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 **ANGLO-EASTERN**

FROM THE DESK OF CAPT SUNIL NANGIA

The DG Shipping last month announced an one-time amnesty scheme for those seafarers found to be holding fake qualification certificates without attending classes in what was commented to be 'the biggest fake certificate scam yet in the country's maritime training sector'.

It may be recalled that these seafarers were debarred from taking up jobs from July 2019, while the period for debarment announced earlier for these fake certificate-holders came to an end on January 31.

DG Shipping A Kumar said that amnesty has been granted on humanitarian reasons and is strictly a one-time measure. The detection of similar transgressions in future will attract penalty of cancellation of CDC and debarment of up to 5 years.

Furthermore, the Directorate highlights that any candidate who has been granted amnesty is found taking part in another misconduct or found holding fake documents or certificates under the the Merchant Shipping Act will be banned for life.

Kumar jee went further to say that we don't intend to give any reprieve to the training institutes or to the administrators who were involved in this racket and we will go out of the way to make sure that such institutes are removed from the Indian maritime ecosystem.

The institutes, promoters, the principals and the course in-charge that were found to be involved in the case or may be found in the future to be involved will not receive amnesty.

In the meantime, the withdrawal of approvals in respect of these institutes, blacklisting of their promoters, withdrawal of continuous discharge certificates and certificate of competency of the principals and course in-charge are under progress.

The penal action by the administration, supported by the unions, is also blacklisting for life promoters of these institutes from maritime training and other activities with regards to DG shipping.

Those who repeated the training and received official certificates will apply for restoration of their e-migrate facility and the same shall be restored within 10 working days.

On the other hand, those who have not repeated the training can do so within six months, from February 1, and apply for restoration of their e-migrate facility, and the same shall be restored within 10 days after receipt of their applications.

The statement explains that any other seafarers, apart from the three thousand odd, who wishes to surrender their fake certificate to the DG Shipping can do so and repeat the training until July 31, 2020 with no debarment.

Explaining further, steps taken were crucial to maintain the credibility of the Indian training system said he

Meanwhile The Seafarers International House announced that they are joining the Dangerous Ladders campaign, after the death of a veteran Sandy Hook ship pilot, who fell from an accommodation ladder. The Seafarers International House stated that it is taking part in the campaign to pressure the IMO to solve the issue of dangerous ladders and build a safer environment for ship pilots.

And down south upswings Seafarers mood onboard ships entering Australian ports, as from now on they will experience a new initiative called "Seafarer Connect", the system will offer free WiFi access to every seafarer visiting Australia.

On this positive note this is Capt Nangia signing off! See you all next month



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 Administration: 9870034405
Editorial Office: 406, Shivam Chambers, Next to Sahara TV, S V Road, Goregaon West, Mumbai 400062

Mobile No.: 9821234405

E-mail: info@sailortoday.net, sailortoday91@gmail.com

Website: www.sailortoday.net

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Celebrity of the month!

Daughter of the Nawab of Bollywood, Saif Ali Khan, and his first wife Amrita Singh, Sara Ali Khan is one of the newest actresses on the block to become a part of Bollywood. After graduating from the University of Columbia in 2016, Sara returned to India and started to prepare for her debut project - Kedarnath directed by Abhishek Kapoor, who is known for directing Rock On!!, Kedarnath also features Sushant Singh Rajput, whom the director worked with, in his acting debut Kai Po Che.

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DELHI

Capt. B. B. Khondaji
Unit No.124-125, First Floor, Rectangle 1, Saket District Centre, New Delhi: 110017
Tel: +91 11 41640906 / MOB: +91 987195522

CHENNAI

Mr. Santhi Kumar
6-A, EGA Trade Centre, 809, Poonamallee High Road, Kilpauk, Chennai, Tamil Nadu, India. Pin: 600010
Tel: +91 44 40800801 Mob: 09940617216 Email: santhi.kumar@bs-shipmanagement.com

PATNA

Mr. Madhup Chandrashekhara
R. D. Plaza, G1 + G2, Ground Floor, Mitra Compound, Behind Alankar Palace, Boring Road, Patna - 800 001, Bihar
Tel: +91 61 23245091 Mob: 09934300274 Email: madhup.chandrashekhara@bs-shipmanagement.com

KOCHI

Mr. Ranganathan M.S.
37/2022 F, 1st Floor, Joseph & Valentines Commercial Complex, Jawahar Nagar, Kadavanthra P.O., Kochi - 682 020
Tel: 0484 4031004 Mob: 09895278622 Email: rangathan.m.s@bs-shipmanagement.com

KOLKATA

Capt. Kamal Khatri
5/2 Russel Street, Poonam Building, Room No.2D, 2nd Floor, Kolkata - 700 071
Tel: +913340171302 Mob: 09903982061 Email: kamal.khatri@bs-shipmanagement.com



Better times for container shipping in 2020-2021

in International Shipping News 22/01/2020



– Sluggish activity at ports around the Greater China region has been one of the most visible effects of the downturn in world trade in

2019. But port operators – as well as shipping lines, logistics providers, and others engaged in the sector – may now be able to look forward to gradually improving conditions in 2020 and beyond.

– In our view improving global business sentiment and a range of local factors should mean that world trade starts to recover from mid-2020 onwards. Our forecasts indicate global trade growth picking up to 2.5% in 2021 and 3% in 2022, driving a similar rate of growth in the container sector.

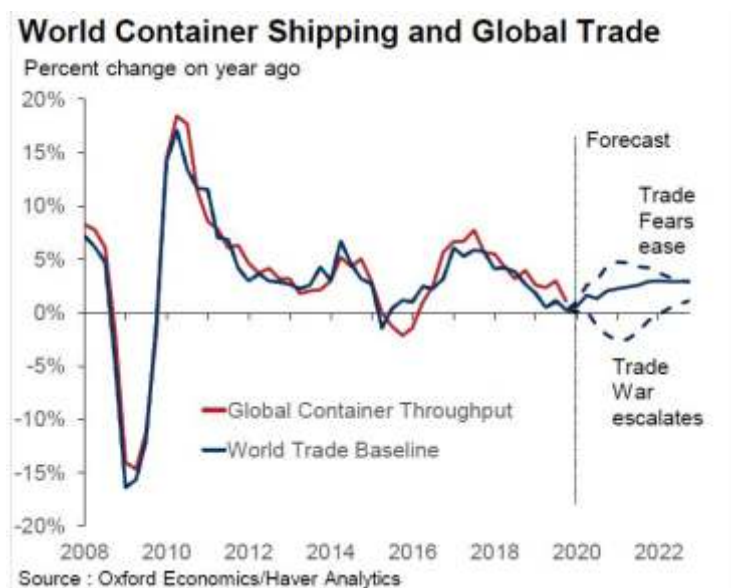
– The outlook is uncertain, though, especially with respect to trade policy. While the phase one trade deal offers hope of better relations ahead, the risk of further barriers being erected – especially between the US and China – remains.

– In our view, a re-escalation of trade stresses would trigger a slump in world trade and container throughput in the coming couple of years. Conversely, should trade tensions ease, the pace of trade and container growth through 2020-2021 could be more than doubled.

– However, even in an upside scenario the pace of recovery will be noticeably weaker than that seen

after previous slowdowns. This is because the trade intensity of global growth is falling at a time when China is also restructuring its economy.

Figure 1: Container throughput growth



could hit 5% in 2020, if trade war fears ease

Improving global trade outlook should drive global container throughput growth to around 2% in 2020 and 3% next year. Resolution of the trade war could accelerate growth to around 5% by late 2020.

Gradual improvement in global trade

Of course, one key factor behind a dismal year for world trade in 2019 has been the erection of ever-higher barriers to trade — principally between the US and China. The phase one deal signed on Jan. 15 offers hope that barriers won't increase further this year, but the tariff reductions that they agreed to are relatively modest. Moreover, a risk remains that the deal proves to be only another temporary truce in the wider dispute.

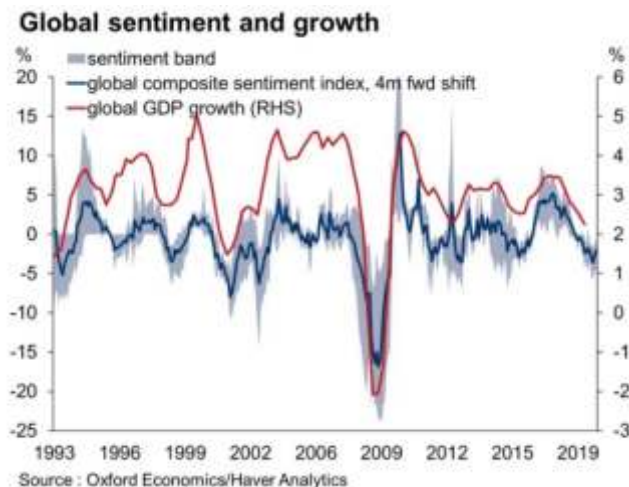
Figure 2: Trade surveys suggest global trade may slow further in early 2020



Latest data offers a mix of reasons to be both hopeful and wary about world trade prospects in 2020. Surveys point to further contraction in trade volumes in early 2020, consistent with the view that the full impact of barriers erected in 2019 has yet to feed through. But underlying conditions look to be improving. Our global sentiment indicator finds overall business sentiment improving across the economies, while also seeing reasons for optimism on consumer confidence and evidence that inventories might be due for a rebound.

So after a weak Q1 (perhaps H1), the world economy and world trade can start a cyclical rebound later in 2020. The bounce will be modest but enough to push world GDP growth from 2.5% in 2020 to 2.8% in 2021 and 2.9% in 2022. This should support a pickup in total world trade growth to 2.5% in 2021 and 3% in 2022. This is rather slower than previous recoveries, reflecting the falling trade intensity of global growth. The historical correlation of global growth with shipping activity (Figure 2) suggests a similar rate of improvement for the sector.

Figure 3: Sentiment data stabilised in Q4, suggesting bottoming out in H1 2020

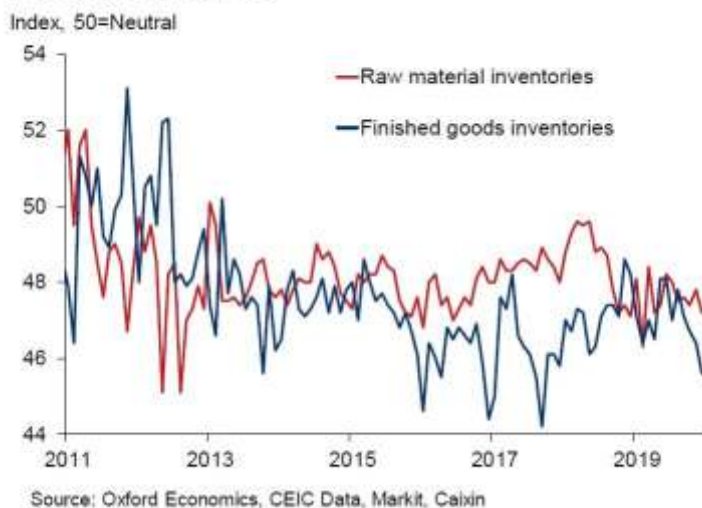


Stimulus and imports boost Chinese shipping

The outlook for world trade and global shipping are modest by historical standards, but regional and domestic factors should facilitate slightly faster growth in container activity in China and neighbouring economies.

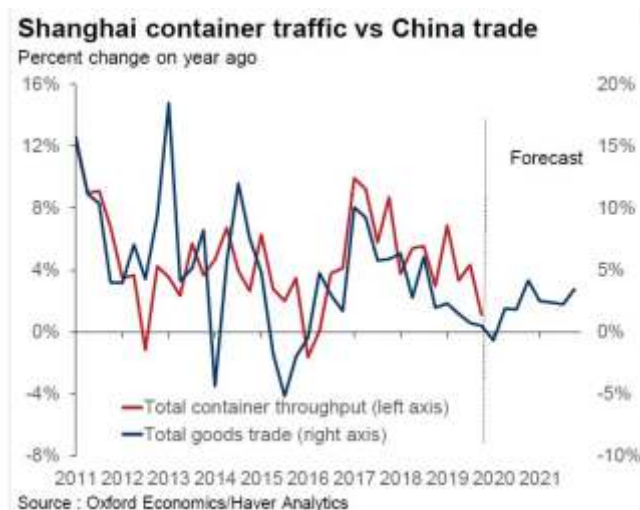
In China, we recently upgraded our forecast for 2020 GDP growth by 0.3ppts (to 6%). This reflects a combination of the positive impacts of the phase one trade deal and easier macro policy in 2020 – specifically China’s shift from “structural deleveraging” to “keeping leverage largely stable.” China’s changing economic structure means its growth is becoming less import-intensive. But latest data suggest reviving import demand for consumer goods, heavy industries that have run down input inventories, and capital investment in sectors targeted in the government’s “Made in China 2025” industrial strategy.

Figure 4: Destocking among Chinese manufacturers is unlikely to run much further

China: Official PMI

In aggregate, therefore, our forecast is for China's goods imports to strengthen by almost 3% in 2020 and 4.5% in the following couple of years. Export prospects are somewhat weaker, but nevertheless overall goods trade should pick up. That means faster container throughput at the country's ports – six of which are the world's busiest (including Shanghai, by some distance the global leader).

Figure 5: Recovery in China goods trade can support container growth at around 3%-4%



“Reshoring” fuels a pickup in Taiwan

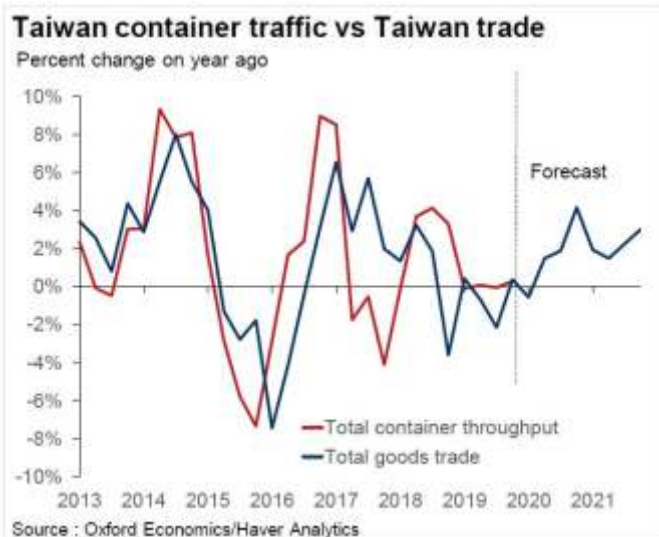
Recent trade data is even more encouraging in Taiwan, where goods exports in US\$ terms were

4% higher on the year in December. Indeed, exports to the US remained robust amid some emerging signs of a pickup in demand from China. Imports rose by 13.9% y/y in December, with capital goods imports up 66%.

One of the key factors in capital goods imports has been the “reshoring” of production by Taiwanese multinationals with bases in China to circumvent US tariffs. With tensions between US and China on technology issues unlikely to ease for some time, this process should persist into the coming couple of years.

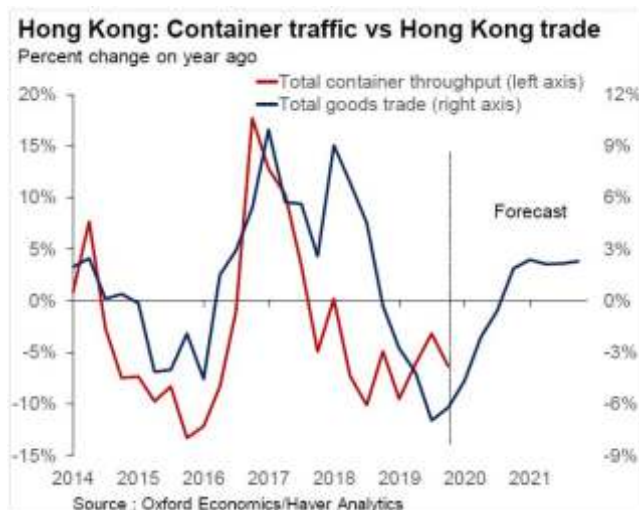
Government support for upgrading the sector to be 5G-ready will also underpin capital imports. Moreover, tentative evidence that the global semiconductor cycle has bottomed could support Taiwan's goods exports in the year ahead.

Figure 6: Taiwan's container traffic should push higher through 2020-2021



Overall, we forecast Taiwan's goods exports to grow by around 2% per year in 2020-2021 and imports to grow slightly faster. This should enable container throughput at the country's ports (including Kaohsiung, the world's 14th busiest) to expand at a similar pace.

Figure 7: Hong Kong ports are set for another year of falling throughput



Another year of contraction in Hong Kong

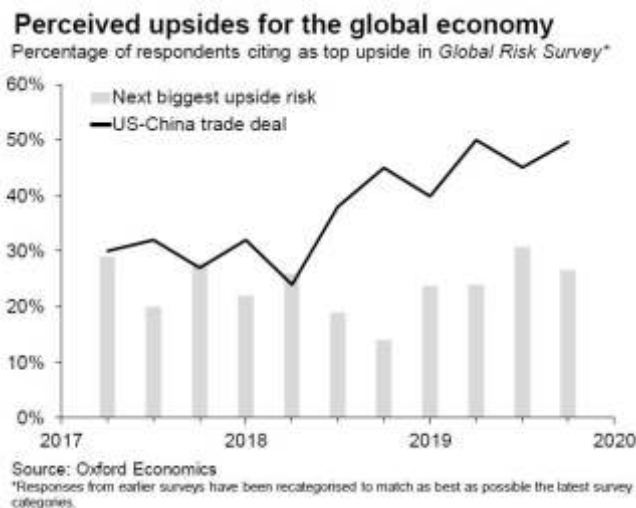
However, the relatively positive run of trade data in the region has yet to be felt in Hong Kong. Inbound tourist arrivals were down more than 40% in the year to October, contributing to a 26% fall in import-intensive retail sales. On the outbound side, exports contracted 9% in the same period as disruptions to key transport hubs hurt business activity and production.

With the political unrest and protests in their seventh month and showing no sign of abating (even if protests have become somewhat calmer in recent weeks), we expect further contraction in the economy. More delays are likely for infrastructure projects, and business investment is also likely to contract again in 2020, further undermining imports of capital goods. Cash support to households might offer some help for goods imports, but the risks here are very much to the downside given households' high debt burden and the rising unemployment rate.

Assuming a gradual resolution of the political situation, our forecast is for Hong Kong's imports and exports to contract again in 2020, with

imports leading a very gradual recovery in 2021. But the risks to this outlook look firmly tilted towards the downside.

Figure 8: Business views US-China trade deal as leading upside risk for world economy



Trade agreement could boost growth in 2020

What could substantially improve the outlook? A reduction in trade tensions, particularly those between the US and China, which have disrupted supply chains across the region. Our latest Global Scenarios Service simulates a scenario in which President Donald Trump takes a more clearly constructive tone towards China and unwinds recent tariff hikes. In response, investor sentiment around the world improves, supporting business confidence and ultimately boosting consumer incomes. Such a scenario is increasingly viewed as the most plausible upside risk for the world economy, according to our Global Risk Survey.

Against this backdrop, global growth could rise 0.7ppts faster than baseline in both 2020 and 2021, accelerating global trade by as much as 2ppts relative to the baseline. For the trade-intensive economies of China, Hong Kong, and Taiwan, the boost would be even greater, lifting goods trade



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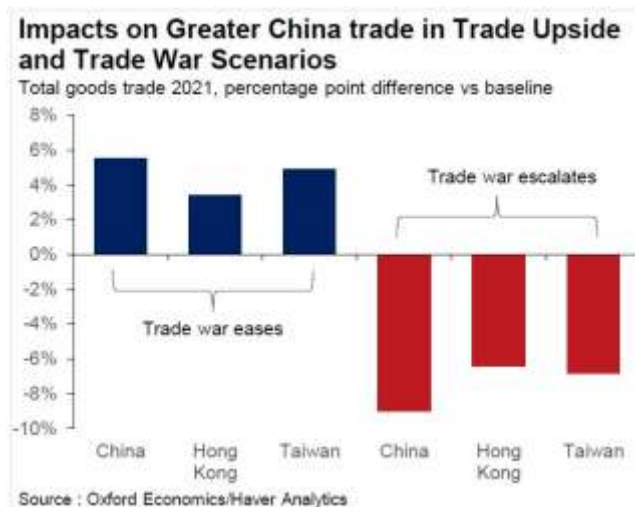
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(and potentially container throughput) by as much as 5ppts versus the baseline by 2021. However, the potential losses from an escalation of the trade dispute (also explored in more detail in our Global Scenarios Service) would likely be noticeably greater, at 6%-8% versus baseline.

Figure 9: Upside from an easing of trade tensions in 2020



Source: Oxford Economics



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THE YEAR AHEAD

Şadan Kaptanoğlu President of BIMCO recently in one of its publications said, It is hard to predict what 2020 will be known for in shipping circles. Disruption? Disaster? Or hopefully a smooth implementation of the sulphur rules, and therefore relief? This year has been one of preparation and uncertainty. Shipowners have spent much time and energy to understand how the sulphur regulations will impact their businesses and to prepare their people and ships. Even now, in December, questions remain unanswered, such as: how will these rules be enforced? At the same time, current geopolitics increase uncertainty, creating additional anxiety in the market. No matter what happens in 2020, I hope the process of drafting and implementing the sulphur regulations will lead to reflection about how we best implement change in the future? The environmental agenda alone dictates there will be massive change to come that we must embrace. Consumers will demand greener solutions. The global trend has already pushed French and UK politicians to vow to be carbon-neutral by 2050. I'm not sure that will be soon enough for the Millennials and Generation Z, and I think we will see more radical demands made in the next few years. I hope the bright young people entering our schools and universities today, with their minds focused on climate change, will accelerate technological change towards sustainable solutions. Because, we will need solutions. Solving issues around hull fouling, plastic waste, underwater noise and sulphur are essential, but none will be more difficult or vital to our future than reducing CO2 emissions. Given the lifespan of a ship, we must get going if we are to reach our long-term goal for a 50% emission cut by 2050. At BIMCO, we are already deeply engaged in the conversation on how to reduce CO2 emissions. For example, we proposed regulating

engine power on ships to reduce emissions in the short term. Our ideas will be merged with proposals from others during 2020, and, hopefully, the outcome will immediately limit our current emissions.

We are also spending significant resources to create the best possible framework for the industry to reduce its emissions in partnership with a number of other organisations. We will propose our views on how a research and development programme should be designed and paid for. Investments in technology are imperative – but we must be focused in our approach. Our industry needs leaders to step up. Some have. Others must follow. If we don't demonstrate significant and real steps towards the 50% reductions over the next few years, “solutions” will be thrust upon us by a world that demands change – solutions we may well not like. We have to act more swiftly and decisively. The many debates at the IMO, at conferences and forums must turn into action and solutions. My coming year will be about taking action and joining up with other leaders who are ready to act to change the industry.



Şadan Kaptanoğlu
President of BIMCO

Three major maritime security threats in 2020 says **Jakob P. Larsen** who joined BIMCO in 2018 as Head of Security and is in charge of all matters related to maritime security including piracy, drug smuggling, war, terrorism, stowaways, mixed mass migration and cyber security.

The future maritime security agenda at sea is likely to be dominated by the same three major issues as in 2019: Nigerian piracy, conflict around the Persian Gulf and large-scale drug smuggling. Resolution of any in 2020 seems unlikely. Turn-around in Nigeria? In 2020, BIMCO will continue to press Nigeria and the international community to act decisively against piracy in the Gulf of Guinea. The problem could – in my view – easily be solved if Nigeria and international partners could agree to make a serious effort. BIMCO took the discussion about the issue to a new level in 2019. We urged the creation of international navies and, during interviews, meetings and conferences (for example, at the International Maritime Organization in London) we criticised Nigeria for doing little to solve the problem. Piracy has been a problem in Nigeria for decades. It affects seafarers and shipowners from all over the world, as well as the local population. It is estimated that 60-70% of all piracy incidents in the Gulf of Guinea originate from the country. The No1 trouble spot is off the Niger Delta, where the offshore support industry and traffic in and out of the strategic waterway of Bonny River generates an environment full of potential targets. In the delta, poverty and massive environmental problems give plenty of incentive for the local population to seek its fortune in piracy, employed by pirate kingpins. The peculiar governance practices around through a project called “Deep Blue”. High-ranking Nigerian officials have expressed a hope that implementation of the scheme will see the end to piracy off Nigeria during 2020. I have my doubts that it will be that effective, but we can hope it results in a definite drop in attacks. The project will only be a success if

the security situation improves significantly. US and Iran on collision course Since the US withdrawal from the nuclear agreement and implementation of maximum pressure policies on Iran,

international shipping has faced the threat of attack in the Strait of Hormuz and Gulf of Oman. Following incidents in May and June, the US has built a coalition to maintain a presence and carry out surveillance in the area off Iran and in the Southern Red Sea (where Iran-backed Houthi rebels operate from Yemen). The sole mandate of the International Maritime Security Construct (IMSC) is self defence. In the event of a security incident, IMSC partners can defend shipping under the concept of extended self-defence. It is apparent there is no intention of defending ships flying flags of non-IMSC participants, although it is assumed that such vessels operating with IMSC-participating countries' nationals on board will also enjoy protection. The IMSC now consists of seven countries (US, UK, AUS, Saudi Arabia, UAE, Bahrain, Albania). Major naval powers including France, Spain, Italy and Germany have refused to join the coalition because of disagreements over the US withdrawal from the nuclear deal with Iran and subsequent maximum pressure policy. During 2019,



Jakob P. Larsen



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50 years of experience in engineering solutions, Gemak is proud of being in service to over 2.800 ship owners and managers. The group continues to provide services for dry-docking, ship repair & conversion, offshore – oil & gas and new ship building as the one of the most competitive shipyard in the Mediterranean.

The Group has been profiled as a leading fabricator of high quality large steel constructions in the wider region with its advanced infrastructure by building steel shafts for Izmit Bay Bridge and by fabrication of steel decks for 3rd Bosphorus Bridge.

The Group strives to bring benefit to its clients by combining strengths generated by involvement in these main activities.

BIMCO has advised shipping passing through the area to continue following the long-standing reporting regime established by UK Maritime Trade Operations in connection with Somali piracy. It is in the interests of international shipping that the IMSC has the best possible picture of maritime activities in the area. The better its knowledge, the better chance it has of preventing further attacks.

Drugs smuggling makes comeback as a risk to shipowners. Cocaine production is reported by analysts to be on the rise, and 2019 saw some spectacular drug seizures by US Customs and Border Protection (CBP), all of which has put it back on the shipping agenda. In Philadelphia, a cargo of around 17 tons of the drug was discovered. The incident was yet another example of how the smuggling of narcotics is increasingly having an impact on the shipping industry, bringing with it the risk of arrest, detention and prolonged customs procedures.

Back in the 1980s, when drug smuggling was also a big issue, US Customs ran several so-called Carrier Initiative Programs – voluntary drug smuggling prevention schemes for shipowners; one such was the Sea Carrier Initiative Agreement (SCIA). BIMCO had a special version of this agreement with US Customs, whereby BIMCO could sign up members who would, in exchange, receive mitigation of smuggling-related fines, if they had taken the required measures to prevent drugs from being smuggled on board.

As a result, the SCIA was gradually depleted, and in December 2019 BIMCO received confirmation that it was no longer being funded. At the same time, CBP expressed an ambition to strengthen cooperation with BIMCO with the aim of developing further guidelines for how to protect against drug smuggling and carry out security vetting of crew members. While prospects are good for further cooperation with CBP, it remains a concern that the only security initiative in place

is C-TPAT, because it is designed mainly for large companies and requires an office in the United States. In 2020, BIMCO has an ambition to develop a solution with CBP to allow firms without a US office to become C-TPAT members and enjoy some of the same benefits such as mitigation of drug-related fines and priority treatment by customs.

In addition to maintaining a close dialogue with governments and international organizations, Jakob assists members with all aspects of maritime security. In 2010, holding the rank of Commander, Jakob left the Danish Navy to become Maritime Security Officer in BIMCO. In 2013, after three successful years, Jakob changed over to Nordic Tankers and over time became Head of HSSEQ. In 2015 Jakob went to Maersk Line to become Global Security & Marine QA Manager.

Maite Bolivar Klarup, General Manager, Singapore, BIMCO

Human talent is needed to face disruption

It is not going to be business-as-usual for the maritime sector, especially when I look across Singapore and beyond to the rest of South East Asia.



Maite Bolivar Klarup
General Manager, Singapore,
BIMCO

Opportunities and disruptions created by increased connectivity, digitalisation and, not least, new regulations, will reshape the industry. Companies in this region with a traditional approach and business models will face disruption

because of new maritime platforms, emerging technologies and digitalisation, and tighter environmental regulations will have an impact on the costs as well as operations. The challenge is: how can we cope with the uncertainty, while remaining adaptable and competitive? BIMCO members and other shipping companies in Singapore, supported by Maritime Port Authority of Singapore (MPA), are clearly responding with high levels of activity and massive projects to ensure the city remains a shipping hub for the coming decades.



Elena Tassioula
General Manager, Greece
BIMCO

Looking more widely, I think the human element will be a key factor in constraining how the industry does business in the future. Because of the

magnitude of the growth and changes in the maritime industry, we must secure and develop talent to convert these challenges into opportunities. Digitalisation and emerging technologies will transform existing maritime jobs, so attracting new talent with new skills and helping the existing staff to up-skill is paramount if we are to build a successful maritime workforce. New tech roles are being created and companies will need to differentiate themselves to attract the best and assemble the new generation in shipping. MPA has established the Maritime Cluster Fund, a manpower development programme, to co-fund training for more than 5,000 individuals each year and Earnand-Learn Programmes to provide on-

the-job training across our various shore-based and seafaring jobs. I think other countries in the region should follow their lead. BIMCO will continue to be vocal in the shipping community in South East Asia. We will carry on our training activities and represent our members' interests on regulation and technology standards. I look forward to speaking to as many industry colleagues as possible in 2020.

7BIMCO has invited seven industry experts to each come up with a wild prediction for the shipping sector in 2020. From a total ban on open-loop scrubbers to highsulphur fuel oil disappearing from the global bunker market, the predictions are creative, a little on the wild side, quite unlikely to happen, and yet still within the realms of possibility. wild predictions for 2020



“2020 will be a seismic year for bunker traders. The oil majors will take a bigger market share and, in the new low-sulphur fuel environment, buyers will seek to buy more directly from physical suppliers. Bunker traders working capital will come under strain because of the higher fuel prices, slower-paying (or failing) customers, and cash flows will be disrupted, because very low-sulphur fuel oil claims will lead customers to withhold payment. As a consequence, some bunker traders will fail, while others will downsize, rename or get acquired, or otherwise exit the market. By the end of 2020, we might see 20% fewer bunker trading companies than we have today.”

Paul Millar,
Head of Global Credit, Bomin Bunker Holding GmbH & Co.



“ Swedish scientific research proves that zooplankton is seriously damaged by the effluent of open-loop scrubbers. The evidence is so compelling that many nations reconsider their position. Australia, South Africa, India, Brazil and Canada decide to ban them in their respective areas. In addition, demand rises, and ships speed up again. The International Maritime Organization, the European Community and the shipping community decide to take immediate measures. Consequently, slow steaming, through a power reduction programme, is adopted as an intermediate measure to reduce emissions. ”

George Souravlas,
CEO, Load Line Marine



“ The Hong Kong Convention passes the threshold for ratification and comes into force. The EU, however, chooses to ignore it and continues with its own ship recycling regulation. ”

Lars Robert Pedersen,
Deputy Secretary General, BIMCO



“ The very ambitious Greenhouse Gas (GHG) objectives for shipping set by the International Maritime Organization (IMO) will improve the shipping market in the medium term, as newbuilding orders will be limited further in the coming years. This will be because of uncertainty about how to build a ship with a lifespan of around 25 years that is able to cope with future GHG requirements. ”

Michael Lund,
Deputy Secretary General, BIMCO



“ The two biggest producers of scrubbers Wärtsilä and Alfa Laval will stop supplying scrubbers because of decreasing order intake, high cost, growth in the number of ports banning open-loop scrubbers, limited 380 high-sulphur fuel oil (HSFO) availability and low demand for it globally. As a result, the 380 HSFO segment will disappear from the global bunker market by the end of 2020. ”

Sergey Ivanov,
Director, Marine Bunker Exchange, MABUX



“ The EU decides to start the process of imposing a complete ban on open-loop scrubbers, creating fresh turmoil in an already stressed shipping market. ”

Rasmus Nord Jørgensen,
Communications Director, BIMCO



“ Driven by technological innovation, shipping is facing more challenges. Alibaba and Amazon two of the most successful e-platforms could bring a lift to the shipping industry. Imagine all shipping-related transactions are carried out via a trusted e-platform and that all stakeholders are visible in such an ecosystem, including shipbuilders, SNP buyers, ship managers, traders, voyage planners, ship insurers and P&I clubs, bunker supplies, spare parts providers, and even seafarers. It would be a revolution for the shipping industry, as cost and transparency would be significantly improved. While the technology is already available, invisible obstacles remain for now, but perhaps we will see these overcome in 2020. ”

Wei Zhuang,
Regional Manager, Asia, BIMCO



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OPTIMISING SHIP INSPECTIONS WITH AUTONOMOUS DRONES



Regular inspection and maintenance of ships' tanks to detect corrosion, cracks and other issues is essential to minimise permanent damage and avoid hefty costs. Human inspectors have traditionally entered tanks and examined them visually, but this can be dangerous and expensive. New research indicates that autonomous drone-based surveys could offer a safer and more efficient alternative to ship tank inspection.

Increasing digitalisation is making way for the use of drones and unmanned vehicles for use in maritime environments. Drones offer a safe and more efficient way to carry out inspections onboard ships, but they still require a professional pilot and live surveyor and according to DNV GL's Øyvind Smogeli, program director digital assurance, group technology and research, drones can be hard to manoeuvre.

A new research project led by DNV GL is examining new methods of ship tank inspection using autonomous drones with hyper-spectral cameras to obtain more accurate information on the quality of ship tanks.

Known as ADRASSO – Autonomous Drone-based Surveys of Ships in Operation, the project is

specifically addressing the research inside ships' tanks. According to Øyvind Smogeli, the project is, “addressing how we can take the ship inspection process many steps further.”

Speaking to journalists visiting the DNV GL firm in Trondheim, Norway last year, Mr Smogeli explained the motivation behind the project. “We wanted to improve the efficiency and safety of ship tank inspections, with the idea of having either a semi or fully autonomous drone that can manoeuvre alone and find its way around the ship tank without a professional pilot.”

The vision encompasses a drone that, “Will be able to detect cracks using computer vision, to deliver ultrasound thickness measurements using hyper-spectral imaging, with an AI or VR interface to help

the surveyor easily see where the drone has been.”

The drone will work by flying itself into a ship's cargo or ballast tank and use artificial intelligence to detect rust, cracks or poor coating conditions. It will also measure steel thickness and compare this with historical data to determine the development of rust and cracks. According to DNV GL, this could improve safety by reducing the number of human inspectors entering tanks, lower the cost of inspections by eliminating the need for scaffolding, improve efficiency due to less time needed for inspections, and ensure faster reporting and decision-making. Autonomous drone-based inspections could also reduce environmental impact by reducing the need for rafting, filling and emptying of polluted water.

Project partners

Supporting the DNV GL led project is the Research Council of Norway (Forskinggradet). Several other organisations have also joined the project to develop different aspects of the autonomous drone.

Start-up Scout Drone Inspection is helping to develop the drone technology. Lack of GPS inside ships' tanks means the company is working on triangulation and lidar technology for the drone's

navigation. According to Smogeli, the user interface of the drone technology is extremely important. “Scout Drone is building this with the idea that a surveyor or operator could start the drone, point it where they want it to go and it will start the inspection.”

Other project partners include Norsk Elektro Optikk (NEO), an expert in hyper-spectral imaging. They are currently determining how their current high-spec cameras weighing 30kg can be scaled down to fit on small drones. “The question is how to put such a small sensor on a drone that can go through a manhole and into the tank?”

Idletechs, experts in real-time processing of data screens, coating company Jotun who is helping DNV GL to understand the coating layer stuff, and Norwegian University of Science and Technology (NTNU) are also involved in the project.

Hyper-Spectral imaging

DNV GL's main focus in the project has been developing the machine learning algorithms that can detect cracks based on camera images.

Using hyper-spectral imaging, a technology currently not widely used in the maritime industry, DNV GL is able to gain a more in-depth look at what is going on inside ship structures.

A regular camera relies on three channels – red, green, and blue, also known as RGB, and a range of light that humans can see. With RGB, three approaches can be used to determine cracks (see figure 1).



Classification



Object detection



Semantic segmentation

Figure 1. Different approaches to determining cracks in ship tanks. Image courtesy of DNV GL

- **Classification** – this shows obvious cracks, nothing more.
- **Object detection** – a boundary box is placed around object or crack that has been found.
- **Semantic segmentation** – this requires each pixel where the crack is to be assigned a label. This is the most sophisticated approach.

In comparison, hyper-spectral light can use up to 300 channels and can access the infrared range, seeing far beyond what the human eye can. It can also see chemical or material compounds and can obtain images beneath coatings (see figure 2). “This is what we're using it for,” Mr Smogeli confirmed. “We're using the hyper-spectral light to see if we can see through a coating and see the rust occurring.” Mr Smogeli said that while DNV GL is making good progress with the technology application, they are still figuring out the business case in maritime for it.

Figure 2. Detection of rust under coating with RGB (left) and with hyper-spectral imaging (right). Image courtesy of DNV GL

“Crack detection with machine learning and visual recognition is challenging and it is very different to other applications at the moment,” Mr Smogeli explained. “We have been working on understanding the challenges and training algorithm to develop this technology further.

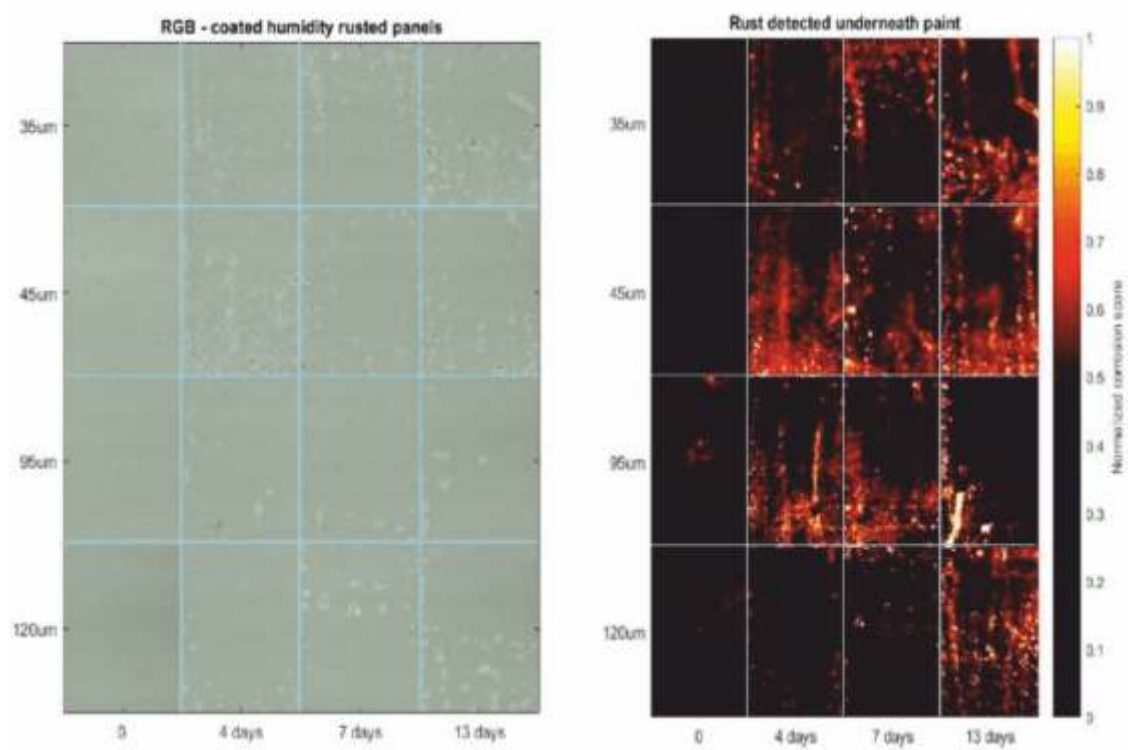
“The main use of this type of imaging is to provide decision support for the surveyor. Instead of watching a video screen, the surveyor can during a live inspection get this indication in the image that there is a crack.”

The ADRASSO project is currently planned to run until 2021.

Source: DNVGL

Courtesy: Cyprus shipping news

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aetr.bom@angloeastern.com

Capt. K. N. Deboo, Mr. Francis Akkara, Mr. Ivor Wilson

Delhi

A - 101 / 103, Dayanand Colony,
Lajpat Nagar - IV, New Delhi 110 024

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Capt. Prashant Gour, Ms. Sukhjeet Kaur



Improving the mental health of seafarers



The life of seafarers working in the contemporary cargo industry is physically and mentally challenging. While many seafarers make considerable sacrifices to gain the qualifications and experience that allow them to work at sea, and many enjoy their shipboard work, they nevertheless find themselves significantly less happy on board than when they are at home.

What makes seafarers unhappy?

Shipboard factors which seafarers and academic studies identify as producing feelings of sadness include: isolation; loneliness; lack of shore leave; fear of criminalisation; fear of job loss; and separation from family.

In our research seafarers identified ship-specific factors such as too much work, being unable to take shore leave and poor food as depressing. Crew-related factors such as a bossy captain, discrimination, blame, poor relationships with superiors, fatigue and boredom were also of great

importance.

Seafarers identified free unlimited internet access as essential to their levels of happiness and recognised the benefits of social and recreational activities in combatting feelings of sadness and depression on board.

There is evidence that in the period 2011–16 there was an increase in recent-onset anxiety and depression amongst serving seafarers. There is also evidence that in some roles and departments seafarers may be particularly prone to emotional exhaustion and burn-out.

Research by the Seafarers International Research Centre part of Cardiff University suggests seafarers can benefit from having on-board access to:



Methods of strengthening relationships

- Internet and satellite TV
- Video games
- Access to email
- Digital health (e.g mobile apps).



Activities promoting social interaction on board

- Sports activities (basketball, squash, swimming, table tennis)
- Leisure activities (darts, barbecues, karaoke, card and board games)
- Social interaction with crew members
- Gym equipment.



Improvements in mental wellbeing

- Varied, good quality food
- Comfortable facilities (e.g mattresses, furniture) to facilitate rest and sleep
- Strategies to increase mental resilience of workers.



Employment arrangements

- Anti-bullying/harassment policies
- Policies on continuing to or returning to work after common mental disorders
- Shore leave for all ranks
- Employment contracts balancing work and leave
- Practices that restrict tour length to a maximum of six months.



Training and awareness

- Self-help guidance on improving mental resilience
- Wellbeing training
- Training to create positive working environments
- Managers should be trained to discuss mental health and wellbeing with workers.



Organisational support

- Advice on identifying work-related risk factors for health (including mental health)
- Confidential counselling services
- Environments that promote respectful interactions with workers
- Comprehensive health insurances and services.

DRONE DELIVERY MAY WORK BETTER IN MORE REMOTE AREAS

Article by Ruth Seeley



Delivery speed, cost effectiveness, and consumer demand are the three factors driving innovation in the parcel delivery space. These days, consumers want what they want, and they want it now. Drone delivery has long been talked about as an option to satisfy consumer delivery demands, but how realistic is it? New research in the INFORMS journal Transportation Science looks at how possible and desirable it is to use drones for delivery for e-retailers considering cost and effectiveness in certain population areas and in certain locations.

The study, conducted by Gohram Baloch and

Fatma Gzara, both of the University of Waterloo in Ontario, Canada, uses New York City as an example and looks at data surrounding the Manhattan area. The authors separated the area into boroughs based on population and size.

Baloch and Gzara said they chose New York because the world's largest e-retail company, Amazon, first started its 2-hour delivery services in the Big Apple.

“We analyze the tradeoffs between distribution costs and revenues under varying social difficulties with drones like customer preferences and

regulatory and technological limitations. We then can make educated decisions on how many facilities to open, which services to offer at that facility and which services to make available to customers in certain areas,” said Gzara, a professor in the Department of Management Sciences at Waterloo.

The optimal design for the test locations in New York City, based on all factors, is three drone facilities covering 75% of the New York City area and 34% of the population. Opening a fourth facility increases area and population coverage to 84% and 38%, respectively, but the increase in operation cost is not enough to cover the facility costs.

The modeling and analysis can be used by e-retailers to analyze the economic desirability of offering a drone package delivery and its effect on

their network. Regulatory bodies can use the work to test the impact of regulations on potential adaptation of drone deliveries by the e-retail industry.

“Our results show that government regulations, technological limitations, and service charge decisions play a vital role in optimal configurations and drone target markets,” continued Gzara. “Under current drone landing capabilities, a drone delivery service may not be possible in a densely populated area like Manhattan where demand for such a service is expected to be high.”

Baloch and Gzara said under the right technological capabilities and regulations, e-retailers can reach smaller markets and more price sensitive customers by possibly offering discounts on drone delivered orders.

Source: [INFORMS](#)



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PRESS RELEASE

Academy of Maritime Education and Training, Deemed to be University, Chennai –603112 (India's first maritime university for marine related education, training, and research) conducted an INTERNATIONAL CONFERENCE ON **“EMOTIONAL WELL-BEING OF SEAFARERS ONBOARD”**, at Anna Centenary Library auditorium, Kotturpuram, Chennai on 27th January 2020.

Dr. J. Ramachandran, Chancellor AMET University presided over the conference and delivered the presidential address. In his address, he explained that the purpose of this conference is to draw the attention of the Global shipping industry about the pressing need to address the factors that underline the mental health and well-being of seafarers on-board. Mr. Kent Paulli, Management Director, Frontline Shipping & SeaTeam Management, Singapore, inaugurated and delivered the chief guest address in which he reiterated that people should always choose a profession for which they have love and affection. If they do so, they will not be depressed when they are performing their duty. Shri. Ashish Wankhede, Deputy Director General

of Shipping, Directorate General of Shipping, Govt of India, gave a special address, in which he highlighted the importance of following regulatory bodies' guidelines to have a stress-free life in ship.

In the technical session, the stalwarts of shipping industry addressed the audience on different topics – Capt. Maulik Hathi, Training manager, PIL on “Seafarers Mental Health and Well Being”, Mr. Satish Kumar, MD, Dockendale Shipmanagement on “Combating Depression at Sea”, Mr. K.S. Padmanabhan, General Manager, Fleet Management India Ltd on “Power Distance and Anger Management”, Capt. Sankalp Shukla, Director, Bernhard Schulte Shipmanagement on “Fatigue and Loneliness – Double Edge Sword”, and Capt. Sujit Vaidya, Crew Assessment & Global Cadet Management, V. Group on “Cross Cultural Competence”, in which they explained the factors that affect the seafarers' life and advocated proactive measures to support the emotional well-being of seafarers on-board.

The doyens of shipping participated in a panel discussion titled “Ship owners/Mangers role in on-

board harmony". Capt. Arun Mehta, COO, Thome India Shipping Ltd, chaired the session. Capt. Saurabh Mahesh, Head of Crew Sourcing & Cadet Administration, Maersk; Capt. G. Ramaswamy, CEO, SeaTeam Management India; Ms. Elaine Ng, Cadet Administrator, Maersk; Capt. Dhruv Singh, Fleet Manager-Crewing, Synergy Marine Group - Ship Management, and Shri. Cyril C George, Deputy Chairman, Chennai Port served as members. In the discussion, they elucidated that the leaders' role is vital to sustain emotional harmony on-board ship.

Capt. Sanjay Kumar Srivastava, Chief Executive Officer and Managing Director, Suntech Crew Management Pvt. Ltd., Mumbai, delivered valedictory address. Dr. Rajesh Ramachandran, Pro Chancellor; Prof. K. Seyadu, Registrar, Ms. Sangeetha Albin, Joint Registrar; Prof. Bhoopathy Bhaskaran, Principal (DGS Courses); Capt. K. Karthik, Vice Principal (DGS Courses) of AMET University participated. Students and faculties of

different Marine institutions also participated and benefited from this conference. Col. Dr. G. Thiruvassagam, Vice-Chancellor, AMET University welcomed the gathering and Mr. G.R. Mani, Director, Placement and Strategy, AMET University delivered the vote of thanks.



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Improvement in connectivity at sea, but increase in racism experienced while at sea says a report

January 28, 2020



The latest Seafarers Happiness Index report, published recently by The Mission to Seafarers, has revealed that seafarer happiness continues to fluctuate – with improvements in connectivity at sea, but also continuing concerns regarding workload among the issues raised by seafarers.

Partnering with The Mission in 2020, Frank Coles, Chief Executive Officer, Wallem Group, commented: “Wallem is focused on quality ship management and this means quality crew, and quality crew should be happy. Wallem has a priority on seafarers' conditions and mental health. This survey is a great way to get a proper sample of actual seafarers' views on life at sea and what can be improved. Hopefully we can then use this to improve the lives of all seafarers.”

The index, undertaken in association with leading P&I insurer the Shipowners' Club, is a tool for measuring the experiences of seafarers across the global maritime industry. In the latest report, overall seafarer happiness dropped to 6.13/10 from 6.59 the previous quarter. The data comes from over 2000 respondents, with surveys completed in the final quarter of 2019.

Across all vessel types, three key issues emerged from the survey responses over the three-month period: workload stress caused by changes in regulations; a drop in satisfaction with access to welfare facilities ashore; and an increase in racism experienced while at sea.

Taking into consideration the then-impending global Sulphur cap, which took effect on 1st January 2020, it is not unexpected to see a rise in concern among seafarers over changes in workload and responsibilities resulting from the new regulations. There seem to be continuous claims of pressure surrounding inspections and audits, in addition to the demands of 'day to day' administration and paperwork.

Responses regarding shore leave show that seafarers are not being able to reap the benefits of welfare facilities ashore, which in turn hugely impacts their wellbeing. There needs to be an industry-wide drive to ensure correct visas are acquired so that seafarers are able to enjoy the benefits of shore-based welfare facilities whilst in ports and terminals.

Importantly, there has been a slump in happiness concerning interaction with other crew this quarter – coming in at 6.67/10, down from 7.28. Troubling accounts of racism were raised, with concerning reports that victims do not feel they have anywhere to formally complain or ask for support. This is an area of concern which has been mirrored in earlier reports of sexism. The industry

has a responsibility to recognise these concerns and respond to the calls for an independent complaint line or procedure to support seafarers.

On the positive side, seafarers' happiness with their ability to keep in contact with loved ones when at sea rose this quarter. The data demonstrates that crews who have good quality, low-cost access to the internet and good communication with their families are far happier than those who do not. This is an encouraging indication of the benefits to seafarers from widespread improvements to connectivity at sea.

In other welcome news, happiness levels among seafarers in the cruise sector have continued to rise, with a general upward trend in views on opportunities for career development within the industry.

Steven Jones, Founder of the Seafarers Happiness Index, commented: "After our two previous reports, it is a very positive sign to see that the levels of happiness among seafarers in the Cruise sector continue to rise to 7/10, from 5.3 in the second quarter and 6.3 in the third quarter of 2019. It is also great to hear of the pride seafarers feel when providing for their families and communities. There is a sense of sacrifice, but where that translates into tangible positives for the families, seafarers are happier in their role.

"We hope some of the insight we provide through the Happiness Index has contributed to this improvement in seafarers' sentiments about life at

sea, although there is no room for complacency. Indeed, we are concerned to hear instances of racism at sea being raised by respondents and encourage all ship owners and managers to ensure everything possible is being done to address this issue."

Louise Hall, Director – Loss Prevention at the Shipowners' Club commented: "The Shipowners' Club is proud to have supported the 2019 Happiness Index. We firmly believe that the reports have helped to create a more transparent industry, whereby best practise can be promoted and shared, and issues or shortcomings can be identified and addressed. In the renewal of our sponsorship for 2020 we hope to be able to assist in further enhancing the scale of the Index, to reach and improve even more lives at sea."

Overall, while this report shows a drop in satisfaction towards the end of 2019, it must be recognised that the festive period is a difficult time for most seafarers who are away from family and this could have contributed to the decrease in happiness. Regardless of the dip, crews felt that they were seeing an improvement in the connectivity services. Furthermore, the pride felt by seafarers in providing for their families is beneficial to their health and wellbeing. Industry-wide changes are driving important progress in seafarer satisfaction and the impact of further improvements in the industry cannot be underestimated.

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IMO 2020 leads to sharp rise in European bunker premiums

European bunker premiums for delivered product over its respective upstream market have risen significantly on the back of IMO 2020, despite narrowing in the past week, says S&P Global Platts .

At some ports, demand for IMO-complaint 0.5% bunker fuel has strained availability in the weeks running up and following IMO 2020 implementation, pushing premiums and costs higher than historic balances for 3.5% HSFO.

While 0.5% VLSFO bunker premiums in Rotterdam have softened on re-balancing demand from highs in October, they remain noticeably higher compared to last year's premiums for 3.5% HSFO.

The differential between 0.5% bunkers delivered Rotterdam over 0.5% FOB Rotterdam barges has averaged \$13.66/mt in January so far, almost double the average of \$7.28/mt for 3.5% HSFO in January 2019.

HSFO was the marine fuel of choice prior to the new International Maritime Organization rule requiring ships to burn fuel with a maximum sulfur content of 0.5%, which came into force this year.

In the Mediterranean, an already wide premium has soared as a result of the marine fuel switch.

The differential between 0.5% bunker delivered Gibraltar and 0.5% marine fuel CIF Med cargoes averaged \$90.38/mt in January so far, tripling from 3.5% HSFO's differential of \$29.11/mt in January 2019.

Amid significant premiums in the Mediterranean along with pockets of tightness, there have been reports of 0.5% cargoes heading south to the Mediterranean from Northwest Europe, according to market sources last week.

The bullish pressure for 0.5% has narrowed the gap between VLSFO and marine gasoil, at some ports in the Mediterranean and this has led to some sources indicating price levels for 0.5% S FO above those of MGO.

This has been most pronounced at Istanbul, where the spread between 0.5% S FO delivered values and MGO delivered values was assessed Thursday at \$7/mt, compared with \$40/mt at Gibraltar and \$24/mt at Rotterdam.

Soaring fuel costs

Likewise, prices for bunker fuels have risen 40% compared with a year ago due to higher refining costs for IMO 2020-compliant fuels as well as surging demand and busier barging schedules.

Platts assessed 0.5% S bunkers delivered Rotterdam at \$511/mt Thursday, while 3.5% S was assessed \$148/mt lower at \$363/mt a year ago.

"Even given the recent narrowing of the spread, shipping companies are still faced with a massive uptick in fuel oil costs," the chief shipping analyst of shipowner body BIMCO, Peter Sand, said in a statement Thursday.

"[This] is set to affect operating margins in the upcoming quarters [as] many companies have little leeway to pass on the additional costs to their customers," Sand added.

A shipowner said last week: "Fuel prices are killing us right now."



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CHIEF OFFICER	CHIEF OFFICER
CHIEF ENGINEER	CHIEF ENGINEER
SECOND ENGINEER	SECOND ENGINEER

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RPSL NO.: MUM205
ISSUED ON: 13-02-2012
VALIDITY: 21st Dec 2021

MUMBAI OFFICE:
M.T.M Ship Management (I) Pvt. Ltd.
04th Floor, Gala Impecca, A/2 Jitendra Estate,
M.V Road, Andheri (East), Mumbai - 400059,
E-mail Id : crew.mumbai@mtmsm.com
PIC:- Mr. Amol Ghorpade: +91 8879183208
Mrs. Aisha Shaikh: +91 7738034203
Ratings: Mr. Sandeep Rikame: +91 9619127315

DELHI OFFICE:
1515, Ansal Tower, 38, Nehru Place,
New Delhi – 110019, India
PIC: - Mr. Harish Kumar: +91 8377909298
Mr. Manoj Sharma: +91 8377909271
E-mail Id : crew.mumbai@mtmsm.com
Phone: +91 11 46014291/ +91 11 46014292

IMP: MTM does direct recruitment in a fair and ethical manner; we have NO AGENTS or BROKER acting on behalf of the company. Be aware of fraudulent job offers misusing our name and report to us immediately.

You can now also follow us on Facebook for more updates: Page : <https://www.facebook.com/mtmsmumbai/>

THE NAUTICAL INSTITUTE LAUNCHES DP OPERATOR'S HANDBOOK: THIRD EDITION

The Nautical Institute has launched the third edition of its DP Operator's Handbook.

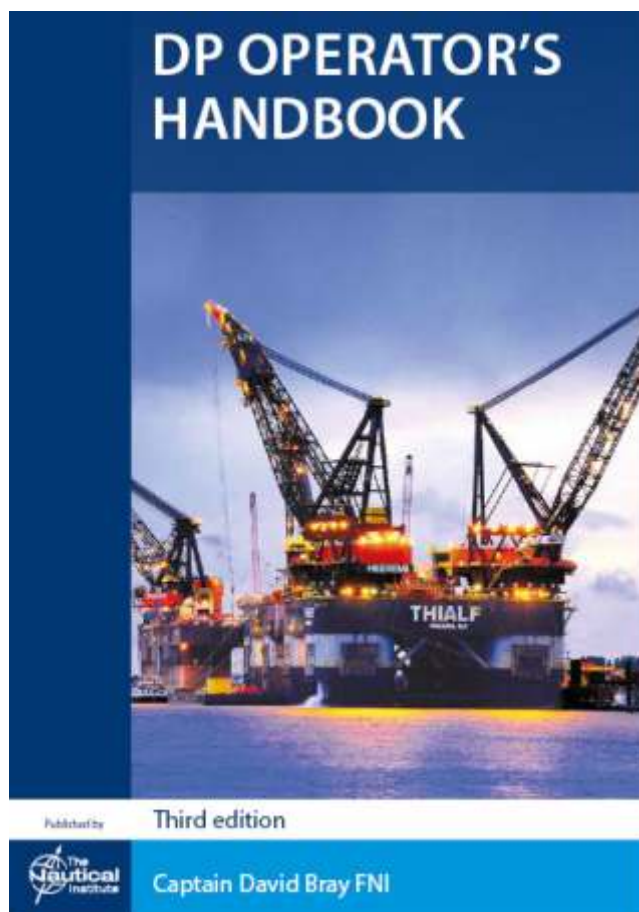
Dynamic positioning is a highly effective tool for precision control of vessels, and its use has spread well beyond the offshore oil and gas sector. Increasingly, DP capability is found on dredgers, cruise ships, superyachts and vessels involved in renewable energy projects.

In this third edition the content has been revised to take account of advances in technology and its application aboard DP-equipped vessels. It is a practical guide for serving and trainee DPOs and trainers, so concentrates on operational functions, setting up and testing equipment, bridge management and communications.

The handbook is the flagship text for the DP Training Scheme administered by The Nautical Institute and provides an indispensable reference for all seafarers who need to understand and use this sophisticated technology.

Captain John Lloyd FNI, CEO of The Nautical Institute, said: "The DP Operator's Handbook is the go-to source of information for new operators under training and also a valuable source of reference for more experienced operators."

During the month of February the DP Operator's Handbook: Third edition is available at the



discounted price of £39.00 (full price: £65.00). To order a copy, please contact pubs.admin@nautinst.org.

Ends

For more information please contact Bridget Hogan, Director of Publishing and Membership, The Nautical Institute + 44 (0)20 7928 1351, bh@nautinst.org.

Editor's notes:

The Nautical Institute is an international representative body for maritime professionals involved in the control of sea-going ships. It provides a wide range of services to enhance the professional standing and knowledge of members who are drawn from all sectors of the maritime world. Founded in 1972, it has over 40 branches world-wide and some 7,000 members in over 120 countries.



Wishing you a Merry Christmas & a Happy New Year!



MSI MSI SHIPPING SERVICES. INDIA PVT. LTD.

(IMC SHIPPING CO. PTE. LTD., SINGAPORE) DATE: 18.12.2019

RPSL NO. MUM - 146
DOI 11.10.2019 - VALID TILL 11.10.2024



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Kindly Contact **IMMEDIATELY** With all Original Documents/Forward Resume.

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C 704, 7th Flr, Remi Blz Court, Off Veera Desai Rd.
Andheri (W), Mumbai – 400 053
E-Mail - msindia@msiships.com
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5, Bhikaji Cama Place, New Delhi – 110066
Mob: 09811118086
E-mail - kharbanda@msiships.com
Tel: 011-26181985, Telefax: 26181986

AT CHENNAI :
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Team Business Centre, Room No. S4
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Please forward your CV on : mumbai@damicoishima.com,
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DELHI OFFICE

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904, 9th Floor, Shubham,
Park Street - Rowdon Street Crossing,
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**ROBO
LIFE
SAVER**

ROBO LIFE SAVER

Our Mission at Ocean Robotix is to provide the Marine and Oceanographic industry with high-quality products and services through sale and rental of standard products and engineered solutions serving the Commercial, Academic, and Government sectors say's



Hemanth Kumar H

D - Director Business Development with Experience of over fifteen years in Business Development, Sales, Marketing, Multi-Dimensional Decision Making and Commercial Operations

across wide spectrum of Industrial verticals.

While describing the Vision of the company



Sumanth R - Director

Projects with Experience of over ten years under his belt over Product Development in the fields of Embedded Systems, Transducers, Instrumentation and Underwater platforms being the main focus he further added "Ocean Robotix is

committed to develop and maintain a leadership position in the Research, Development, Manufacturing, and Distribution of Marine Robotics Products."

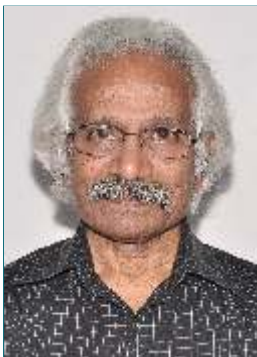
Going into the details he said "Ocean Robotix Pvt Ltd is a new Endeavour by four Techno-crates having decades of industrial experience in Electronic Instrumentation field."

The primary aim of this organization is to design

and manufacture rugged and highly reliable systems and products for Maritime and Oceanographic Applications; meeting the requirements of customers in India and Overseas Market with a standard product line of ROVs, ASVs, AUVs and Under Water Sensors.

Ocean Robotix, with a strong management team and a clear vision, is committed to driving positive changes across the Oceanographic monitoring industry by working in collaboration with Customers and Partners, to increase efficiency at lower costs.

Man of few words and Mentor to the organisation



Dinesh Kumar A

A highly Distinguished Alumni from IISC-Bangalore passed out in 1983 with

Experience of over forty five years in Development of Transducers, Instrumentation & Control Systems. says "We are a one stop solution for high quality Marine Robotic equipments its Components & Services."

ROBO LIFE SAVER is the star product we want to introduce to the Maritime Industry mainly because it is a LIFE-SAVING device used at the most crucial moments where every second matters.



Explaining further

Hemanth R - Director

Technical with Experience of over fifteen years in development of Embedded systems, Electronics, Instrumentation and Product Development. says its a

Our Mission at Ocean Robotix is to provide the Marine and Oceanographic industry with high-quality products and services through sale and rental of standard products and engineered solutions serving the Commercial, Academic, and Government sectors say's **Hemanth Kumar**

H D - Director Business Development with Experience of over fifteen years in Business Development, Sales, Marketing, Multi-Dimensional Decision Making and Commercial Operations across wide spectrum of Industrial verticals.

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CHARTERED MASTER MARINER

The Nautical Institute is delighted to be partnering with the Honourable Company of Master Mariners in introducing a new and eagerly-awaited professional standard to the maritime industry – that of Chartered Master Mariner (CMMar).

The award of Chartered status is a gold-standard for those who deserve the accolade of eminence. It will serve to recognise Master Mariners who have not only benefited the industry but have also improved their own professional capability and demonstrated a willingness to help others.

To ensure the status of Chartered Master Mariner commands equivalent recognition and professional respect to other technical disciplines, the path to attaining Chartered status is designed to thoroughly test and prove those who would aspire to achieve it. Candidates should understand that not all who apply will be successful and that all application fees are non-refundable.

If, having carefully read through the application guidelines (see above right), you would like to express your interest in attaining Chartered status then please contact The Nautical Institute at chartership@nautinst.org

NEWS

MARPRO welcomes Jakob Tørring as new Recruitment Partner Danish based maritime recruitment specialist MARPRO have strengthened the team, with the Shipping,

Economic and Start-up expert Jakob Tørring. Jakob holds a Master of Science in Business Administration and Economics and graduate diploma in finance. He was an important part of Maersk Tankers team, in several positions. In the last position, he was Head of Strategic Planning and member of the Handytankers Management Team.

He has traded bunkers for Monjasa, before launching the startup Bunkermate and being founding partner of Erria Containers. Jakob Tørring explains about his motivations to join MARPRO: "I was very impressed with the setup Jakob le Fevre had created in a relatively short time and the track record of MARPRO. Like Jakob le Fevre, I have a broad experience within the maritime sector, but our conversations revealed that I could be the perfect supplement to the existing team, with Louise Windelboe being the nautical/technical and offshore wind expert, Jakob le Fevre as expert in Sales and Marketing in the supplier industry and I could strengthen the team with in-depth shipping experience."

Jakob le Fevre, Managing Director and owner of MARPRO elaborates: "Jakob Tørring possess with no doubt one of the most important characteristics of a professional recruiter, high empathy. In combination with his unique analytical skills and deep insight into the mechanism of the shipping industry, I am extremely happy that Jakob decided to join the MARPRO Team"

MARPRO Search & Selection was launched in June 2017 and have since then, completed nearly 100 assignments for both Danish and international clients.

TOTOtheo MARITIME AND CAIM ENTER INTO DISTRIBUTION AGREEMENT



Tototheo Maritime and CAIM have entered into an agreement whereas Tototheo Maritime shall promote and distribute CAIM's range of products and services. Tototheo Maritime, being a leading maritime technologies provider, will be integrating CAIM's applications into their portfolio, offering to its customers a comprehensive solution for their digital needs.

"We partnered with CAIM as we felt our approach to the market is similar and we are confident that this cooperation will be mutually beneficial", said Tototheo Maritime Chief Commercial Officer, Constantinos Spyrou. "Our goal is to support our customers in managing their assets and optimizing every aspect of their operations. With the additional applications we will incorporate into our existing solutions, we are moving further towards fleet and voyage optimization", he continued.

CAIM, a leading provider of charts and electronic publications has successfully introduced NaviGate, a Back of the Bridge solution, to the market. "Partnering with Tototheo Maritime is another major milestone in providing our services to the maritime industry" explained Philippe Kah and Simona Risso from CAIM. Mr. Kah pointed out that NaviGate's functions will be expanded with PortToPort multi leg voyages creation flag states circulars management in April 2020. These modules further enhance the efficiency on board and ashore.

Novel Coronavirus

(2019-nCoV)



Public Health Emergency of International Concern

The World Health Organization (WHO) declared the outbreak of 2019-nCoV Coronavirus to be a Public Health Emergency of International Concern (PHEIC) on 30 January 2020. Read more [here](#).

The WHO does not recommend any travel or trade restriction based on the current information available.

Advice for IMO Member States, seafarers and shipping

IMO has issued the following circular letters:

Circular Letter No.4203

- **Novel Coronavirus (2019-nCoV)** provides information and guidance, based on recommendations developed by the World Health Organization (WHO) and the Division of Healthcare Management and Occupational Safety and Health (DHMOH), United Nations, on the precautions to be taken to minimize risks to **delegates attending meetings at IMO** following the recent outbreak of novel coronavirus (2019-nCoV).

Circular Letter No.4204

- **Novel Coronavirus (2019-nCoV)** providing information and guidance, based on recommendations developed by the World Health Organization (WHO), on the precautions to be taken to minimize risks to seafarers, passengers and others on board ships from the novel coronavirus (2019-nCoV). Member States are advised to urge all stakeholders (companies, managers, crewing agents, etc.) to promulgate information to ensure that seafarers, passengers and others on board ships are provided with accurate and relevant information on the coronavirus outbreak and on the measures to reduce the risk of exposure if they are likely to be engaged on ships trading to and from ports in coronavirus-affected States.

Additional advice:

The following links also provide advice to seafarers and shipping (non-exhaustive list):

- International Maritime Health Association (IMHA) advice for shipping companies on the new type of coronavirus (2019-nCoV)
- USCG Novel Coronavirus

Wash your hands

Wash your hands with soap and running water when **hands are visibly dirty**



If your **hands are not visibly dirty**, frequently clean them by using alcohol-based hand rub or soap and water



Protect yourself and others from getting sick Wash your hands



- after coughing or sneezing
- when caring for the sick
- before, during and after you prepare food
- before eating
- after toilet use
- when hands are visibly dirty
- after handling animals or animal waste



World Health Organization advice

On 31 December 2019, the World Health Organization (WHO) was alerted to several cases of pneumonia in Wuhan City, Hubei Province of China. The virus did not match any other known virus. This raised concern because when a virus is new, we do not know how it affects people. One week later, on 7 January, Chinese authorities confirmed that they had identified a new virus. The new virus is a coronavirus, which is a family of viruses that include the common cold, and viruses such as SARS and MERS. This new virus was temporarily named “2019-nCoV.”

WHO has been working with Chinese authorities and global experts from the day we were informed, to learn more about the virus, how it affects the people who are sick with it, how they can be treated, and what countries can do to respond.

Because this is a coronavirus, which usually causes respiratory illness, WHO has advice to people on how to protect themselves and those around them from getting the disease.

WHO provides Novel Coronavirus (2019-nCoV) travel advice here:

<https://www.who.int/emergencies/diseases/novel-coronavirus-2019/travel-advice>

LOOKING FOR A SHORE JOB, LOOK EAST

Singapore is Asia's gateway for global leaders in ship financing, ship broking, risk management and marine insurance. Capitalising on its strategic location, sophisticated port facilities and shipyards, Singapore has developed into a premier International Maritime Centre (IMC) where ships hub and essential ancillary services in shipping, commerce and logistics flourish.

Maritime Singapore is home to more than 5,000 maritime organisations and businesses. The pro-business government policies have established the country as a strategic centre for maritime business and a leading international maritime centre.

Maritime Singapore's vibrant ecosystem of local and international businesses provides a wide range of opportunities for both young and mid-career professionals. Whatever your interests, there will be a challenging career awaiting you – from engineering and finance to logistics and technology. Maritime Singapore careers equip you with

transferrable skills, high remuneration and everyday challenges that will test and grow your professional capabilities.

Options even for the uninitiated

Ship Owners and Operators

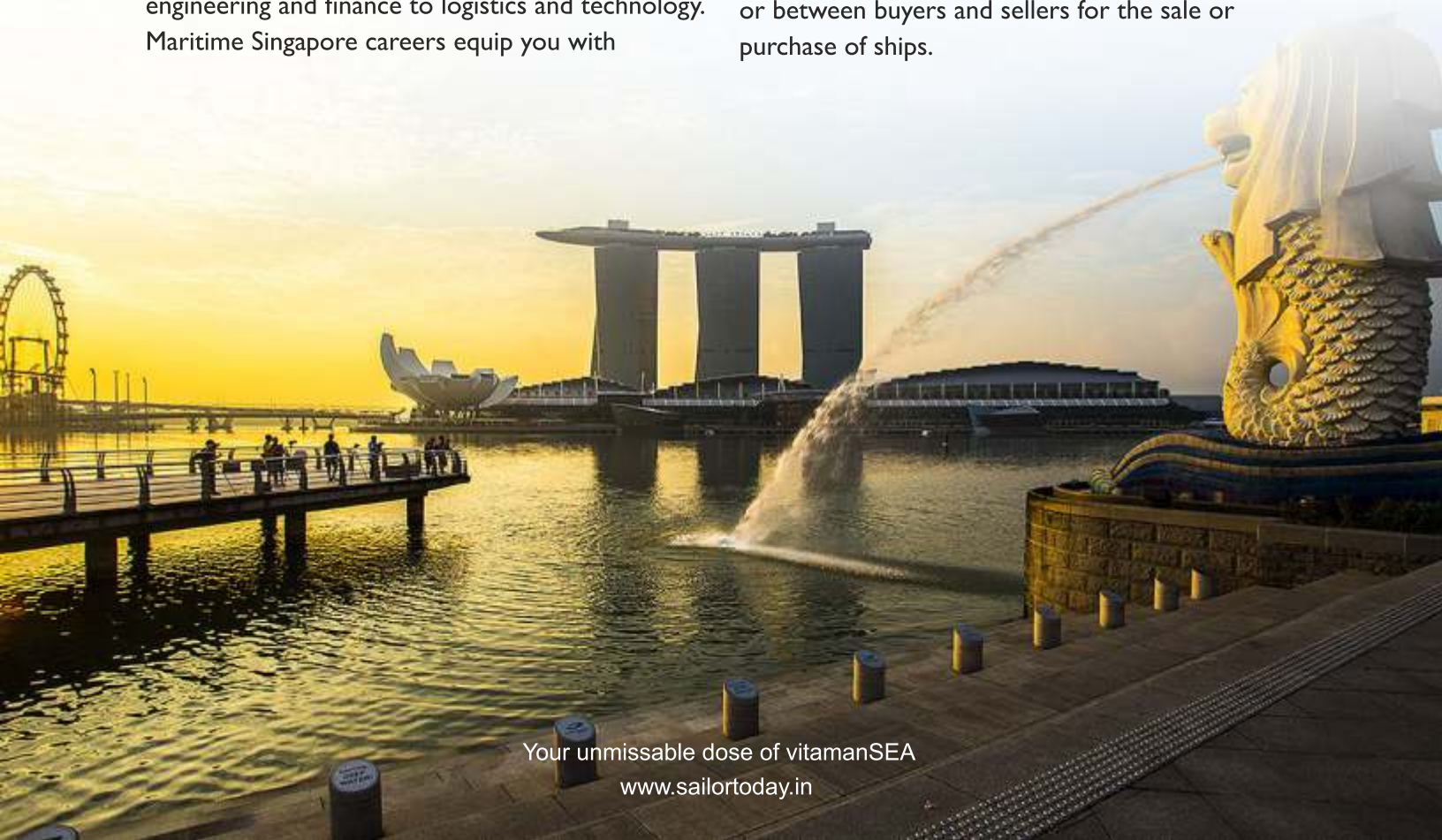
Owns, operates and/or manages vessels that transport goods from one location to another.

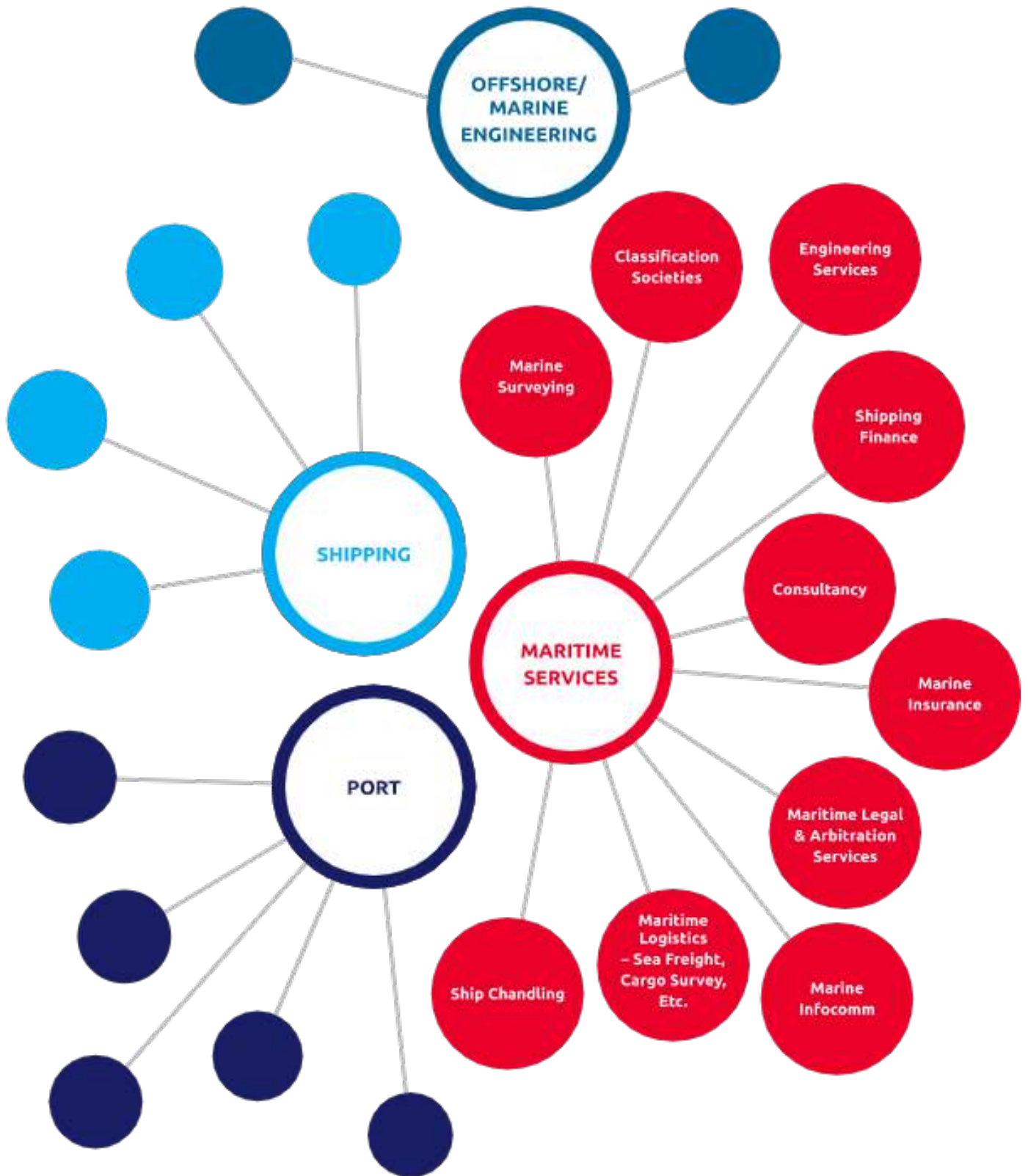
Ship Agencies

Coordinate the needs and requirements of vessels when they are at port. This can include, arranging for vessels repairs, loading and unloading of goods and collecting and issuing bills of lading.

Ship Broking / Chartering Services

Acts as the middle man between ship owners and charterers for the use of ships to transport goods, or between buyers and sellers for the sale or purchase of ships.





Ship Management Services

Acts as a third party to help ship owners manage or operate their ships. Management responsibilities depend on the contract signed between ship owner and ship management company. This can range from simply providing a crew for the ship to full management responsibilities like commercial operations and technical maintenance.

Port

Port Operations

Provides services to vessels when they call at the port. These services can include the loading and unloading of cargo, replenishing ships with bunker fuels and ship supplies, etc.

Ship Bunkering

Supplies bunker fuel of suitable grade and quality to vessels.

Services

Logistics & Support Services

- Freight Forwarding
Act as intermediaries between importers and exporters to seek out and coordinate the most cost effective and suitable method to transport goods between locations.

Technical Services

- Classification Societies
Organisations that establish and apply technical standards pertaining to the design, construction and survey of marine related facilities like ships and offshore structures. Facilities that have been designed and built to the rules of a society may apply for a Certification of Classification from that society.

Marine Surveying Services

- Carries out inspections and examinations of vessels to ensure that their construction,

machinery, equipment and cargo meet government, classification society and international maritime regulations.

Commercial Services

Maritime Legal Services

Provides legal advice and representation support to maritime companies on shipping, shipping finance and other shipping related matters. This can include helping clients to settle disputes on contractual agreements or liability for losses sustained at sea.

Maritime Insurance, Reinsurance and P&I

Offers maritime companies risk management instruments to cover any losses arising from damage to their assets or third party liabilities such as claims made by other parties for vessel collision or pollution damages.

Ship Financing

Helps source or provide capital to maritime companies for fleet expansion, fleet renewal, refinancing, repair and upgrading of vessels, etc.

Maritime Education

Trains and equips maritime students and personnel with the skills and knowledge needed for the maritime industry.

Recreational

Providers of marine tours/travel, water sports and other marine leisure activities

Offshore and Marine Engineering

Offshore, Ship building and Repair

Build, design, convert, repair or upgrade vessels or mobile offshore rigs such as jack-ups and semi-submersibles.

Some examples of employers in this sector are Keppel Offshore and Marine, Sembawang Shipyard, Jurong Shipyard and Singapore Technologies Marine

MARITIME SINGAPORE CONNECT

WHO THEY ARE

The Maritime Singapore Connect (MSC) Office was set up by the Maritime and Port Authority of Singapore in 2016 to elevate profiling efforts of the maritime industry, connect students and jobseekers to maritime opportunities, and provide Singaporeans with easy access to maritime careers, education and training opportunities.

As a unit under the Singapore Maritime

Foundation (SMF), the MSC Office serves as a central node connecting maritime employers, industry associations, schools and government agencies on all things maritime for students and jobseekers. It offers maritime-related education and career guidance, links the industry with schools for internship and job opportunities, and organises outreach events and publicity campaigns.

Contact us at msc@sgmf.com.sg if you would like to learn more



MARITIME NORWAY

Norway has a unique position in the global maritime industry through its concentration of some of the world's leading ship owners, shipping companies, shipyards, ship equipment companies and a whole range of specialized maritime services.

Norway counts for less than 0,1 % of the world's population, but is a maritime super power.

Norwegian ship owners control 7 per cent of the global fleet, and have the second largest offshore fleet in the world, after the US.

The fleet is one of the most modern in the world, and the shipping companies are engaged in all shipping segments, and have a particularly strong position in specialized shipping such as transport of petroleum products, chemicals, gas, paper, vehicles and rolling stock (ro-ro) and offshore shipping.

The Norwegian maritime sector is based on solid experience and knowledge, and has a competitive advantage in the market for advanced technical solutions and high quality products. This advantage is a result of the knowledge and competence built through generations as a seafaring nation.

The Norwegian maritime sector comprises 7 500 companies, 110 000 employees, a turnover of 410 billion NOK and approx. 10 per cent of the national wealth creation.

Maritime businesses are to be found along the entire Norwegian coast, from Finnmark in the North to Østfold in the South-East. During the past 10–20 years the industry has become more and more concentrated in local, specialized clusters.

Norway has a solid base of expertise in the maritime sector, excellent universities, and strong clusters, science parks and business incubators, which provides the basis for a unique expertise in maritime activities and represents a major potential for innovation. The access to competence is vital to maintaining and developing competitiveness and value creation. In the maritime clusters, practical experience from the sea, linked with research based knowledge, is a key to technology development and innovation throughout the value chain.

The maritime clusters are at the forefront of efforts to develop new, innovative solutions. Norwegian shipowners are, for example, spearheading the development of gas-powered ships and the use of fuel cells as an alternative energy source on board. Continuous efforts are being made throughout the industry to further improve engines, hulls and propellers with a view to increasing energy efficiency and thereby reducing greenhouse gas emissions from ships.

The Global Maritime Knowledge Hub was launched by the Norwegian Shipowners' Association and Maritime Industry Forum Norway in 2008. The aim of the initiative was to establish 20 maritime professorships at Norwegian institutions for higher education. The professorships were to be sponsored by the industry



Ocean Insights with Roger Holm

In this edition of Ocean Insights we have spoken to Roger Holm, President, Wärtsilä Marine Business, to let you discover their unique vision of the road ahead.



The exhibitor experience with Salt Ship Design

This week we have asked Salt Ship Design to tell us about their Nor-Shipping experience. As an industry frontrunner they are focused on taking #ACTION to combine innovative thinking with established, proven solutions to design the ships of tomorrow today.



\$1 trn challenge, and opportunity, for the shipping industry

"We really can't afford not to act" says Per Martin Tanggaard, Nor-Shipping Director, as a new report has highlighted that around \$1 trn dollars of investment is needed to half the emissions of the shipping industry, in line with IMO targets.



Nor-Shipping to build on 2019 success with arrival of Norvik as Commercial Director

Nor-Shipping 2021 is taking the position of #ACTION, looking to highlight who is doing what, and how, to turn ocean potential into sustainable profit and success. It's a crucial proposition and Sidsel Norvik will be central in pushing that out to our exhibitors.



Nor-Shipping demands industry #ACTION after defining 2019

It's ACTION time! We believe the industry has a need to convey to all stakeholders, including society at large, that it is moving beyond words and ideas to ambitious, impactful ocean action.



Ocean Insights with Khalid Hashim

This week Nor-Shipping Ocean Insights have spoken with Khalid Hashim, Managing Director, Precious Shipping, about their vision of the road ahead.



The exhibitor experience with GONDAN Shipbuilders

GONDAN Shipbuilders is a renowned company in the high-tech shipbuilding industry and a repeat exhibitor at Nor-Shipping. We spoke with Nadia Serantes, Marketing & Commercial Executive GONDAN, to hear about their Nor-Shipping experiences.



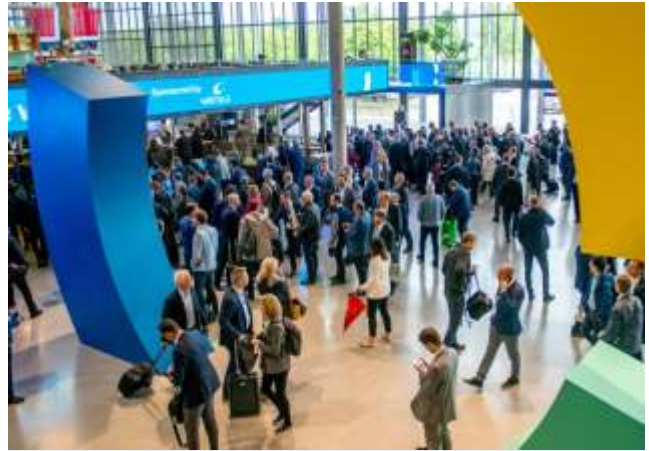
Ocean Insights with Matthew Duke

Nor-Shipping Ocean Insights are bite sized interviews with the thought leaders, innovators and business people seeking to realise the huge potential of the ocean space. This week we get insights from Matthew Duke, Group CEO, Grieg Star.



Ocean Insights with Nick Brown

In a time of increasing complexity for the maritime and ocean industries, we have asked Nick Brown, Lloyd's Register's Marine and Offshore Director, a few questions to discover LR's unique vision of the road ahead.



Early bird

We are pleased to offer an 'early bird' discount, with those registering by 31 January at the latest qualifying for the 2019 stand fee. After this point the stand fee will increase.



Diversity key to unlocking maritime sustainability

It's good to talk, but it's time to act, states Despina Panayiotou Theodosiou, CEO of Tototheo Maritime and President of WISTA International. In this interview she gives her opinion on why a changing world, with changing technology, demands a changing maritime workforce.



Ocean Insights with Julian Bray

From now up to Nor-Shipping 2021, taking place in Oslo and Lillestrøm, 1 - 4 June, we'll meet a diverse range of key individuals from maritime and beyond, accessing their insights to help you plot your own course into the future.



Truck off

Pia Meling of Massterly, the world's first company set up to operate autonomous vessels, is more focused on getting trucks off the road than unmanned vessels on the water. With major players now preparing to set sail, is this the start of a transportation revolution?



1036 ways to save the Ocean

What challenges are addressed by impact driven ocean startups, where are they based and why is our oceans a great investment opportunity?



#ACTION on the agenda for 2021

As an industry, as a world, we need action! Nor-Shipping 2021 is the place to experience it. We want to celebrate the players that are prospering in the ocean, help enable those that wish to, encourage new partnerships, collaboration and knowledge sharing, and demonstrate to all our stakeholders that there is opportunity in challenges.



APOSTLESHIP OF THE SEA

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