may not be picked up by the human eye. Further studies and trials are required.”

All parties believe that continued prohibition of solo watch-keeping trials could hamper MASS trials and prevent the adoption of new technology.

The current requirement for an additional watch-keeper at night also has an impact on seafarer wellbeing, according to Niels van de Minkelis, Nautical and Technical Affairs Director at the Royal Association of Netherlands Shipowners.

“Our members believe the introduction of new technology capable of supporting the Officer of the Watch not only helps improve navigational safety by mitigating risks associated with human error, but replacement technology that surpasses human detection capabilities in periods of darkness also provides another crew member available for daytime duties, which will reduce seafarer stress and increase their overall well-being. A one-man bridge operation during periods of darkness was also supported in a separate document submitted by Liberia in September.

The Maritime Safety Committee has instructed the HTW Sub-Committee to consider the documents as a priority when it meets in February 2025.

IMO Explores Methods to Reduce Underwater Radiated Noise from Ships

The International Maritime is exploring future monitoring of Underwater Radiated Noise (URN) from ships, with the potential to establish thresholds and long-term monitoring requirements for certain regions. The initiative aims to reduce the impact of ship-generated noise on marine life, which can disrupt communication, navigating and feeding behaviours in dolphins and whales.

The HyPNoS (Hydrodynamic Propeller Noise Monitoring System) research project, led by propulsion specialist SCHOTTEL in collaboration with Transport Canada and BC Ferries, has made great progress in measuring and reducing URN.

The research was carried out in the waters off Vancouver, Canada, to create a real-time URN reporting system for crew and vessel operators to use on-board. The research focused on developing a unique URN monitoring system using advanced machine learning technology.

The system aims to address the challenges of reducing ship speed, a common method of lowering URN, not always effectively reducing noise emissions. The initiative was driven by the need to protect Southern Resident Killer Whales in the Strait of Georgia, an endangered whale species.

The researchers used a combination of hull vibration analysis, underwater noise measurements, and hydrophones to establish a quantitative correlation between hull vibrations and emitted noise.

This led to the creation of an algorithm capable of predicting URN based on factors such as propeller speed and pitch. Tests on BC Ferries’ coastal-class vessels revealed that a noise-optimized propeller design, even with a slightly smaller diameter, could reduce URN by an average of 5 decibels.

The project also featured a calibrated live on-board URN monitoring system that provides operators with real-time input, allowing them to adjust operations and reduce noise during vessel operation. Future developments include the ability to perform historical and fleet-wide evaluations through a cloud-based system, offering valuable data for authorities, organizations and the public.

III. ILO NEWS

Maritime migration and the challenges for seafarers

Each month, we will be sharing a discussion piece written by a guest author from the maritime sector who can offer a unique or interesting perspective on an aspect of seafarers' welfare. You can join the conversation on our social media channels – Facebook, X and LinkedIn.

This month, Senior Researcher Ralph Mamiya discusses the challenges posed by maritime migration for seafarers and the work of the Centre for Humanitarian Action for Sea, including its latest anonymous survey to collect seafarers' perspectives.

Ralph Mamiya is the Senior Researcher for the Centre for Humanitarian Action at Sea, a dialogue platform based in Geneva, Switzerland that brings together governments, humanitarians and the shipping industry. He has more than a decade of experience as a researcher and advisor with the United Nations and the U.S. Navy. His work focuses on humanitarian protection in the maritime domain.

Every day around the world, the merchant marine shares key waterways with people fleeing conflict and instability. Many of these people are refugees travelling in dangerous conditions aboard rickety vessels. These perilous journeys often result in tragic outcomes, raising critical questions about the responsibilities and readiness of those at sea. Are captains and crews ready to deal with maritime migrants if they encounter vessels-in-distress? Are their moral or legal obligations clear? Have they received adequate training? Are they receiving sufficient support from companies/operators, coast guards, or flag states? These are some of questions recently raised by the Centre for Humanitarian Action at Sea, which is currently circulating an anonymous survey for seafarers.

2023 was the deadliest year on record for maritime migrants, with more than 8,500 deaths recorded by the International Organization for Migration. Since 2014, more than 26,000 people have been reported dead or missing at sea. Hundreds of people make dangerous sea crossings in the Mediterranean, English Channel, Gulf of Aden, Andaman Sea, Caribbean Sea, and other high-traffic shipping lanes around the world. Despite the high numbers, the plight of these individuals often goes unnoticed by the wider public, underscoring the need for greater awareness and action.

Commercial shipping has a potential role to play in averting such tragedy. Richard Watts, who has decades of experience in the shipping industry and co-founded the Centre for Humanitarian Action at Sea, notes that the role of seafarers in rescue is almost as old as seafaring itself: 'Today, international law recognizes a duty to rescue vessels in distress, but seafarers have recognized this duty for hundreds, maybe thousands, of years. This may be as simple as notifying the appropriate search-and-rescue authorities, or a ship's captain may decide that the safety of life at sea requires more direct action.' Understanding and helping to support these age-old codes for the safety of life at sea is a focus of the Centre.

Maritime migration has also attracted controversy. As described by Caroline Abu Sa'Da, the Centre's co-founder, 'too often, when people discuss migrants and refugees at sea, the discussion becomes polarized. People have strong feelings but this leads to hardened positions and unproductive conversations.' Ms. Abu Sa'Da established the Centre with the goal of bringing together different actors – governments, humanitarian organizations and commercial shipping – to find practical solutions: 'We felt it was important to focus on practical issues that seafarers face every day. There are plenty of places where people can debate abstract policy. But we cannot forget that seafarers are faced with real-time, life-and-death decisions – it's not theoretical for them.'

The Centre held its first dialogue with a variety of groups in October 2023. This event, hosted at the International Federation of the Red Cross and Red Crescent Societies in Geneva, Switzerland, brought together governments, the United Nations, and maritime rescue actors. These discussions established the basis for a forward workplan that will be followed up in November 2024. The Centre will coordinate policy and operational expertise on rescue at sea, with plans to become a hub for comprehensive analysis and improved data collection. Such initiatives are crucial for creating a unified and effective response to the challenges posed by maritime migration.

A key step in addressing these challenges is better understanding the views of seafarers. Too often, the commercial maritime community is left out of discussions on rescue at sea and maritime

migration. To address this gap, the Centre has prepared a survey for distribution within the maritime community. The short, multiple-choice survey consists of 13 questions covering basic information (region of operation, maritime role, vessel type and size); concerns regarding encountering migrants (safety of crew and vessel, risk of standoffs or diversions, risks of criminalization, etc.); how well trained and equipped seafarers feel to assist migrants at sea; and any suggestions or requests for improving the impacts on maritime migration on seafarers. These responses are anonymous, and they provide valuable information for understanding the role and needs of the merchant marine. By participating, seafarers will contribute to a critical body of knowledge that can drive policy and operational improvements.

The survey can be found here in English, Arabic, Chinese, Filipino, and Russian. The Centre welcomes and encourages all ISWAN readers to fill out and circulate the survey. There is no maritime role that is too high or low and responses are sought from all sectors within the industry. As Mr. Watts noted, 'maritime migration is a fact on the high seas every day, it is essential that seafarers are a part of this conversation.' By participating in this survey, seafarers can provide crucial insights that help shape practical policies and support mechanisms. Their firsthand experiences are invaluable in developing effective strategies to address the complexities of maritime migration. Engaging with this initiative is not only a contribution to their own safety and preparedness but also a vital step towards a more coordinated and humane approach to rescue at sea.

Women in Maritime

Why gender balance?

There is ample evidence that investing in women is the most effective way to lift communities, companies, and even countries. Countries with more gender equality have better economic growth. Companies with more women leaders perform better (see study, *The Bottom Line: Corporate Performance and Women's Representation on Boards*). Peace agreements that include women are more durable. Parliaments with more women enact more legislation on key social issues such as health, education, anti-discrimination and child support.

The evidence is clear: equality for women means progress for all.

Today, women represent only 1.2% percent of the global seafarer workforce as per the BIMCO/ICS 2021 Seafarer Workforce Report. This represents a positive trend in gender balance, with the report estimating 24,059 women serving as seafarers, which is a 45.8% increase compared with the 2015 report.

Within this historically male dominated industry, IMO has been making a concerted effort to help the industry move forward and support women to achieve a representation that is in keeping with twenty-first century expectations.

Within the framework of maritime development, and through its Women in Maritime programme, under the slogan: "Training-Visibility-Recognition", IMO has taken a strategic approach towards enhancing the contribution of women as key maritime stakeholders. IMO continues to support the participation of women in both shore-based and sea-going posts.

IMO is strongly committed to helping its Member States achieve the UN 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals (SDGs), particularly Goal 5 "Achieve gender equality and empower all women and girls".

IMO's gender programme was initiated in 1988. At that time, only a few maritime training institutes opened their doors to female students. Since then, IMO's gender and capacity-building programme has helped put in place an institutional framework to incorporate a gender dimension into IMO's policies and procedures. This has supported access to maritime training and employment opportunities for women in the maritime sector.

IMO supports gender equality and the empowerment of women through gender specific fellowships; by facilitating access to high-level technical training for women in the maritime sector in developing countries; by creating the environment in which women are identified and selected for career development opportunities in maritime administrations, ports and maritime training institutes; and by facilitating the establishment of professional women in maritime associations, particularly in developing countries.

IV. SHIPPING NEWS

Greek Coast Guard Seizes \$1.10 Million Cocaine Hidden In Banana Container at Piraeus Port

The Greek Coast Guard has seized cocaine worth over 1 million euros (\$1.10 million) in a shipment of bananas. The drugs, totalling 35 kilograms (77 pounds), were found in 30 packages hidden in the cooling system of a sea container at Piraeus port on August 05, 2024.

The seizure was carried out with assistance from the Homeland Security Investigations unit of the U.S. embassy in Athens.

The confiscation aligns with Greece's continuous efforts to combat drug trafficking, particularly from South America, where cocaine production has increased over the past decade.

Greek authorities busted an international criminal organization involved in trafficking cocaine in shipping containers from Latin America to Europe in May 2024.

The effort was strengthened by the recent seizure of approximately 109 kilograms (240 pounds) of cocaine hidden in a container of frozen squid at Piraeus Port.

The Greek Coast Guard's continuous vigilance highlights the growing challenges of cocaine trafficking and its impact on Europe- currently the world's largest market for drugs.

New Shipping Technology Captures CO2 from Cargo Ships & Stores It in the Ocean

Calcarea, a startup founded by Caltech chemical oceanographer Jess Adkins, has invented a new technique for reducing carbon emissions from international shipping by capturing and storing CO2 in the ocean.

The method, which mimics natural processes, might help the maritime sector meet its climate targets by converting CO2 emissions into stable ocean salts that can be stored for up to 100,000 years. International shipping is responsible for about 80% of global trade and contributes around 3% of total carbon emissions.

The International Maritime Organization (IMO) has set stricter emission standards, aiming for net-zero emissions by 2050. However, the adoption of low-emission fuels such as methanol, hydrogen, and ammonia is not advancing fast enough.

Calcarea's innovation offers a potential solution by equipping cargo ships with reactors that convert CO2 from exhaust emissions into bicarbonate salts through a reaction with seawater and limestone. The technique accelerates a natural reaction in which saltwater absorbs CO2 and creates bicarbonate salts. This reaction normally takes over 10,000 years but is sped up to around one minute in Calcarea's reactors.

The concept involves funnelling exhaust fumes into a reactor on the ship's hull, where they are mixed with seawater and limestone to produce salty water that traps CO2. The resulting water is discharged into the ocean, where it poses no danger to marine life. Calcarea has already developed two prototype reactors, one at the Port of Los Angeles and another at USC. The startup has formed a partnership with Lomar, an international shipping company, to test a full-scale prototype. The reactors will be customized for a variety of ship sizes, including the massive Newcastlemax class.

Despite the promising technology, several technical issues remain, including integrating reactors onto ships and managing limestone supply chains. The cost of CO2 capture with this method is now estimated to be \$100 per ton.

Calcarea's approach has various advantages over traditional carbon capture technologies.

Unlike scrubbers, which catch sulfur emissions but not CO2, Calcarea's reactors capture sulfur during the CO2 removal process. Furthermore, Calcarea's approach speeds up a natural process without increasing ocean acidity, preventing harm to marine life.

The startup envisions its technology not only assisting the maritime industry to adapt to cleaner fuels but also potentially evolving to manage CO2 gathered on land.

Adkins predicts a future in which purpose-built ships can efficiently store CO2 from the atmosphere, offering a viable alternative to underground storage options.

Houthis Target Container Ship & 2 U.S. Navy Destroyers Using Drones & Missiles

The Yemeni Houthis have claimed responsibility for the attack on the Liberian-flagged container ship Contship Ono in the Red Sea and two U.S. Navy destroyers, the Cole and the Laboon, in the Gulf of Aden.

The attacks were carried out with ballistic missiles and drones, according to the group's military spokesperson, Yahya Saree. The Houthis have intensified their strikes on crucial maritime routes, including the Bab-al-Mandeb Strait, the Gulf of Aden and the Red Sea.

These attacks, which the Houthis claim to be in solidarity with the Palestinians amid the Gaza conflict, have forced shipping companies to reroute their vessels around southern Africa, resulting in increased shipping costs. The attacks have been less frequent since an Israeli bombing on July 20, 2024, which targeted military positions near Yemen's Hodeidah port and killed several.

On August 04, 2024, the Houthis launched their first attack in two weeks, targeting the Liberian-flagged container ship MV Groton in the Gulf of Aden.

The increase in attacks comes after Israeli airstrikes on Beirut killed Hezbollah's deputy leader, Fuad Shukr, and the death of Hamas leader Ismail Haniyeh in Tehran. Since November 2023, the Houthis have attacked more than 70 vessels, killing at least four sailors, sinking two vessels and seizing one.

Some of the Houthi-launched missiles and drones were intercepted by the U.S.-led coalition or failed to reach their targets.

In response, U.S. Central Command forces destroyed three anti-ship cruise missiles, two Houthi-launched uncrewed aerial vehicles, and a ground control centre in Yemen on August 07, 2024.

The continued disruption of shipping through the Red Sea Corridor, a key global trade route, reflects the conflict's broader impact on international maritime trade.

Tanker Ship Catches Fire off Indonesia's Bali Island, 5 Dead & 15 Injured

A deadly fire broke out on the tanker Elisabeth near Tepekong Island, off the coast of Bali, Indonesia, on August 07, 2024. The incident killed five crew members and injured 15 others.

The fire began around 3:00 a.m. local time, following a series of explosions on board the vessel. According to Rizky Wulandari, Mualim 1 of the tanker, the first explosion happened in the lodging area at about 1:18 a.m., followed by a second, more severe explosion in the engine room. These blasts caused a massive fire, leaving the ship immovable. The vessel, en route from Topekong Island to Badas, Sumbawa, NTB, was transporting fuel oil when the catastrophe occurred.

The ship's captain, Muhamad Haris Al Razak, stated that the explosions caused a complete blackout on the vessel. As the situation worsened, the Cape Manggis operation was contacted for emergency assistance.

The five crew members who died were identified as Joko (oiler), Ismail (oiler), Riski (engineer 4), Syahlan (oiler), and Faturahman (engine cadet). Twelve of the 21 crew members onboard sustained minor injuries and received medical treatment at Graha Bakti Klungkung Hospital.

Massive Explosion Erupts as Container Ship Suddenly Blows up at China's Ningbo Port

A massive explosion erupted on the Taiwanese cargo ship YM Mobility, loaded with hazardous goods at the Beilun 2 container terminal in Ningbo, China.

The explosion, which occurred in the Beilun Port section of Ningbo-Zhoushan Port in Zhejiang Province, caused a fire that has now been controlled. No casualties or injuries have been reported.

According to MarineTraffic tracking data, the Liberian-flagged vessel arrived from Shanghai.

All crew members were successfully evacuated, and the incident had no immediate impact on major shipping routes. The port operator, Ningbo-Zhoushan, confirmed that the ship was docked at the terminal and that the cause of the explosion is still unknown.

The vessel's owner, Yang Ming Marine Transport Corp., reported that the hazardous items required dry, cold storage with no electricity. The footage of the incident shows a large fireball exploding from the container, with thick black smoke rising high above the port.

Ningbo-Zhoushan Port, China's second-busiest port and one of the world's busiest, handles large volumes of cargo, processing about 900 million tons in 2015. The explosion's impact on global shipping has yet to be entirely assessed, but no severe disruptions have been reported so far. An investigation is ongoing to identify the cause of the explosion.

This latest incident resembles other maritime tragedies, such as the terrible blast in Beirut in August 2020, which killed 218 people and injured almost 7,000.

However, no legal action has been taken in the Beirut incident, and the cause of the Ningbo explosion is still being investigated.

1,530 Indian-flagged vessels handling record 13.5 million gross tonnage: Minister

In a boost for domestic capabilities while reducing dependency on foreign entities in the shipping sector, there has been a consistent rise in Indian tonnage and now, 1,530 vessels are Indian-flagged with 13.7 million gross tonnage (GT), the Parliament was informed on Tuesday. According to Union Minister of Ports, Shipping and Waterways, Sarbananda Sonowal, 1,041 vessels with 1.7 million GT are now engaged in coastal trade (as of June).

While 485 Indian-flagged vessels with 11.95 million GT now operate in overseas trade, four vessels of 45,604 GT have been acquired under Indian-controlled tonnage. "Overall, 1,530 vessels are Indian-flagged with 13.7 Million GT. With the rise in Indian tonnage, there has been a shift in business preference towards Indian-flagged vessels over foreign-flagged ones," the minister said in the Rajya Sabha.

The government has undertaken several initiatives to make the country 'Aatmanirbhar' in the shipping sector. According to the minister, these efforts are part of a road map to enhance domestic capabilities and reduce dependency on foreign entities. In 2015, the Centre approved the Financial Assistance Policy for Indian Shipyards, for grant of financial help.

Also, the subsidy scheme for the promotion of flagging of merchant ships in India was initiated in 2021 with a budget of Rs 1,624 crore to be disbursed over five years. The Right of First Refusal (ROFR) scheme granted Indian-flagged vessels the priority to match the lowest bid offered by foreign-flagged vessels, thereby raising the demand for Indian flagged vessels.

"These initiatives have boosted the shipping sector's contribution to India's GDP growth. The Indian tonnage over the last decade has been consistently increasing," said Sonowal. Meanwhile, the volume of cargo transported through India's inland waterways took a six-fold leap — from 18.07 million metric tonnes (MMT) in 2013-14 to 133.03 MMT in 2023-24. As many as 106 new National Waterways were declared in 2016, with the number of operational waterways increasing from just three in 2013-14 to 26 by 2024. The government aims to further boost cargo traffic, targeting 200 MMT by 2030 and 500 MMT by 2047.

V. CATERING & HOSPITALITY

Harvard expert Uma Naidoo studied 'brain foods' for over 20 years. Here's her top 5 breakfast options

Harvard-trained psychiatrist, nutrition expert, and professional chef Dr. Uma Naidoo has been studying brain foods food items that enhance mental fitness. According to her, most of the popular breakfast options are loaded with sugars and simple carbohydrates that initially cause a spike in blood sugar followed by a crash. They also contribute to the inflammation around the brain that causes brain fog and poor concentration.

Speaking to *CNBC Make It*, Naidoo, who is also the director of Nutritional, lifestyle and metabolic psychiatry at Massachusetts General Hospital, said, "I always suggest a glass of water when you wake up to combat dehydration and anxiety."

She also shared five breakfast options that can keep people healthy while improving their mental fitness. "They're rich in key nutrients and functional compounds that promote better energy, clarity, and mental health," Naidoo said.

1.) Chia pudding

"One of my go-to breakfasts is homemade chia seed pudding," the nutritionist said. "It contains tons of fiber, which nourishes healthy bacteria in the gut and results in a less inflamed microbiome, optimized gut-brain communication, and the production of mood-supporting neurotransmitters." Naidoo added that it also contains omega-3 fatty acids that have strong anti-inflammatory effects on the brain, which help improve mood, and maintain healthy cognition and memory.

2.) Eggs scramble, omelet

Eggs are loaded with healthy fats, proteins, and vitamins that are essential for a healthy brain, Naidoo said. The yolks are rich in vitamin D and serotonin, which help reach the optimal balance of neurotransmitters to regulate mood.

"I always encourage people to pick eggs from pasture-raised, cage-free chickens when possible for the highest quality and purest nutrients," she added.

3.) Tofu scramble

"Tofu is an excellent, versatile protein that's rich in tryptophan and soy isoflavones, which have a demonstrated association with reduced symptoms of depression," the doctor told *CNBC Make It*. "As an alternative to eggs, I love a savory tofu scramble spiced with turmeric, black pepper, and a pinch of sea salt."

4.) Green smoothie

"Blend up your favorite leafy greens like spinach along with a few berries, your favorite clean protein powder (or silken tofu for a creamy twist), and a bit of fat from hemp seeds or almond butter for a nutrient-dense smoothie you can take with you as you run out the door," Naidoo told the publication.

She added that we need folate for the production of neurotransmitters in the brain. Optimal levels of folate are associated with improved mood while a deficiency is implicated in several psychiatric conditions, including depression.

5.) Milk and turmeric

"While not necessarily a meal in itself, my golden milk turmeric latte is a nourishing beverage and an incredible way to kick off your morning," the expert from Harvard said. "Combine a cup of your favorite unsweetened plant milk with turmeric and a pinch of black pepper."

The drink is a potent anti-inflammatory that helps reduce anxiety, boost energy, and help keep a clear brain for better focus throughout the day.

VI. ARTICLE INDEXING

Maritime migration and the challenges for seafarers

Each month, we will be sharing a discussion piece written by a guest author from the maritime sector who can offer a unique or interesting perspective on an aspect of seafarers' welfare. You can join the conversation on our social media channels – Facebook, X and LinkedIn.

This month, Senior Researcher Ralph Mamiya discusses the challenges posed by maritime migration for seafarers and the work of the Centre for Humanitarian Action for Sea, including its latest anonymous survey to collect seafarers' perspectives.

Ralph Mamiya is the Senior Researcher for the Centre for Humanitarian Action at Sea, a dialogue platform based in Geneva, Switzerland that brings together governments, humanitarians and the shipping industry. He has more than a decade of experience as a researcher and advisor with the United Nations and the U.S. Navy. His work focuses on humanitarian protection in the maritime domain.

Every day around the world, the merchant marine shares key waterways with people fleeing conflict and instability. Many of these people are refugees travelling in dangerous conditions aboard rickety vessels. These perilous journeys often result in tragic outcomes, raising critical questions about the responsibilities and readiness of those at sea. Are captains and crews ready to deal with maritime migrants if they encounter vessels-in-distress? Are their moral or legal obligations clear? Have they received adequate training? Are they receiving sufficient support from companies/operators, coast guards, or flag states? These are some of questions recently raised by the Centre for Humanitarian Action at Sea, which is currently circulating an anonymous survey for seafarers.

2023 was the deadliest year on record for maritime migrants, with more than 8,500 deaths recorded by the International Organization for Migration. Since 2014, more than 26,000 people have been reported dead or missing at sea. Hundreds of people make dangerous sea crossings in the Mediterranean, English Channel, Gulf of Aden, Andaman Sea, Caribbean Sea, and other high-traffic shipping lanes around the world. Despite the high numbers, the plight of these individuals often goes unnoticed by the wider public, underscoring the need for greater awareness and action.

Commercial shipping has a potential role to play in averting such tragedy. Richard Watts, who has decades of experience in the shipping industry and co-founded the Centre for Humanitarian Action at Sea, notes that the role of seafarers in rescue is almost as old as seafaring itself: 'Today, international law recognizes a duty to rescue vessels in distress, but seafarers have recognized this duty for hundreds, maybe thousands, of years. This may be as simple as notifying the appropriate search-and-rescue authorities, or a ship's captain may decide that the safety of life at sea requires more direct action.' Understanding and helping to support these age-old codes for the safety of life at sea is a focus of the Centre.

Maritime migration has also attracted controversy. As described by Caroline Abu Sa'Da, the Centre's co-founder, 'too often, when people discuss migrants and refugees at sea, the discussion becomes polarized. People have strong feelings but this leads to hardened positions and unproductive conversations.' Ms. Abu Sa'Da established the Centre with the goal of bringing together different actors – governments, humanitarian organizations and commercial shipping – to find practical solutions: 'We felt it was important to focus on practical issues that seafarers face every day. There are plenty of places where people can debate abstract policy. But we cannot forget that seafarers are faced with real-time, life-and-death decisions – it's not theoretical for them.'

The Centre held its first dialogue with a variety of groups in October 2023. This event, hosted at the International Federation of the Red Cross and Red Crescent Societies in Geneva, Switzerland, brought together governments, the United Nations, and maritime rescue actors. These discussions established the basis for a forward workplan that will be followed up in November 2024. The Centre will coordinate policy and operational expertise on rescue at sea, with plans to become a hub for comprehensive analysis and improved data collection. Such initiatives are crucial for creating a unified and effective response to the challenges posed by maritime migration. A key step in addressing these challenges is better understanding the views of seafarers. Too often, the commercial maritime community is left out of discussions on rescue at sea and maritime migration. To address this gap, the Centre has prepared a survey for distribution within the maritime community. The short, multiple-choice survey consists of 13 questions covering basic information (region of operation, maritime role, vessel type and size); concerns regarding encountering migrants (safety of crew and vessel, risk of standoffs or diversions, risks of criminalization, etc.); how well trained and equipped seafarers feel to assist migrants at sea; and any suggestions or requests for improving the impacts on maritime migration on seafarers. These responses are anonymous, and they provide valuable information for understanding the role and needs of the merchant marine. By participating, seafarers will contribute to a critical body of knowledge that can drive policy and operational improvements.

VII. NEW ARRIVAL

Hotel management project reports

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Success has its own fire

Success is the completion of a goal that you have been working towards. True success cannot be coined in one line. Since, success has earned a different definition from different people. A renowned phrase says, success is the journey, not the destination. To know your true success, you need to be set free from the constraints imposed by others.

People start hating you when they cannot control you, when they cannot manipulate your thoughts, emotions, and actions to suit their own agendas. When they cannot make you conform to their expectations, fit into their boxes, or dance to their tunes.

It's a sign of your strength, your independence, and your refusal to be enslaved by their opinions, beliefs and desires. You have broken free from the chains of their control, and that's terrifying to them.

They will try to diminish your power, discredit your voice, and destroy your reputation. They will spread lies, half-truths, and rumors to tarnish your image and make you seem weak, vulnerable, and powerless. But you know the truth. You know that their hate is a reflection of their own insecurities, fears, and inadequacies.

You know that their attempts to control you are a desperate attempt to fill the void within themselves. So, do not let their hate define you. Do not let it consume you or dictate your actions. Instead, rise above it, shine brighter and show them that their hate only fuels your fire, your passion, and your purpose.

Keep shining, keep speaking, and keep living your truth. The world needs more of your light, your voice, and your courage.

The journey towards true success is not narrow, instead it is wide. Anyone can be 'Successful', but not everyone will because true success requires the skill to dodge all the risk, immense hard work, late night struggle, overcoming rejection and criticism while staying composed and disciplined, remember, early success is a scam!

THOUGHTS

“Life is a series of natural and spontaneous changes. Don't resist them, that only creates sorrow. Let reality be reality. Let things flow naturally forward in whatever way they like.”

Your beliefs become your thoughts,
your thoughts become your words,
your words become your habits
your habits become your values
your values become your identity.

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

Editor

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