

RNI 53380/91

FEBRUARY 2024

Sailor Today

your unmissable dose of vitaminSEA



**Cutting-Edge
Advancements**



**CHARTING THE COURSE WITH
CAPT GOPAL SRINIVAS**



**MLC
DECODED**



WE CARE

ENGAGING | EMPOWERING | INSPIRING

Setting the standard

 ANGLO-EASTERN



CREW WANTED

We are looking for candidates for the following positions:

Officers:

- **Master** for Oil/Chemical, Bulk Carrier, Product, VLGC/LPG, LNG, Container
- **Chief Officer** for Oil/Chemical, Bulk Carrier, Product, LPG, LNG, Container
- **Chief Engineer** for Oil/Chemical, Bulk, Container (ME/RT Flex Exp. preferred)
- **Second Engineer** for Oil/Chemical, Bulk, Container (ME Exp. preferred), LPG, LNG
- **ETO** for Oil/Chemical, Bulk, Container (ME/RT Flex Exp. preferred), LPG, LNG

Ratings:

- **A/B, Motorman, Bosun, Fitter** for Handy Size Bulk Carrier, Tanker Vessels, Container Ships, LPG, LNG

For further details contact one of **BSMys Crew Service Centres**:

Chennai

T: +91 44 408 008 01 / +91 988 406 9907
rajiv.kunnekat@bs-shipmanagement.com

Colombo

T: + 94 11 237 2853
nuwanpriya.sugunapala@bs-shipmanagement.com

Delhi

T: +91 11 416 409 66 / +91 88 002 196 35
munish.kanwar@bs-shipmanagement.com

Kochi

T: +91 484 451 67 51 / +91 98 952 786 22
ranganathan.ms@bs-shipmanagement.com

Kolkata

T: +91 33 4073 2607 / +91 99 039 820 61
amit.dutt@bs-shipmanagement.com

Mumbai

T: +91 22 40 017 302
mukesh.kumar@bs-shipmanagement.com

Goa

T: +91 89 767 59 325
sanjay.misra@bs-shipmanagement.com

Patna

T: +91 99 343 002 74
madhup.chandrashekar@bs-shipmanagement.com

For ratings:

+91 22 400 174 981 / +91 88 284 288 98
pravin.chavan@bs-shipmanagement.com

Scan to apply:

www.bs-shipmanagement.com/careers-at-sea



Sailor Today

Your Unmissable Dose of Vitamin SEA

Kindly note that we do not charge to publish articles. The editorial content of this magazine is chosen on merit and is the prerogative of the Editor only, and no other external source.

EDITOR:

Capt Sunil Nangia

E-MAIL:

info@sailortoday.net

WEBSITE:

www.sailortoday.net

OWNED, PUBLISHED AND PRINTED BY:

Sangeeta Nangia, at E-26, Greater Kailash Enclave Part One, New Delhi 110048, India.

PRINTED AT:

US Graphics Pvt. Ltd., B-186, Okhla Indl Area, Ph-1, New Delhi 110 020. All rights reserved.

Reproduction in part of whole without permission of the editor is prohibited.

The publication serves as a canvas for diverse opinions; however, the responsibility for these views rests solely with the respective authors.

Sailor Today Tv

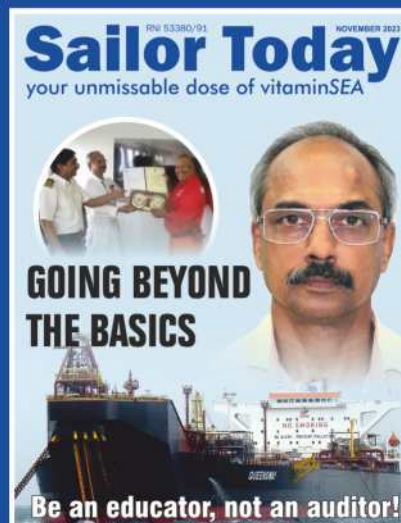
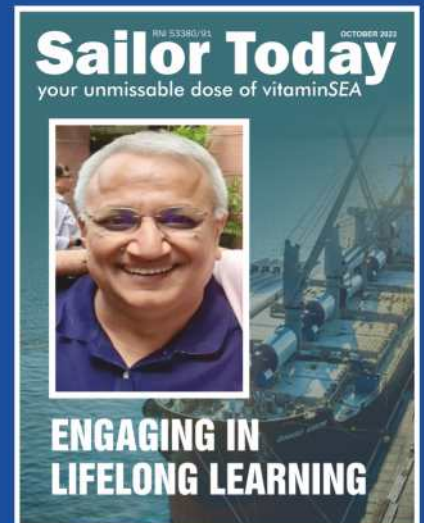
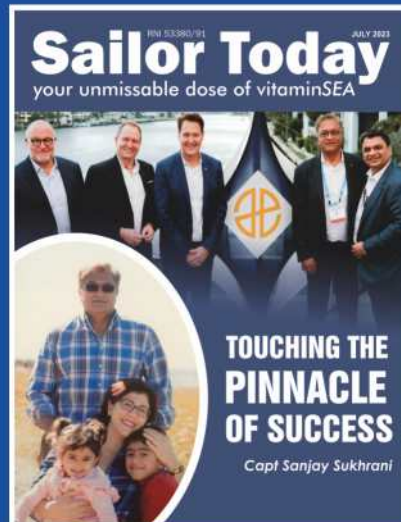
You can watch
on
www.sailortoday.in
or
Sailor Today



Channel

Sailor Today

your unmissable dose of vitaminSEA



CHARTING THE COURSE A DEEP DIVE INTO MARITIME EDUCATION WITH CAPT GOPAL SRINIVAS, PRINCIPAL OF AMET UNIVERSITY



What motivated you to pursue a career as a maritime educator? Could you elaborate on specific experiences that influenced your decision?

My chosen path in shipping has played a pivotal role in shaping my current position, and my role as a maritime educator serves as a modest expression of gratitude to the industry. Additionally, I sought to remain actively engaged. During my tenure with the Samsara Group, I actively participated in campus interviews at a logistics institute. The ensuing interaction with students in the interview and the classes I visited as an observer prompted the realization that I could contribute meaningfully in this capacity. Subsequently, following my tenure in the shipping and logistics industry, I assumed the role of Associate Professor at AMET University.

What are the crucial qualities that a maritime educator should possess,

and can you provide examples of how you have demonstrated these qualities in your work?

Beyond the requisite domain knowledge and experience inherent to any profession, effective communication and attentive listening skills are paramount for a Maritime Educator. Staying abreast of the dynamic developments in the shipping industry and imparting this knowledge to students while igniting their interest in the subject is equally vital.

In my experience, linking maritime incidents at sea and relevant case studies to the daily lesson proved to be an effective communication strategy. By presenting case studies on pollution incidents at sea and facilitating discussions on their findings in the classroom, I found it easier to convey the potential hazards posed by tankers. This approach also enabled cadets to comprehend and appreciate the significance of MARPOL regulations.

Linking maritime incidents at sea and relevant case studies to the daily lesson proved to be an effective communication strategy



On being awarded the best teacher by the AMET Managing Trustee SMT Susheela Ramachandran on Teachers' Day

What are the significant challenges you encounter in managing a maritime training institute, and how do you address these challenges?

A) One of the major challenges is the lack of awareness among a considerable number of students completing their 12th standard about the Maritime Industry and the potential opportunities within it. Fostering interest in Maritime studies becomes imperative. To address this, our institute collaborates with schools, occasionally partnering with shipping companies

like Maersk, to organize workshops and seminars. This outreach helps address concerns of students and parents, successfully sparking the interest of many, including girls, to pursue careers in the industry.

(b) Anticipating the substantial growth in the industry over the next decade poses a challenge, given the limited real-time data available for imparting knowledge to faculty and students, preparing them for the rapidly changing landscape. To bridge this gap, our university has established

It's people working on board ships that can be educated and trained; and that they can also have off-days

My role as a maritime educator serves as a modest expression of gratitude to the industry

partnerships with industry leaders such as IBM and other experts in Data Science, IoT, and Machine Learning. This collaboration ensures that our students stay updated on industry developments, enabling them to adapt swiftly to evolving scenarios.

- c. Securing suitable faculty aligned with DG Shipping requirements is a formidable challenge, compounded by the readiness of faculty members to keep pace with the ever-evolving trends in the shipping industry. We address this challenge by organizing Faculty Development programs that consider the evolving trends. Additionally, we provide necessary literature and encourage faculty members to enhance their skills by participating in relevant courses, workshops, and seminars, both on and off campus.

successfully prepared your students for their careers?

We continuously tailor our curriculum, aligning not only with IMO standards but also with emerging industry trends. Emphasizing simulated and practical training, we prioritize adapting students to real-life situations on board a ship.

What advice would you give to someone interested in pursuing a career in the maritime industry? Can you share any tips or insights based on your experience?

A career in the maritime industry differs significantly from others, often requiring prolonged periods away from home, limited accessibility, and exposure to challenging sea conditions. A seafarer needs to be mentally resilient, physically adept, and hands-on in approaching responsibilities.

Certification from a recognized Maritime institute provides a competitive advantage when seeking jobs. Given the industry's

A SEAFARER NEEDS TO BE MENTALLY RESILIENT, PHYSICALLY ADEPT, AND HANDS-ON IN APPROACHING RESPONSIBILITIES.

How do you ensure that your students are well-prepared to meet the demands of the industry? Can you provide examples of how you have

dynamic nature, continuous education and training are crucial for staying updated and enhancing one's skills.

What are the most important skills that

It's people working on board ships that can be educated and trained; and that they can also have off-days

a maritime professional should possess? Can you provide examples of how you have demonstrated these skills in your work?

Essential skills for a maritime professional include effective teamwork, strong leadership, solid domain knowledge, quick decision-making abilities, and a commitment to lifelong learning. In my experience, fostering a collaborative environment, providing leadership opportunities, and integrating real-world risk assessments into the curriculum have proven effective in developing these skills among students.

How do you balance the theoretical and practical aspects of maritime education? Can you provide examples of how you have successfully balanced these aspects in your teaching?

Maintaining a balance between theoretical and practical aspects is crucial in maritime education. Our university allocates approximately 60% of the curriculum to practical training and 40% to theoretical components. This balance is reflected in our planned timetables, project assignments, and assessments. Encouraging students to work on projects, fostering innovation, and assisting in patent applications and research funding contribute to a well-rounded education.

What are the most important trends that you see in the maritime industry today? How do you stay up-to-date with these trends?

The maritime industry's constant evolution necessitates staying abreast of trends through ongoing education and training. Our university conducts on-campus and off-campus faculty development programs, encouraging faculty members to participate in workshops and seminars. Regular readings of maritime publications and journals, as well as attendance at events discussing trends like automation, big data analytics, IoT, and AI, ensure our faculty remains informed about industry changes, both online and offline.

What are the most important qualities that you look for in a prospective student? Can you provide examples of how you have identified these qualities in your students?

In prospective students, we value a positive attitude, aptitude, adaptability, and strong communication skills. During interviews, we assess attitude and communication skills based on responses and behaviour. Testing general knowledge, evaluating awareness of current affairs, and asking questions related to their favourite subjects help gauge aptitude. Placing students in challenging situations allows us to observe and identify adaptability and self-awareness.

Anticipating the substantial growth in the industry over the next decade poses a challenge, given the limited real-time data available for imparting knowledge to faculty and students.



March past with Capt Rishi Sharma, Global Head Training Centre Operations V Group, Mr V K Jain president IMEI and Pro Chancellor Academics AMET University

What motivated you to transition from working on a ship to teaching at a maritime training institute? Can you share any specific experiences that motivated you to pursue this career path?

The desire to shift from sea life to a shore job had always been present. However, my transition was accelerated by personal reasons—specifically, my father's illness and the need to accommodate my daughter's school-going age. Teaching wasn't initially on my radar, but my interactions during sailing with various professionals such as agents, stevedores, surveyors, inspectors, and port officials at different ports of call influenced my decision. Observing operations in diverse terminals further fuelled my interest, ultimately leading me

to join a vessel agency and logistics firm in Chennai, marking the beginning of my pursuit of a shipping-related career ashore.

How has your experience working in the ship agency helped you in your current role as the dean/principal of a maritime training institute? Can you provide examples of how you have applied your experience to your current role?

My experience in the ship agency equipped me with valuable skills for administrative handling as the Dean/Principal. Dealing with various authorities and departments during my time in the ship agency contributed to my ability to navigate administrative challenges in my current role. The practical

Approaching authorities with solutions, not just problems, became a crucial strategy



NAVINAUTICS Organising committee along with Chief Guest and Guest of Honour

OPRC Course -Level 2: Jointly conducted with Indian Coastguard: Faculties and participants at AMET in August 2023



insights gained at sea, both administratively and academically, have enhanced my perspective, allowing me to approach educational leadership with a more comprehensive understanding.

What are the most important skills that you learned while working in the ship agency that you have been able to apply to your role as a maritime educator? Can you provide examples of how you have demonstrated these skills in your work?

My exposure to various facets of ship and cargo handling in ports, including physical

handling and documentation processes related to customs, port health, and immigration formalities, has proven instrumental in educating students about the shipping process. I apply this knowledge to explain the intricacies of bulk, tanker, and container industries. Topics such as multi-modal transportation and the potential risks, including maritime frauds and claims resulting from a lack of due diligence, are woven into the curriculum to provide a holistic understanding of the shipping industry.

What are the biggest challenges that you faced while working in the

Securing suitable faculty aligned with DG Shipping requirements is a formidable challenge, compounded by the readiness of faculty members to keep pace with the ever-evolving trends in the shipping industry.



Maritime Achievers Excellence Award – GMIS, Mumbai – AMET University Chancellor Dr J. Ramachadran with Cabinet Minister Shipping Shri Sarbananda Sonowal & Cabinet Minister Shri Piyush Goyal, CM of Gujarat Shri Bhupendrabhai Patel, Minister of state Shri Shripad Naik, Minister of state Shri Shantanu Thakur, Minister of state Shri Sanjay Bhansode and secretary to shipping ministry Shri. T K Ramachandran

ship agency, and how did you overcome them? Can you provide examples of how you have overcome challenges in your work?

Overcoming resistance to change within the existing work culture was a significant challenge. Some staff members were resistant, considering the existing practices as sacrosanct. I successfully addressed this by emphasizing the benefits and productivity gains of adopting new methods.

Approaching authorities with solutions, not just problems, became a crucial strategy. This proactive approach facilitated smoother communication with relevant authorities, earning their cooperation and permissions.

How has your experience working in the ship agency influenced your approach to teaching at the maritime training institute? Can you provide examples of how you have applied your experience to your teaching?

While sea experience provides operational

It's people working on board ships that can be educated and trained; and that they can also have off-days

knowledge, exposure to the commercial aspects of shipping is limited. My time in the ship agency brought a commercial perspective to the industry, enriching my teaching approach. The understanding gained in physical handling, documentation processes, and dealing with various stakeholders has been invaluable in educating students about the shipping process—from the extraction of resources to end-user delivery.

What advice would you give to someone who is interested in pursuing a career in the ship agency or maritime training institute? Can you share any tips or insights based on

your experience?

In both professions, staying updated with the latest industry developments is essential. Lifelong learning is crucial, coupled with effective communication skills and solid domain knowledge.

For those considering a career in the shipping agency industry, be prepared for long working hours and liaising with clients from different time zones. In the teaching profession, while enjoying more predictable working hours, the satisfaction derived from students' instant recognition of your efforts is immensely rewarding. Emphasizing situational awareness of safety among students is a key responsibility.



Being felicitated by Pro Vice Chancellor AMET DEEMED TO BE UNIVERSITY Col. Dr. G. Thiruvassagam

It's people working on board ships that can be educated and trained; and that they can also have off-days

Greater focus should be placed on recruitment of seafarers and ensuring quality crews are going onboard, says crew change specialist Boers Crew Services



**Peter Smit, CEO of BCS Group
Boers Crew Services**

Shipping companies and training centres should focus on bringing in the right people to the industry to ensure a wider pool of maritime professionals are remaining in their careers at sea, says Peter Smit, CEO of BCS Group – Boers Crew Services.

The Netherlands-based company regularly sees crew changes being cancelled due to long delays for visa applications and crew shortages, and believes the industry should focus on attracting the right people

to the job and ensuring there is enough progression to keep employees interested in the job.

Mr Smit said: "It is important we are attracting the right people to work out at sea and remain in the seafaring profession. Training centres and colleges, particularly in the Philippines, seem to have no trouble attracting people to the profession, but the issue lies with keeping them out at sea. Why are the majority of crews who go through the training not ending up onboard? That's what we need to be asking.

"I think it's only 10 or 15% who actually end up at sea, so a lot of money, time and effort is being wasted. The industry needs to work together to understand why there are not enough people staying in their jobs as maritime professionals onboard."

Boers Crew Services offers an end-to-end solution when transporting shipping crew members to and from ports in The Netherlands, Belgium and Germany, dealing with everything from entry visas to medical services, hotel bookings and transport services.

Applying for a Schengen visa has become more and more complex, Mr Smit explained. With strict immigration requirements, applications are taking longer and requiring more identification checks to be completed before approval, often resulting in long delays. Boers has recently launched an initiative to offer shipping companies Preventative Medical Examinations for crews, allowing employees to carry out blood tests, both before they join the ship and while they are out at sea.

Mr Smit added: "There are many factors to keeping crews out at sea, from health and wellbeing, entertainment onboard, good wages and good internet connectivity. There are not enough maritime professionals to fill all the positions and we

must ask ourselves why there is always a shortage? I think it's important the industry focusses on making sure the right people are going onto the vessels. Perhaps there needs to be more steps taken before a new employee goes onboard to ensure they are right for the job.

"It is also important that seafarers are paid fairly and on time. Bearing in mind how much a seafarer sacrifices to work away at sea, the wages need to reflect that. Just like any job, there needs to be progression opportunities to keep crew members challenged, happy and satisfied in their jobs. It's important employees are the right fit for the job and seafaring jobs are kept interesting and challenging enough to retain the workforce onboard."

d'Amico Ship India Pvt. Ltd.
 MASSA MEMBER

RPSL NO - MUM-030 Valid till 20th April 2026

www.damicohip.com | www.ishimaship.com | www.siriuship.com

REQUIRED FOR OUR FLEET OF
 IMO TYPE II & III, CHEMICAL TANKERS, PRODUCT TANKERS, CRUDE OIL TANKERS, PANAMAX BULK CARRIERS

One of the youngest fleet with an average age of 5 years

DECK AND ENGINE OFFICERS

- Excellent promotion prospects
- Family carriage for all ranks
- Joining and repatriation costs Hometown - Hometown
- Value Added Training / Courses, Hotel Accommodation & Company's guest house facility available for all ranks
- Attractive salary package
- Flag State expenses for all officers borne by the company
- Well maintained diverse fleet
- Long term employment
- Defined career path culminating into shore based placement

MUMBAI OFFICE
 A-201/202/203, City Point, J.B. Nagar, Andheri Kurla Road, Andheri (East), Mumbai - 400059
 Tel : +91-22-4037 2221/22, +91-22-40502100
 Fax: +91-22-28234987, +91-22-40502150

Please forward your CV on : mumbai@damicoishima.com, hrsea@damicoishima.com

DELHI OFFICE
 Office No. 113, First Floor, Hemkunt Tower, 98, Nehru Place - 110019
 Phone No.: 011-41658541 / 011-46075160

Please forward your CV on: delhi@damicoishima.com

Preamble: This series of articles from Navguide Solutions, one every month, will focus on Rightship Inspection requirements, eventually going deeper into the subject and helping the industry phase into the RISQ regime.

PRIORITIZING SAFETY: EMERGENCY SCENARIOS FOR DRILLS AND TRAINING IN THE COMPANY SMS

Author: Avinash Hegde, Head of Engineering, Navguide Solutions

Reference: RISQ 4.9 [Is there a schedule of drills and exercises to address potential emergency shipboard situations, and is it being conducted effectively?]

INTRODUCTION

The safety of seafarers is of utmost importance in the maritime industry. Vessel operators must have a Safety Management System (SMS) in place that includes procedures for emergency scenarios. In this blog, we will explore what emergency scenarios vessel operators must list in the SMS and the drills and training that must be covered.

EMERGENCY SCENARIOS

Vessel operators must identify potential emergency shipboard situations and establish procedures to respond to them to ensure the safety of seafarers, damage control, pollution prevention, collateral damage, communication, and reporting.

1. Collision
2. Grounding
3. Flooding
4. Heavy Weather Damage
5. Cargo Damage
6. Shift of Cargo
7. Structural Failure
8. Fire
9. Damage to Fixed and Floating Objects
10. Explosion
11. Pollution by Harmful Substances in Packaged Form
12. Critical Machinery Failure



13. Rescue from Enclosed Spaces
14. Serious Personal Injury
15. Emergency Towing Equipment
16. Helicopter Operations
17. Pollution Clean-up
18. Emergency Operation of Hatch Cover
19. On-board training in using the ship's fire-extinguishing as per regulation SOLAS III/19.4.1. 2.2.
20. Fire drills as per SOLAS III/19.3 and III/19.5.
21. Abandon ship drill: Each lifeboat shall be launched with its assigned operating crew aboard and manoeuvred in the water at least once every three months.
22. Free fall lifeboat: At least once every three months.
23. Rescue boat drill: As far as is practicable, rescue boats other than lifeboats, which are also rescue boats, shall be launched each month.
24. On-board training in the use of davit-launched life rafts at least every 4 months.
25. Emergency steering drills shall take place at least every once every three months.

DURING DRILLS AND TRAINING

When conducting drills and training for



emergency scenarios, the SMS should ensure that the following aspects are covered:

1. **Familiarization:** Seafarers should be familiarised with the emergency procedures and their roles and responsibilities during each scenario.
2. **Communication:** Effective communication protocols should be established and practised during drills to ensure clear and timely communication among the crew members.
3. **Equipment and Resources:** Seafarers should be trained in the proper use of emergency equipment and resources available on board, such as fire extinguishers, lifeboats, and personal

protective equipment.

4. **Coordination and Teamwork:** Drills should emphasise the importance of coordination and teamwork among the crew members to effectively respond to emergency situations.
5. **Evacuation and Rescue:** Procedures for evacuation and rescue should be practised, including the use of life-saving appliances and evacuation routes.
6. **First Aid and Medical Assistance:** Seafarers should receive training in basic first aid and medical assistance to provide immediate care to injured crew members until professional medical help arrives.

CONCLUSION:

Listing emergency scenarios for drills and training in the company SMS is crucial for the safety of seafarers. Vessel operators must ensure that procedures are in place for each identified emergency scenario and that seafarers are adequately trained to respond effectively. During drills and training, emphasis should be placed on familiarisation, communication, proper use of equipment, coordination, evacuation and rescue procedures, and first aid. By prioritising safety and regularly conducting drills and training, vessel operators can enhance the preparedness and response capabilities of their crew members,



ultimately creating a safer working environment at sea.

It is important to note that the specific emergency scenarios and training requirements may vary depending on the type of vessel, its operations, and applicable regulations. Vessel operators should consult relevant guidelines and regulatory bodies to ensure compliance with specific requirements.

The SMS is a living document that should be regularly reviewed, updated, and improved based on lessons learned from drills, training, and real-life incidents. Continuous evaluation and enhancement of emergency response procedures contribute to a culture of safety and preparedness onboard, ensuring the highest level of protection for seafarers and the marine environment.



MLC DECODED

Capt Nitin S Mainkar – Extra Master

Ex-Principal MMA,
Academic Advisor to Maritime Training and
Research Foundation, Massa Maritime Academy

ENSURING SEAFARER RIGHTS: A COMPREHENSIVE OVERVIEW OF MARITIME LABOUR REGULATIONS – BY CAPT. NITIN S MAINKAR

Maritime labour regulations play a crucial role in safeguarding the rights and well-being of seafarers around the world. In recent years, the maritime industry has seen significant advancements in labour standards, particularly with the adoption of the Maritime Labour Convention (MLC) in 2006. This convention, developed by the International Labour Organization (ILO), establishes minimum requirements for

working and living conditions for seafarers, aiming to ensure their safety, welfare, and overall quality of life while at sea.

ENDING DISCRIMINATION AT SEA

One of the fundamental principles outlined in the MLC is the prohibition of discrimination in the workplace or profession. Discriminatory practices based on gender, ethnicity, or any other characteristic are strictly prohibited. For instance, the notion that only men should work on board ships, as opposed to women, is deemed discriminatory and is no longer permitted. Every seafarer, regardless

Seafarers should not be subjected to any form of coercion or exploitation, including withholding wages or imposing unfair contractual terms.

of gender or background, has the right to equal treatment and opportunities in the maritime industry.

COMBATTING FORCED LABOUR

Another crucial aspect of maritime labour rights is the elimination of forced or compulsory labour. Seafarers should not be subjected to any form of coercion or exploitation, including withholding wages or imposing unfair contractual terms. The MLC emphasizes the importance of fair and transparent employment practices, ensuring that seafarers have the freedom to choose their work and are fairly compensated for their services.

ENSURING DECENT WORK AND LIVING CONDITIONS

Seafarers are entitled to decent work and living conditions while on board vessels. This includes access to suitable accommodation, recreational facilities, and adequate catering services. The MLC sets standards for these conditions, aiming to improve the overall quality of life for seafarers during their time at sea. Whether it's providing comfortable living quarters or ensuring access to nutritious meals, ship owners and operators are responsible for upholding these standards.



PROMOTING SAFE AND SECURE WORK ENVIRONMENTS

Safety is paramount in the maritime industry, and seafarers have the right to work in a safe and secure environment. This includes measures to prevent accidents, injuries, and violence on board vessels. Employers must implement safety protocols, provide necessary training, and ensure that proper security measures are in place to protect seafarers from harm. Any incidents of violence or unsafe working conditions should be promptly addressed and rectified.

ACCESS TO MEDICAL CARE AND WELFARE BENEFITS

Medical care is essential for maintaining the health and well-being of seafarers while at sea. The MLC requires ship owners to provide access to medical facilities, treatment, and medications on board vessels. Additionally, seafarers are entitled to welfare benefits, including health protection and social security benefits, to

Safety is paramount in the maritime industry, and seafarers have the right to work in a safe and secure environment

support them and their families during their time at sea and beyond.

ENFORCEMENT AND COMPLIANCE

To ensure compliance with maritime labour regulations, vessels are subject to inspection and certification under the MLC. Inspectors verify adherence to the convention's requirements, including those related to working and living conditions, safety standards, and welfare provisions. Seafarers have the right to file complaints if their rights are not upheld, and appropriate action must be taken to address any violations. Non-compliant vessels may face detention or other penalties until issues are resolved.

ADAPTATION TO CHANGING NEEDS

Over the years, the MLC has undergone amendments to address emerging challenges and improve protections for seafarers. These amendments reflect lessons learned from events such as the COVID-19 pandemic and aim to enhance the resilience of the maritime workforce. By staying abreast of regulatory changes and

actively participating in discussions on labour rights, stakeholders can contribute to the ongoing improvement of conditions for seafarers worldwide.

SEAFARER RIGHTS UNDER MLC 2006

Under MLC 2006, seafarers have been granted fundamental and social rights to ensure their well-being and protection. Fundamental rights include the elimination of child labour, prohibition of forced or compulsory labour, the right to organize and collectively bargain, and the elimination of workplace discrimination based on nationality, ethnicity, or gender.

Moreover, social rights apply when seafarers are under contract with a ship. These rights encompass decent work and living conditions, safe and secure work



environments, fair terms of employment, and access to medical care, welfare benefits, and social security protections. Seafarers have the right to file complaints if any of these rights are not upheld, and vessels may be detained until issues are resolved.

Discriminatory practices based on gender, ethnicity, or any other characteristic are strictly prohibited

CERTIFICATION AND INSPECTION PROCESS

Vessels are certified under the MLC based on compliance with 16 key items outlined in the Declaration of Maritime Labour Compliance (DMLC) Part One. These items cover various aspects such as working conditions, safety measures, and welfare provisions. Additionally, DMLC Part Two details the company's action plan for implementing these requirements on board vessels.

The certification process involves inspection by competent authorities or recognized organizations to verify compliance with MLC standards. If violations are found,



corrective action must be taken to rectify the issues. Amendments to the MLC, such as those addressing piracy victims' rights and extending certificate validity, reflect ongoing efforts to adapt to changing needs and improve seafarer protections.

In conclusion, the MLC represents a significant milestone in maritime labour regulation, aiming to ensure the rights and welfare of seafarers

worldwide. By upholding principles of equality, fairness, and safety, the maritime industry can foster a conducive working environment where seafarers can thrive and contribute to global commerce with dignity and respect.





ANNUAL DINNER CELEBRATES MARITIME EXCELLENCE

Following the successful seminar, the evening concluded with a gala dinner co-hosted by the Mumbai Branch, Navi Mumbai, and Gujarat chapters of IMEI.

The Mumbai Branch, Navi Mumbai, and Gujarat chapters of the Institute of Marine Engineering of India (IMEI) convened for their annual dinner, marking a splendid evening filled with maritime excellence.





Mr. Sanjeev Mehra, the Master of Ceremony, orchestrated the evening, bringing together esteemed Office Bearers, Executive Committee members, and Governing Council representatives of the IMEI. Chairman Mumbai Branch Mr. David Birwadkar, expressed gratitude to all attendees, emphasizing the collective strength of the maritime community in driving progress and collaboration. Distinguished guests, including the Director General of Shipping, Shri Shyam Jagannathan IAS, and Capt. B.K Tyagi, CMD of the Shipping Corporation of India Ltd., added prestige to the occasion. The event was sponsored by the Indian Register of Shipping, further enhancing its significance. The





IMEI annual dinner provided industry leaders and marine engineers a platform to connect, share insights, and celebrate achievements in a festive atmosphere and with camaraderie and industry camaraderie, the evening proved to be a memorable affair, reflecting the shared commitment to advancing the maritime sector.







Cutting-Edge Advancements

The Institute of Marine Engineers (India) Mumbai Branch, Navi Mumbai, and Gujarat chapters hosted its Annual Technical Seminar and Annual Dinner on February 17th, 2024, bringing together industry leaders and experts for an insightful and engaging day. The seminar, held at the IRS Auditorium Powai in Mumbai, featured presentations from distinguished speakers covering critical topics in the maritime industry.



Technical Seminar Showcases Cutting-Edge Advancements, The ceremony was initiated by Mr Sanjeev Mehra, the Honorary Secretary, who served as the Master of Ceremony. The seminar began with the



lamp's traditional lighting, symbolising the enlightenment of knowledge. The esteemed guest speakers, Shri Shyam Jagannathan - IAS, Director General of Shipping, and Shri Ajithkumar Sukumaran - Chief Surveyor & Additional Director General with the Government of India, were warmly welcomed with floral tributes and provided valuable words of encouragement to aspiring marine engineers. The Branch Chairman, Mr David Birwadkar, set an inspiring tone for the day with his welcome address.

Mr. Shobhit Kapoor, Head of the Seminar Committee, introduced the



seminar's agenda, which promised a day filled with engaging and informative sessions. Presentations covered various topics such as digitalisation, Port State Control regulations insights and EU 'Fit for 55' - EU ETS and its Impact on the Shipping Industry. Notable presentations included discussions on maritime digitalisation by Shri. Akshay Jain of Vedam Design, route optimisation by Shri. Kieth De Souza of One Ocean, and decarbonisation solutions by Shri. Pankaj Mishra of Wartsila. Further, Shri. Aniruddha Chaki and Shri. Mudit Mehrotra shared valuable insights into Port State Control regulations, while Dr Suhas Vhanmane from the Indian Register of Shipping demystified the EU 'Fit-For-55' EU ETS.

The seminar concluded with a vote of thanks by Treasurer Mr Rajesh Kasaragod and the distribution of mementoes to the Guests of Honor and speakers, underscoring appreciation and remembrance for their contributions.



The seminar served as a platform for knowledge exchange and professional development, with attendees including marine engineers, industry experts, and academics. The discussions and networking opportunities provided by the seminar are expected to lead to collaborations and innovations within the industry.

THE MISSION TO SEAFARERS ANNOUNCES NEW SECRETARY GENERAL

Peter Rouch appointed as Secretary General of leading maritime welfare charity; succeeding Andrew Wright who will retire in September

28 February 2023 – The Mission to Seafarers has announced that its new Secretary General will be Peter Rouch. Peter will succeed Andrew Wright, who will retire from the role in September this year, after almost twelve years of leading the organisation.

Peter Rouch has been appointed to the role by the Board of The Mission to Seafarers after a thorough search process. He will join the Mission on 1st July, enabling a period of handover between himself and Andrew.

Commenting on Peter's appointment and the change in leadership later this year, Tom Boardley, Chairman of The Mission to Seafarers, said:

"We are delighted that Peter is joining the Mission and look forward to welcoming him in July. Our current Secretary General, Andrew Wright, has done so much to develop and transform the Mission during his tenure and we owe him a debt of gratitude for his leadership for more than a decade. We are confident that Peter will maintain this momentum and build on our vital role as a leading provider of maritime welfare support for seafarers around the globe."

Speaking on his appointment as the Mission's next Secretary General, Venerable Dr Peter Rouch said:



PETER ROUCH

Incoming Secretary General of The Mission to Seafarers

"I am very grateful indeed to have been invited to become Secretary General of The Mission to Seafarers. It is a charity with considerable heritage, a strong track record of valuable impact, breadth and depth in representation, and very exciting possibilities to develop support for the world's seafarers and their frequently struggling families in a dynamic and sometimes risky world."

Rev. Canon Andrew Wright, Secretary General, The Mission to Seafarers, commented:

"It has been the greatest of honours to serve as Secretary General of the Mission to Seafarers through a time of so much challenge and change. I was delighted to learn of Peter's appointment as my successor. He brings huge

experience and a strong reputation. I am certain the Mission's leadership will be in the very best of hands in the exciting times that lie ahead."

Peter Rouch spent nearly a decade with Barclays Bank, ending up as an Assistant Director of Finance and Strategic Planning. He trained for ordination in the Church of England

followed by curacy in London, a Research Fellowship, a Chaplaincy role at Oxford University, and time as vicar of two parishes in an area of Manchester. Peter moved to Hampshire, UK as an Archdeacon in the Diocese of Winchester, and nearly 10 years later as a consultant to Lambeth Palace. He now lives and works in Sheffield, UK where he has been CEO of Church Army UK & Ireland

Q88 QUESTIONNAIRE


INTERTANKO and Veson Nautical have announced (ON 28th FEBRUARY 24) the release of Version 6 of the Q88 Questionnaire for tankers, aiming to streamline data sharing between charterers and vessel owners. This updated version integrates innovations in data submission processes and questionnaire layout, expanding its coverage to include safety and sustainability metrics frequently requested by stakeholders. By standardizing data entry and improving the format, the update seeks to expedite trades, reduce repetitive tasks, and advance industry objectives such as carbon emission reduction and operational safety enhancement.

The collaborative effort between Veson Nautical's Q88 group and (THE Q88 WORKING GROUP OF) INTERTANKO's Vetting Committee reflects the evolving needs of the tanker industry. Notable additions to the revised questionnaire include fields for vessel GHG performance, scrubbers, ballast water treatment systems, energy consumption, and NoX emissions compliance data. According to Captain Ashley Cooper, (GROUP MARINE DIRECTOR OF SCORPIO SHIP MANAGEMENT

S.A.M.) and Chair of the Q88 Working Group led by Tor-Arne Berger, senior product manager, these updates align with current shipping trends, facilitating smoother vessel acceptance processes amid the transition to SIRE 2.0 and the adoption of new technologies.



Since its inception in 1988 by INTERTANKO and Q88, Q88 has remained the industry standard chartering questionnaire for tanker information. With over 1,000 users globally, including tanker owners, technical managers, charterers, and brokers, the sixth version reinforces its role in enhancing safety standards and evaluating vessel suitability within robust tanker vetting programs. To maximize the benefits of this upgraded tool, INTERTANKO and Veson emphasize the importance of vessel owners and operators ensuring the accuracy, completeness, and timeliness of their data submission



CAN YOUR
SEAFARERS
STILL READ
THEIR KIDS
A BEDTIME
STORY?

Crew welfare is actually very simple. Even from the farthest corners of the ocean, seafarers want to be able to call home with 100% certainty. With unflinching connectivity through our world-leading satellite network, we deliver that certainty.

To read more on welfare at sea, visit:

inmarsat.com/crew-welfare

CREW
WELFARE


inmarsat



Work with an **Ownership Company**

MSC offers the best terms & conditions, internet on board, Indian food, one of the best round the year medical insurance scheme in the industry and a safe environment to work.

Make a change for the Better!!

DECK CADET

Online Exam -2024

Apply on our website –

<http://www.msccs.com/india/cadets/>

OR

E-mail us at:

cadet@msccs.com

Required C/E, 2/E, ETO for ME / RT FLEX Engine & Gas Engineer for LNG dual fuel class vessels

Required Master, C/O for large container vessels 9000 to 24000 TEU

Required 2/O, 3/O & 4/E for container vessels



FOR DECK CADET & B.TECH MARINE ONLINE EXAM - YEAR 2024

THE MSC CREWING SERVICES, INDIA is the holder of many prestigious awards within the shipping industry for more than a Decade in the category of

Best Ship Manager / Caring Company of the Year / Green Company of the Year & Best Foreign Employer for Indian Seafarers

JOIN MERCHANT NAVY

WILL Conduct DECK CADET & B.TECH MARINE ONLINE EXAM - YEAR 2024

ALL ACROSS INDIA on the following dates, Candidate can select any one date as per convenience. The Exam will be conducted

ONLINE WITH REMOTE PROCTORING. For attempting exam-candidate will require any one device -

Laptop/Desktop/Tablets. Additionally a Webcam inbuilt or externally connected is mandatory along with Mic.

Applications are open for both Male & Female Candidates.

Exam Dates – 22nd / 23rd / 24th / 25th / 26th / 27th / 28th / 29th April 2024

12th PCM marks NOT LESS than 65% & in English 50%.

Both eye sight 6/6 without visual aids (For Deck Cadet) No colour blindness

Candidates awaiting 12th result can apply

Registration starts
06th March 2024

Registration ends
14th April 2024

Please apply on our website: <http://www.msccs.com/india/cadets/> OR Email us at: cadet@msccs.com

TRUST, RELIABILITY, STABILITY & GROWTH

For further details please call us on our toll free number 1800 209 2555 or simply walk into

MSC CREWING SERVICES PVT. LTD.

Regd. Off: MSC House, 2nd & 3rd Floor, Andheri-Kurla Road, Andheri (East), Mumbai- 400059. (INDIA)

Tel : +91-22-6752 2555 | Fax : +91-22-6752 2525 | **Website: www.msccs.com** | **Email: jobs@msccs.com**

CIN No: U63090MH2005PTC151320

New Delhi - Tel: +91 11 43017707/08/09

Email : delhi@msccs.com

Cochin - Tel: +91 484 4039010/9011 Email: cochin@msccs.com

Chennai - Tel: +91 44 40155305/06/07

Email: chennai@msccs.com

Kolkata - Tel: +91 33 40393402/03/08 Email: kolkata@msccs.com

Patna - Tel: +91 612 3504766/67/68

Email : patna@msccs.com

RPSL No. – MUM – 052, Valid till 11/11/2026

We have NO AGENTS acting on behalf of the company. Be aware of fraudulent job offers misusing our name and report immediately to us