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***VOLUME NO. 24, ISSUE NO. 9
September, 2024
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

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 be 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 agencies are considered as specialized agencies 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.

P.T.O - -

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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.

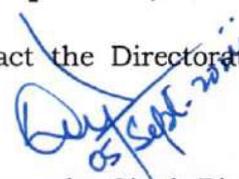
2.3 All approved MTIs are hereby requested to submit a compliance report to the Directorate confirming that they are adhering to the guidelines issued by the Directorate and are in full compliance with the STCW Convention. The compliance report should detail the implementation of the prescribed training 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. Amrish 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 : amrish.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

Supporting the western Balkans to strengthen compliance with seafarer training standards

Governments in the Western Balkans area of Europe have gained a deeper understanding of the communication requirements they must fulfil to help ensure that their national maritime training procedures and institutions meet global standards set by IMO.

A regional workshop took place in Tivat, Montenegro (23-27 September) to support the implementation of Regulations I/7 and I/8 of the 1978 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention).

The STCW Convention sets out minimum standards for training and qualifications for the global maritime industry, supporting competent, well-trained, and qualified professionals, both on board and ashore, ensuring the safety and efficiency of the maritime operations.

Regulations I/7 and I/8 require Parties to submit information to the IMO Secretary-General regarding national procedures to authorize, accredit, or approve seafarers' training and examinations, medical fitness, and competency assessments to ensure they comply with the STCW Convention.

This information includes, among other things, details about national policies on education and training, legal and administrative measures to ensure compliance, and a summary of the courses, training programmes, examinations and assessments for each certificate issued.

The workshop, recognizing the challenges in implementing the provisions of the STCW Convention, aimed to raise awareness about the importance of communication of information and conducting independent evaluations. These efforts are crucial in helping meet certification requirements and ensuring the highest standards of maritime safety and professionalism.

The workshop was attended by 17 participants from five countries (Albania, Bosnia and Herzegovina, Montenegro, Serbia, and Moldova), including representatives from governments and maritime academies, officials from the maritime administration, and training instructors responsible for implementing the STCW Convention.

IMO Makes Progress on Net-Zero Framework for Shipping

Marine Environment Protection Committee advances talks on proposed regulations for cutting GHG emissions from ships

The International Maritime Organization (IMO) has achieved key progress in negotiations towards a set of binding global regulations on the IMO net-zero framework, aimed at achieving the greenhouse gas (GHG) reduction objectives set out in the 2023 IMO Strategy on Reduction of GHG Emissions from Ships.

At the conclusion of the 82nd session of IMO's Marine Environment Protection Committee held 30 September to 4 October 2024, Member States had identified further areas of convergence in their positions. They produced a draft legal text to use as a basis for ongoing talks around the proposed "mid-term measures" for GHG reduction, which are expected to be adopted in 2025.

These proposed "mid-term GHG reduction measures" (which build on previously adopted "short-term GHG reduction measures") include a goal-based marine fuel standard that will phase in the mandatory use of fuels with less GHG intensity and a global maritime GHG emissions pricing mechanism. They are aimed at driving the international shipping industry's transition to achieve net-zero GHG emissions by or around, i.e. close to, 2050.

Shaping the IMO net-zero framework

The draft legal text produced by MEPC 82 integrates inputs and proposals from Member States and international organizations on possible amendments to be made to the International Convention for the Prevention of Pollution from Ships (MARPOL, Annex VI). If adopted, these amendments would incorporate the proposed new measures into international law.

Discussion also took place during the session on possible establishment of an IMO GHG Intensity Registry and an IMO fund/facility in order to facilitate the implementation of the technical and economic elements of the GHG reduction measures.

Closing the meeting, IMO Secretary-General Mr. Arsenio Dominguez commended the constructive atmosphere during this week's discussions:

"I welcome your continued demonstrated commitment. It has allowed us to identify further areas of convergence on defining the legal framework for the IMO Net Zero Framework that will effectively guide the next round of dialogue. I am convinced that at the next session, you will reach an agreement."

The MEPC will hold its next session (MEPC 83) from 7 to 11 April 2025, where Members are expected to approve the amendments, ahead of their formal adoption in October 2025.

Next steps

A period of negotiations lies ahead between now and the next MEPC meeting, to resolve areas of divergence, and further refine the draft text before approval at MEPC 83 in April 2025 and adoption in Autumn 2025.

The Committee scheduled the following intersessional meetings to focus on further development of the mid-term measures:

Intersessional Working Group on Reduction of Greenhouse Gas (GHG) Emissions from Ships (ISWG-GHG 18) 17-21 February 2025; and

Intersessional Working Group on Reduction of Greenhouse Gas (GHG) Emissions from Ships (ISWG-GHG 19) during the week immediately before MEPC 83, scheduled for 7-11 April 2025.

IMO-WISTA Women in Maritime Survey 2024

The second global Women in Maritime Survey is being conducted by the International Maritime Organization (IMO) and the Women's International Shipping & Trading Association (WISTA International). This Survey is run every three years to obtain baseline data on the number of women in maritime and oceans fields and the positions they occupy.

This Survey supports implementation of the United Nations Sustainable Development Goals (SDGs) by having comparable data that will assist in creating programmes and proposing policies that will increase the participation of women in maritime. This helps in promoting a more diverse and inclusive environment in the maritime sector. A report containing the aggregate numbers will be available to all interested parties via the IMO and WISTA International websites.

The current Survey will run from September to end-December 2024. The final Report will be published in May 2025.

The survey will be open until 23.59 GMT 31 December 2024. This is a survey that requires the collection of data to complete and, if you sign in with a Google account before filling it out, you can save the survey and return to it at any time. Once you have finalized the survey, you can submit it by clicking 'Done'. Please note, once the survey is submitted no further changes can be made. Participation in this survey is voluntary and you may choose to withdraw your participation at any time by emailing WIMSurvey@imo.org.

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III. SHIPPING NEWS

DG Shipping Issues Advisory for Seafarers Regarding Heightening Israel-Iran Tensions

Amidst rising tensions between Iran and Israel, the Director General of Shipping issued an urgent advisory to seafarers, shipowners and employers about travel and operations involving Iranian Ports.

The advisory quotes an announcement from the External Affairs Ministry and focuses on the need for caution and reassessment of maritime activities in the region due to the risky situation.

It advises seafarers to avoid signing on and off from Iranian Ports. DG Shipping stated that the safety of seafarers is the topmost priority and has urged the employers to take immediate action. This would imply that employers reschedule crew change processes to other ports to avoid unforeseen consequences and safeguard life and property. The advisory stated that any prior commitments about crew changes in Iran should be postponed.

The advisory comes amid a rapidly changing security situation that could pose major risks to seafarers and ships operating in or near Iranian waters.

DG Shipping is urging seafarers in Iranian Ports or navigating nearby waters to restrict their movement and avoid travel within the nation.

They are advised to keep a tab on local conditions and be in touch with the Indian High Commission in Iran. The heightened vigilance comes amidst the unpredictable nature of the conflict, which could impact maritime operations and personnel safety.

The advisory is also for ship owners, managers, and agents. It urges them to choose alternative ports for loading and unloading and avoid berthing at Iranian ports.

Secondly, it also encourages vessel operators to reschedule operations until the situation becomes stable. As an additional measure, DG Shipping has called on vessel owners, operators and managers to boost security onboard their vessels.

It also calls upon the concerned parties to maintain a state of readiness and ensure all security equipment remains operational. It advises conducting regular safety drills so the crew is ready to face any security threats.

India establishes its first Maritime Arbitration Center

India has established its first maritime arbitration center, the India International Maritime Dispute Resolution Center (IIMDRC).

The Ministry of Ports, Shipping and Waterways (MoPSW) launched the center in Mumbai last week in collaboration with the India International Arbitration Centre (IIAC) to strengthen India's position as a global hub for maritime dispute resolution.

The establishment of the IIMDRC is a major step in India's efforts to strengthen its dispute resolution infrastructure in the maritime sector.

The centre is expected to handle international cases in compliance with the government's "Resolve in India" initiative. This initiative encourages Indian maritime companies to use domestic facilities rather than foreign arbitration centers such as those in Hong Kong, London, and Singapore.

Retired Justice Hemant Gupta, Chairperson of IIAC, described the establishment of the IIMDRC as a "monumental step" in strengthening India's maritime dispute resolution framework.

This development is part of the Sagarmala program, which was announced in 2015 to improve the performance of India's logistics sector by expanding ports and growing the domestic shipbuilding industry.

The Sagarmala initiative plans to complete 839 projects by 2035, with an estimated cost of \$70 billion; 262 projects are completed.

At the same meeting that the IIMDRC was launched, the Ministry of Ports presented a plan for a massive shipbuilding park that would integrate shipbuilding resources from all over India. This project aims to boost efficiency and strengthen India's position in the global shipbuilding market, though the park's location has yet to be confirmed.

Dr. Pramod Sawant, the Chief Minister of Goa, emphasized the establishment of the Indian Maritime Center during his speech at the 20th Maritime States Development Committee Meeting. The meeting, chaired by Union Minister for Ports, Shipping, and Waterways Shri Sarbananda Sonowal, included the signing of an important Memorandum of Understanding (MoU) under the Sagarmala Pariyojana, which aims to accelerate Goa's development.

World's largest sailing Cargo Ship completes 1st crossing across Atlantic

Anemos, the world's largest sailing cargo ship, successfully completed its maiden voyage across the Atlantic Ocean.

The 266-foot vessel, operated by French company Transoceanic Wind Transport (TOWT), departed France in early August and delivered 1,000 tonnes of cognac and champagne to New York City. Its carbon footprint was one-tenth that of traditional container ships.

The Anemos, equipped with automated cloth sails controlled by computer simulations, show the combination of ancient sailing methods and modern technology.

The vessel can move one tonne of goods across a kilometer while emitting less than 2 grams of carbon dioxide, compared to conventional container ships, which release 20 grams per kilometer. The ship also has two diesel-electric engines for backup, but its main propulsion source is wind. The journey is the first time in nearly a century that a large cargo ship has crossed the Atlantic mainly powered by wind.

TOWT, the French start-up behind Anemos, believes that sailing cargo ships could be an environmentally friendly alternative to traditional container ships powered by fossil fuels.

The company intends to increase its fleet to eight vessels, transporting up to 200,000 tonnes of goods every year while saving an estimated 40,000 tonnes of carbon emissions.

However, challenges still exist in determining the full benefits of wind propulsion. A Lloyd's Register assessment highlights concerns about fuel savings and the hidden expenses of wind-powered ships. Despite these challenges, TOWT remains optimistic.

According to TOWT CEO Guillaume Le Grand, advances in meteorological models, satellite communications, and routing technologies have made wind a predictable and reliable source of propulsion for ships.

The Anemos differs from ordinary sailing ships in several ways. It is inspired by racing sailboats and features lightweight carbon fiber masts, allowing for a taller superstructure and larger sails that capture more wind.

The ship's sails are deployed using a mechanical system, which allows a single person to remotely operate the entire rigging. The vessel, which is slightly bigger than the historic British clipper Cutty Sark, has only seven crew members, compared to the Cutty Sark's 48 crew.

Custom routing software improves the usage of wind for propulsion. Although the ship had to use its backup diesel-electric engines at the start of its voyage due to a missed weather window, the final ten days were powered entirely by wind.

According to Le Grand, the ship relies only on its sails almost 95% of the time.

Despite slightly higher transportation costs than usual container ships, TOWT provides long-term contracts with stable pricing, avoiding the volatility associated with diesel and fuel oil.

The initial customers, who are willing to pay a premium for the eco-friendly alternative, recognize the environmental benefits and marketing opportunities.

While many in the maritime industry are considering alternate fuels to reduce carbon emissions, TOWT believes wind power provides a more immediate and practical solution.

Ship-owners who force seafarers to sail high-risk areas may face sanctions

The Department of Migrant Workers or DMW will sanction ship owners if they violate the right of Filipino seafarers to refuse to sail through the Gulf of Aden or Red Sea amidst Houthi attacks on shipping.

DMW will ensure that ship owners comply with the right of seamen to refuse to board ships that pass through high-risk waterways near Yemen, Migrant Workers Secretary Hans Leo J. Cacdac said.

He added that the DMW could block the exit clearance processing of ship-owners who refuse to honour seafarers' right to refuse to sail through the Red Sea or the Gulf of Aden.

Houthis have attacked ships that transited near Yemeni waters with Filipino seafarers on-board. Also, Cacdac mentioned that DMW has restricted Filipino seafarers from sailing in high-risk areas. This means that if a ship owner with Filipino seafarers on-board has been a target of a minimum of 40 attacks, the DMW will not allow Filipino seafarers to board those vessels.

Cacdac added that the DMW has barred Filipino sailors from boarding nine ship owners whose vessels cross the high-risk areas as they have been a target of attack previously.

The nine ship owners cover three major cases: when the ship was taken hostage off the Port of Hodeida in Yemen, the incident where 2 Filipino seafarers died and another incident where a seafarer went missing.

Cacdac said that 70% of ships redirected their routes to ensure crew member safety. These ships will navigate the sea through the Cape of Good Hope in Africa.

Cacdac added that it adds 15 to 20 days of additional voyage time, but it's worth it for the security of the seafarers.

Maritime Piracy Resurfaces amidst Diversion of Ships from Red Sea to Cape of Good Hope Route

According to a senior Italian Navy official, Piracy has resurfaced as most ships are being diverted from the Red Sea and the Gulf of Aden to the Cape of Good Hope Route due to Houthi attacks on Red Sea Shipping.

Vice Admiral Aurelio De Carolis, Commander-in-Chief of the Italian fleet spoke to the media aboard the Italian Aircraft Carrier ITS Cavour at Mormugao Port, Goa, stating that there was a reduction in pirate attacks on ships sailing in the Indian Ocean till 2 years ago.

The Italian Navy's Carrier Strike Group consists of ITS Cavour and frigate ITS Alpino docked at Mormugao Port's Berth 9 for a port call as the units are deployed in the Indo-Pacific.

He added that there are other regions in the world known for piracy like Malacca Strait or the Gulf of Guinea, but the situation is different in the Somali Basin. Due to a diversion of shipping traffic from the Red Sea, to the Cape of Good Hope route, piracy has re-emerged in the region.

Vice Admiral Carolis mentioned that the focus of the Italian Navy is the Mediterranean since there are about 40 naval ships including submarines operating in the region.

Also, all commerce that goes via the Red Sea gets into the Mediterranean so they are committed to undertaking maritime security operations to ensure a safe passage not just for Italian vessels but for all ships connected to European Union Nations, he added.

He also appreciated the Indian Navy and said it is 'doing an excellent job' in tackling piracy.

Rear Admiral Giancarlo Ciappina, the Italian Navy Carrier Strike Group Commander stated that the Indian and Italian Navies will undertake bilateral maritime exercises on October 5th and 6th, 2024, off the western coast of India. The 2-day event will focus on air defence, maritime manoeuvres and joint operations between the air wings of both navies.

Ciappina added that they were calling on a few subject matter experts from the Indian Navy aboard the Cavour. Both navies were engaged in information exchange and planned several activities.

It will also involve 2 carriers and integration of their air wings, a few exercises in air defence and sea manoeuvres. The officials of both the navies will also meet and discuss each other's ways of flight and naval operations.

World's Largest Cruise Ship 'Star of the Seas' Leaves Assembly Dock for Outfitting

Finnish Shipbuilder Meyer Turku floated out the second ship in the Royal Caribbean International's Icon class, the Star of the Seas. The behemoth left the dry dock after 19 months when its assembly phase was completed.

Some of the final stages of the assembly process included fitting the Azipod Propulsion System and the huge 367-ton dome, the biggest glass and steel structure lifted onto a cruise vessel, which took days.

She will now undergo interior outfitting as her maiden voyage is scheduled in August 2025.

The float out was marked with an event in which a ceremonial cannon was fired. Then, the gates of the dry dock were opened and the 16 m deep, 80 m wide and 365 m long dry dock was filled with around 92 million gallons of water which took nine hours.

After the dry dock was flooded, the vessel floated out with the help of tugs and moved towards the outfitting pier where final outfitting would be done.

The vessel is nearly the length of the assembly dry dock, measuring 364 m lengthwise with a gross tonnage of approximately 248,600. The process of emptying the dry dock took 12 hours.

Though behind schedule, with the company delaying its maiden voyage by a few weeks to the end of August 2025, once operational, it will sail throughout the year from Florida's Port Canaveral, alternating between itineraries to the eastern and western Caribbean.

The ship has 8 neighbourhoods, each with outdoor entertainment facilities, not to forget the 6 tallest waterslides ever on a cruise ship and a one-of-a-kind entertainment space called AquaDome.

It has 20 decks with more than 2800 cabins for guests. There are double-occupancy spaces to accommodate 5600 people, bringing the total passenger capacity of the cruise ship to around 7600. The ship will have around 2350 crew members.

It is dual-fuel enabled, can operate on LNG, and has 3 Azipods and 6 engines. Since the Star of the Sea has left the assembly dry dock, the third vessel of the Icon Class will enter the dock, scheduled for delivery in 2026 while the fourth ship of the class is also due in 2027. The cost of each ship is reported to be \$2 billion.

New age trigger for dry bulk and general cargo carrier inspections

RightShip has announced a change in its vessel inspection policy, adjusting the age at which inspections are required to address ongoing safety risks in the Dry Bulk and General Cargo sectors.

Starting on March 31, 2025, the new policy will be implemented in two phases. In Phase 1, the age trigger for inspections will decrease from 14 years to 12 years, after which annual inspections will be mandated. Phase 2, scheduled for 2026, will further reduce the age requirement to vessels aged 10 years or older. Additionally, vessels with a deadweight tonnage (DWT) of less than 8,000 will also need to undergo inspections, creating a more consistent safety standard across the fleet.

The decision to adjust the inspection age is supported by data indicating significant safety risks associated with ageing vessels. The Dry Bulk sector has shown higher incident and fatality ratios compared to other maritime sectors, with bulk carriers experiencing a 1.49% incident ratio and a fatality ratio of 0.42%.

Furthermore, the analysis suggests a strong correlation between vessel age and increased safety risks, particularly for vessels older than 10 years. Larger vessels over 200,000 DWT face increased incident and detention ratios as they age, underscoring the need for earlier inspections to mitigate risks effectively, RightShip notes.

IV. ARTICLE INDEXING

10 Reasons You Must Thank Seafarers

For the past thousands of years people from around the world have been sending goods through sea ways. From the clothes people wear to the food they eat, almost everything today is brought to them through ships. The shipping industry, also termed as the invisible industry by many, is crucial to the existence of the global economy, yet very few people have any idea what happens at the high seas. It is an industry which is secretive and fascinating at the same time.

But as vital as the industry is to the world and its people, equally important is the work of the brave seafarers who perform one of the toughest jobs in the world by running those massive ships through the roughest seas and riskiest areas. If it hadn't been for them, the global trade would come to a standstill, people would be devoid of their basic necessities and some nations would find it extremely difficult to even survive.

Seafarers are one of those neglected professionals, who have often been overlooked not only by international organizations but also by their own countries. If you make an effort to go beyond their smart uniforms and fancy travel schedules, you will be able to see the tough lifestyle they live and the hardships they endure at sea to make sure the world and its people continue to enjoy their life on shore.

Mentioned below are some of the most important reasons (among million others), for which, each and every seafarer needs to be thanked from the greatest depth our hearts.

1. Seafarers Run the Global Economy

90% of the world's food, fuel, raw material and manufactured goods are delivered by sea. Nearly all things sold worldwide are transported through ships, which need skilled seafarers to operate, maintain and repair. What would happen to the world if the ships and seafarers didn't work? Needless to say, the world would come to a halt and the people would be devoid of their basic necessities. It is because of these skilled and brave people called seafarers that businesses around the world continue to thrive and people are able to buy the things they desire from their favourite stores. Though seafarers work in a closed fraternity, which is not visible to outsiders, their work is indispensable. It is high time they get the respect and importance that they deserve from us.

2. Seafarers Sacrifice Their Social Life

One of the biggest difficulties seafarers face in their life (not out of choice) is staying away from their loved ones while they carry out their duties at sea. Missing birthdays, family events or brother's wedding is the price they pay to ensure that the cargo reaches people on time. There are many seafarers who have missed every single birthday celebration of their kids. Some haven't been able to attend funerals of their loved ones. It is a tough choice they make to earn a livelihood for their families, but the pain of going away from the family doesn't deter them from performing their duties. Someone has to do the job and seafarers are tough enough to accept this bitter fact. While people on land celebrate and socialise at every possible opportunity, seafarers continue to toil away at sea to ensure that those celebrations do not stop, even at the cost of their own happiness.

3. Seafarers Fight the Toughest Seas and Roughest Weather

Taking cargo from one port to other often involves facing ugly storms and monstrous waves. A sea isn't as friendly as it seems when watched from shore. In spite of all the latest technological advancement, a seafarer at sea is at the mercy of nature. But what may come, the cargo has to be shipped to the scheduled location and that too on the right time. Several ships sink each year because of storms and rough weather, but that doesn't scare a seafarer – They are born for such conditions. He is build tough and has the heart to carry on with this work as the ship rolls and pitches over huge waves. If you think working in such conditions is easy or fun, then you are highly mistaken. Not everyone can do it, and those working on land can never fathom the hardships one has to face in such environment. So while people on land work in their extremely cozy offices with ultra-luxurious amenities, people at sea work through sickest and un-friendliest conditions to ensure that businesses around the world do not stop and those on land continue to enjoy their comforts.

4. Seafarers Risk Their Lives through Piracy and War Zones

According to a report, more than 100,000 seafarers at any one time either travel or are planning to go through the dangerous piracy affected areas. Until now, several ships have been high jacked and many seafarers have been taken as hostages by pirates. They are tortured, abused, and kept in miserable conditions as prisoners. Even today, events of piracy have not stopped. Ships continue to get high jacked and seafarers are still being taken as hostages. But in spite of all the risks and fear, seafarers continue to do their duties through these dangerous areas. The “Piracy Zones” covers one of the most important sea trading routes for food, raw materials, and manufactured goods. Nearly half of the world’s seaborne oil supply passes through these pirate-infested areas. Just imagine what would happen to the world economy if seafarers refuse to work in these areas? You already know the answer.

Moreover, if need be, seafarers even sail through war zones and assist navies to deliver cargo and supplies where they are required the most. Can they say no? Yes! But they never say so, they never will.

5. Seafarers Face Extreme Health Hazards

Working on ships is not easy. Visit a ship and you will know. Seafarers are prone to several specific diseases and illnesses because of the nature of the work and continuous travel to new places. Apart from physical hazards such as diseases and injuries caused due to accidents, seafarers also fall prey to psychological problems such as homesickness, loneliness and fatigue, a part and parcel of their life at sea. Moreover, if something happens on-board there are in most cases no possibilities to turn to an expert and get extra medical help. Seafarers have to manage everything themselves when at sea. But no matter how many risks they have to face working on board ships, they continue with their jobs and face the health hazards quite bravely by acquiring knowledge and training themselves for the worst medical emergencies. What would you do if you break your bones while working and do not have to a doctor or hospital to attend you immediately? Well, seafarers perform some of the most dangerous jobs without a doctor around. Do they need any greater reason to be thanked?

6. Seafarers Follow Toughest Regulations and Laws

With the increasing number of stringent regulations related to ships around the world, seafarers are facing grave difficulties not only to ensure their own safety but also to abide by the rules and regulations of environmental and ship protection. Moreover, each country the ship visits has its own law and regulations which they can freely use to criminalise a seafarer. Most of the times this is done with the intention to raise revenue or settle political issues. In the past years, several seafarers have been made scapegoats by countries desperately wanting to prove a point to other nations. Under such acts, seafarers have been prisoned for years, tortured and treated in the most deplorable manner. Can you consider living each day of your life dealing with different (and sometimes insane) laws without any kind of substantial reassurance to help you out in case things go wrong? If you are on land, you can immediately call your lawyer or at least know the right person to talk to, but seafarers don’t have that luxury. They work through toughest legal obligations at their own risk while delivering the world cargo.

7. Seafarers Work Round the Clock with Monotonous Routines

Sailing the high seas with all those exotic locations and glamorous uniforms sounds romantic to many people. But most do not know about the hard work seafarers put every day and night to run those ships and their machinery. Ships of every seafarer, who has been sailing for a few years must have reached the best places in the world such as New York, Hong Kong, Tokyo etc., but for majority of seafarers, all these beautiful places either look like the ship’s engine room or upper deck. Gone are the days when seafarers had the luxury of prolonged stays at ports. Today a ship is loaded and unloaded in max 24 hours leaving no time for shore leaves. Moreover, port means additional work, which sometimes involve continuously working for 18 hours at a stretch. With increasing threats from terrorists, most countries now do not even allow shore leave to seafarers, leaving them with no option but to stay on board. Would you like if someone made you work for several days and then restricted you from stepping out of the office premises? Of course not. But seafarers work happily under such circumstances and deadlines, not because there is no other option, but because they know the importance of their work and delivering of the cargo on time.

8. Seafarers Work the Most without the Basic Rights

A majority of seafarers sail without proper insurance or pension policies – few of the basic rights every working professional on this earth must get. Many shipping companies do not have a proper pension scheme in their contract, even if seafarers want to contribute. Moreover, seafarers from several countries (especially Asian) do not even have the provision of decent medical care or insurance system either at sea or on leave. Considering the fact that a person working on land at any level has all such basic rights, it is surprising to see how seafarers continue to work in such adverse situations even without the basic rights that they deserve. There have been cases in the past wherein seafarers had to literally beg in order to receive compensation for expenses and medical treatment for injuries they endured on board. Though the seafarers know they deserve all these rights and a lot more, but are still devoid of them, the work on board ship do not stop. They continue to carry out their duties with the same intensity as ever.

9. Seafarers Are At High Risk of Criminalisation and Abandonment While Performing Their Duties

According to ITF, seafarers are among the most exploited and abused group of workers in the world. They face exploitation, abuse and corruption on a large scale. Many seafarers have been criminalized, abandoned and not paid by their shipping companies, especially in tough financial times. Several of them find themselves abandoned in a port with no money, no supplies and no way to get home. In certain types of maritime accidents, especially those involving pollution, seafarers are highly vulnerable because of unfair trials and weight of expectations from local people and government. In the past, seafarers have been wrongly accused and sentenced punishments without a proper trial or help from their own government or shipping company. The number of such incidents are on the rise because of the increase in stringent laws around the world. In spite of such grave injustice and ill-treatment, seafarers perform their duties on ships plying in countries with some of the most inhumane laws. Isn't it unfair to watch them go through such situations while all they were doing was carrying out their duties? No matter how small a mistake, seafarers always have to pay a heavy price.

10. Seafarers Live With Least Accommodation and Communication Facilities

While people on land have the luxury to call their loved ones as and when they want, seafarers often have to wait until they reach land to find a decent communication facility (Also, there is no guarantee that every port will have such facilities). Even today most of the seafarers are devoid of a decent mode of communication. That's not all, there are many who live in poor quality cabins with filthy couch and mould. Moreover many complain of bad quality and insufficient quantity of food. For those on long voyages, rotting fruits and stale meats is a common sight. Though the regulations to monitor the quality of food and living conditions have improved, there are often times when seafarers do not even have a decent meal. As harsh as it may sound, seafarers not only have to deal with such conditions but also continue to carry out their duties on-board ships. Of all the things, at least decent accommodation and food is most deserved by all seafarers, considering the life of loneliness and hardships they live on ships.

Seafarers are often seen as happy-go-lucky people, who are always flashing a broad smile both on and off board ship. But there is a lot more to them. They are probably, one of the very few people in the world, who understand the true value of family and work. With the types of difficulties they face at sea, seafarers know very well how to make the most of the free time and enjoy to the fullest. Even though they are aware of the importance of their work, they do not allow it to go to their head. They continue with their duties even if the world, governments and companies continue to ignore them; for they know their time, both on ship and on land, is limited and making the most of that is the only option they have.

V. HEALTH ZONE

5 Behavioural Techniques For Seafarers to Reduce Stress at Sea

At times, life at sea could prove extremely challenging for individuals working on board ships, away from their loved ones. A long distance relationship with the families, limited access to social life and increased physiological and psychological pressure can often lead to health hazards or lack of interest at work. This on the whole, affects the general well-being of the seafarers which could be a driving factor leading to mental disparity between team members.

Some of the main stress escalators are considered to be lack of motivation to perform the job, repetitive work responsibilities, working with seafarers of different nationalities, excessive or insufficient duties, job shifts, etc. those which eventually result in serious health hazards.

If you are someone who has faced many or most of these above factors while onboard, then read on to know some of the psychological methods by which stress could be reduced while working at sea.

1. Eliminate the Rat Race Mentality:

This is probably one of the main aggregators for stress amongst seafarers. It often happens that, while discussing work, people talk about being in a rat race as if it's the way of life. Seafarers, often get overwhelmed when they frequently "shuffle between companies", or are waiting since ages to get moved up the ranks and even by discussing salaries/wages in general. It is believed to be as a fact of life with no escape from it. It is somehow easily noticeable, that individuals who are in constant rat race are very easily bothered, get intimidated, feel jealous or irritated, become submissive and are extremely unhappy with their sea careers.

To eliminate such thought processes, seafarers have to proactively search for a positive take in every experience, be it by taking a hit in their salaries/wages when the company or even when the maritime industry in general is going through a bad phase. It completely depends on our mind and how can we control it, what aspects are we focusing on and how our experiences are characterized. For example, if we constantly fall into arguments and conflicts amongst our subordinates or seniors at work it will not only affect our performance but could also prove to be mentally exhaustive. However, the same situation might turn positive if we try and learn from our mistakes and face up to the subordinates with a different view and solve the problem.

2. Implementing Effective Listening as a Tool to Reduce Stress:

Effective listening is considered as one of the most important components in personal as well as professional life. However, it is also a weakness for most of us seafarers, and enhancing this skill even the slightest ways possible could certainly prove a lot more beneficial. This not only benefits our work culture in general but also is a great tool to use to build relationships and better one's performance.

Let us take a moment and think about our own listening skills and ask ourselves if we 'truly' listen to our co-seafarers? Do we let someone speak their thoughts first or do we interrupt them incessantly? Do we finish sentences for others? Or are we calm and approachable in meetings? Don't all these questions in themselves sound stressful?

There are many reasons why effective listening could prove stress reducing. Firstly, individuals who are good listeners are highly respected and admired. There is a certain feel good factor when you come across such individuals. It helps you become a better person by solving conflicts smoothly and encourages hearing before speaking strategy. It acts as a self infused solution to the pestering inconsistencies onboard.

3. Stop Procrastinating:

Being one of the most powerful attribute towards increasing stress is 'Procrastination'. Before we learn how to avoid procrastination, let's think about what it actually is. Do we ever delay watching TV/Internet, taking tea breaks between work timings, or even calling up home via a satellite system? Of course not! We don't procrastinate what we enjoy doing. It therefore, becomes clear to us that there is absolutely no thrill in delaying the shipboard tasks such as when completing monthly paperwork, overhauling a machinery, carrying out PMS or finishing a related project by waiting until the deadline. It not only puts more stress on an individual but might also make them feel 'worthless' should they not finish it within the deadline. It becomes a constant variance of wanting to delay the work and doing it at the right time.

However, there maybe times when one finds it difficult to focus at work. Seafarers often land up in such situations. The only way out of this could be by incorporating rewards for oneself when each task is completed. It could be anything from going on a shore leave and splurging on all the good experiences one wanted to have, to being motivated by planning ahead a vacation with your loved ones after signing off the ship. It could be anything positive, as long as it gets the work done and in time.

4. Don't let negativity of other colleagues affect you:

It is a fact, and many seafarers fail to understand the concept. A lot of times it may so happen that you would come across a bunch of negatively influenced individuals right at the beginning of your day. In general, such people do not have a hold on their moods. But what can change such situations, is how you chose to respond to it.

5. Avoid letting your Ego come in your way:

Let's start with the very beginning of it all. What you basically need to know is that 'Ego' is part of your personality. For example, rigid beliefs claimed onboard and hoarding out as 'I am the Captain of the Ship, I'm always correct' or 'I am the Bosun, do as I say' are self contravening in every sense of the word in an industry where only teamwork means success.

Yes, you are what you think, but you are also much more than that. If someone preaches you anything new which violates what you truly believe in, then that is what will make you resist it. Regardless of how attached you are to your self right now, the fact is, you, and your notion of you is highly illusory and fictitious.

This feeling, most of the time restricts us to bring a change within ourselves, so we tend to think that if we change our beliefs then the world around us would collapse. But in reality the world wouldn't collapse, your ego would. However, in return you might get to learn something new or adapt to something new. Learning to differentiate between your ego and your consciousness can help you immensely to alter your life. Acknowledge your ego and allow your consciousness to decide what is right. This factor of accepting change without having to struggle will keep you away from your self destructive ego.

Tips for protecting your hearing onboard

Neglecting to protect hearing can have severe long-term consequences, impacting not just career longevity but the overall life quality of seafarers. Hearing loss can affect communication, safety, and job performance, leading to increased risks on board and potential for accidents. By consistently using appropriate hearing protection and adhering to safety guidelines, seafarers can significantly reduce their risk of hearing impairment, ensuring they remain fit for duty and able to perform their roles effectively throughout their careers.

According to Britannia, appropriate signage should be installed to warn personnel when they are entering a high-noise area. Noise levels above 80 dB(A) require mitigation efforts, and hearing protection is mandatory at 85 dB(A) and above. The installation and use of temporary equipment can also increase noise levels. The effects of noise should be considered in on-board risk assessments and mitigated as necessary.

Furthermore, all hearing protection equipment must comply with approved standards. In Europe, for example, the most commonly adopted standard is EN 352. Factors to consider when choosing appropriate hearing protection include maximum noise level experienced, frequency of exposure, work activity, and personal preference. Experience shows that uncomfortable PPE will not be worn as often as it should be.

The goal of hearing protection is to lower the noise levels experienced to 80 dB or below. Over-protection, reducing noise to 65–70 dB or lower, can be dangerous as it impairs the ability to hear communications and alarms, leading to the removal of protection and exposure to harmful noise levels.

VI. NEW ARRIVAL

Sl.No Ref. Books

1. Swadeshi Steam: V.O. Chidambaram Pillai and the Battle against the British Maritime Empire by A.R. Venkatachalapathy
2. Ocean of Churn : How the Indian Ocean Sh: How the Indian Ocean Shaped Human History by Sanjeev Sanyal
3. Engineering Physics by Gupta & Gaur
4. NP294 How to Keep Your Admiralty Charts Up-to-Date, 11th Edition 2022
5. Ship Stability for Masters & Mates, 7th Edition 2019 by D.R. Derrett
6. Cargo Work For Maritime Operations, 9th Edition 2024 by D. J. House
7. Ship Construction, 7th Edition by D.J. Eyres, G.J. Bruce
8. Bridge Team Management - 2nd Edition 2004 by A. J. Swift
9. Meteorology for Seafarers, 6th Edition 2024 by M Frampton & Patt U
10. NP100 The Mariner's Handbook, 13th Edition 2023 by U.K. Hydrographic
11. Probability and Statistics for Engineers & Scientists, 9th Ed. Ronald E. Walpole

VII. NEW PUBLICATIONS

<u>TITLE</u>	<u>PUBLISHED DATE</u>
1. IMDG Code, 2024 Edition (Amdt. 42-24) (digital)	1 OCT. 2024
2. IMDG CODE SUPPLEMENT, 2024 EDITION (DIGITAL)	1 OCT. 2024
3. SPS CODE AND IP CODE (DIGITAL)	19 SEPT. 2024
4. MODEL COURSE: SURVEY OF MACHINERY INSTALLATIONS	19 SEPT. 2024
5. SOLAS CONSOLIDATED EDITION, 2024 (DIGITAL)	17 SEPT. 2024

THOUGHTS

A ship's voyage is a journey of the soul, where every wave carries the hopes and dreams of its crew.

Sailing isn't about the destination; it's about the exhilarating journey and the lessons learned along the way.

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

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