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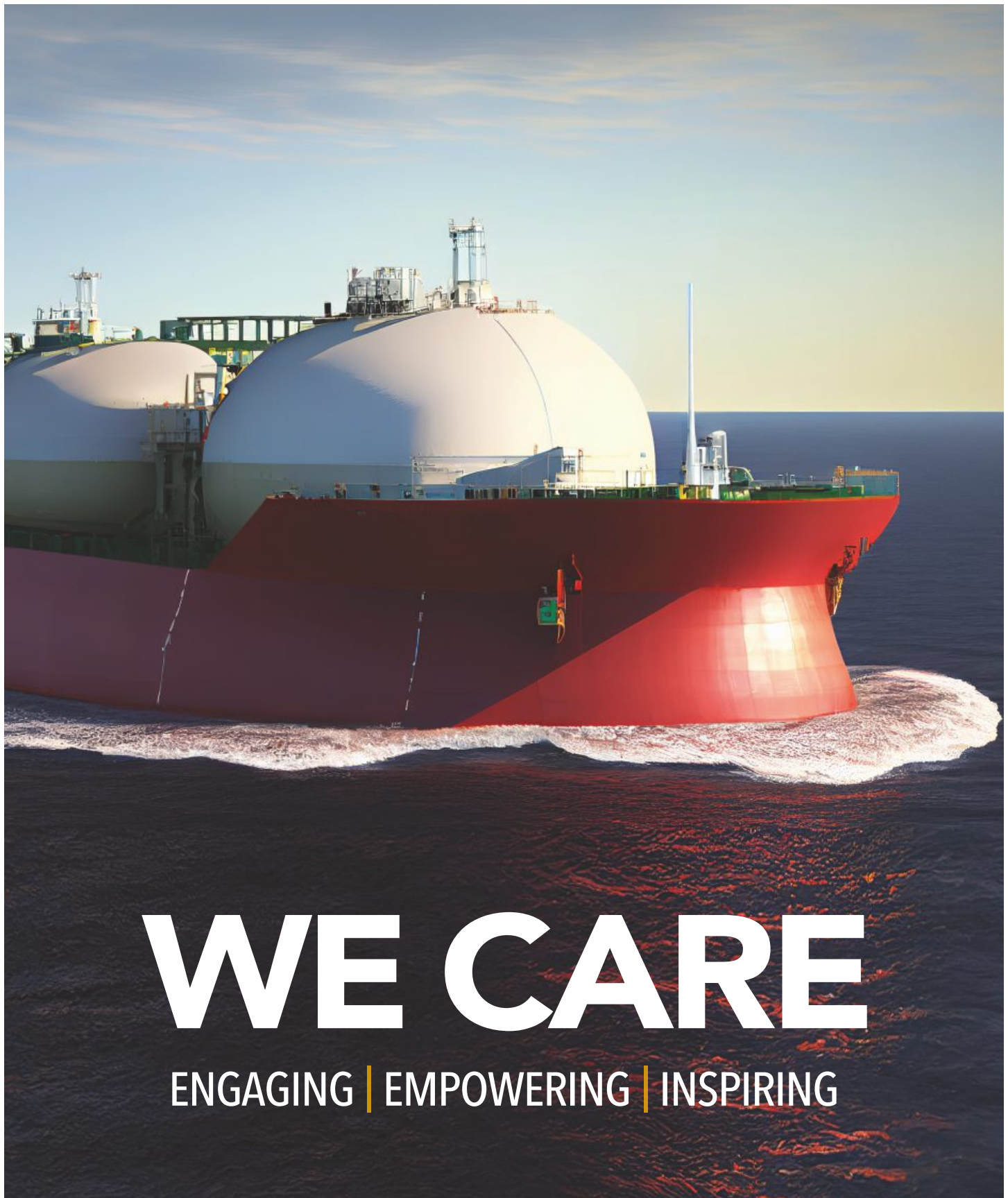
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Beyond Limits

An inspiring true story of Indian Seafarer in Paris



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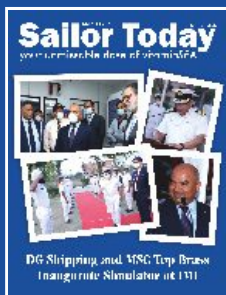
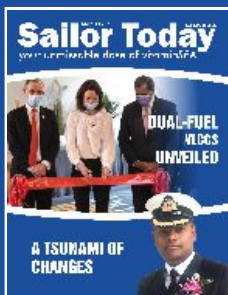
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Beyond Limits

An inspiring true story of Indian Seafarer in Paris



Paris-Brest-Paris (PBP) is a historic 1200-kilometer cycling event that has been held since 1891, organized by the Audax Club Parisien. It occurs every four years and is one of the world's oldest open-road cycling competitions. The race begins in Paris, travels to Brest on the Atlantic coast, and returns to Paris, testing participants' endurance and cycling prowess.

In its early years, cycling was a novel and controversial concept, but PBP quickly

became a daring challenge that captured public attention. The inaugural race featured over 400 riders, with only 206 embarking on the gruelling journey. The victor completed the course in under 72 sleepless hours!

PBP continued intermittently through the early 20th century, attracting top endurance racers. Paid pacers were allowed to assist riders during this period.

A significant change occurred in 1931 when a parallel 1200-kilometer brevet for amateur riders was introduced alongside the professional race, marking the beginning of randonneuring at PBP. To qualify for the amateur event, riders had to complete a 300-kilometer brevet. The distinction between professional and amateur races persisted until 1951 when PBP became solely amateur.

The post-World War II era witnessed a surge in PBP's popularity, with increasing participation opening doors for more international involvement.

In the late 20th century, PBP underwent significant changes, including switching to a four-year interval and adopting a safer

route to accommodate growing motorized traffic. The event's format evolved to prioritize camaraderie among participants rather than competition.

The 1991 Centennial PBP was a milestone, leading to improved relations between randonneur and audax clubs. The start location was moved to St. Quentin-en-Yvelines to reduce congestion in Paris.

Despite rule changes, such as dropping the requirement for fenders and prohibiting advertising on clothing, PBP remains prestigious in long-distance cycling. Participants aim to complete the course within the 90-hour time limit to earn a coveted finisher's medal and have their names recorded in the event's history.





In the 21st century, PBP continued to grow, with international participants outnumbering French riders. The event emphasized determination over competition, with changes like alphabetical finisher listings and the absence of leading cars. Participant numbers steadily increased, reaching over 6,000 in 2019, but the dropout rate, especially among Asian riders, also rose.

Notable achievements included an 86-year-old finisher and several riders completing their 12th PBP. PBP saw improvements, such as electronic rider tracking, increased spectator support, and more accessible food and sleep options.

However, the event faced challenges related to its popularity, including concerns about road permits and traffic congestion.

Future events may implement participant caps to manage these issues.

Despite challenges, PBP's enduring appeal lies in the human spirit, bravery, and stories of triumph among its participants. It remains a gruelling but iconic event that celebrates the unconquerable spirit of long-distance cycling.

Captain Ajay Kumar (TSR-79-80) who is 60+ years young has made history by participating in such a gruelling event. We caught up with him to know more. Here are some excerpts of that interview.

What inspired you to take on the challenge of the Paris-Brest-Paris cycling event, especially considering your background as a merchant navy cadet from TS Rajendra?

After coming home from the ship in April 2019 my company was reluctant to reemploy me and I was not willing to take a job somewhere else. So, I finished my pending household commitments till mid-2020. By that time COVID was in full swing. Till this time, I had no idea of cycling or PBP as I had rarely done cycling in the last 40

years while connected to the seafaring profession and sailing. I bought a cycle in mid-2020 and started to learn cycling. Soon I started enjoying it too! This new found enthusiasm prompted me to check more about it on Google where I found about the BRM, randonnuering and audax club of India. So, I registered myself with ACP and did my first 200 km BRM on 28 sept

2021. In short, that's how it started, there was no planning. It just happened!

Could you describe the experience of participating in such a historic and renowned event like Paris-Brest-Paris (PBP)?

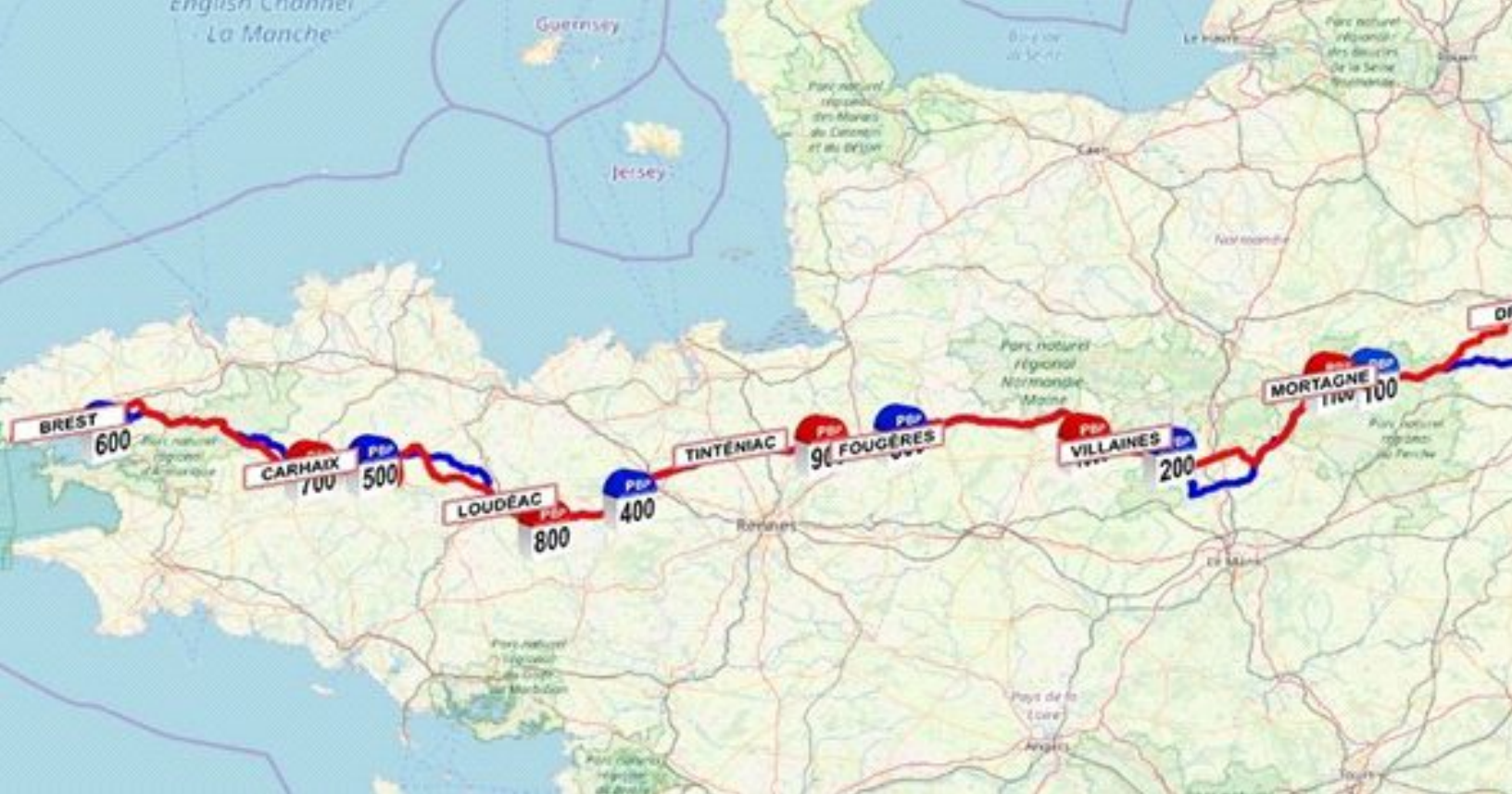
About my experience with PBP participation-It's difficult to

describe in words! It is one of the rare accomplishments at my age, it is just wonderful and gives you a sense of achievement and confidence. To do something new, especially related to physical sport and participate in international event is very satisfying to say the least.

How did you prepare for the event in terms of training and conditioning?



VIVE LE PARIS-BREST-PARIS RANDONNEUR!



It was totally self-preparation. I have not undergone any specific training program. But yes, I rode qualifying BRM which includes 200, 300, 400, 600, 1000 and 1200

km BRM in India with various clubs. It was a solo endeavour.

The Paris-Brest-Paris event has a rich history dating back to the late 19th century. Did you feel a sense of connection to its history during the race?

Indeed, it is an historical event and cyclists come from all parts of world. Now the roads are well laid, marked, equipment is modern and so are the means of navigation and communication. In olden days it would have been much tougher for participants. Route covers French country side and people were very friendly, supportive and served with dedication on the route.

The route includes various checkpoints and controls. Could you share your experience at some of these key points,



and did the discipline you developed during maritime training play a role in managing these checkpoints?

There are 15 official control points and few other unannounced or secret ones. All control points are full of cyclists as participation is huge. Things are well organised, but it does take some time at the Controls. There are basic facilities for food, toilet, hydration, medical, cycle repair etc.

How did you feel upon completing the Paris-Brest-Paris event, and what were your emotions when you decided to listen to your body and stop participating in the race?

Unfortunately, I didn't complete the event. Yet I managed to complete 5/6th of the route. I quit when it became apparent to me that I will not finish in allowed time though I could have finished it out of time. I quit after 1020km and approximately 80 hrs of riding.

Looking back, what do you consider your biggest takeaway or accomplishment from participating in the event?

Sense of contentment. Doing something different and succeeding in it. It has a very positive effect on your mental and physical health.



How has your experience in the Paris-Brest-Paris event influenced your perspective on cycling and endurance sports in general?

I feel endurance sports are very demanding at any level. There has to be a perfect sync of mind and body. It requires very careful planning and one must have a training plan. When an event is spread over multiple days, many factors come into play apart from your physical and mental fitness. Things such as nutrition, hydration, rest, natural calls, weather, terrain, navigation, route etc need to be taken into account. You need to have a dedicated team to guide you as well.

**THE BIGGEST TAKEAWAY IS A SENSE OF CONTENTMENT.
DOING SOMETHING DIFFERENT AND SUCCEEDING IN IT!**

How did the camaraderie and teamwork you experienced on TS Rajendra influence your approach to an individual endurance event like this cycling challenge? Did you find camaraderie among fellow cyclists during Paris-Brest-Paris as well?

Of course, your previous training does play a role in whatever endeavour you take later on in life. So, training at TS Rajendra has certainly helped me. I would say, I got my endurance from a career at sea. I worked the day and night for long hours on



ships for months without a break. So, there is a strong connection!

The event emphasizes self-sufficiency, with riders buying supplies along the

course. How did you manage your supplies and support during the race?

Supplies are there on the route and on Control points. Some supplies you carry along with you as well. One needs plenty of calories for this event.

The Paris-Brest-Paris event is known for its challenging time limits. Can you share some of the strategies you used to manage your time and keep going?

My plan was to finish half route till Brest as soon as possible , probably in less than 40 hrs and complete the rest of the race in the time left.

Could you recount any memorable moments or challenges you faced during the race?

Challenge was sleep and nutrition management. Memorable moments are riding PBP with so many fellow accomplished cyclists from various parts of world and receiving lot of encouragement from locals on the way.

The Paris-Brest-Paris event is not a traditional race, yet it still offers trophies and prestige to the first finishers. How did the non-competitive nature of the event impact your approach, and did your TS Rajendra experiences influence your perspective on competition?

IT IS A RACE AGAINST TIME TO TEST YOUR CAPABILITIES.

Though it is not a race but you are competing against time which one need to honour. So, it is a race against time to test your capabilities. I feel that the biggest competition is with oneself. Testing your own limits and stepping out of your comfort zone.

During the cycling event, you navigated long stretches of roads. Can you draw any parallels between these two forms of navigation (maritime & and cycling) and the skills you have developed?

Yes, your navigation skill does help as navigation is very important factor in this event. One wrong turn will make you lose time. Here, one has to rely on GPS navigation, road sign boards and fellow cyclists who one will get throughout the route.

Reflecting on your journey from the merchant navy to cycling, what insights or life lessons have you gained that you might not have encountered if you had only pursued one path?

Doing different things certainly helps in building self-confidence as the profession I followed is totally from cycling.

And finally, what advice would you give to someone who is considering participating in the Paris-Brest-Paris cycling event in the

“

YOU NEED A DEDICATED TEAM TO GUIDE YOU!

”



future, especially if they have a maritime background like ours from TS Rajendra?

One should be ready to devote time and energy. One needs to do regular practice and have meticulous plan to ride apart from going through qualifying rides and formalities.

THE CHALLENGE WAS SLEEP AND NUTRITION MANAGEMENT

**TIM LOVE**

Managing Director, ISG

Intelligent Seas Group reveals partnership with Marine Learning Systems to enhance training opportunities for maritime sector

Leading blended learning provider Intelligent Seas Group (ISG) is delighted to announce its collaboration with Marine Learning Systems (MLS) to help drive knowledge and skills performance, and deliver the highest standards of training for the maritime industry.

The exciting partnership marries ISG's e-learning content library with MLS' maritime-specific learning platform, which includes an innovative and highly configurable learning management system (LMS) and live skills assessment tool.

The new venture will enable ship managers and operators to implement the most innovative, engaging and up-to-date e-learning content on a highly advanced training delivery platform, optimised for deployment in low and zero bandwidth areas. The e-learning solutions will cover a

large geographical reach with partners already in the UK, USA, Canada, Bahamas, Qatar and the Philippines

Both the content and the LMS is fully customisable to meet the unique demands of all types of vessel and operational conditions. As maritime specialists whose focus is on quality, customer service and training innovation, this partnership provides a turnkey, yet highly flexible, digital learning offering to the onshore and offshore maritime industries.

ISG's e-learning content uses the most up-to-date software packages and techniques. Each course uses real-life maritime case studies, immersive environments, and regular knowledge checks to ensure learner engagement and knowledge retention.

Its offerings include generic e-learning, blended learning with optimised practical sessions for STCW Updaters, and bespoke e-learning content that reflects client's facilities, operations, vessels, procedures, and branding.

MLS' highly adaptable, enterprise platform supports the unique training and assessment workflows, which enable maritime operators to optimise competency. The LMS is accessible at home or on-board vessels in environments where internet connectivity is not always easily accessible.

Tim Love, Co-Founder from ISG said: "We are delighted to launch our partnership

with MLS to service our mutual customers with a unique, specialised offering for the global maritime industry. Our joint value proposition has already been successful in winning new customers who are looking to leverage the most impactful learning technologies to drive knowledge and skills performance improvements across their businesses."

"We are thrilled about the partnership with ISG. We share a vision for helping the maritime industry to ensure competency and to leverage learning insights to continuously improve," added Peter Frankel, Vice President of Sales and Marketing at MLS.

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Merchant Navy Medal awarded to Operations Director at Stream Marine Group



Group Operations Director at
Stream Marine Group
Katy Womersley

Leading maritime training provider Stream Marine Group's Operations Director Katy Womersley has been praised for her dedication to diversity as she was announced as one of the winners of this year's Merchant Navy Medal.

Ms Womersley who has been Group Operations Director at Stream Marine Group since 2022, says she is delighted but overwhelmed to be named as a recipient of the award – the highest medal of honour awarded in the maritime industry.

She received the accolade from the Department for Transport for her contributions to seafarers' training and sector diversity. Having previously worked as a Deck Officer, she moved her career onshore and joined the Stream Marine team in Glasgow.

The award was handed out to 11 seafarers who have been recognised for significant contributions to the maritime industry. Other winners included pilot Captain Rattray who has campaigned for improved

safety in the marine pilotage sector after his leg was crushed when he was boarding a ship via a pilot ladder.

Ms Womersley has championed diversity within the maritime sector by inspiring disadvantaged young people to pursue careers within the sector, and dedicated her career to drive forward seafarer training and improve sector diversity.

She said: "I am delighted and honoured to be receive this prestigious award. To be just one of 11 seafarers to receive this is overwhelming to say the least and I am very grateful. The maritime industry offers fantastic careers, both at sea and offshore. I have been inspired by so many great people in this industry, throughout my career at sea and ashore, who are committed to creating a diverse and inclusive environment."

"I look forward to the industry moving forward in this way and for there to be endless opportunities for future seafarers for years to come."

Stream Marine Group CEO, Martin White said: "I am enormously proud of Katy for everything she has done here at Stream Marine Training and for her dedication to improving industry standards. This accolade is very well deserved and I am delighted Katy is being recognised for her passion, influence and dedication to the industry,"

Ms Womersley has also supported charities, including the Sir Thomas Lipton Foundation, helping to organise events aimed at offering children opportunities to gain maritime experience. She also advocates for women within maritime and organised the first Women in Maritime forums in Scotland alongside Maritime UK.

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InterManager launches new ship management General Principles of Conduct and Action



CAPTAIN KUBA SZYMANSKI
InterManager Secretary General
speaking at the event.



InterManager President
MARK O'NEIL
announces the new InterManager
General Principles at Dockside Vaults,
St Katharine Docks during London
International Shipping Week.



InterManager President
MARK O'NEIL,
CEO of Columbia Group
speaking at the event.

InterManager, the international trade association for third party and in-house ship managers, has today launched a set of General Principles of Conduct and Action for the international ship management sector which it says will drive up quality across the industry.

Announcing the new General Principles of Conduct and Action, during London International Shipping Week 2023, InterManager President Mark O'Neil, CEO of the Columbia Group, said: "These new industry-wide Principles reflect the fact that InterManager members are committed to achieving high standards in providing their

wide range of services to the global shipping industry.

"These General Principles will inevitably raise the standard of international ship management and the services of associated suppliers. As professionals we must always aspire to improve and share knowledge."

InterManager's General Principles of Conduct and Action sets the collective principles that all InterManager members should follow and is regarded as vital to their success in reaching the highest standards of ship operations. The General Principles represent some 18 months of

work by InterManager members sharing their experience and represent the fulfilment of an important mandate for the President, who is in his second term of office. Mr O'Neil advised that the General Principles are dynamic and evolving and predicted they "will get stronger over time."

Highlighting the fact that InterManager members represent the top echelon of ship management, regardless of their size, Mr O'Neil urged ship owners and operators to support the General Principles by discriminating between InterManager members and non-members. "It's a simple fact that there can be no reason why a manager would not want to be a member of InterManager unless it did not want to open itself up to improvement by incorporation of these General Principles and to self assessment or audit. I would expect discerning clients to opt for companies that aspire to these Principles and are open to audit."

Mr O'Neil advised that the new General Principles Conduct and Action are aspirational and there is no pass/fail scenario. "We do not expect full compliance on day one, from either existing or new members, but there has to be a demonstrable commitment to working towards full compliance and a steady improvement," he said, adding, "The whole purpose of the General Principles is not to pass or fail but to show how positive change can be implemented

and for that change to be wanted. For new members, self assessment will be the initial step upon entry."

Initially the General Principles will rely on a self-assessment but there will then follow periodic, confidential audits by a third party. The aim of the audit will be to assess and demonstrate how and where improvement can be achieved. In instances of concern, poor practice, or failure to remedy, InterManager's Executive Committee will determine whether the particular company should remain a member, although Mr O'Neil stressed: "We are really talking about exceptional cases which I hope will be very rare."

InterManager is proud to be leading the industry by improving standards in this way and at a time when shipping is striving to meet sustainability goals. Championing the General Principles Captain Kuba Szymanski, InterManager Secretary General, commented: "I firmly believe that this process should be inclusive not exclusive, encouraging and aspirational as opposed to penalising, and co-operational as opposed to confrontational. I congratulate my InterManager colleagues on working together to create the new General Principles of Conduct and Action and applaud their commitment to this industry-wide measure."

The General Principles of Conduct and Action are available on the InterManager website: www.intermanager.org

India-UK Joint Maritime Security Workshop on Crisis Management

A Four-Day Workshop on Maritime Security: Crisis Management was held at the grand venue of Taj Mahal Hotel Mumbai from 31st July to 03rd August 2023. The Workshop was jointly conducted by DG Shipping, India and Department for Transport, United Kingdom. The excellent coordination of the workshop was provided by Capt. Anish Joseph, Dy NA, DGS and Simon Cokril, IMSOT, DFT, UK. A very large-scale participation was witnessed from a diverse range of stakeholders from the industry which included decision-makers at various levels involved in crisis i.e. Strategic commanders/leaders, Tactical commanders & Operational commanders. The target group comprised of professionals from MOPSW/DGS, Port Authority /Port Facility Security Officers, Company / Ship Security Officers, Coastal State Administration / Marine Police, Indian Coast Guard & Indian Navy.



Traditional Ceremony of lighting “Diya”



Joint Maritime Security Workshop on Crisis Management

The objectives of the workshop were to provide an overview of maritime security risks to enable the group to develop contingency plans. The participants were expected to be able to gain deep understanding of the process of disrupting, identifying, and responding early to maritime security incidents through a multi-agency response by the application of standard models and principles. Through the Doctrine of Interoperability, the participants are expected to build an understanding of the roles and responsibilities of the organisations who may be involved in the response to maritime security crises.

The speakers/Presenters in the Workshop were from DFT, Govt of UK, IFC-IOR-Indian Navy, Indian Coast Guard, Directorate of Naval Operation and Director General of Shipping. The Inaugural ceremony was graced by Ms Catherine Barnes, Deputy Head of Mission, British High Commission Mumbai (Guest of Honour), Shri Rajiv Jalota, Chairman of MbPA & IPA, (Chief Guest), Shri Shyam Jagannathan, Director General Of Shipping, Shri Jose Matheickal, Director P&P, IMO, Mr. David Graham Thomas, IMSOT, DFT, UK, Shri R.K. Muduli, Nautical Advisor, DG Shipping. The Event was inaugurated by traditional ceremony, lighting the "diya". The welcome speech was given by Captain Manish Kumar, Nautical Surveyor, DGS. In his Keynote Address, DGS Shri Shyam Jagannathan emphasised on the matter of the Maritime Security and how effectively it can be dealt with by the close cooperation of various agencies responsible. . This was followed by Captain Anish Joseph, Dy NA, Coordinator of the event. He delivered the first session which provided an insight on the Indian Government's response mechanism for piracy / armed robbery concerning Indian vessels and Indian seafarers. Capt Anish also provided an introduction to concept of Maritime Security, brief historical events on this concept followed by the outline of the current workshop. Cdr. Naveen Deshmukh, Operations Officer, Information Fusion Centre Indian Ocean Region (IN) highlighted the complexity in the Maritime Domain w.r.t maritime security and the need for collaboration and information sharing. He gave the brief overview of the functioning of National Command Control Communication and Intelligence Network. Rear Admiral TVN Prasanna (VSM), Joint Secretary (Maritime Security) NSCS in his short yet brilliant speech explained various



Keynote Address by Shri Shyam Jagannathan (IAS) , DGS



Captain Anish Joseph's introductory remarks on the workshop



Ms Catherine Barnes, Deputy Head Of Mission, British High Commission, Mumbai (Guest of Honour) addressing the gathering



Dignitaries on the stage



Presentation on Information Management by Mr Mike Henman
IMSOT, DFT, UK



Table-Top Simulation Exercise- Port Tranquillity



Dgcommcentre and LRIT- 24/7 Information processing centre-
Capt. Harinder Singh



Rear Admiral TVN Prasanna (VSM), Various challenges in
Maritime Security

challenges in Maritime Security with res to the Legal Framework, jurisdiction, and the need for coordinated effort between the various agencies to deal with the menace. Captain Amaninder Singh Sangha, (Indian Navy) delivered a very insightful presentation on the Role of Indian Navy on countering Maritime Threats in Indian Ocean Region. It was quite interesting to see the significant contribution of Indian Navy in Military, Diplomatic, Constabulary and Benign Role (humanitarian Aid and Disaster Relief, Search and Rescue). Being a part of Direct Operation and having commended Naval Ships in region of conflict he shared some interesting events pertaining to the Naval Patrolling. Commandant Chandra Shekhar Joshi, PTM, TM, Indian Coast Guard enlightened the audience with the topics comprising of, Challenges encompassing Maritime Security, the legal frame work that empowers the Coast Guard, emergence of coastal security, ICG's response to Maritime Security Incidents, Initiative to the Maritime Security Challenges and to strengthen maritime security. Captain Manish Kumar, Nautical Surveyor, DDG Shipping presented a detailed report on Piracy and Armed Robbery Report against Ships" for the Period – 1st Jan to 30th June 2023. He emphasised on adhering to the Best Management Practices on Piracy. Captain Harinder Singh, Nautical Surveyor, DDG Shipping, provided a brief presentation on Mercantile Marine Domain Awareness Center (MM-DAC) and the basic functioning of its two arms, DGCOMM Center and LRIT. It was quite interesting to see how DGComm Centre has evolved as the information processing Centre-24/7 with regards to Maritime Safety and Security. Mr Simon Corkil, IMSOT, DFT UK provided the audience an

understanding of the Crisis Management, Concept and Framework of emergency response planning. He enlightened the audience how various National, local and maritime crisis management structures empowered by legislations help to deal with the emergency situations. Moving ahead, he described the requirements of the International Ship and Port Facility Security Code that relate to emergency response, methods, and life cycle for maritime security emergency planning. Mr Carl Daniels, JESIP, UK explained the Joint Doctrine, Interoperability Framework and how it is important for the various agencies to work together towards the most effective handling of the emergency situation. Day four witnessed a very high level of interactive session in a Table –Top Simulation Exercise of handling a Crisis in Port Tranquillity. It provided a Realtime Security crisis scenario to the participants. The highlight of the event was the interaction between various agencies involved in different levels of decision making in Emergency Response Service with respect to the Maritime Security. The knowledge of the participants was further enhanced by the information sharing by the key stake holders, i.e., DFT UK, ICG and Indian Navy.



Participants in the workshop from a diverse group from the industry



Capt. Manish Kumar NS (DGS) presenting ICC-IMB Report



Comandante. Chandra Shekhar Joshi, PTM, TM, Indian Coast Guard- ICG's response to Maritime Security Incidents & Maritime Security Challenges



Captain Amaninder Singh Sangha, (Indian Navy) Indian Navy on countering Maritime Threats in IOR



Joint working (Interoperability) by Mr Carl Daniels, JESIP



Director General of Shipping Inaugurates Dual Fuel Engine Simulator and LNG Bunkering Simulator, at AEMTC, Mumbai

Shri. Shyam Jagannathan, IAS, the newly appointed Director General of Shipping, India visited the state-of-the-art Anglo-Eastern Maritime Training Centre (AEMTC) on 22nd September 2023. He was welcomed by Capt. K. N. Deboo, Vineet Gupta and Francis Akkara to the training centre. Shri. Jagannathan was given a tour of the facilities at AEMTC and a

presentation providing details of the various trainings being carried out at Anglo-Eastern. He was visibly impressed with the transition training done for Indian Seafarers so that they get up-skilled to handle ships for 2030 and beyond.

Later, Shri. Shyam Jagannathan inaugurated the newly acquired Dual Fuel 2 Stroke Engine Simulator in the Liquid Cargo Handling Simulator room at AEMTC. Faculty explained various aspects of dual fuel engines, emission control regulations and LNG bunkering requirements and how the new generation engines are so sophisticated in comparison with the conventional engines. The Director General was very keen to know, how Indian seafarers can have the competitive edge in the International crewing market and in so doing provide a road map in providing adequately qualified crew to operate





complicated engine room machinery and control systems and use of alternate fuels.

Shri. Shyam Jagannathan mentioned, that AEMTC is well equipped with all latest training equipment to make Indian seafarers skilled and confident to compete with crew from other crew supplying Nations in the world and expressed his gratitude to the top management for the strong commitment towards India. He spent nearly three hours in the training centre and showed keen interest in knowing each and every detail of the training activities being carried out at AEMTC.

After having a working lunch at AEMTC cafeteria along with course participants, he visited both Anglo-Eastern Crewing office and the Fleet Performance Centre located in the same building. Mr. Vineet Gupta reiterated the faith that the top management of Anglo-Eastern Ship Management has in Indian seafarers and their commitment to recruit more and more crew from India thus maintaining Anglo-Eastern's status as the largest employer of Indian manpower, for the last 13 years and running.

The Director General was presented a memento by Capt. K. N. Deboo in the



presence of the august gathering. With a positive note on the visit to AEMTC, the Director General of Shipping mentioned he would like to involve industry personnel in various committees being formed by him with a view to upgrade the training and examination systems in DGS and MMD so to maintain the good reputation that the Indian Certificates of Competency command in the world of International Shipping.

CMMI'S NEW LEADERSHIP TEAM LEADING MARITIME CONSTITUENCY AND FRATERNITY

The Company of Master Mariners of India (CMMI) is a distinguished professional body, dedicated to advancing the knowledge, traditions, and standards of the Mercantile Marine. It is with immense pride that we convey that CMMI stands as the sole entity of its kind in India, boasting 19 Chapters

4. Capt. Ajay Gangaadharan - Treasurer.

As the newly elected Chairman, Capt M. P. Bhasin brings strong leadership skills and a clear vision for the future of CMMI. With their experience in strategic planning and their ability to inspire others, we believe



Capt. M. P. Bhasin
Chairman



Capt. Mohan Naik
Dy. Chairman



Capt. V. K. Bhandarkar
Secretary General



Capt. Ajay Gangaadharan
Treasurer

(branches) across India and abroad, comprising over 3800 esteemed Members. Our members occupy key leadership positions within the Shipping Industry, both nationally and on a global scale.

We are pleased to inform you that the following Wardens have been elected as Office Bearers of CMMI for the year 2023-25.

1. Capt. M. P. Bhasin - Chairman
2. Capt. Mohan Naik - Dy. Chairman
3. Capt. V. K. Bhandarkar - Secretary General.

they will effectively guide the association towards continued growth and success.

Together, this team of newly elected office bearers will work collaboratively to further the mission of CMMI, promote member welfare, and advocate for the interests of the shipping sector. With their diverse skill sets and shared passion for CMMI, we are confident that they will undoubtedly propel CMMI towards achieving its goals and making a positive impact on the maritime industry.



MARITIME INDUSTRY SAILS INTO MOST SUCCESSFUL EVER LONDON INTERNATIONAL SHIPPING WEEK

Global maritime leaders sailed full steam ahead into London in their thousands to attend the biennial London International Shipping Week 2023 (LISW23) which took place from 11th to 15th September.

More than 70 countries were represented by the 30,000 delegates, while a large number of overseas trade delegations met with UK Government officials as London and the UK underlined their importance in the global supply chain.

At the start of LISW23 (Monday 11th September) the Government outlined how coastal communities across the country are set to benefit from over £80 million of funding, also announcing the winners of the Zero Emission Vessel and Infrastructure fund (ZEVI). And on Thursday 14th the UK Transport Secretary unveiled a new



Guests on the Parliamentary Cruise were fortunate to see Artemis Technologies' innovative electric workboat Pioneer of Belfast.

package of clean maritime measures which aim to tackle greenhouse gas emissions in the UK's transport sector while boosting economic growth. Maritime UK utilised LISW23 to publish the second Annual Report into its Government-backed 'Regional Cluster Development



More than 1500 guests attended the LISW23 Gala Dinner and After Party at Evolution London.

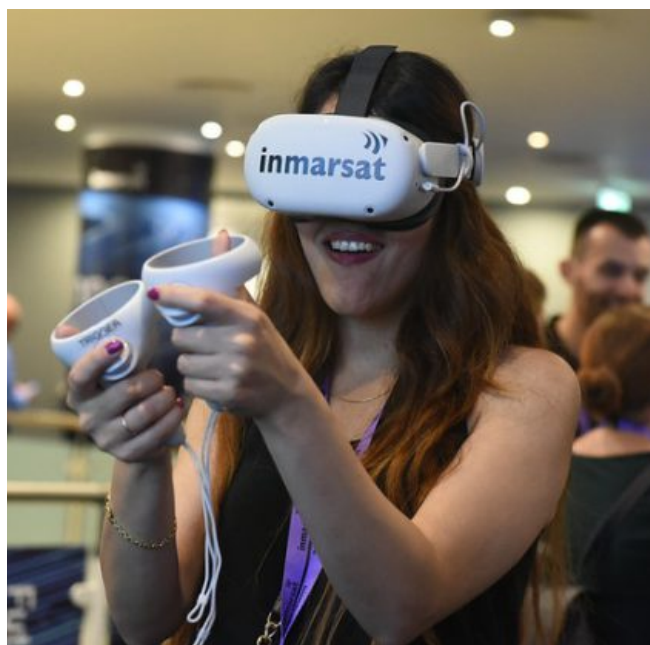
Programme' at the Global Maritime Hub while, speaking at the LISW23 Regional Showcase event, Maritime Minister Baroness Vere announced a £1million fund to support the work of dynamic and focused regional cluster organisations charged with the delivery of Maritime 2050 in their localities.

Transport Secretary Mark Harper said: "London International Shipping Week is the perfect time to showcase the work we're doing to generate maritime jobs across the country and develop new, clean technologies."

London's expertise in shipping services was highlighted through the more than 350 events which took place during the packed LISW23 week in a myriad of

impressive and iconic venues including: No 10 Downing Street; the UK Houses of Parliament; the International Maritime Organization's headquarters; The Shard; The Gherkin; the London Stock Exchange; several Livery

Halls; the Churchill War Rooms; Lloyd's of London; the offices of many of the world's top law firms; the In and Out Club in Piccadilly; the Little Ship Club; Trinity House; Tower Bridge Walkway; Inmarsat's UKHQ; and the QEII Conference Centre. VIP receptions were hosted at Lancaster



One of the week's popular events was Inmarsat's Connected Future Conference.

House, Mansion House, the Cyprus High Commission, and the residences of the Ambassadors of France and Belgium.

The strong nautical flavour was apparent in the number of unique ships which also hosted events including THV Galatea, HMS Belfast, Erasmus, Type 23 frigate HMS Iron Duke, the Golden Hinde, the historic Havengore which bore Churchill's coffin, and Artemis Technologies' innovative electric workboat Pioneer of Belfast.

High level UK support was apparent – from the Government-hosted VIP reception, attended by HRH The Princess Royal in her role as patron of Maritime UK, to the 16 Ministerial speeches delivered over the week. In all, the Department for Transport was involved in more than 80 events, with the Department for Business and Trade, the Foreign Office, and the Scottish Office also taking part. The UK Chamber of Shipping advised during LISW23 that the value of shipping to the UK economy is 650,000 jobs, with every job in shipping supporting 10 more in the wider economy, and £1.1 trillion worth of trade.

Among the crucial issues discussed during LISW23 were decarbonisation and the protection of marine environments, innovation and technology, seafarer safety and well-being, equality and diversity, cyber security and AI, and numerous legal, insurance and trade matters in relation to global shipping and the supply chain.



UK Secretary of State for Transport, Mark Harper, takes part in a Q&A session during the LISW23 Headline Conference at the IMO headquarters.

In excess of 700 delegates registered for the LISW23 Headline Conference at the IMO, during which retiring IMO Secretary-General Kitack Lim was presented with a nautical barometer and wished "fair winds and following seas". Also present at this event were more than 40 media representing national, international and trade press. Media coverage figures indicate a potential worldwide audience of more than a billion people, while the LISW23 official website handled more than 30 million hits. Social media during the week was flooded with the hashtag



IMO Secretary-General Kitack Lim receives his gift.

#LISW23 as the maritime community shared its news and views.

LISW23 concluded with a glittering Gala Dinner attended by 1500 people at Evolution London in Battersea Park. Hosting for the first time, this impressive location, together with the first-ever LISW After Party, proved popular with delegates, who were also able to return to London via a fleet of specially chartered Thames Clipper Uber Boats, kindly sponsored by ShipMoney. The Gala Dinner also raised much-needed funds for the four official LISW23 maritime charities.

Reviewing a phenomenally successful

week, Sean Moloney, co-founder of London International Shipping Week said: "The strength of London International Shipping Week is bringing together industry leaders from across the globe to examine in detail the most crucial issues facing international shipping and world trade. This 2023 LISW, in our tenth anniversary year, surpassed all expectations." LISW co-founder Llewellyn Bankes-Hughes added: "What a week this was, and definitely the most international of the six LISWs that we've held so far. It was excellent to see so many industry decision makers networking at the myriad of events and amazing venues throughout the week. Roll on LISW25!"



EVOLVING CREW CHALLENGES CALL FOR ENHANCED FOCUS ON SEAFARER MENTAL HEALTH



Praveen Shukla
Wallem Group Technical Director

While the pandemic and crew-change crisis inspired collaborative efforts to improve crew welfare, the digitalisation and energy transitions pose new challenges for seafarer well-being, calling for enhanced focus on mental health at sea, says Wallem Group Technical Director, Praveen Shukla.

The Covid-19 pandemic and ensuing crew-change crisis – later exacerbated by the escalation of the war in Ukraine – disrupted

supply chains and had a significant impact on crew welfare, leaving seafarers stranded at sea for months at a time facing acute emotional hardship. The situation did yield one positive outcome: its widespread media coverage helped to thrust shipping – and seafarers – into the public consciousness.

The crew-change crisis highlighted to a mainstream audience the critical role shipping plays in the global economy,

shining a light on the sacrifice seafarers make and the challenges they face in their daily lives – and inspiring a collaborative effort from the industry to improve crew welfare, which was heartening to see.

As a result of the heightened attention on crew welfare, seafarers were recognised as key workers, and plans to include mandatory onboard internet access in an amendment to the Maritime Labour Convention were accelerated. However, while onboard connectivity has made it easier for seafarers to maintain contact with friends and family on shore, it has also given rise to an “alarming trend” among the maritime workforce.


Since high-speed crew connectivity has become more prevalent, onboard isolation has increased. Seafarers are now spending more time in their cabins on their own devices and less time socialising with their shipmates. When it comes to crew welfare, onboard internet access is a double-edged sword. Its use should complement and not replace genuine social interaction, and this calls for a renewed focus on work-life balance and rest and recreation opportunities on board.

Another potential source of anxiety is the transition to a more digitalised and decarbonised maritime environment. The changes brought by the digital and energy transitions can be challenging and stressful

for vessel personnel. Upskilling and reskilling are essential to help crew manage these changes, while shipping companies, governments, regulators and technology providers need to collaborate on new training programmes and support systems for seafarers. Shoreside staff can also help crew to get to grips with new technologies.

In addition to equipping seafarers with the competencies to excel in their evolving roles, efforts should be made to ensure crew are mentally capable of handling the stresses of modern shipping with the mandatory implementation of measures promoting emotional well-being on board. This is something that can be done now, for example, there is a clear opportunity for shipping companies to provide crew with remote access to psychologists trained to deal with the maritime workforce specifically – and for this to be made a regulatory requirement.

With seafarers working long hours in challenging conditions, often with limited resources, shipping companies need to encourage a better work-life balance on board their vessels, while training and mental-health support should be among the industry's top priorities. Ultimately, by working together, we can all make a significant and positive difference to the lives of seafarers worldwide – and this is something we will continue to strive towards at Wallem Group.



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 unfailing connectivity through our world-leading satellite network, we deliver that certainty.

To read more on welfare at sea, visit:

inmarsat.com/crew-welfare

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