

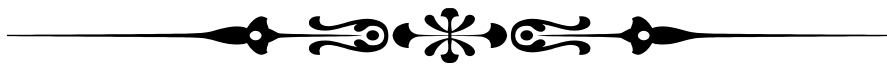
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I. D. G. S. CIRCULAR / ORDER



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

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

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

Date: 06.05.2022

DGS Order No. 14 of 2022

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

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

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

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

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

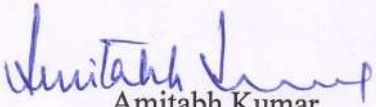
5.3 As the gross wages includes basic wages and various allowances which could be variable, the amount to be paid to the Government shall be determined on the basis of the highest BASIC WAGES specified as per the latest INSA-MUI agreement in respect of officers and NMB agreement in respect of crew members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

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

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

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

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



Amitabh Kumar

Director General of Shipping



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

DGS Circular 10 of 2022

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

Dated: 04.05.2022

Panel of External assessors for Extra Master dissertation

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

This is issued with approval of the Competent authority.

(Capt.G.P.Shenoy)

Nautical Surveyor cum DDG(Tech)

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नौवहन महानिदेशालय मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File no. 25-13011/11/2022-NT-DGS

Dated -16.06.2022

DGS (NT/Exam) Circular 13 of 2022

Sub: Clarification regarding booking and appearing in competency examinations of the nautical discipline – reg.

1. The Directorate has been receiving queries from candidates regarding their eligibility to appear in written and oral examination of the Certificate of Competency examinations. In this regard, the following clarifications are issued for the benefit of the candidates and to ensure uniformity of procedures across all the Mercantile Marine Department (MMDs).
2. Online Booking window for the nautical grade competency examinations in the E-Governance portal will generally be opened on 16th day of every month and will be closed 05 calendar days before the commencement of the examination scheduled in the following month.
3. It needs to be noted that NO changes have been made by the Directorate regarding the booking requirement for fresh candidates for competency examination. Candidates appearing in competency examination of a particular grade for the first time are required to continue to book ALL subjects of the written examination of all functions of that particular grade during the first attempt. Such fresh candidates (1st attempt), who are eligible to appear for oral examination upon completion of all the required modular courses, in addition, if they so desire may also book ALL functions of the oral examination of that grade in the same month or the next month prior the results of written examination are declared..

It means fresh candidates appearing/appeared in written exams (waiting for results) are ALLOWED to book for oral examination in the same month or the next month.

4. Candidates who have passed all written papers of a particular function may book oral of that function. If a candidate fails in a written paper, he/she demonstrates lack of knowledge in that particular function. Hence, such candidates CANNOT book for oral exam of that function till he/she clears all written papers of that particular function.

5. Repeater candidates may appear for written and/or oral examination 'FUNCTION WISE' and be eligible for appearing in the oral examination of that particular function after clearing all the written papers of that function as stated in Para4 of this circular.

6. As per the existing practice candidates shall ensure minimum of one month gap between two consecutive attempts of written/oral examinations. However, Candidates who have PASSED ALL the WRITTEN papers of all the functions of the particular grade are eligible to book and appear for oral examination EVERY MONTH.

Illustration:

a) *Candidate appeared for written examination in January will be able to appear for written examination from March onwards (as per the declared examination schedule) as January written exam results will normally be declared in February.*

b) *Candidate appeared for oral examination in January is not eligible to appear for oral examination of the same function in February. However, as mentioned above in para 6 of this circular candidates who have passed all the written papers of all the functions of the particular grade are eligible to book and appear for oral examination every month.*

c) *If any candidate due to some reason, is ABSENT in the examination in January, he/she may be ALLOWED to book and appear in next consecutive month i.e. February.*

7. **De-linking of Signal Examination from Function 1 oral** - Signal examination of 2nd Mate (FG) & NWKO (NCV) grades have two components, i.e. signal visual and signal oral examination. Examination of oral aspects of signal examination is conducted along with the Navigation Oral examination (Function 1). The signal (visual) examis however held separately every month. Candidates booking for Navigation function orals are allowed to appear for Signal visual examination of that month automatically. Candidates who wish to appear only for Signal visual can make booking manually as per the existing practice and send the booking and payment details to the respective MMD through email.

8. Candidates will be considered as PASSED in the Navigation function only after the candidate completes written, Signal Visual and Oral examination of the Navigation Function which includes Signal oral aspects.
9. For cases where candidates have passed the Signal examination but have failed the Function 1 Oral Exam, the candidate may re-book through the existing online process, including the payment of the Function 1 oral exam fee.
10. If a candidate fails the Signal visual examination, the candidate needs to continue to re-book the Signal exam at the respective MMDs by the existing manual process.
11. This is issued with the approval of the Chief Examiner of Master and Mates and Nautical Advisor to Govt. of India (i/c).



(Capt. Manish Kumar)
Nautical Surveyor-cum-DDG (Tech.)



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

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 13-39/4/2021-ENGG – DGS (C.N.9713)

Date : 20.06.2022

DGS Order No. 17 of 2022

Subject : STCW Certification of Indian Navy Personnel in accordance with Article IX of the Convention

1. The STCW Convention was adopted at International Maritime Organization on 7th July 1978 and entered into force on 28 April 1984. There are at present 166 signatories to the Convention, the combined merchant fleets of which constitute approximately 99.03% of the gross tonnage of the world's merchant fleet.
2. The 1978 STCW Convention was the first to establish basic requirements on training, certification and watch-keeping for seafarers on an International level. Prior to entry into force of the Convention the standards of training, certification and watch-keeping of officers were established by individual governments, usually without reference to practices in other countries.
3. India was also issuing Certificate of Service to the Indian Navy personnel who had attained the ranks of Lieutenant in the Executive Branch or has attained the rank of Lieutenant or Sub-Lieutenant in the engineering branch in accordance with Section 80 of the Merchant Shipping Act, 1958.
4. The entry into force of the STCW Convention on 28 April 1984, brought uniformity in the Certification regime by prescribing minimum standards relating to training, certification and watch-keeping for seafarers which countries are obliged to meet or exceed. Article VII of the Convention permitted issuance of Certificate of Service by member state to the Convention in accordance with its previous practice only for a maximum period of 2-Years after entry into force of the Convention for that state (2-Months after ratification, acceptance, approval or accession deposited by that state).
5. India acceded to the Convention on 16 November 1984 and it entered into force on 16 February 1985 and Section 80 of Merchant Shipping Act, 1958 was repealed on 14 August 1986.
6. Article IX of the Convention permits issuance of Certificate of Competence and Certificate of Proficiency to Naval personnel provided equivalents are established

with regards to the level of seagoing service, knowledge and efficiency as regards navigational and technical handling of ship and cargo, which ensures a degree of safety at sea and has a preventive effect as regards pollution at least equivalent to the requirements of the Convention.

7. The Directorate has last established equivalence in 2004-2006 and issued following Notices/Circulars/Orders etc. in order to facilitate transition of Naval Personnel to Merchant Navy:
 - (i) MS Notice 06 of 2004 Conversion of Certificate of Service as (Master (FG) to appropriate certificate of competency as Chief Mate (FG) or 2nd Mate (FG) under STCW'95.
 - (ii) MS Notice 10 of 2004: Examination system for serving Naval Officers to obtain Certificate of Competency (Limited) issued under Regulation II / 1 of STCW'78 as amended.
 - (iii) MS Notice 10 of 2006: Procedure for obtaining Certificate of Competency at the Operational Level and Management Level for ships of less than 3,000 Gross Tonnage operating in near Coastal voyages - valid for areas encompassed between the ports of Bangladesh, India, Maldives, Myanmar and Sri Lanka only and ships of less than 3,000 Gross Tonnage operating Worldwide for officers of Indian Navy or Indian Coast Guard Officers in possession of "Full Naval Watch-keeping Certificate.
 - (iv) Flow Diagram III/1 of TEAP A for Issuance of Class IV (FG) CoC under Regulation III/1 of the STCW Convention to Indian Navy Engineer Officers.
 - (v) Flow Diagram III/11-2, III/11-3 & III/11-4 of TEAP A for Issuance of Class IV (NCV) on ships with less than 3000 KW Propulsion power to Indian Navy sailors.
8. With more than 15-years since the last equivalence being assessed and also the entry into force of the 2010 amendments to STCW Convention, a joint exercise has been conducted again between Indian Navy and DGS Officials to assess in details the education, training and sea service performed by Indian Navy personnel with the requirements of STCW Convention to identify the gaps and devise methodologies to bridge the gap.
9. The devised transition schemes are attached to this Order as Part "A" for Engineering Stream and Part "B" for Nautical Stream. A dedicated on-line system shall be developed to facilitate the application, assessment and issuance of CoC/CoP to Indian Navy personnel with following stages:
 - Stage 1:** Indian Navy to apply for and get INDOS Number and CDC.
 - Stage 2:** Issuance of Basic and Advanced Safety Course by Directorate based on Certification by Indian Navy for completion of relevant competencies or Indian Navy

personnel may complete the course at an approved MTI for issuance of relevant CoP as per normal procedures.

Stage 3: Uploading of Indian Navy certification by Indian Navy personnel for completion of education and training, bridge sea courses, approved seagoing service for assessment of eligibility for a particular grade of examination & issuance of CoP.

Stage 4: Apply for written and oral exam; appear and pass and apply for CoC and issuance of CoC.

10. Many of the following basic and advanced courses are being conducted by Indian Navy with different names:

- Personal Survival Techniques Course
- Fire Prevention and Fire Fighting Course
- Elementary First Aid Course
- Personal Safety and Social Responsibilities Course.
- Advanced Fire Fighting Course
- Proficiency in Survival Craft and Rescue Boats Course (Other than Fast Rescue Boats).
- Medical First Aid Course.
- Course for Seafarers with Designated Security Duties.
- Ship Security Officer Course

11. In case the competencies detailed in above courses are covered while training for various courses, the Indian Navy to certify the same in accordance with the attached **Annexure 1** "Certificate of Completion of Training in Basic and Advanced Safety and Modular Course Certificate" for issuance of relevant CoP through on-line system to be developed by the Directorate. If same is not the case, the course is to be completed by the personnel at approved MTI and MTI shall issue relevant digitized CoP after satisfactory completion of Three Tier Training.

12. This Order comes into effect from date of issue.



(Amitabh Kumar)

Director General of Shipping &
Additional Secretary to the Govt. of India

For detail please see the below link

<https://dgshipping.gov.in/writereaddata/News/202206200322080049185DGSOrderNo17of2022.pdf>



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DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 13-39/4/2021-ENGG – DGS (C.N.9713)

Date : 20.06.2022

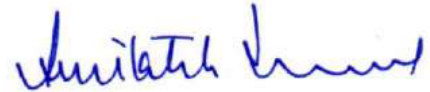
DGS Order No. 16 of 2022

Subject : Opening Avenues in Merchant Navy for Agniveers in Indian Navy

1. Agnipath is a new defence recruitment model that would allow youth to serve in the armed forces for a period of four years. After four years they can apply for regular employment in the armed forces or for various other jobs in other government departments.
2. India is one of the largest Manpower supplier to world Merchant Fleet. Indian seafarers are certified as per STCW Convention and have been in great demand internationally. The Indian Navy Personnel are being facilitated by Directorate General of shipping to join Merchant Navy in various roles after their retirement.
3. The Directorate General of Shipping intends to facilitate those Agniveers joining Indian Navy, who intend to take alternate career after their 4-years stint in Indian Navy.
4. In order to facilitate their joining Merchant Navy, the Directorate General of Shipping has devised following schemes to Agniveers who meet the following minimum educational criterion either prior joining as Agniveers or during their 4-years as Agniveers in Indian Navy:
 - Class X/XII Passed with 40% marks in English in either Class X or Class XII and
 - 40% aggregate in English, Mathematics & Science in Class X or 40 % aggregate in total in Class XII.
5. Some schemes are also being devised for Agniveers with Diploma in Mechanical/Electrical Engineering or ITI Trade Certificate in Electronic /Electrical Stream (either they join Indian Navy after completing these courses or complete the same during their 4-years as Agniveers).
6. The various schemes are as below:
 - (i) Table-1 Transition Scheme for Agniveers from Ratings in Indian Navy to Certified Ratings in Merchant Navy

Shilpa Shetty

- (ii) Table-2 Transition Scheme for Agniveers from Electrical Ratings in Indian Navy to Certified Electro- Technical Rating in Merchant Navy.
 - (iii) Table-3 Transition Scheme for Agniveers from Ratings in Indian Navy to Certified Class IV-NCV CoC holder in Merchant Navy.
 - (iv) Table-4 Transition Scheme for Agniveers from Electrical Ratings in Indian Navy to Certified Electro Technical Officer in Merchant Navy.
 - (v) Table-5 Transition Scheme for Agniveers from Cook in Indian Navy to Certified Cook in Merchant Navy.
 - (vi) Table-6 Transition Scheme for Agniveers Deck Sailor in Indian Navy to Ratings forming part of navigational watch (II/4 COP) in Merchant Navy
7. The flow diagrams detailing all the procedures are attached and this is also subject to:
- Issuance of INDOS and CDC on Indian Navy request for those candidates who have shown any inclination towards one or more of the schemes above and
 - Candidate being medically fit at the time of issuance of STCW Certification.



(Amitabh Kumar)
Director General of Shipping &
Additional Secretary to the Govt. of India

Open below link for annexure :

<https://dgshipping.gov.in/writereaddata/News/202206220557103874152DGSOrderNO16of2022002.pdf>

II. IMO NEWS

IMO continues sponsorship of Maritime SheEO leadership scheme following graduation of first cohort.

Thirty women from maritime administrations across the globe have completed the first ever Leadership Accelerator Programme (LEAP) run by Maritime SheEO, designed to equip women with leadership skills and the confidence to progress in their careers. A virtual graduation ceremony for participants was held on 30 June 2022.

The programme, which ran over eight-weeks, was announced in November 2020 and launched on International Women's Day in March 2022. It was part of the IMO's Women in Maritime programme and run in collaboration with the Women's International Shipping and Trading Association (WISTA International). The participants were a mix of candidates from the eight IMO-established Women in Maritime Associations (WIMAs) and WISTA International.

Following the success of the first iteration, IMO has committed to sponsoring another group of future women leaders in the second half of this year.

IMO's Head of Africa and manager of the Women in Maritime programme, William Azuh says, "The Maritime SheEO programme is focused on building competence, which is one of the most important factors that organisations consider when choosing leaders. Programmes like these are very important to build an individual's confidence as they go into leadership and the confidence of the sector in appointing leaders from historically marginalised communities. We look forward to supporting the next edition of the Maritime SheEO programme and will be releasing details of the programme in due course."

Professional development

The LEAP blended-learning course, which includes self-paced learning as well as small group coaching, is designed to enhance personal development of leadership skills through modules on building professional networks, strategic thinking, persuasive communication and more. Despite challenging schedules, course statistics show that participants completed and submitted 90% of compulsory coursework on time. Sixty per cent (1,800) of the 3,000 optional self-learning modules have already been accessed by participants.

Speaking at the graduation ceremony, Sanjam Gupta, Founder, Maritime SheEO said, "It has a long journey to get to this point of the Maritime SheEO leadership accelerator programme and the graduating class' success is a testament to their hard work. All the women on this course were putting in the work in addition to their full-time jobs and many of them continued with the programme despite being ill with COVID. I am very proud of their work and everyone running this programme is invested in their success as they are the future leaders of the maritime industry."

Despina Theodosiou, President, WISTA International added, "It has been highlighted during the years that the path a woman must take to advance to top positions is more difficult than it may be for men. But that shouldn't be the case. Leaders in any profession and of any gender should be able to direct, encourage, and inspire others. I think the most important about this course is that it gives women equal opportunity [as that granted to men] and the means to succeed."



III. ILO NEWS

Seafarers win commitment to mandatory internet access in international law

Seafarers' groups have won the right to mandatory social connectivity for crews – including internet access – in updates to the [Maritime Labour Convention 2006 \(MLC\)](#), but are disappointed that shipowners and governments may seek to charge for it.

The MLC is an international treaty designed to protect seafarers' rights and has been ratified by more than 100 countries, who represent over 90% of the world fleet. One of its provisions is that governments, shipowners and seafarer representatives meet periodically to keep the convention under review and up to date. The latest Special Tripartite Committee (STC) meeting ended in Geneva on 13 May, with agreement on a number of changes including a commitment to better social connectivity for seafarers.

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

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

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

Despite the fact that ships already have the technology to provide internet access, shipowners insisted that they should be able to limit access and be able to charge seafarers for internet connectivity.

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

No changes to repatriation rules

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

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

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

Other changes

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

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

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

IV. SHIPPING NEWS

New Opportunities to Join Merchant Navy Announced For “Agniveers” From The Indian Navy

The Shipping Ministry has declared six new and exciting service avenues for a hassle-free transition of Agniveers in several roles within the Merchant navy, following the stint with the Indian Navy. The development comes through protests registered across India against the short-term scheme for armed forces recruitment - the Agniveer scheme. Affected aspirants to the armed forces say that clarity on job prospects for those chosen as Agniveers is lacking.

An official statement highlighted that the scheme will empower Agniveers, who have completed their duties with the Indian Navy, to acquire relevant training, professional certifications, and naval experience to join the merchant navy all over the world. The provisions have been declared by the Directorate General of Shipping on Saturday.

Some of the schemes have been designed for Agniveers with Diploma in Electrical or Mechanical Engineering or ITI Trade Certificate in the Electrical or Electronic stream – either joining with qualification or acquiring during their tenure with the country's Navy.

The Agnipath scheme - a transformative move to modernize armed forces in India - will result in opportunities for the youth to serve the country and, earn priceless professional training and experience, empowering them to seize incredible opportunities.

To offer global exposure via India's merchant navy, the country's Ministry of Ports, Shipping, and Waterways will work with the navy to equip and train Agniveers for an alternate career in the merchant navy following a four-year stint with the Navy.

India is one of the greatest suppliers of manpower to the world merchant fleet. Indian seafarers are typically in huge demand globally. The schemes are devised to help Agniveers sail seamlessly into the shipping sector. The Indian Navy and Ministry will collaborate in this regard.

Sailor Falls in Water and Swims for 17 Km to Cheat On His Fate in Shark-Infested Panama

A sailor from Australia, after falling from a boat in the waters of Panama, swam for about 17km through shark-infested waters in the dark and survived to narrate the tale.

John Deer did not have safety equipment like a life jacket. In 2019, John was on a trip to sail all over the world. He had gone fishing in San Blas Islands in Panama when he fell overboard and was left stranded at what is popular as the 'shark point'. The matter worsened as his boat was on the auto pilot mode, so it kept sailing away. That left John alone at night in the waters.

John shared that he was initially convinced that he'd die as it was almost 5 pm and no one was aware that he was in Panama. But some moments later, he switched to survival mode to cheat his fate.

Later on, he mentioned on GoFundMe, a fundraiser organized by a friend that he struggled with for a while with the realization of imminent death, not wanting to accept what seemed like his fate, so he decided to give up on the idea and was determined to swim. John added that he has spoken about the same incident to many sailors. He mentioned that when he saw his safety, boat, and home sailing away from him, he was 9nm away offshore. That is nearly 17km.

John was not someone who was accustomed to swimming long distances. The sailor shared that he would never attempt to swim even 200m let alone 17km. However, thinking of his survival, he convinced his mind and gave it a shot. He added that he did not have any other option but give up to drown. He also stayed calm and tried conserving energy.

John followed alternating breaststrokes and back frog strokes and used the straight side of the moon as his navigation aid.

Future of Maritime Safety Report 2022 Tracks Rise in Vessel Incidents during Covid-19 Pandemic

Aiming to establish the main safety concerns currently facing the shipping industry, The Future of Maritime Safety Report 2022 examines data from Global Maritime Distress and Safety System (GMDSS) calls made to Inmarsat, the world leader in global mobile, satellite communications, from 2018 to 2021.

Among the key findings from the Inmarsat data was an abrupt spike in GMDSS calls in 2020 at the height of the Covid-19 pandemic, which, according to the report, is likely to have been caused by “issues with crew change, rapid turnaround in ports and fatigue on board”.

Peter Broadhurst, Senior Vice President of Safety and Security, Inmarsat Maritime, says: "The Future of Maritime Safety Report provides insights into safety trends from GMDSS data gathered between 2018 and 2021 and reveals patterns at a local and global level. Better understanding these patterns can help us to take proactive steps to prevent such incidents going forward and help guide us to a safer future. Adding context to the comprehensive data analysis, the report features expert opinions from industry representatives and seafarers invited to share their views on the most pertinent maritime safety issues and the changes they would like to see implemented to address them.

Cyrus Moody, Deputy Director, International Maritime Bureau, addresses the value of communication and collaboration in tackling piracy. "Protecting our seafaring workforce requires constant vigilance and a concerted effort from the international maritime community, working with agencies and governments around the world", says Moody. "All too often, piracy is out of sight and out of mind."

In the cruise sector, Rachel Arnold, Chief Officer, cruise sector, states that "the root cause of most safety issues is cost-cutting", in discussing how to minimise risk to crew and passengers.

Other contributors include International Maritime Rescue Federation CEO, Theresa Crossley, who shares her views on the lessons shipping must take from the Covid-19 pandemic; and the National Geospatial-Intelligence Agency's Maritime Safety Watch Branch Chief, Christopher Janus, who emphasises the importance of embracing existing technology solutions to improve vessel safety.

On describing a newly created NGA Source Maritime Automated Processing System which uses autonomous natural language processing and basic machine learning, Janus says that "this kind of automated system could be considered more widely by our industry as we head towards implementing new S-124 navigation warnings for electronic charts and effectively processing even more information".

Establishing a clear link between the global health crisis and a "drastic rise in distress calls in the last three years", the report suggests that shipping "has not emerged from the pandemic unscathed". It concludes with a call to action, imploring the industry to put "safety at the core of its operations" and use "every solution available to prevent incidents and save lives".

Indian Coast Guard rescues 22 crew members from sinking ship near Gujarat coast

Indian Coast Guard (ICG) on Wednesday rescued 22 crew members of a distressed vessel in the Arabian sea, 185 km from the Porbandar coast in Gujarat.

According to the ICG officials, the rescue mission was launched after a distress alert was received at 8 AM on July 6. All the 22 crew members including 20 Indians, one Pakistani and one Sri Lankan national are safe and were brought to Porbandar.

As per the information, the ICG received a distress alert regarding the uncontrolled flooding onboard merchant vessel Global King-1 at about 8.20 AM. The ship was reportedly 185 km off the Porbandar coast.

ICG immediately responded and alerted all stakeholders. Despite adverse weather conditions, one Dornier aircraft was launched from Indian Coast Guard Air Station Porbandar at 9.00 AM for situation assessment and relaying of information to the vessels in the vicinity.

The Dornier, on reaching the area, dropped a life raft for the crew. ICGS Shoor, CG OPV, already present at sea, was also directed to immediately reach the area.

Braving very rough seas, the ICG ship proceeded to the area with maximum speed. The indigenously built twin-engine Advanced Light Helicopters from ICG air station Porbandar were also launched in SAR configuration for any eventuality. The crew after failing to arrest flooding abandoned the vessel in liferaft at around 10.45 AM. ..

The helicopters operated closed to their operational maxima and braved squally weather and strong winds to reach the area. Thereafter, in a sea-air coordinated effort, all the said 22 personnel were successfully rescued.

The vessel was on its way from Khor Fakkan UAE-Karwar India, carrying 6,000 T of Bitumen. MV FOS Athens and MV Sydney were also diverted to assist ICG in the operations by Maritime Rescue Co-ordination Centre Mumbai (MRCC) of Mumbai.

Captain falls overboard and floats for four hours without a lifejacket

On Sunday, 3 July, the captain of a fishing vessel went over the side without a life jacket off Panama City, Florida, and managed to stay afloat for four hours before a good samaritan arrived to rescue him.

At about 0400 hours on Sunday morning, Coast Guard Sector Mobile watchstanders received a call on Channel 16 from a crewmember on the fishing vessel Fiona Leone.

The caller reported that the captain of the vessel had fallen overboard while the vessel was on autopilot. Watchstanders at Sector Mobile issued an urgent call for assistance to shipping in the area. They also called for the launch of a response boat crew, an Ocean Sentry search aircraft and the cutter Diamondback to assist in the search.

After four hours in the water without a life jacket, the captain was rescued by the good samaritan vessel New Beginnings. The New Beginnings rendezvoused with the Coast Guard boat crew, which transferred the captain back to the Fiona Leone.

He was in good condition, and when he was returned to his ship, he safely navigated it back to port.

“To survive in the water without a life jacket as the captain did is difficult for anyone to accomplish. The Coast Guard continues to urge the boating public to practice safe boating by wearing life jackets, using kill switches and having the proper communication equipment,” said Capt. Cassie Kitchen, Sector Mobile search and rescue mission coordinator. “We’d like to commend the crew of the New Beginnings on their vigilance and willingness to help.”

V. HEALTH ZONE

Seafarers Hospital Society Partners with Ocean Technologies Group to Improve Seafarer Physical Health

Seafarers Hospital Society (SHS) has developed a new physiotherapy video to empower seafarers to avoid work-related injuries through exercise. As part of their ongoing collaboration with Ocean Technologies Group (OTG), this video will be freely available to seafarers with access to OTG’s Ocean Learning Platform.

Repetitive strain injuries and musculoskeletal issues, often caused by heavy lifting, are common long-term health issues seafarers report. The risks of experiencing a work-related injury are high, and accessing treatment at sea is challenging. Preventative exercises are a vital means to help avoid injury caused by the physical demands and repetitive nature of work as a seafarer.

SHS has created a new video, led by a trained physiotherapist, to demonstrate exercises designed to reduce seafarers’ risk of developing common injuries associated with the demands of their physical jobs. The exercises require no specialised equipment and can easily be performed in small spaces such as ship cabins.

This new resource, Fit and Healthy at Sea, will be freely available to seafarers with access to OTG’s Ocean Learning Platform (OLP) via a company subscription. Seafarers can also access the video directly via Ocean’s self-service platform: <https://shop.oceantg.com/product/seafarers-hospital-society-fit-and-healthy-at-sea/>.

Sandra Welch, CEO of Seafarers Hospital Society, said: “Seafarers work in a challenging and physically demanding environment, which puts them at high risk of developing a work-related injury. Furthermore, life at sea can make it difficult to get treatment or keep up with regular physiotherapy appointments. We hope seafarers and companies will utilise our Fit and Healthy at Sea training title to stay healthy and avoid preventable workplace injuries. We thank Ocean Technologies Group for their support in sharing this valuable resource with seafarers around the globe.”

Kuba Szymanski, Chair, Seafarers Hospital Society, added: “Seafarers’ health and wellbeing is not necessarily at the top of everybody’s priority list. This video allows us to be proactive and try to make a real difference in the lives of our seafarers.”

In 2021, SHS provided almost 600 physiotherapy sessions to seafarers. Statistics show that a significant portion of these pertained to back injuries, which accounted for 54% of treatment sessions. This was followed by knee injuries, which comprised 26% of sessions, and upper limb or neck injuries which comprised 22%. However, many symptoms associated with these injuries can be reduced or prevented with simple, regular exercises.

Raal Harris, Chief Creative Officer, Ocean Technologies Group, said: “This important material is not only an effective resource for the individual but can be used via our platform as part of a wider e-learning strategy to promote good health and wellbeing for seafarers.”

Catherine Logie, Director of Direct to Consumer Services, OTG, added: “Seafarers’ careers can be jeopardised if they are unable to work due to musculoskeletal injuries like back, knee and neck pain. Maintaining your fitness and flexibility can be hard on a ship with limited exercise options. The stretches demonstrated in this video by a physiotherapist are effective and easy to integrate into your daily routine to help prevent injury. We are pleased to offer this resource to seafarers free of charge.”

Fit and Healthy at Sea’ will be available to shipping companies through OTG’s Ocean Learning platform, while individual seafarers can access the training through OTG’s self-service platform

VI. ARTICLE INDEXING

10 Things Seafarers Must Remember Before Signing Off From Ship

The day of the sign off from the ship is probably the most joyous, adrenaline fueled, hectic as well as emotional for each and every sailor. The days leading up to sign off consists of sleepless nights, relentless packing and a constant state of euphoria! After all, only a seaman can understand what it is to be going home after a long and tedious stint at sea..

However, in the process, seafarers tend to ignore the essential things that are imperative to the signing off. Documents, money and other such aspects become secondary in the rush to get home. Not to forget, the hectic workload at the port of sign off until one's reliever is onboard makes that day all the more intense.

Thus, in order to ensure that the seafarers enjoy the sign off process without jeopardizing what is essential, a few important points must not be forgotten:

1. Passport and CDC

The two most important documents for any seafarer – passport and CDC, ought to be checked thoroughly when receiving from the master. Checking their physical conditions (for any damage) is necessary to avoid any complications at the airport. The stamp indicating the sea service must be checked in the CDC. A seaman must never forget that without these two booklets, it is impossible to conduct any personal or professional work pertaining to one's sea career.

2. Other Important Documents

Other documents that have been handed over to the master at the time of joining, such as the yellow fever vaccination certificate, STCW certificates etc. must be checked for and received. As is with the Passport and the CDC, these documents also form the pillar of a seafarer's essential paperwork, and therefore must be tended to.

The travel tickets must be checked for accuracy. Check the travel itinerary, including boarding, departure and arrival timings, seating details and all aspects of the travel. Tally your name on the ticket with that on your passport and double check if it is spelt exactly like it shows on your passport. Ensure that you write down your company's agent's number for any questions/help. Any paperwork with regard to your exit visa and immigration process must be checked very thoroughly. Remember that you're signing off in an alien country wherein you must have all your documents in order to prevent any scope of unnecessary interrogation.

3. Sea Service Letters

This aspect is very important from one's career point of view. Sea service letter and testimonial spanning your time of service for the ongoing contract should be taken from the Master. Check the letter for the appropriate signatures and stamps wherever required. Check if the dates, COC number and statement of conduct and sobriety are duly filled and accurate. In the haste during sign off, a lot of people forget to check such details; hence it is best to get this sorted out one day prior to the sign off.

4. Cash

Everyone wants to get their hands on the most important thing in while signing off- money! Any balance that is due/cash advance that has been asked for must be counted and received (along with the pay slip). Needless to say, a little money is always handy at the airport to buy all those things from the duty Free and spend a little of those hard earned dollars on some good food! Cross checking with the pay slip must be done to ensure that all transactions are clear and any duly payable amount has been cleared.

5. Official Packages

At times, the master may hand over a package to be delivered to the company. In that case, personal judgment must be applied. If taken, it becomes your responsibility to hand it over unscathed and in proper condition. In that case, make sure the package that you take is checked for any tampering in order that you're not blamed afterwards for unseemly wear and tear. Onboard, it becomes very clear on a day-to-day basis as to how important responsibility is when delegated to.

6. Unofficial Packages

Often, a crew member may ask you to deliver a package or an envelope to their family and/or friends. Again, personal discretion is of utmost importance here with regard to trustworthiness. Explain to the person (politely, of course) that there's always a chance that one could get interrogated for carrying something that doesn't belong to them. So keeping that in mind, (if you still feel obligated to deliver it) open it and check the contents thoroughly. This does not mean disrespecting the person by reading his personal letter but what it does mean is going through the contents in general looking out for any contraband and other illegal substances.

7. Travel Preparation

To ensure that you don't have to flip through all your papers in case any authority (airport, customs etc.) asks for a certain document, keep everything handy and ready in your hand baggage. Keep photocopies of all your documents because you never know when the necessity to have a copy arises.

Keep all your documents in your hand baggage; this is a common practice among all seafarers because there have been instances (very less probability) that the main luggage has been lost in transit. It might be paranoid thinking, but in case your certificates are in your main luggage and it gets lost, you'll know how much of a pain (and how time consuming) it'll get to obtain the originals all over again. Better safe than sorry! Check your baggage weight onboard itself. The galley department has a weighing scale almost always, so make sure that your baggage does not exceed the permissible amount (its generally 40 kilos for foreign travel, with the maximum on one bag capped at 23 kilos). However, every airline has its own policy, so remember to ask the agent for the permissible baggage limit.

8. Know the Local Laws

In all like-ability, a seafarer signs off at a country he is not a citizen of. In that case, know the local laws and customs and respect them. For example, Singaporean authorities are very strict with respect to pirated CDs (Your immigration document generally contains a warning against the carriage of these objects). Ensure that you do are not carrying any of them.

Some nations have a limit on the amount of cash you can carry. Once again, ask the agent for any such information that may of importance to your repatriation.

9. Handing Over Report

All the above points have been aimed at safeguarding one's own interest. This point is to emphasize on the need to ensure that your reliever is not left in the dark with respect to his duties.

Prepare the Handing Over Notes well in advance. For obvious reasons, there will be no time for last moment explanations to the reliever regarding his responsibilities and duties. So, prepare a comprehensive and informative document to facilitate a smooth transition and to cancel out any unnecessary confusion. It is a very important responsibility of every officer to make the on signer feel at ease with his duties. Acting selfish and engrossed in the sign off process is obvious, but not at the cost of jeopardizing the safety of the ship and its personnel. Take time out and let the on signer clear any looming doubts that may exist regarding the ship or his duties. Take him around and show him what lockers he is in charge of, point out the maintenance that needs to be carried out and acquaint him with the ways of the master and the other personnel onboard.

10. Handing Over Your Cabin

You have lived in the cabin the way you've wanted to. And there is no doubt that it was a comfortable little abode of your own; your very own place of Zen after a day's hard work. So why not leave it like that for the next person. Although it is the job of the Steward to arrange the cabins up to a mark, there is not much an effort required to clear out the trash a day before signing off, arranging the bed a little, and maintaining a general sense of order in the cabin. Also, make sure you have checked the cabin thoroughly to avoid forgetting any belongings. This aspect is not really important to any duty or responsibility. However, it is indeed important to the perception of the on signer of you. A clean cabin that is being handed over automatically calls for a little respect which makes the transition all the more easier. It doesn't really require much effort to clean up one's living space for the next person and in return it makes the other person a lot better. A dump of a room, however, gives out a bad vibe to a person that is about to spend the next few months of his life in that little area.

To conclude, the day of the sign off is the happiest day in a seafarer's life and it should be kept that way. As long all your identifications, documentations and other things are in order, you can be assured that your sign off will be free of any worry. So adhere to common process and rejoice in the anticipation of reuniting with your friends and family. After all, you deserve to be back home and enjoy your hard earned money in the things and with the people that you love.

QUOTES

Never lose hope, always have faith, it allows you to cope. Trying times will pass, as they always do. Just have patience, your dreams will come true. So put on a smile, you will live through your pain, know it will pass, and strength you will gain.

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

Editor

Mr. Ram Chandra Pollai, Librarian