



No. 76/ August 2016

# COMMAND

*The Journal Of The Company Of Master Mariners Of India*

## CMMI Gets A New Home



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# COMMAND

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**Emailed articles in their completed form and photographs, for publishing in the 'Command' are welcome. These may be e-mailed to [cmmi@vsnl.net](mailto:cmmi@vsnl.net) or directly to the editor at [almeidata@angloeastern.com](mailto:almeidata@angloeastern.com)**





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*My time to communicate my thoughts and the activities of CMMI over the last four months is indeed a pleasure.*

*The last one year has been a dream year for CMMI. I thank all of you whose efforts have helped us achieve whatever we could. We have to work extremely hard to replicate our achievements in the days ahead. However, I am sure that we will not be found wanting in efforts. The onus of commitment and responsibility to see our Company reaching the aspired heights lies with each one of us who have the ability to meet the challenges.*

*I would like to report some of the notable events since the last issue of our journal.*

*It is matter of great pride for us that Capt. Radhika Menon has been selected by IMO, London to receive the IMO 2016 Bravery at Sea Award which will be bestowed on her at the IMO on 21st November 2016. Capt. Radhika Menon is the first female ever to receive this award and arguably the first Indian. Heartiest Congratulations to Capt. Radhika Menon. Well done!*

*I am delighted to report that we have recently acquired a new office premise at K-Raheja Prime, Andheri (East), Mumbai to meet the growing needs of our Company on 16th August 2016. Prayers were conducted at the premises on 19th*

*August 2016. The carpet area of our new office is around 1500 sq ft. Presently, we are in the process of furnishing our new office. I thank the efforts put in by the Property Acquisition committee.*

*With great pleasure, I have to report that we are now an ISO 9001:2015 compliant Company having been audited and certified by the Indian Register Quality Services on 7th September 2016. We thank our Capt. Om Veer Singh, Capt. Harjit Singh and all our office staff for their efforts in achieving this milestone. I trust that the ISO certification will help us to operate in a more professional manner with better procedures and processes that help us grow professionally faster.*

*CMMI has also been enrolled as a member of the Indian Merchants Chamber and the Bombay Chamber of Commerce and Industry which gives us great exposure and visibility.*

*With great pleasure, we bestowed Honorary Fellowship of CMMI upon the well known veteran Marine Engineer Shri. M. V. Ramamurthy on 28th April 2016 at a well attended function held at the SCI auditorium in Mumbai.*

*Our Company proudly felicitated our Fellow member Capt. Ashok Mahapatra on his elevation as the Director, Maritime Safety Division at IMO, London on 20th August 2016*



**Capt Philip Mathew**



at a monthly meeting held at the Bombay Presidency Golf Club, Chembur which was well attended.

Our Seminar "Maritime Potpourri " on a variety of topical issues including the Current Examination system was held on 28th May 2016 at the MTI auditorium of The Shipping Corporation of India Ltd which was a huge success.

Following up on our successful Container Conference held on 10th December 2015 on issue of Verified Gross Mass, which came into effect on 1st July 2016, we had a very successful Seminar on 16th June 2016 for the logistics industry on the various issues and the legislations issued by our Maritime Administration just before entry date to ensure smooth implementation. The Seminar was attended by representatives of all organizations from the Logistics sector such as AMTOI, CFSAI, BCCHA, MANSA, INSA, ICCSA, FOSMA, MASSA etc.

Capt. Anand Shingatgiri attended MSC 96 which was held from 11th May 2016 to 20th May 2016 as our nominee where Indian Delegation presented two papers which were well received. As, I also had the privilege of attending the MSC'96 as an INSA representative , I took the opportunity to pay a courtesy call on Capt. Flavian D'Souza , Master of the Honorable Company of Master Mariners, London on the HMS Wellington wherein we exchanged views for mutual cooperation. Recently, Capt. D'souza visited Mumbai and renewed the relationship between our two companies.

We have taken an initiative to establish a data bank of the expertise held by our members. The initiative is to take up various projects and activities needed by the industry. We shall remunerate our members as permitted under the law.

Our website has been giving us lots of problems for a while now. To mitigate this problem, we have now given a new contract to set up a dynamic and up-to-date website under the care of our Capt. K. N. Deboo and his team. I am very confident that we will soon have a very good website up and running.

I see in the days ahead huge opportunities for the greater growth of CMMI. For this, first and foremost, I desire that all our chapters are strengthened. We would like to support their growth in every way feasible. I welcome ideas from all chapters. Secondly, our membership has to increase. The Master Mariners at the various training institutes can help in this endeavour. Every certified nautical officer can be a member of this organization. Though our rate of growth has increased of recent, we need to attract a lot more members. It should be a matter of pride to be a member of this professional body.

I request all members to contribute to the enrichment of our Command Journal. I thank our editor Capt. Tescelin Almeida for all his painstaking efforts. The younger members are urged to come forward and selflessly contribute to the growth of your Professional body.

Our Annual General Meeting for F.Y. 2015-16 was held on 9th September 2016. A decision was taken to uphold the green initiative launched by our government. We shall henceforth be communicating with our members through the electronic media. All our documents, notices and journals shall be uploaded on our website. No document shall be sent by post unless expressly requested.

My sincere thanks to all of our sponsors and members all over India whose constant support and advice we cherish.

With the following quote in which I trust and that gives me confidence, I sign off until the next issue of our Journal in December 2016,

"If something is important enough, even if the odds are against you, you should still do it." -Elon Musk

With fraternal greetings

**Capt. Philip Mathews**

Master/ Chairman

The Company of Master Mariners of India,



## Editorial Board



Capt. S. Y. Limaye



Capt. Ashok Raghavan



Capt. Kamal Chadha



Capt. C. M. Srivastava



Capt. H. Subramaniam



Capt. Milind Paranjpe

## From The Editor

*Quite a lot has happened since our last issue in Apr'16.*

*In this article I have highlighted the grand acquisition of our new office for which many long hard hours of toil have been expended. We hope our new office will bring us more prosperity and acclaim and that we may be able to serve the industry better.*

*I regret that the last issue got delayed in the courier services and also some of the members received their journals with address stickers defacing the cover page. We have changed the courier service and we hope that it does not happen again. If anyone's journal is overly delayed please send an email to [ceo@cmmi.com](mailto:ceo@cmmi.com)*

*Please note that in this issue we have commented on events that have transpired upto the annual general meeting held on 9th Sep'16 and thereafter sent the issue to the printers.*

*It is our honour to publish the interview with CMMI member Capt. Radhika Menon, the proud recipient of the IMO Award for Bravery 2016.*

*I sincerely hope you are enjoying the improved*

*standard of the Command Journal, and the rich articles therein. I thank all the writers who have contributed so willingly. I once again request you to send in your articles and if you are not the writing kind of person then please network with your friends and colleagues and flood my mail box with your papers. I tell you, editing the papers is an onerous but yet a wonderful and pleasurable task. Going through each article and selecting the best ones for our esteemed readers is something very enriching. This issue has some excellent papers with varying topics from maritime heritage to port development, legal issues to shipboard management. I have also tried to cover some of the seminars and other activities being held in Mumbai and at our chapters across India.*

*I am sure you will enjoy this issue and I take this opportunity to request you for feedback. I assure you that even the smallest of feedback shall be taken seriously and considered by our editorial team.*

*Thank you, dear readers, until next time!*

*Capt. Tescelin Almeida  
Editor of Command*



Capt Tescelin Almeida





# The Company of Master Mariners of India

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**List of elected office bearers & wardens for the term 2015-2017 w. e. f. 7<sup>th</sup> April 2015 is as under.**



**Capt Philip Mathews**  
*Master*



**Capt BK Jha**  
*Deputy Master*



**Capt KV Pradhan**  
*Secretary General*



**Capt SY Limaye**  
*Treasurer*

No	NAME	POSITION	No	NAME	POSITION
1	Capt Philp Mathews	Master	13	Capt Ashok Raghavan	Warden
2	Capt BK Jha	Deputy Master	14	Capt KG Ramakrishnan	Warden
3	Capt KV Pradhan	Secretary General	15	Capt MK Patankar	Warden
4	Capt SY Limaye	Treasurer	16	Capt CM Srivastava	Warden
5	Capt SM Divekar	Warden	17	Capt KD Bahl	Warden
6	Capt MR Paranjpe	Warden	18	Capt Mukund Kumar	Warden
7	Capt HJ Treasuryvala	Warden	19	Capt KN Deboo	Warden
8	Capt Navin Passey	Warden	20	Capt TA Almeida	Warden
9	Capt Ajay Achuthan	Warden	21	Capt SV Subhedar	Warden
10	Capt VN Aindley	Warden	22	Capt MP Bhasin	Warden
11	Capt NA Hiranandani	Warden	23	Capt Pankaj Kumar	Warden
12	Capt SM Halbe	Warden	24	Capt Parbhat Nigam	Warden

## The following are the co-opted wardens to the Court

- 1) Capt. N. M. Ramchandani - Chennai Chapter
- 2) Capt. Harish Khatri - Navi Mumbai Chapter
- 3) Capt. Pankaj Sarin - Delhi Chapter
- 4) Capt. G. K. George - Kochi Chapter
- 5) Capt. G. S. Ghuman - Chandigarh Chapter
- 6) Capt. Rakesh Jhang - Sailing Master





## Committees formed are as follows

### a) Training committee

Capt. K. N. Deboo  
Capt. Y. Sharma  
Capt. S. Bhardwaj  
Capt. Ajay Achuthan  
Capt. Krishnamurthy Iyer  
Capt. M. C. Yadav  
Capt. Dheeraj Kumar  
Capt. Prabhat Nigam

### b) Technical Consulting Division

Capt. K. V. Pradhan  
Capt. M. K. Patankar  
Capt. M. P. Bhasin  
Capt. Prabhat Nigam  
Capt. K. D. Bahl  
Capt. Tescelin Almeida

### c) Property Acquisition committee

Capt. N. A. Hiranandani  
Capt. V. N. Aindley  
Capt. S. M. Halbe  
Capt. B. K. Jha

### d) Consultancy Cell

Capt. S. V. Subhedar  
Capt. S. S. Naphade  
Capt. K. G. S. Ramakrishnan  
Capt. K. D. Bahl  
Capt. G. K. George

### e) Membership Committee

Capt. K. D. Bahl  
Capt. Pankaj Kumar  
Capt. Prabhat Nigam  
Capt. Tescelin Almeida  
Capt. Dheeraj Kumar  
Capt. M. P. Bhasin

### f) Compliance / Legal Advisory Committee

Capt. A. K. Bansal  
Capt. V. N. Aindley  
Capt. V. K. Gupta  
Capt. Mukund Kumar

### g) 'Lifetime Achievement Award' And 'Sailing Master With Exemplary Service Record Award'

Capt. V. N. Aindley  
Capt. K. N. Deboo  
Capt. S. M. Halbe  
Capt. M. K. Patankar  
Capt. M. P. Bhasin  
Capt. C. M. Srivastava  
Capt. N. M. Ramchandani  
Capt. Pankaj Sarin

### The CMMI representation on various Technical Committees / organisations are reconsidered as follows

Capt. C. M. Srivastava	Bureau of Indian Standards
Capt. Capt. P. Sarin or Capt. Yogesh Puri	Central Advisory Committee for Light Houses
Capt. M. K. Patankar	Technical committee of IRS.

### Other committees / Boards Dufferin Maritime Museum Committee

Capt. Philip Mathews  
Capt. B. K. Jha

### Command Editorial Board:

Capt. Tescelin Almeida	Capt. S. Y. Limaye
Capt. Kamal Chadha	Capt. Milind Paranjpe
Capt. Ashok Raghavan	Capt. C. M. Srivastava
Capt. H. Subramaniam	

### Screening Committee for Elevation of a Member to "Fellow"-amended as follows:

Capt. V. N. Aindley	- Chairman ( Past Master )
Capt. K. V. Pradhan	- Member ( Secretary General )
Capt. S. B. Kundargi-	- Member ( Fellow )
Capt. N. M. Ramchandani	- Member ( Fellow )
Capt. S. M. Divekar	- Member ( Warden )
Capt. M. K. Patankar	- Member ( Warden )

### Change in nominations to the BES Trust:

#### New nominees of CMMI as Trustees on Board w.e f. 7th April, 2015

1. Capt. Philip Mathews	(Master)
2. Capt. B. K. Jha	(Deputy Master)
3. Capt. K. V. Pradhan	(Secretary General)
4. Capt. S. Y. Limaye	(Treasurer)

# Dimensions of Global Maritime Piracy, Impact on Armed Guards – A Study of Voyage of Italian oil tanker M.T.Enrica Lexie through piracy infested waters

by

Capt. Dr. K. Rajesh, Ph.D, Master Mariner,  
Principal, Balaji Seamen Training Institute,

## 1.0 INTRODCUTION

While the present century has been designated as the century of the seas, there are greater challenges today than ever before in ensuring that the concept of the freedom of the seas, "Mare Liberum," enshrined by the United Nations Conventions on the Laws of the Sea (UNCLOS) is preserved. Illegal actions by both Violent Non State Actors (VNSAs) and Pirates have impeded the unfettered freedom enjoyed by the law abiding vessels.

The acts of piracy particularly in Somalia waters have grown at alarming proportions and have brought in multinational forces to protect Sea Lines of Communication (SLOCs). Therefore, we have naval forces from Europe (EUNAVFOR), NATO forces (MSCHOA) and the Combined Task Force (CTF151) all operating in tandem to combat the menace. While on one hand, an Internationally Recognised Transit Corridors (IRTC) has been established for safe passage of convoyed ships, on the other side is the threat: a dhow, a wooden cargo barge seen throughout the Indian Ocean and Arabian Gulf, built by hand in the same way as it would have been 1000 years ago; hewn with an axe wielded by a Somali



craftsman, and powered by a rusty diesel motor that came out of a truck. On board this dhow is a pair of skiffs or fast speedboats, grappling hooks attached to rope for boarding raids, some ancient AK-47 rifles, perhaps a Soviet-made RPG launcher, some meagre provisions, drinking water, and a crew composed of half a dozen men with very little left to lose. They are the pirates of the new millennium in the vast area of seas between the African coast and the Indian Coast.

On 15 February 2012, Italian marines operating as part of an anti-piracy Vessel Protection Detachment (VPD) on-board

Italian-flagged commercial oil tanker M.T.Enrica Lexie, allegedly opened fire on the fishing boat St. Antony killing two Indian fisherman on board. Ballistics tests undertaken subsequently linked weapons used by two members of the VPD team aboard the MT Enrica Lexie to fragments of the bullets that killed the two Indian fishermen. The incident has sparked a conflict of opinions over legal jurisdiction and functional immunity. The episode raised questions concerning the use of armed guards by commercial shipping.

The problem is a complex one. The complexity is accentuated by legal,





jurisdictional, tactical and strategic dimensions of the problem. It is proposed to look at the dimensions of this challenge in the present day context from micro angles. An attempt is made to understand in micro level by recounting the effects of perceived threat of maritime piracy and espionage on an individual ship and its armed guards. The present study is about the Oil Tanker "M.T. Enrica Lexie", an Italian flag commercial ship, plying in 'High Risk Area' on the 15th February 2012 and to examine both, the dimensions of this problem and the possible solutions to this vexed issue that haunts the armed guards, law enforcement agencies, ship owners, local governments, flag states and other stake holders.

## 2.0 CASE STUDY OF ITALIAN OIL TANKER M.T. ENRICA LEXIE AND MICRO – ANALYSIS

### Events Chronology

On 15 February 2012, Indian nationals Ajesh Binki and Valentine aboard the St Antony were killed as a result of gunshot wounds following a confrontation

with the Enrica Lexie off the Indian coast. The nature of the confrontation has been in contention. The MT Enrica Lexie was travelling from Singapore to Egypt with a crew of 34 including 19 Indians and accompanied by six marines of the Italian Navy. Captain of the St Antony, Freddie Louis claimed that his vessel was returning from its fishing expedition in the Laccadive Sea when men on board the Enrica Lexie began firing at them without provocation for approximately two minutes. According to the Indian Coast Guard and crew of the St Antony, the incident occurred at approximately 16:30 IST on 15 February 2012 when the St Antony was approximately 20.5 nautical miles off the Indian coast.

After the incident, the Enrica Lexie was intercepted in the Lakshadweep archipelago and compelled to proceed to Kochi port by the Indian Coast Guard.

Two Italian soldiers, Massimiliano Latorre and Salvatore Girone, were remanded to judicial custody for interrogation on charges of homicide under Section 302 of the Indian Penal Code. Based on postmortem carried out on 16 February 2012, Kerala Police charged the two marines with murder. Police registered a case of murder against the armed guards of the Enrica Lexie. The autopsy linked the 5.56mm NATO ammunition with the guns used by the two marines. On 4 April 2013, the Indian National Investigation Agency (NIA) filed a FIR against the two Italian marines in relation to charges including murder, attempted murder, mischief, conspiracy.

In January 2014, India decided to prosecute the Italian marines under the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA). The SUA Convention was passed in 1988 with the goal of suppressing international terrorism. Italy criticized the prosecution pursuant to the SUA Convention as equating the incident to an act of terrorism. On 7 March 2014, India dropped the SUA charges against the marines. On 7 February 2014, the charges were downgraded from murder to violence meaning the marines would not face the death penalty if convicted.

In June 2013, Italian media reported that four other members of the VPD team were not in the ship's citadel after the general alarm was sounded and speculated that the two marines held in India might have taken responsibility for the actions of other members of the VPD team.

### Italian investigations

On 6 April 2013, an Italian military report into the incident, dated 11 May 2012, was leaked. The report confirmed that it was the St Antony that had been involved in the incident, but that bullets used in the incident were fired from rifles assigned to two other marines.

### Compensation, Civil Claims and Ex Gratia Payments

The Government of Kerala granted solarium of 5,00,000 Indian rupees to the victim's families. The Government of Tamil Nadu also granted solarium of 5,00,000 rupees to Ajesh Binki's family. In addition to the commentary compensation the Government of



Kerala also employed Gelastine's wife. In addition, civil claims were commenced against the owner of the Enrica Lexie by Gelastine's family, Ajesh Binki's sisters and Freddy J, owner of the St Antony. Subsequently, the Government of Italy made a contentious without prejudice offer of 10,000,000 rupees to the victim's relatives. This was later objected to by the Supreme Court of India on 30 April 2013 which stated that it was "a challenge to the Indian judicial system, this is impermissible and was most unfortunate". The following month, Italy clarified that the offer was not compensation in relation to the ongoing proceedings but "by way of compensation in the proceedings initiated by them but by way of goodwill and gesture" and would be prevented from precluding claims by virtue of Article 142 of the Constitution of India, Court proceedings

On 23 February 2012, the Kerala High Court admitted the petition filed by the Italian Consul General in Mumbai and the two accused Marines to stay all further proceedings in the case against the two marines. The petition submitted that Kerala Police had no authority to conduct investigation in the case and that courts in India had no jurisdiction as the incident had occurred beyond Indian territorial waters. In response, the court granted one week's time to Kerala state and Central government in Delhi to file counter affidavits. On the same day, the Sessions Court in Kollam, extended by another week the police custody of the two Italian Marines charged with

shooting death of two fishermen. The Kerala High Court also advised the Italian government and its two navy marines to cooperate with the ongoing investigation in response to the petition filed on 21 February seeking a stay on proceeding and quashing of the FIR.

On 4 September 2012, the Indian Supreme court heard a petition filed by Italy on behalf of the Italian Marines seeking to quash court proceedings in Kerala on the basis that the two soldiers were entitled to functional immunity. In response, India denies any such immunity citing the lack of any international treaty regarding immunity from prosecution for Vessel Protection Detachments (VPD) on board privately owned merchant vessels. Further, Italy argued that as the incident occurred within India's Contiguous Zone India lacked jurisdiction over the vessel. Despite the limits as set out in UNCLOS, India relied on customary international law to assert jurisdiction leading one academic commentator to note that "India wants to press its maritime sovereignty to the limit through an intersection of UNCLOS grants and readings of its own statutes". On 18 January 2013, the Supreme Court dismissed the Italian Government's argument with Justice Chelameshwaran was "of the opinion that sovereignty is not 'given' but it is only asserted. No doubt, under the Maritime Zones Act, Parliament expressly asserted sovereignty of this country over the territorial waters but simultaneously, asserted its

authority to determine/alter the limit of the territorial waters". This finding meant that under Indian law India's contiguous zone could be treated as part of India's territorial sea, effectively granting India a territorial sea of 24 nautical miles despite it only being entitled to a 12 nautical mile territorial sea under international law. However, the Supreme Court found that the State of Kerala did not have jurisdiction beyond the 12 nautical mile limit and that a special federal court be established to try the marines.

A UN tribunal, International Tribunal for the Law of the Sea (ITLOS), on 24 August 2015 asked India to stop legal proceedings against Italian marines. Honoring the order of ITLOS, the Supreme Court on 26th August 2015 suspended all proceedings against them and decided not to pursue the case in the court till the tribunal passed its final order.

### 3.0 CONCLUSION / WAY AHEAD

The ITLOS is to decide on where the marines are to be prosecuted for the crime, as India and Italy fight over jurisdiction.

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# Maritime Heritage - Part 1: Mumbai the shipping hub

By: Capt. T. Rajkumar,  
Sr. Exec. Dir (Adm / QA-QC) South Region,  
J.B.Boda Insurance Surveyors & Loss Assessors Pvt Ltd, Chennai

## PROLOGUE

Men spend a life time at Sea and come away with a Life time Career experience. Yet, so little is written about all this in the last 50 years. We have to go back by more than about 70 years, to just read anything worthwhile on maritime life like the older generation classics "Two years before the Mast" (Richard Henry Dana) or our Dufferin texts Lord Jim or Moby Dick.

## Why Study History?

I came across this brilliant paper where a few key points are so well summarized.

History helps us understand people and societies, provides identity, understand change and how the society we live in—came to be.

Sadly, India seems to lack in data chronicled on our Indian Merchant Navy Heritage or on the T.S.Dufferin memorabilia. Thankfully 4 Films Division clips have been archived by Capt. Phillip are acknowledged and are available on YouTube also.

The Chennai (Madras) port has a Dufferin Lt on the break water and Kochi Port has a Dufferin Pt -thats all. Most laudable and credit to those marine seniors who organised it.

We need to re-look at our maritime heritage with great pride and especially at the role of Merchant Shipping. In fact it was post WW2 that King George of England recognising the yeoman service and re-named the service as "Merchant Navy" with an Essential Service categorisation.

Unrecognised, you put us in your debt; Unthanked, you enter, or escape, the grave; Whether your land remember or forget You saved the land, or died to try to save.  
For All Seafarers  
by John Masefield

At least 35,000 merchant seamen died as a direct or indirect consequence of the war. In total 2,426 British registered ships were lost, with a tonnage of 11,331,933 grt. (27,491 men lost their lives serving on German U-boats. Together with 5,000 taken prisoner this was a casualty rate of 85%.)<sup>1</sup>

Merchant ships employed seamen from all over the world. Of the seamen engaged on foreign-going ships in 1938, 27% were Chinese or from British India with a further 5% being Arabs, Indians, Chinese, West Africans or West Indians living in UK ports such as South Shields, Liverpool and Cardiff. Many tributes have been paid to the crucial role played by the

Merchant Navy in winning the war.

However that was 70 years ago and post WW2 the interest faded. In the last 15 years has been just seen as Commercial shipping –except in times of evacuation and Relief from war torn Civil strife areas like Yemen.

Our Maritime Heritage can be divided into several aspects and notable are The Spice Trade, the Growth of Bombay as a shipping hub and the stellar role of T.S.Dufferin.

This paper addresses looks at the emergence of BOMBAY PORT - as a prime shipping hub. In this overview we see two prominent factors viz:

## 1) The Cotton Exports:

Cotton proved a major factor in the fortunes of Bombay in its growth as a shipping and trading hub in the mid 1800s. In fact it was the need for Cotton and a suitable Port which triggered the amazing rise of Bombay then as a Shipping hub. When American cotton production fell to a standstill during the American Civil War (1861 - 1865), England turned to India -Bombay Port -exporting Cotton bales esp. to UK Ports. Mumbai thus became the world's leading cotton exporter and trading market. I may quote



several leading historians Quote: By January 1865 Bombay had 31 banks, 8 reclamation companies, 16 cotton pressing companies, 10 shipping companies, 20 insurance companies and 62 joint stock companies. Within two months the American Civil War ended and most of these companies went into liquidation. Large numbers of speculators became bankrupt. However, wealth had been created and this led immediately to an industrial growth. Unquote.

## 2) Then came the Suez canal.

The opening of the Suez Canal route in 1869 reduced the London to Bombay by Cape journey of 10710 Miles to 6260 Miles through Suez. It shifted the whole scenario of import and export trade from Calcutta -on the East coast to the West coast and Mumbai port became the principal Gateway of India.

Some key aspects of the growth of Bombay are:

The American Civil war was 1861-05 but its impact on Cotton output was severe . India-(now Maharashtra-Karnataka) area hinterland was then growing a hybrid Cotton called Dharwar-US strain by the local farmers amazing ingenuity. The British observed this and to make up the shortfall in imports from the US switched to Bombay, for a while -Later Europe and the Continental buyers also started to look to India and the shipping trade grew. Much later, even the Japanese started to buy Indian cotton. Agri-exports also developed with Wheat, Jute, Tea Cotton and manufactured goods. Added in was the remarkable

Gunny bags made from the Jute grown in the Sunderbans delta of Calcutta. Gunnies became the main packaging for over a century, Calcutta and Madras were also into the shipping but the trade with Suez canal opening in 1869 the immense benefit in reduced sailing distance by about 4400 miles putting Bombay ahead and so it was the main supply and shipping point. What is most note worthy here is that Bombay developed in that period by taking the most fortunate series of events to develop by leaps and bounds with a most ingenious leaders and a multicultural society of talent and skill to become the leading Shipping hub of India.

## SUMMARISING

The textile industry which was greatly responsible for the prosperity and growth of Shipping in Mumbai during the later nineteenth century and for the transformation of Mumbai into a major industrial metropolis lasted nearly two centuries.

However as in all events which are cyclical this ultimately changed in the early 2000 era with larger ships and container cargo traffic.

Bombay-by then Mumbai Port felt the impact and business and fortunes changed as many trends in social aspect, urban population and crowding and especially drop in cargo and traffic caused a major shift out. It dealt a severe blow to the Shipping and Trade which was slowly shifted from Bombay - Mumbai to NhavaSheva.

The scene in 2000 era saw much of Mumbai Docks being partly closed as some sections were filled up viz

Victoria and Princess Docks closed. Indira Dock is not what it was before when I visited the location Area on 1st Aug. 2015. The deserted look at Ballard Pier and Alexandra Gate, Victoria, Princess docks closed. Frere Rd had a deserted look. Reclamation is reported here, with major real estate plans. I was unable to visit the Port area which is tightly closed off- with greater security far above even the ISPS code. The Gate of Indira Dock gate (Earlier was Alexandra Gate) was a memorable Gate to the Docks when I was in Sea service. The dock-land is reportedly slated for Real Estate..shopping malls and High rise too --Time does change all...truly.

## Looking Back-

BOMBAY's social history of post 2000 indicates a complete change over today to Real Estate, Malls, Finance-Business, Show business of Glam Bollywood, Cricket taking over the Port city we knew as Seafarers in 1960s-

It was seen by us Mariners ex. Dufferin especially who trained there as the shipping hub PortCity of India. What a change over from what was in the mid 1900s i.e. a Cotton and Textile industry in the mid for nearly 2 centuries from mid 1850s.

The textile industry which was greatly responsible for the prosperity and growth of Shipping in Mumbai during the nineteenth century and for the transformation of Mumbai into a major industrial metropolis saw its closure due industrial strife and unreasonable Union activity in the late 1970s-



80s. Mills had closed or shifted and jobs were lost. Then Container traffic in 1990s dealt the last blow to the trade which shifted to NhavaSheva.

We all accept the Flowing waters of Time—

We do not live in the past but visit it and learn-analyse conditions.

We can see a link to many contemporary problems faced and are able to understand the present and gain an insight to work better towards the future.

Capt.TR

#### EPILOGUE

As human beings age, many visit places they spent their early days and childhood. It is a fact of all Creation called the Circle of Life - interpreted in many ways. Living in the past is not what this paper suggests, but only a visit and study.

A study to research it and discover our amazing Maritime Heritage and the "Cycles of Trade, Events and development of Shipping" can be most absorbing.

We need to give back to HERITAGE.

Meanwhile Salutations Bombay Port.

This has been the lesson of our great teachers since the beginning

of Time. We make the best of what we have received and grown with; now to appreciate it and Give Back some thing, before we move on. There has been a talk of a Maritime Museum reported. I sincerely hope it is developed.

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## New IV & MS Act Needs More Clarity

(Presentation by Capt. Sudhir Subhedar)  
followed by a Felicitation Dinner for Capt. Ashok Mahapatra

Arunima Sathe

"Our study shows that the new Inland Vessels (IV) and Merchant Shipping (MS) Acts lack clarity; the Acts should have been modified to be short, simple and effective, which is not at all evident," said Capt Sudhir V Subhedar, Fellow & Warden, The Company of Master Mariners of India (CMMI). The industry veteran was the key speaker at CMMI's monthly meet held on August 20 at the Bombay Presidency Golf Club (BPGC), Mumbai.

The conference was attended by many dignitaries from the industry. CMMI utilised the opportunity to felicitate Capt Ashok Mahapatra, Director, Maritime Safety Committee at the International Maritime Organisation, the first Indian to be appointed to this post.





**Capt Philip Mathews**



**Capt JS Uppal**



**Capt Sudhir V Subhedar**



**Capt SS Naphade**



**Capt Ashok Mahapatra**



**Capt KS Pradhan**

He put forth an opinion that the revised Inland Vessels and the Merchant Shipping Acts were too complicated and complex for the end-user and the industry. "India is overdue for a maritime revolution. We need to overcome physical, regulatory and financial constraints. People present for this meet can lend a helping hand in managing regulatory challenges. It is high time that we understand the need to make the Acts in such a way that the end user is facilitated," he stated. He also shared CMMI observations on the Acts; studies have shown that these can sometimes confuse the facilitator.

"We should focus on ease of doing business. There was an opportunity to make an independent body for casualty investigation which would have benefited the industry. The Acts should also have focused on safety, which is a part of the larger plan and is at the heart of every business.

Meanwhile, the new draft MS Act has been returned to DGS for stakeholder comments and consideration. This is a big win for CMMI," Capt Subhedar added.

Talking about the Inland Waterways Authority of India (IWAI), he said, "The Acts could have used the opportunity to make IWAI the new IV Directorate; this message was not conveyed." He also felt that too many regulations and rules needed to be changed to achieve transparency. Sentences used in these Acts are required to be facilitative. The need to simplify the process has still not been fulfilled."



The meet concluded after an interactive Q&A session, and after a vote of thanks was proposed by Capt LK Panda, Nautical Advisor, Ministry of Shipping, Government of India.

"This forum provided the industry with an open platform to discuss their views on the Acts. We are open to suggestions and we will try our best to improve further. We need the industry to be more articulate," Capt Panda said.



### FELICITATION OF CAPT ASHOK MAHAPATRA



"My association with Ashok goes back three decades. His achievements are wonderful and he deserves every bit of his success. He will go a long way; I wish him luck for a bright future," - Capt PS Barve, Former Nautical Advisor to the Government of India.

"He is very meticulous in his work. He has been a great strength; he is more than a permanent representative at the IMO. He has motivated many youngsters to achieve heights in the field," Mr Amitabh Kumar, Joint Director General of Shipping.



"He is a very balanced human; he manages his life beautifully and deserves all the respect he has earned over the years," - Capt MM Saggi, Director of Narottam Morarjee Institute of Shipping, Mumbai.





# Caught Between The Lawyers & The Deep Blue Sea

by Mario Vittone

My father was a government lawyer. He worked for the Federal Trade Commission and eventually became an Administrative Law Judge at the Department of Labor. Once, when I was ten, he took me and my cousin, Jimmy, to a hearing in Philadelphia. What I remember most was Jimmy and me trying very hard not to laugh. We weren't successful.

Seeing my dad in a long flowing robe for the first time was too much for our ten-year-old brains to handle. But for a few rare minutes, I was listening to the arguments being made by the lawyers in front of his bench. A longshoreman had been carrying a box of supplies up the gangway of a vessel when he slipped on the ice and fell, cracking his shoulder and skull on the railing.

The burning question that my father was being asked to decide was whose responsibility was it to keep ice off the gangway? Apparently in 1974 that question hadn't been asked yet. I don't remember the decision, except for my father being very clear that it wasn't the worker's job to clear the ice as he walked up to the ship with boxes in his arms. My father's decision was written, someone wrote a big check to the other side, and that decision was entered into the books. Precedence was set and my dad took Jimmy and me out for cheesesteak sandwiches.

At the time of that hearing, OSHA was much younger than I was and



29 CFR 1914.81(a)(2) didn't exist. Complain about the effectiveness of OSHA and the size of government all you want, but for sure if you slip on ice at the shipyard and crack your skull, your lawyer (and you will need one) will pull out that regulation and demand justice. There won't have to be a hearing about it. Thanks, Dad.

Everyone hates over-regulation until it works to their advantage. That hearing was my first exposure to the best part of what lawyers do. As their best selves, they guard public safety. Their arguments lead to decisions that become laws that make us safer. Not having lifeboats enough for all aboard was legal before. Now it isn't. It took lawyers to make that happen. It shouldn't have, but it did. That is the best side of the legal profession; so you know there is a worst side.

## No Advertising

My father died too young, long before he and I could have serious discussions about the law, but my mother often mentioned how opposed he was (while working for the Federal Trade Commission) to allowing personal injury lawyers to advertise. He knew what was coming. Those "Have you been hurt in an accident?" commercials with some absurd figure talking about getting you paid is the modern perversion of that age-old trope, the ambulance chaser. More motivated by the score than the truth, the model often relies on what can be milked from a defendant, not what should be.

(Note: Anyone who thinks McDonald's got ripped off by the woman who spilled coffee in her lap hasn't watched this report. They got off easy. I would have put someone in jail.)



Still, the "We don't get paid unless you do" model is good for plaintiffs and necessary for good lawyers to do good work. Trying a case is expensive and lawyers take risks with their money that many plaintiffs don't have to spend. That is where it all falls apart. This is where the other lawyers can take advantage. The law firm has money for a fight – you don't. They'll gamble their money on the case for a cut of the award and the El Faro disaster will put many families between a lawyer and the deep blue sea. They will need competent counsel to help them, but with so many to choose from, who do you trust with a painful and important battle like the one ahead? Perhaps who not to trust is an easier question.

### Trolling for Dollars

There is simply no polite way to put this, so I'll just call it like I see it: one family's tragedy is another less-than-ethical lawyer's opportunity. Thirty-three families' tragedy seems to be too much opportunity for some of them to even consider decorum. Recent internet searches reveal scads of law firms using their websites in obvious bids for attention from grieving families. They are in an SEO frenzy to be linked, reposted, and contacted, publishing as many blog posts about the accident as they can pump out.

I'm not naive enough to name names or provide links to offending sites, but when a law firm registers a domain name with the vessel's name in the web address and then points it to a special page asking family members to contact them? Yeah – stay away from those guys. They have sunk to a new high in lows. It's the digital equivalent of throwing hands in the air and shouting, "Ooh – Pick me! Pick me!" It's absurd and lacks the

dignity required when engaged in matters of the public trust.

Make no mistake, the public good is what a tort case should be about. Certainly, damages should be paid to the surviving families, but I'm willing to bet that all of them share the same feeling: what they all want is for no other family to have to go through what they are going through. To do that, tort cases have to be about change. If there is something wrong with the world – if vessel operators are pressuring their captains to take risks they shouldn't, if that is slippery ice on our gangway – a judge is going to have to hear that argument and make a decision. That kind of change is antithetical to the notion of an "undisclosed settlement."

### The Other Worst Kind of Lawyer

Tote has legal representation, as they should. But it would seem that their "representatives" are botching the job as quickly as possible. Their decision to file a suit to limit or exonerate them from liability Friday was insensitive, mean, and unbelievably stupid. The action not only came "too soon" but my guess is that it will do the opposite of what Tote's lawyers intended. What Tote did on Friday, before any investigations are complete, was say (openly) that the mishap was the fault of the captain.

This is what needs to change in Maritime Law. This one argument that could lead to a judge's decision could fix so much.

Putting all the blame on the captain, particularly a deceased one, has to become illegal for owners and operators. In no other industry can an employer effectively lay the blame on an employee and expect that argument to stick. Hospitals are partly responsible for a surgeon's error; airlines are responsible for

the aircraft their pilots fly and until vessel operators know that hiding behind the Captain's license is an invalid argument, not only will we learn nothing from the loss of El Faro, but nothing will change either. This will happen again, to some other group of mariners and to their families.

We need good lawyers on this one. We need lawyers willing to make an argument. We need lawyers who will not settle for the payout, but insist on a sea change in the way responsibility is shared between mariners and their employers. This needs to be the last time we argue over whose job it is to keep the mariner safe from more than just the ice.



Mario Vittone has twenty-two years of combined military service in the U.S. Navy and Coast Guard. His writing on maritime safety has appeared in *Yachting*, *On-Scene*, and *Reader's Digest* magazine. He has lectured extensively on topics ranging from leadership to sea survival, immersion hypothermia, and survival at sea. He is a former helicopter rescue swimmer and maritime accident investigator and now the CEO of VLink Corporation.

This article was first published in *gCaptain* and has been captured from the free site on internet.



# Knowing the basics of Drugs and Alcohol Abuse in Maritime Sector

By  
CAPT D.K. MEHTA

## Drug Abuse



According to studies, sea accidents such as collision, explosion, grounding, fire, sinking or capsizing were commonly caused by human error and some of them may also be attributed to alcoholism and drugs. Largely because of psychological craving, the life of the drug dependent person revolves about his need for the specific effect of one or more chemical agents on his mood or state of consciousness. There can be many factors contributing to alcohol and drug abuse among seafarers. Some of them are listed below.

- Pressure and stress
- Boredom and repetition
- Too much time away from home
- Long hours of work
- Social isolation
- Demanding work environment

and shifts in work

- Job fatigue
- Climatic variations
- Types of vessels or cargoes
- Different nationality and mixes cultures
- Depression

Over recent years, one important development, actively supported by the ILO, has been the growing realization in many countries that drug and alcohol abuse is an important workplace issue.

**Drug and alcohol abuse - Even fairly low levels of consumption are detrimental to performance, quality and safety.**

### Different Categories of Drugs

- Alcohol
- Cannabis – Hashish and Marijuana

- Hallucinogens
- Cocaine
- Crack
- Heroin, Diamorphine
- Stimulant Drugs

### Drugs

These are any chemicals which affect the central nervous system and/ or mental processes of a person. The effects are diverse and vary from person to person. All of them without exception may cause difficult and harmful problems in the short and long term.

### Medicines Are Legal Drugs

If you've ever been sick and had to take medicine, you already know about one kind of drugs. Medicines are legal drugs, meaning doctors are allowed to prescribe them for patients, stores can sell them, and people are allowed to buy them. But it's not legal, or safe, for people to use these medicines any way they want or to buy them from people who are selling them illegally.

### Cigarettes and Alcohol

Cigarettes and alcohol are two other kinds of legal drugs. (In the United States, adults 18 and over can buy cigarettes and those 21 and over can buy alcohol.) But smoking and excessive drinking are not healthy.

### Illegal Drugs

When people talk about the "drug problem," they usually mean abusing legal drugs or using illegal drugs, such as marijuana, ecstasy,



cocaine, LSD, and heroin. (Marijuana is generally an illegal drug, but some states allow doctors to prescribe it to adults for certain illnesses.)

Drugs and alcohol affect the ability of drawing balanced conclusions as well as judgment and the physical functions of user. A crew member under the influence of drugs might endanger the entire crew, the ship and its own self. In an emergency he will not function as expected, and others might be put at risk in trying to save him.

One of the dangers of trying to use drugs "Just Once" and or fun, is that there is no guarantee or rule to indicate who might get hooked

even after the first experience.

#### Other Dangers and Phenomena

- Traffic and occupational accidents
  - Depression, respiratory arrest, poor functioning
  - An overdose might lead to unconsciousness and sometimes even death
  - Addiction causes physical and mental dependence
  - The constant search for drugs leads to a criminal way of life
  - Confusion, paranoia, hallucinations
  - Unstable moods and deterioration of mental health
- Many cause male potency problems and menstrual problems for women

- Physical and mental decline
- Drug injection might lead to infections, blood poisoning, liver diseases and AIDS.

Therefore you must resist this "Just One Temptation".



CAPT D.K. MEHTA

## Overview Gulf of Khambhat (Cambay)

Gulf of Khambhat (Cambay) on west coast India is a place of one of the strongest tidal streams in the world. Anchoring equipment gets tested to its limits in some of the anchorage ports in this Gulf with tidal streams of 8 to 9 knots at places during spring tides.

MV EDINSHIP arrived to an Anchorage in Gulf Of Khambhat with full load of coal in Bulk loaded from Richards Bay. Drawing 12m even keel draft, the lady was gracefully floating at her summer draft. The Master had immense experience in rank, though it was his and vessel's first call to this Gulf. What was supposed to be a regular call to a disport turned out to be a nightmare.



#### Events Post Anchoring

- Within few hours of anchoring, Firstly vessel lost her Starboard

Anchor 30 minutes before High Water during flood tide.

- Vessel lost Port Anchor the same



day during next flood tide. This anchor was lost 3 hours after Low Water.

- No cargo could be discharged so far.
- Vessel Off hired by charterers.
- Vessel moved out of Gulf of Khambat and commenced drifting in Arabian Sea till the time she could be provided with another anchor. After Nine days Owners managed to arrange another anchor which was fitted on port bow and then vessel anchored again.
- Vessel lost this anchor also. Anchor was lost 3 hours after High Water during ebb tide.

#### How's & Why's

As per the BA and Indian charts maximum tidal streams was shown about 4 knots during Spring tides, however actually tidal streams reach 8 to 9 Knots during spring tides.

As per the port instructions second anchor has to be dropped under foot, two shackles on deck during strong tidal streams between HW and LW. This anchor has to be picked up before change of tides from cables getting fouled. It would have been prudent if vessel would have moved out of anchorage area

after losing her first anchor and wait for supply of another anchor so as to be ready with two anchors again. When she lost her anchor second and third time, she had only one anchor on her and no support was available in form of second anchor.

#### Consequences:

- Vessel was able to discharge her first grab of cargo only after 20 days of off-hire.
- Owners suffered loss of 200,000 USD for anchors & chains loss.
- An additional hire loss of approximately 300,000 USD for owners.
- Cargo Receivers suffered huge losses as shore plant kept on waiting for cargo for more than 20 days.
- Overall loss to Maritime Industry

#### Lessons from a successful discharge:

Vessels do not call ports to test their anchoring equipments but to discharge or load cargo. Here the challenge was to discharge the cargo. Such situations require out of box thinking as vessel's anchoring equipment had failed repeatedly. So a decision was made, not to drop anchor and

discharge cargo underway. Idea was to keep Vessel on a heading facing the tidal streams and drift and use Engines as and when required. Since slack water is for a very short duration vessel could be made to drift either in Northerly or Southerly direction. So an area North and South of vessel's position was identified for safe drifting. East-West drift of the vessel was not expected because of strong Northerly/Southerly tidal streams. Navigators were briefed about the plan and permission obtained from port authorities. Cargo barges were tied up to vessel and discharging commenced. Vessel behaved exactly as was expected. At flood tides she was kept on Southerly heading and on ebb tides on Northerly heading. Engines movement was given again to bring her back to nominated area as and when she drifted out. As the cargo discharging continued vessel got lighter and impact of tidal streams reduced. Maneuvering of vessel also became much easier with reduced drafts. Vessel successfully discharged her nominated cargo for port. She became the first vessel in history of Gulf of Khambat to discharge her cargo underway.



Best Regards  
Capt. Chander Vart  
Director  
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# Constructing A Green Field Port

By Capt. Arun Karkare

A Green Field port project is always planned with in-depth research process and possibly bench marked with the latest technologies in vogue in the port industry. It can also be reasonably stated that among the entire infrastructure created by man the port stands out as a class of its own where every engineering discipline is practiced.

## Pre-historic Overview

During the pre-historic times itself, the wandering tribes came across the river barriers using rafts and then eventually crossing the seas by crudely made boats to distant lands using oars and sails. There were two results of boat building; water which was a barrier earlier became a highway and boats provided bigger areas of exploitation that led to barter and trade. There is abundant evidence to show that India has a glorious maritime history. The archaeological finds at Mohenjo-daro in Sind and Lothal in Gujarat indicate overseas voyages and trade across the sea. Details of information about the ancient ports and shipping are available in accounts of foreign historians. Indian maritime glory of the past is evident from Harappan period as recorded in archives of India.

## History of Birth of Three Principal Ports in India

It is imperative as well as prudent to know and understand how the first three ports of the country, Calcutta, Chennai and Bombay built by the British influenced the ten other ports built by the Indian Government post independence. These ports are known as Major ports under Major port Trust Act. These ports continued to cast their strong shadow on Indian port development for almost 60 years after independence till the non-government ports came into the picture and changed the face of sea borne trade of the nation.

The pre – independence era in India saw the ports made by the British at places where they had the trade interests brought out by East India Company. For example take the case of port of Calcutta on the banks of the river Hoogly, in the then undivided Bengal. The abundance of "Jute the Golden Fiber" and the "Tea Gardens" were the motivating factors for the British traders to make a port for export of these commodities to United Kingdom from British Colonial India. Similarly ports of Madras and Bombay (now Chennai and Mumbai respectively) were made for exports of Spices, and Textiles respectively. The considerations

for British rulers to construct ports on the eastern and western coast of India grossly depended on their commercial interests only and had nothing to do with the development of the hinterland.

The British rulers also realized the significant importance of developing ports on the Indian coast to boost the export of commodities which could earn valuable freight and also allow them to import military equipment and bring personnel from UK for better governance etc.

## Major Ports of India

After independence the country enacted many laws which influenced port and shipping as practiced today. The Central Government run ports come under Ministry of Shipping and they are governed by Major Port Trust Act. We have coastal states; Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Odisha and West Bengal. The country today has 13 major ports, Kandla (Gujarat), Mumbai and JNPT (Maharashtra), Marmagoa (Goa), New Mangalore (Karnataka), Cochin (Kerala), Tuticorin, Chennai and Ennore (Tamil Nadu), Visakhapatnam (Andhra Pradesh), Paradeep (Odisha), Haldia and Kolkatta (West



Bengal). It may be noted that these ports were built and developed as per the regional need of the coastal states and primary hinterland requirements only. This article does not describe the construction of these ports.

### **Development of Non – Major Ports by private entrepreneurs**

As the sea borne trade of surging India increased the major ports could not cope up with the exim trade requirements and this led to the development of Non – major ports under Public Private Participation schemes by coastal state authorities under the auspices of their respective Maritime Boards. The entrepreneur has to either choose the site from the identified locations by the Maritime Board or search his own site on the coast and then put up the proposal to the State Government for sanction. In either case such Green Field port projects have to follow the following route for the planning, constructing the infrastructure and eventually commissioning the port.

### **Justification for constructing port**

The most important criteria to be considered is "Why and where". Is the port needed and if so where to locate it? Does the traffic forecast and potential of the hinterland justifies the existence of a port or does the port create traffic and potential development in the hinterland. These are age

old ambiguities in port constructions. Today it is very evident that a port is constructed only as a need to support the development of the primary hinterland and to some extent secondary hinterland with good rail and road connectivity. In a coastal state an attractive opportunity of trade and commerce may justify creation of a port or at times sea based industries such as power plant, steel plant, cement plant or refineries and at times export / import of dry bulk or liquid commodities justify creation of a port initially for captive purposes and then add on developments keep taking shape to create a robust hinterland economy.

### **Selection of Site**

There are two fundamental requirements of any Greenfield port project, the first being ample backup land availability and second natural depth availability on sea front. Each of these factors have their influences on the project. Ample land availability with easy acquisition procedures allows the port to grow in a phased manner. Whereas, the natural depth availability of sea front decides the long term future of the port.

Closely following the above two essential criteria the third important factor is existence of natural protection against weather forces without creation of breakwater to achieve the tranquility at the jetty to carry out shipping operations without any

disturbance.

It may be noted that these three factors govern the total capital cost of the project and therefore site selection is the most important function of construction of a port.

### **Pre – project execution requirements**

Any Greenfield port project is a highly sensitive issue politically, environmentally and socially and hence it is imperative to have following pre-requisites clearly understood by the entrepreneur putting up the project.

- Acceptance of the project by local population
- Total support from local administration
- Socio- economic effects around the site and nearby townships
- Clearly identified environmental issues
- Road and rail connectivity of the site
- Power availability at site
- Fresh water availability at site
- Grey and blue collar man power availability at site

### **Preparation of Master Plan**

Every Greenfield port must be constructed with a thoroughly prepared Master Plan which takes into account next 30 years of the existence of the port which coincides with Government sanctioned lease period for Non –



## Major ports

Port should be so planned as to have facilities to handle multi – cargo capabilities such as dry bulk, liquid bulk (non – hazardous) and container cargoes. As far as practicable the port should be constructed to function and in all state of acceptable and permissible weather conditions and state of tides faced by the sea front.

As far as practicable and permissible the port should be designed to handle maximum size of different types and classes of vessels so that the port can effectively function and be financially viable in all conditions of sea trade development of the country. Finally Master Plan must have inbuilt flexibility to adopt any change over to handle any preferred commodity by trade and commerce as need of the nation requires.

## Statutory Clearances at National level

It is obligatory that every Green Field port will require statutory clearances at the national level. Certain clearances are given by the coastal state government and some clearances are given by the central government. There are almost 37 different types of clearances and NOC's required for such projects and it is a subject by itself which is not covered in this article.

## Immigrations and customs rules applicable to ports

All ports in India are subjected to immigration and customs regulations of government of India which are based on International practices.

## International Maritime Regulations and Legislations

It is important that the port infrastructure construction takes into account all the practices and norms as reflected in IMO (International maritime Organization) regulations, IALA (International Association of Lighthouse Authorities) guidelines, ICS (International Chamber of Shipping) guidelines and all International conventions on shipping operations at sea and port.

## Land and water front surveys

Prior to beginning of actual construction various surveys are carried out at the site.

## Land Surveys

Following land surveys are required prior to beginning of construction of infrastructure:

- Survey to prepare land boundaries of the port
- Soil testing of the land used for erection of storage facilities
- Soil testing of land and water interface portion at the jetty including sea bottom.

## Construction sequence of Green Field port project

The port infrastructure construction is divided into two

parts. The first is land based infrastructure and the second is water front infrastructure:

## Land based infrastructure

Looking at the sequence from sea face towards port estate the infrastructure consists of following constructions:

- Jetty with berthing face and cargo handling equipment space on the top constructed on RCC piles.
- Trestle connecting the jetty to the main land. This is a very vital structure which carries the road connectivity, essential pipelines for fire fighting, fresh water, fuel lines and a separate duct for carrying power lines etc.
- On the main land normally container freight stations, ware houses, dry bulk storage and tank farms are constructed according to the type of cargo handled by the port
- Elaborate layout of fire fighting equipment such as pipelines, hydrant systems and fire pump house etc.
- Lighting system along with CCTV camera network.
- Operational buildings such as port signal station, administration office, emergency control room, first aid center and canteen.
- Security wall around the port limits on the land and special security wall for ISPS code





area. It is new regulation after 9/11 incident in New York that every harbor must have a special port facility security wall.

- Entry gates and security center

### Water front infrastructure

- It extends from the jetty towards water front limits of the port till the fairway buoy position. The water front structure consists of buoyage system, beacons, lighthouses and leading marks which are all part of the navigation requirement of the port using the main harbor channel.
- The harbor channel is a dredged area and is surveyed and certified to navigate the maximum permissible size vessel in the port. It is special water borne asset of the port and the main connection between the port and the sea. The capital dredging of the channel is one the most expensive item of the total cost of construction of the port.
- Reclamation of the back-up land is an optional infrastructure which may or may not be required in the construction of the port but it

forms the part of the water front structure requirement.

### Simultaneous activity at construction site

In a typical Green Field port project the construction activity commences simultaneously at the water front as well as on the port land acquired. The idea being that the total mobilization should be such that all infrastructures should be ready within 36 months of commencing the work so that the port can be made operational with all activities coming to a logical end at the same time. The Phase – I of such projects consist of completion of at least two berths.

### Training of man power for port operations

The port has two separate sections of work areas mainly on the water front and land based installations. The water front man power consists of pilots, flotilla crew, mooring men, signal staff and radar operators. The water front is managed under the overall charge of a Harbor Master under Indian Ports Act. Whereas the land based man power is divided in to various technical disciplines such as mechanical engineering, electrical engineering, civil engineering, cargo operations and ancillary equipment, fire and safety staff, environmental engineers and general staff.

Right man for the right job at the right time will ensure smooth and safe port operations and make the port competitive and cost effective in all respects. All man power inducted in a port job is given specialized induction training to understand all aspects of port operations.

### Final commissioning of the port and commencement of cargo operations

The last activity of such project is the final commissioning of the port. This is done under the directives and clearances obtained from Director General of Shipping, Mumbai. These clearances are given by DGS after the inspection visit of their surveyors to the site.



*The author is the recipient of the Varuna Award (2016) and is a well known Marine Consultant and is currently the Director Technical with SAI TECHNO CONSULTANTS, Mumbai. He can be contacted on arunkarkare@vsnl.com. The cell phone No. is 98201 29389. You may visit website for further details www:saitechno.com*

**Capt. A.K.Karkare**



# Seafarers' Day 2016 in Chennai

Capt S Pullat

The Seafarers Day of 2016 was celebrated in Chennai by CMMI, IMEI and NI coming together on to a common platform for the first time.

Capt. N.M. Ramchandani , Chairman, Company of Master Mariners of India, Chennai Chapter welcomed the gathering and got things underway by delivering the keynote address on the occasion of

the International Day of the Seafarer 2016.

Capt Das, Dy.Nautical Adviser and Shri S.Barik, Principal Officer, MMD Chennai addressed the gathering of about 100 mariners. Role of transportation in globalization was referred to, emphasizing the thankless job of seafarers.

Relatively young Motorman Kalanidhi and Bosun Satish Kumar sailing with Synergy Maritime addressed many aspects of seafaring including what attracts the youth, their expectations, performance and problems faced by them that are crying for attention. Money, exploring world, cultural exchange experience were cited as the main



Panel Discussion



Capt. Venkat Rajaram



Audience



Shri. S. Barik (PO MMD Chennai)



reasons for attracting many like them to the indispensable service performed by seafarers. As for work ethics it is one of going through the pains of discipline to ensure that there are no pains of regrets. Tax benefits, Reward Vs Qualification, upgrading skills on a continuous basis, following rules and regulations were listed as positives.

Amongst the challenges of the theme AT SEA FOR ALL: why, for whom, what seemed unclear to some in the larger context. Risk Vs Reward, hardships/accidents, not bothering about injured seamen except for doling out compensation, lack of social interaction aboard due to low manning and work pressure were pointed out as needing attention, adding that MLC will not solve these, but good shipboard working and social atmosphere need be created among multinational crews.

Apart from fatigue, the flipside of staying connected through laptops is adding to misery of loneliness, as updating with family becomes a disadvantage of distract and distress, since very little can be

done from afar by remote control. Piracy and robbery threats had impacted all, placing the families on tenterhooks. A lot of change has happened in seafaring over the last two decades with well-informed ratings, supporting management with pride. Adjustability remains a problem, like on voyages from Gulf to Baltic in extreme temperature variations, some coping, others not.

Other than wages, the plus points gained are: skills, motivation, leadership, confidence in being clever and efficient, first hand awareness of environment on future impact than regulatory compulsions, physical fitness, health consciousness etc. Safety culture and team work had improved attitudes too. Suggestions to improve the future lot of ratings by enabling them to upgrade was mooted. It was stressed that the Administration's efforts especially on skill development, must reach the seafarers on board and not be lost enroute.

Raghu Ivaturi a senior sailing Chief Engineer with Teekay Shipping ran

through the history of seafaring right from the Phoenicians, Rhodes, South Pacific, Greek, Ganges with an array of sepias of their sea-going crafts. Pointing out that it was lure of travel and money that tempted seafarers from the coast, it was added that with short port stay, no shore leaves, commercial pressures, maintenance schedules etc have made glorified prisons out of ships.

Accidents of TITANIC, TORREY CANYON, AMOCO CADIZ, HERALD of FREE ENTERPRISE, KAREN DANIELSEN, ESTONIA, ERIKA, PRESTIGE, COSCO BUSAN etc. recalled to highlight the run of rules and regulations that had followed. As for challenges facing seafarers it is the rules that have evolved, swamping by newer Rules & Regulations and cumbersome practices out of which the best had to be chosen.

Situation aboard with multinational crews are complex, with language barriers, as some of them choose selective listening. It is frustrating to get messages across as one has to rely on body language and repetition of orders with



Capt. Ramchanda



Capt. S.K. Das  
(Dy. Nautical Advisor)



Bosun Satiskumar & Motorman Kalanidhi



Sweta Sutar (QSE Auditor V-Ships)



affirmative understanding. As 80% of accidents are said to be caused by human error, importance of team work and proper communication was stressed, citing the case of loss 6000Lts of lube oil, compelling the ship to be diverted.

Capt. Venkat Rajaram who has sailed continuously for 40 years, in his brief talk, highlighted that when things do go wrong the management system tries to demonstrate compliance, leaving individuals to defend for themselves. Short sailings (entries in CDC) often for the sake of family to meet urgent events, are often held against seafarer as if he is unreliable and a drifter. There has been much change from non-compliance to compliance largely, he averred, saying that shore leave and carrying the family on board are best forgotten. He called for instituting performance and recognition awards to motivate the seafarers by Institutes and annual events like Seafarers' Day.

Capt. S Krishnamurthy, past President of NI and current Chairman of the Nautical Institute India South Branch, succinctly brought up the question, 'what are we up to, asking whether the seafarers as a body of professionals is interacting with the users and facilitators? Are we responsive or reacting to economic impacts, and engaging ourselves in proactively? Self regulation adopting best practices is better than following minimum

standards under diktats he opined, citing imbroglio in ballast Water Management. Are we professionally fragmented and away from Flags, Firms and unions? Developing better business models as professionals and not cheapest at L1 (as for Tender quotes) when plugging into global economy is the real task he pointed out.

Ms.Sweta Sutar QSE Auditor with V.Ships who had sailed as Chief Officer –an ex-SCI intake cadet/officer- spoke about her sailorly-womanly experiences as



a seafarer. While she had no complaints about harassing or bullying –getting worked in as new cadet- on gender specific issues, on cross-examination by the audience, she did admit that as a lady Auditor without Master's rank as yet, she does get confronted with the conservative attitude of how can a female-mate audit the male bastion!

Advocates T. Mohan, Muthuswamy and Shivakumar, as also Manoj Joy Editor & Publisher of WAVES magazine and Port Chaplin of

Sailors' Society and Sreekumar ITF inspector took part in a panel discussion regarding arrested seafarers of SEAMAN GUARD OHIO, answering all inquisitive questions deftly with aplomb, underscoring that there are lessons to be learned. They narrated the events so far, adding that the case is sub-judice and next judgments from Hugh Court is expected shortly.

Mr Mohanan Chairman Institute of Marine Engineers (India) Chennai Branch, drew attention to challenges being faced by new seafarers, mainly in the current recession, adding that the focus is to keep them motivated and attract new entrants. Massive investments being made/promoted by government, he said must be viewed as opportunities for the maritime community.

There was appreciation from attendees for the good efforts made by Satish Kuma, Bosun and Kalanidhi, Motorman. After presentation of mementos and vote of thanks by Capt Midha (Vice-Chairman) CMMI Chennai Chapter, a sumptuous lunch followed. On the lines, everyone thanked capt Ajay Gangadharan – Secretary CMMI Chennai chapter for the event well-compered by him.

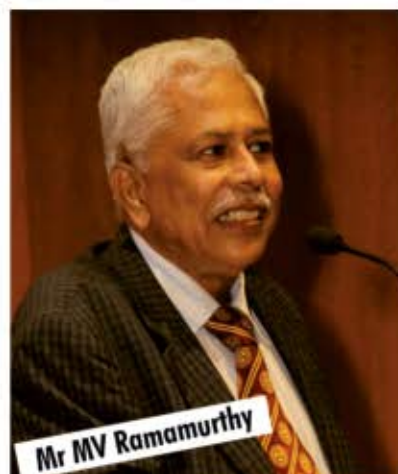


# Chief Engineer honoured with CMMI Fellowship

Prisilla Nadar – Marex Media  
Edited by Command

The Company of Master Mariners of India (CMMI) has once again proved that it never fails to recognise a person who has struggled for the development of the Indian shipping industry, regardless of whether he be a Master or not.

A CMMI 'Honorary Fellowship' was conferred upon the marine engineer, Mr MV Ramamurthy,



President, Shipping, Reliance Industries, at a ceremony held at The Shipping Corporation of India, in Mumbai on April 28.

Mr Ramamurthy has been awarded the CMMI Fellowship for outstanding contribution to the industry. Capt Philip



Mathews, Master, CMMI said at the event: "This was the day we all have been waiting for".

Capt Mathews highlighted the achievements of Mr Ramamurthy during his speech. He praised Mr Ramamurthy and said, "This event is organised to honour the one of the best marine engineers the country has ever produced".

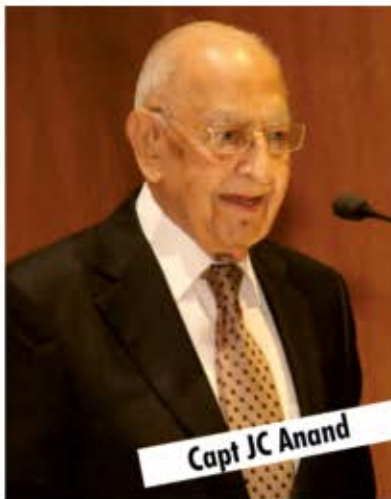
Capt JC Anand, former Chairman of the Indian Register of Shipping, presented the Honorary Fellowship to Mr MV Ramamurthy, along with the CMMI tie, T-shirt and cap. The stalwart, Capt JC Anand shared stories of some memorable days spent with Mr Ramamurthy and

presented him with a memento. He said that Mr Ramamurthy is 'that one guy whom we can call upon for anything and who will be ready to help'.

Overcome with happiness, Mr Ramamurthy said, "This fellowship came to me as a







pleasant surprise". He thanked all who have supported him throughout his journey. Sharing his struggle and success story with the audience, he added, "I am honoured that I have been presented this award by none other than Capt JC Anand. I will cherish this day forever."



Capt MM Saggi, Director of the Narottam Morarjee Institute of Shipping, shared his experiences with Mr Ramamurthy and said, "Mr Ramamurthy has helped me a lot when I was facing problems with my career". He also said that besides being a mentor, Mr

Ramamurthy is a very good and humble human being.

Capt Mathews announced the expansion of CMMI at the event, saying, "We are trying to expand our activities, breaking all walls barring our way, and have formed various committees such as the Technical Advisory



Committee which will be headed by Capt Kapil Dev Behl amongst others".

"Our efforts to acquire a bigger office are also on," he added.



The felicitation ceremony was followed by CMMI's monthly meet. A lecture was delivered by Capt Suneel Sule, Program Head, Navigation with Anglo Eastern Maritime Training Centre, and a Member of CMMI.

Since this was the first time that a representative of CMMI attended a session of a sub-committee on Navigation, Communications Search and Rescue at the International Maritime Organisation's Head Quarters, Capt Sule explained proceedings at the IMO, mentioning that as many as 29 agendas were discussed at the meeting. He also suggested that CMMI should represent the country continuously at the IMO; something that other CMMI members agreed was very desirable. Capt Sule later answered several questions from the gathering.

The entire event was well steered by Capt. Kaustubh Pradhan, Secretary General of CMMI, who also presented the vote of thanks.





# Exploiting Existing Infra

S.V.Subhedar, Arvind Bhargava, Deepankar Ghosh

INDIA government post 1995 liberal policies embarked on attention to infra especially roads and IT. Railways was developed by the Raj mainly to rule India. Airlines came in as perceived need of business. Water transport, oldest of its kind of activity, even before wheel and steam got side lined. It was not in the interest of the Raj to promote Indian shipping where they were the masters of all that floats then.

Post independence government had to choose between putting India on the world map, employment for millions and infrastructure. The then PM succeeded in putting India on the world stage, but ex post facto disregarding infrastructure especially water transport, rivers, connectivity etc. has been a grave error. Not considering rivers as for navigation besides irrigation and drinking water source has been a costly error. It is extremely difficult to clean holy Ganges and make it navigable as it was in early times compared to 1950 is now extremely difficult.

India has been endowed with most amazing geography – peninsula, three sides water, big rivers, and majestic Himalayan frontier. It has a large network of rivers, natural waterways to complement road and rail network developed in last 20 years. Unfortunately, water



transport is not developed as much, but there is realization in the government that this short coming must be undone soon. While new types of shipping like RoRo is welcome, there is merit in exploring, exploiting given circumstances and state of infrastructure.

Presently in India, goods are carried as authorised or unauthorised, often overloading

the system – bicycle, bike, auto, tempo, bullock cart, tractor, MUV, SUV, truck, multi axle trailer and prime mover. In the interest of affordable energy costs, government subsidises diesel for farming and consumption of weaker sections of the society. Foreign shipping has access to duty free fuel, domestic shipping has to pay high street prices plus. Compared to all other fiscal



benefits, shipping almost gets nothing. This is so even if vessel due to no friction in water, fluid, is cheapest mode of transport and least polluting. Social costs of running road rail – congestion, accidents etc is way above domestic shipping and stands at about Rs. 50,000 cr p.a. In general, Indian shipping has no capacity to carry cargo for export import and domestic distribution. This makes Indian logistic costs double that of rich country like Germany even without any HSE consideration. This is not conducive to make in India campaign or climate change initiatives. Nor, from the point of developing coastal communities, riverine underdeveloped areas and potential for tourism.

Therefore we would like to propose a few points where transporting commercial cargo by the water route will not only be cheap but also faster

It also needs to be mentioned here that most of the water transport within the country is used for cargo which is in bulk. We would like consideration that instead of carrying cargo which is in bulk and only generated by a number of industries in the large sector, the benefits of water transport should be extended to cargo which are small in volume and moves all across the country.

We have a large number of points along the coast and the rivers where commercial cargo can be gathered and transported by small ships capable of navigating along the coast as well as the inland waters.

In order to make water transport a viable option the following should be done

This will be a three stage system. In the first stage commercial goods will be transported from land locked areas to the water station where cargo can be loaded onto the ships. The second stage will be where the cargo will be transported along the waterways to the nearest water station. The third stage will be where the cargo is transported to the destination from the nearest water station depending on the proximity of the originating point of the cargo to the nearest water station.

The cargo may be transported by various means. The logistics and detailed mode of operation can be worked out in order to achieve the following:

Moving commercial cargo throughout the country at a low cost; This service should be available to all commercial organisations having a wide variety of cargo. Since the cost of this type of transport will be comparatively low the commercial goods can be transported from anywhere in the country to anywhere in the country at a viable cost. At present the commercial organisations are restricted to transporting their goods only to a limited area due to cost constraints

Potential cargo owners, consolidators, Kerala back water users observe that if average cost of water transport is Rs. 1/t/km and road Rs. 2/t/km and Rail Rs. 1.50/t/km there is every reason to make enabling provisions pending

development of RoRo, containerisation to attract every kind of safe staunch vessel that could e.g. travel with cargo from hinterland of Maharashtra (Nashik) to outskirts of Mundra in Gujarat for hinterland in the north. Or from Karnataka to back waters of Kerala. It is estimated that cost of trucking Mumbai to Delhi is Rs. 3 / kg over 1500 km, Rs. 12 / kg Dadar to Vashi, Rs. 8/kg Dadar to Vapi. In this rate taking into account diesel cost plus, significant amount is in profit of road carrier and hidden costs at police / tax check posts. A nexus has been preventing useable vessels to take part in logistics chain. While barges, Dhows, sailing vessels as envisaged in MS Act exist as in near far east and middle east but the sector lacks organisation and are looking for leadership now to make modal shift of cargo happen.

If draft new MS Act, IV Act, Ports Act and rules made there under can envisage River Sea Vessel operate within IV limits (5 miles seaward of base line – DG order 19/2013) proposal stated above is workable. IV limits and fair weather is function of meteorology elements such as depth of water, significant wave height wind force, topography etc. Therefore, there is need to fix RSV operations zone wise – say RSV 1 within base line as far as new or existing vessels are concerned, RSV 2, 3 within 3 miles seaward of baseline and RSV 4 upto five miles seaward of baseline. Restriction of tonnage, fair weather, survey certification should be business of local self governments for RSV 1 and for



others State governments given uniform approach requirement under advice from DGS, NSB, State Advisory boards. Financing such vessels, construction of such vessels, use of professional bodies rather than IACS Class only should be the focus.

The many modes of road transport could be used to fill up such vessels as consolidators and save on such agencies. At other end similar service providers evacuate the cargo and bring back return cargo. Much of warehousing etc. costs can be omitted so also brokerage, customs etc. involvement. A typical pilot project could be off Ghod Bunder Thana Creek to Mundra, Mumbai North to Mumbai South, Karwar Manglore to Tuticorin, Palkstraits, Kutapally Kakinada, Gopalpur Sagar Allhabad and NE India.

Such small vessels carrying 1000-1500 tonnes displacing 100 trucks / one goods rail rake would save at least 25% fuel, carbon emission. As the network develops for which there is no cost of road rail construction, more innovative solutions are revised solutions from EXIM trade could be deployed. Containerised cotton bales are reported to be moving by road from Gujrat to south at about Rs. 3.20/kg and by ship at Rs. 2.80/kg. There is something going wrong here and has to be brought down to Rs. 1.60/kg. That is to say attacking – overloading, ship financing, fuel costs, ship operating costs, hidden costs. This needs political will, officialdom support and attraction to common man investor as in Europe. Europe has done away with burden of

compliance on water transport and has put in place policies that require other modes of transport to do as much competitively with respect to Health, Safety and Environment. The disparity in freight rates is minimised and convergence happens giving user the choice of road, rail water. Need of the hour in India and absolutely essential before 2024.

Incentivizing modal shift of cargo is the key. Long term contracts; make in India as per Indian standards for use in Indian waters, long term finance as it is basically infra element, development of suitable competent cadre, relaxation of tax on domestic use marine fuel and applying of MoS Customs committee recommendations would be icing on the cake.

## Nautical Institute visits Company of Master Mariners of India

Capt. Philip Mathews (Master - CMMI) and Capt. Kaustubh Pradhan (Secretary General – CMMI ) along with Philip Wake, CEO Nautical institute (Left) and Robert Mc Cabe, President, Nautical Institute (Right)

On 4th May 2016, after the 190th Court Meeting, we were honoured to have the two stalwarts from Nautical Institute, visit us and share some ideas and their precious time with the Wardens of CMMI.



*Seen above at the Conference Room, 1st Floor, Prince of Wales Seamen's Club, Ballard Estate, Mumbai.*



# CMMI Seminar Weighs Status of VGM Implementation

Prisilla Nadar

(By Kind Courtesy of Marex India / Edited by Command)

The International Maritime Organisation (IMO) has amended the Safety of Life at Sea (SOLAS) convention that now makes compulsory the declaration of Verified Gross Mass (VGM) of packed containers. Two approved methods will declare the VGM for each container by the shipper or his representative; the amendments have come into force on July 1.

"Shippers are still ignoring this rule at an alarming level," said Capt Philip Mathews, Master, The Company of Master Mariners of India (CMMI). He was speaking at the 'Safe Containers and Implementing changes' seminar conducted by CMMI at the Indian Register of Shipping offices, Mumbai on June 16.

The event hosted representatives from the government, logistics companies and shipping lines. Capt Mathews said, "Mis-declared weights of containers have earlier contributed to maritime casualties such as the breakup of ships".

"CMMI supports the IMO initiative", he added. "VGM will



ensure safety of cargo, crew and the vessel".

"Various circulars have been issued by the Directorate General of Shipping regarding VGM," said Capt L K Panda, Nautical Advisor to the Government of India. "We had a series of meetings with the authorities regarding how to go about implementing this new law."

He also spoke about some challenges to be met. "To avoid congestion at ports, weighment has to be done as far as possible from the port and all Container Freight Stations (CFS) must have adequate entry gates," he pointed out.

"India is one of the first countries to implement VGM," said Mr Deepak Shetty, Director General of



Capt Philip Mathews



Capt LK Panda



Mr Deepak Shetty



Capt KV Pradhan



Capt Anil Singh





Capt Ashok Kumar Bhattacharjee



Capt Debabrat Mishra



Capt Nishit Joshi



Mr Vivek Kele



Capt Deepak Tewari



Mr Vijay Arora

Shipping, stressing that the government was trying to use as far as possible electronic platforms for documentation.

Capt Anil Singh, Head of DP World, explained the 3 key elements of VGM- the cargo, the container and the Shipmaster. He said, "It is not a commercial issue but a safety one and the men who risk their lives at sea have a strong reason to implement this law".

"Methods of Calculating the Gross Weight" was touched upon by Capt Debabrat Mishra, CEO, Esquire Info Labs. The weighing must be done in one of two approved ways, on scales calibrated and certified to the national standards of the country where the weighing is performed, he said. Capt Mishra also spoke on a way to weigh containers called the 'Total Verified Gross Mass Solution' (TVGMS).

Vice President of Hind Terminals Capt Nishit Joshi informed the audience that CFSs were ready to implement VGM by July 1. "They

are already weighing 125 containers per day," he added.

Capt Deepak Tewari, CEO, MSC India and Chairman, Container Shipping Lines Association (CSLA), spoke from the shippers' perspective. "We require VGM", he said, while raising the question as to what stage the document had to be submitted by the shipper.

Giving a freight forwarder's viewpoint, Mr Samir Shah, President, Indo- American Chamber-Gujarat, said, "VGM is something we should have been doing without someone telling us. As representatives of freight forwarders, we will support this new rule, but, as it states, freight forwarders will not be responsible for mis-declared container weights."

"Parallel savings, better condition of vehicles, quality of containers and better roads are a few benefits of the VGM rule," said Mr Vivek Kele, President, AMOTI. He also highlighted the important link that was missing in the discussions- the

Customs department.

The session concluded after a panel discussion chaired by Capt. L K Panda. Many issues were raised by the audience, including how VGM decreased the ease of doing business as it adds to the cost, and that the consolidator will be affected the most by the new rule.

Capt. Panda concluded, "The government has taken a step forward; it is now time for the industry to take two steps ahead".

Mr. Deepak Shetty promised that suggestions made during the session will be looked into very soon.

Capt Kaustubh Pradhan, General Secretary, CMMI, gave the vote of thanks, appreciating the efforts of the government officials and other stakeholders who had made the seminar a grand success.

Capt Tescelin Almeida, as Master of Ceremonies, hosted the seminar to perfection with his introductions, one line intersperses and efficient time keeping.





# CMMI's Maritime Potpourri 2016 Takes in Myriad Topics

-From Stressors to Collision Prevention Regulations  
Prisilla Nadar (Kind Courtesy of Marex India and Edited by Command)



**Capt Philip Mathews**



**Capt KS Pradhan**



**Capt JS Gill**



**Capt Nikunj Parashar**



**Dr Deepti Mankad**



**Dr (Capt) Sudhir Kumar**



**Capt JS Uppal**

Separation from family, loneliness, fatigue, multi-national crews, limited recreation activity and sleep deprivation are some issues that prove that life at sea is extremely challenging. The Company of Master Mariners of India (CMMI) Maritime Potpourri, which was conducted at The Shipping Corporation of India, Mumbai on 28th May focused on this, the other side of the seafaring profession. Every coin has two sides; the shipping industry offers a well-paid job, but an extremely challenging one too.

Capt Philip Mathews, Master, CMMI welcomed everyone to Maritime Potpourri 2016, and

spoke about the recent activities of CMMI and made an appeal to the audience to attract large numbers to join the membership of CMMI.

"Seafarers face 3 types of stressors - mental, psychosocial and physical," said Dr Deepti Mankad of MINDSPEAK. "Life at sea can prove extremely challenging for individuals working on board ships away from their loved ones."

She explained that a long distance relationship with family, limited access to social life and increased physiological pressure can often lead to health hazards or lack of interest in work. Even seafarers wives, alone at home, go through



**Capt Yashwant Chhabra** **Mr Aji Vasudevan**

emotional ups and downs. "A seafarers wife has to go through a variety of issues, the main ones being parenting, loneliness and doing all the household errands alone," Dr Mankad said. "A mariner's wife needs immense courage and valour; she stands out





from other women who always enjoy the company of their husbands".

Capt Yashwant Chhabra presented a paper on 'Navigational problems and possible solutions'. He showed several photographs of accidents at sea caused due to error in navigation. "People say seafarer attitudes play a major role in such accidents, but I do not think so," said Capt Chhabra. "Having worked in this field closely for over 3 decades, the reasons are not loss of situational awareness or look out or lack of knowledge. It is inaccurate interpretation of the rules linked to inadequate awareness of watchkeeping requirements and basic ship handling principles," he felt.

Capt Nikunj Parashar, Managing

Director, Sagar Defence Engineering Pvt Ltd explained new technological developments in a paper on 'Applications for developing technology in the maritime sector'.

Later, Mr Aji Vasudevan, Deputy Chief Ship Surveyor and Senior Deputy Director General of Shipping (Tech), gave a brief on 'Goal Based Standards'.

'Traffic Separation Schemes and International Law' was dealt with by Capt JS Gill. Capt Gill, all of 84 years in age, had flown in especially for the seminar in Mumbai.

Dr. (Capt) Sudhir Kumar's book titled: 'Maritime History of India' was released at the hands of the most senior CMMI member present at the occasion, Capt JS Gill.

The book is a thesis written under the auspices of the Bombay University, and is an account of the early days of modern Indian shipping, along with the challenges it faced in its birth and infancy.

A panel discussion on the topic 'Current examination system in India' followed. Students were invited as panellists and allowed to voice their opinions. The large numbers of young seafarers present actively participated in the discussion with the panellists that included Capt Yashoverman Sharma, Former Head, International Maritime Training Centre; Capt Mihir Chandra, faculty, LBS College; Capt SI Abdul Kalam Azad, Nautical Surveyor, MMD, Mumbai; and Capt SM Halbe, Managing Director, Gulf Energy Maritime Services. This session was chaired by Capt JS Uppal, Principal Officer, MMD, Mumbai.

All good things come to an end, said Capt K Pradhan, General Secretary, CMMI, towards the end of the event; he had hosted the entire program in a very professional manner becoming of the Secretary General of CMMI. Capt Pankaj Kumar summed up the day's proceedings and thanked everyone for their participation.





# Key to Successful Shipboard Management

By Capt. Sanjiv Sehgal

"Where is the time to do all the work that is required from us and yet comply with the regulation on hours of work and hours of rest?" is a question that is often asked by the seafarers attending my workshops on management of work and rest hours. It is a genuine concern on ships on short runs and calling at 15-20 port per month (some call even more ports per month).

When ships have violation of rest hours, the normal response from shore management is "manage better". Seldom is any guidance given on what could be done differently to manage better. The solution that comes to mind first is rest hour records should be adjusted to show that no violation has occurred. The Tokyo MOU report after the 2014 concentrated inspection campaign on minimum hours of rest titled "UNSATISFACTORY COMPLIANCE WITH HOURS OF REST" highlighted that "Main areas of concern are hours of rest not being recorded properly and watch-keeping personnel without sufficient rest."

Manning costs have progressively increased over the years and are probably the single largest cost in ship management. Regulatory and industry requirements continue to increase, thereby adding to the work for the seafarers. With the shipping industry continuing to struggle, the decision to add to



existing manning of ship is not easy for the ship-owner.

My studies into this topic have shown that providing additional people does not solve the problem where it is due to improper management of the human resource. In almost 80% of cases, violations occur on account of improper management of seafarers and not because of inadequate manpower.

The Business dictionary describes management as a practice of sharing information, rewards and power with employees so that they can take initiative and make decisions to solve problems and improve service and performance.

It further explains that empowerment is based on the idea that giving employees' skills, resources, authority, opportunity, motivation as well holding them responsible and accountable for outcomes of their actions, will contribute to their competence and satisfaction.

When one reads the IMO Resolution A680 (17), it is quite clear that the intent of IMO in development of Guidelines on Management for the safe operation of Ships and for Pollution Prevention was to empower the people responsible for operation of ships with the appropriate skills, resources, authority, motivation and accountability. The safety



management system was intended to create the empowerment and thereby enhance the capabilities of such people to take right decisions. As a forerunner to the ISM code, the contents of IMO Resolution A680 (17) remain as valid today as they were when adopted on 6th November 1991.

As a mariner who has seen shipping evolve from the days of the sextant and Morse code to GPS, ECDIS and Satellite Navigation with internet on board, has been closely involved with development of safety management system since 1994 (4 years before it became mandatory). One thing that I have noticed is the declining levels of empowerment in the shipping industry. A lot of situations that we see on board today can be attributed to the lack of trust that exists at every level within the ship management activity. This has nothing to do with any particular nationality. It is a worldwide phenomenon. No wonder IMO has mandated under STCW 2010 amendments that certain officers attend training on leadership and teamwork as part of their upgradation.

In the era where communication between ship and shore was limited to short messages sent via Morse code, there was no option but to empower the Master to manage all operations of the ship. In turn, the Master ensured that other officers were similarly empowered to manage their part of the operations. People were made to take responsibility and were held accountable for their actions. Even if only to make their own lives more comfortable, it was an era where people invested time into the juniors and ensured that they were made capable of handling

responsibility. I do not recall the Chief Officer sitting in the control room when I was a junior officer on tankers. Of course there was no oil major measuring our performance in those days or a safety management system that laid down requirements for the Master / Chief Officer to be present for all 'critical operations'? At the same time, the objective to have a safe operation was as applicable then as now.

The term "team work" is now commonly used in the maritime industry. However, in practice this is rarely seen. On one ship that I was auditing some years ago, it was evident that the Master did not trust any of the deck officers. I observed him handling the ballasting operation, receiving stores, attending to the port state control inspector, monitoring cargo operations and just about everything that was happening in port. The deck officers in this case were all experienced but since they were not allowed to do anything without the Master's permission, they had lost their motivation to even do their regular tasks. The Master kept complaining to me all through my stay on board that his entire staff was "no good" and that they could not be trusted to do anything properly.

Even today, when I review the rest hour records of ships and investigate why seafarers have repeated violations, the lack of empowerment often comes to the fore front. A Chief Officer, who sits in the Cargo Control Room just because he does not have faith in the ability of the Officer of the Watch to handle the operations or a Chief Engineer who stays in engine control room all through a long bunkering operation, will invariably violate the regulatory

requirement of minimum hours of rest or maximum hours of work (depending on what the flag has applied).

In many cases, the safety management system requires them to do that because that is what the industry considers as due diligence. The question of legal liability of any incident is always brought up to silence any debate on such topics. Apparently the industry believes that it is better to have a fatigued person remain in-charge of a critical operation rather than allow him to delegate his responsibility to the next rank.

With the focus on MLC 2006 and STCW regulations on rest hours of seafarers increasing, the double standard of the industry is highly detrimental to the aim of IMO and ILO to prevent accidents due to fatigue in seafarers. Unfortunately, not many authorities want to address this issue unless forced to do so due to an accident. Those that do bring up this issue during inspections and audits are either seen as people who are detached from reality or as trouble makers with ulterior motives.

The seafarers today are smarter, better trained, have access to technology that is improving by the day. If anything is missing, it is our trust in their ability to manage operations. Trust is a precursor to empowerment and this requires knowing the strengths and weaknesses of the colleagues. While strengths can be harnessed for better productivity, weaknesses are best addressed through a system of training and mentoring.

Like any education system, STCW is not perfect and depends highly on the capabilities of the trainer and their passion towards training.



Training under STCW is done both ashore and on board ship, which means that we expect every seafarer to automatically become a trainer at some point in their life.

Safety Management Systems are limited in their ability to automatically train the people required to implement the procedures. ISM code requires companies to ensure that training in support of safety management system is provided and most companies meet this requirement by using computer based training programs or short programs at their training centers for seafarers when on leave. The effectiveness of this training can only be seen at work and this is where the role of a seafarer as a trainer and mentor comes in.

One never stops learning. Education is the best investment and never goes waste. These age old sayings remain valid in our industry. In shipping we need to continuously invest in our team members. Use every opportunity to evaluate their knowledge and skills and identify areas where you can enhance this. In doing so, you will realize that your own knowledge and skills get enhanced. Look at every cadet as a prospective Master or Chief Engineer and train him so that he/she is someone who can be relied upon to excel in that job when they eventually have it.

Usually, in the shipping industry, no two situations are identical. The same task done on different days may expose the worker to different risks and challenges. No text book will be able to capture the variances and thereby provide the solutions. Mentoring is an extremely powerful method of training team members to handle

different situations and requires no special skills or effort. We just have to keep the lines of communication open, discuss situations observed while carrying out a task jointly, consider the pros and cons of the situation and thereby achieve the objective of learning more about that operation.

It should also be remembered that safety management systems are not cast in stone. They should be continuously reviewed and improved upon. This task cannot be done by any individual. It requires the active participation of all staff in the organization, which means that people must have a sense of belonging and be motivated enough to identify and push for improvement.

It is finally time for ship-owners and ship-managers to involve the charterers, traders, operators and suppliers into identifying solutions for management of ship operations in port. Regulatory compliance is an integral part of all operations and hence issues that affect the ability of any party to remain within regulatory compliance should be a matter of concern for the involved parties. A detention of a ship or an accident is something that nobody wants. If existing contracts need to be reviewed and amended, so be it. Times are changing and we have no option but to change with them. The way of doing business too needs to change. The industry should consider how best it can strengthen the ability of the Master and the shipboard team to operate ships safely and within the legal parameters.

The future of shipping industry is in our hands. With more than 90% of world's good being shipped by sea, there is no likelihood of this industry losing its value in the

global supply chain. We know our problems, we know the solutions. All it requires is the courage to unite the industry in developing and applying the solutions. If we do that, I have no doubt we will bring back the glory to the maritime profession and make this a profession of choice for the future generations. After all, it is still a profession with relatively low entry cost and where good returns are seen early in life. Successful shipboard management is the heart of maritime business and the key to its success lies in ensuring that the seafarers on board have the support of the industry and skills to excel in their job.



#### ABOUT THE AUTHOR

*Capt. Sanjiv Sehgal has been in the industry for 35 years. He is one of the pioneers in implementation of ISM code, ISPS Code and Maritime Labour Convention 2006. He is an ILO, trained and certified "MLC Train the Trainer and Inspector". He has conducted numerous workshops on Maritime Labour Convention 2006 and Management of Work and Rest Hours in different parts of the world over the past 5 years and has also been a consultant on MLC 2006 to a number of shipping companies.*



# Port Efficiency

By Capt. Sunder Idnani

"Dictionary defines 'Port' as a place where ships load and discharge cargoes. Some define it as 'go between ship and shore'. Others see a Port as an important link in the export and import trade of the Country. I like to define a Port basically as a link in the chain of delivery of goods from the producers to the consumers by the sea route. It is very tempting to call a port a vital link – but as is well known every link in a chain is important. To clarify this doubt, say if stevedores or transporters go on strike, the cargo operations cannot be carried out and delivery of goods are temporarily halted.

In physics, efficiency is defined as a ratio between output upon input expressed as a percentage. Capacity is not to be confused with efficiency though they can be considered to be affecting one another. Capacity can be designed or imposed, even Ports are assigned a designed capacity. If anything is operated beyond its capacity it will certainly have a bearing on its efficiency. To give an example, if a truck is designed to carry a load upto 10 tons, is loaded to say 14 tons, it will move slower, consume more fuel and will take more time, thus affecting its efficiency. Even though it may not break down but manage to deliver the goods it is bound to result in increase in cost of transportation. In case of ships, the consequences

of overloading are well known and perhaps result in loss of ship itself and lives on board.

The perception of efficiency, where a Port is concerned varies with each of the user or interacting entities. There are many agencies and departments both public and private besides a vessel which operate within the Port or are needed to service the ships. To name a few of these are, customs, immigration, health, port safety, shipping agents, stevedores, transporters, ship chandlers, repair firms, fuel and water suppliers etc. etc.

A ship owner will consider a Port efficient if the Turn Around Time (TAT) of his ship is minimal. A ship master may consider a Port efficient if it is safe for navigation with good communication, prompt instruction and clear orders etc. etc. The shipping agents may consider a Port to be efficient if the paper work is easy, the costs are less and other infrastructure are laid out and functional. The Port management themselves will consider their Port very well run if the total cargo handled and revenue generated are higher than the previous times.

Thus the concern, interest and involvement of all are different depending more on self interest. To give an example, the Customs are not really interested or concerned

with the turn around time of the vessel. Similarly other agencies which interact with the ship or even the Port do so with a narrow self interest.

Lastly, the efficiency with which the ship itself functions will also bear on the total efficiency of a Port. For example, if the ship takes long to rig the gangway, open the hatches, lift the crane, it is bound to affect the TAT even though in a minute manner. Or if the paper work for customs, immigration, health, port safety inspectors etc. etc. is not done properly, also if the ship has not furnished its particulars correctly of length, breadth and draft it can contribute to its own delay in arrival, departure, berthing and cargo operations.

A major factor affecting TAT is the time a vessel has to wait prior berthing. The Port planners are in some dilemma whether the berth should be vacant awaiting ships to arrive (this would result in capital spent being under utilized as an occupied berth will certainly generate more revenue) or the ships should wait for a berth to become vacant (this would obviously increase the TAT). Therefore the perfect situation would be for both, vacant berths and awaiting time for the ships to be minimum. This achievement will largely depend on frequency



of ships arriving and the type of traffic at the Port. With modern modes of communication, container traffic maintaining strict schedules and proper planning by the Port, it is possible to achieve the above mix.

Another major factor affecting TAT of a Port is weather. In adverse weather conditions cargo operations have to be stopped for unpredictable periods of time. This factor needs to be acknowledged

and eliminated from any serious measurement of efficiency of a Port

As mentioned earlier over utilization of capacity by itself can lead to inefficiency, so is the case of a Port if working beyond its designed capacity, it is bound to lead to delays. It becomes obvious from above that the efficiency of the Port depends on many factors and collective efficiency of all concerned and not only on Port's own performance."

The above article is generally based on the functioning of Port of Mumbai, but by and large could be applicable to any Port, specially in India.



Capt. Sunder Idnani



## The Company of Master Mariners of India

### Activities of CMMI all over the country include (as applicable)

- Publish Command Journal with Professional Articles every 4 months
- Assist DGS In operating Facilitation Centres at Mumbai Chennai Kochin & Kolkata (Issuing of DCE & WKC for Support level)
- Assist DGS with External Examiners for Masters & Mates oral exams
- Assist DGS In various advisory committees
- Interactive Monthly lecture meetings on professional subjects to gain knowledge and experience
- Organise family gathering once a year
- Organise Seminars at least twice a year
- Conduct Exit Exams through Board of Examination of Seafarers (BES)
- Issue Training and Records Books for B.Sc Nautical Science candidates
- Proposed: Prepare & Distribute ORB part II for Indian Flag vessels
- Proposed: Participate in committee at IMO
- Proposed: Prepare TAR book for Able Seafarer Deck
- Proposed to assist growth of the Inland Waterways Sector, Ports, Risk Assessment, Cargo profiling etc.
- Receive Command Journals free

### What do I get by being a member of CMMI?

- Get nominated In various committees
- Chance to increase horizons in Maritime spectrum
- Free to attend lecture meetings
- Free to attend seminars
- Subsidised rates for entry in social gathering
- Feel proud to be part of a professional organization
- Have a platform to voice your opinion on professional issues Including announcement of achievements changes in the exam systems address issues with the administration etc
- We need to create a vibrant body of professionals who will then have a say in the development of Competence & Skills in the Nautical side
- We will become the backbone on which Government should rely for professional inputs



### The Company of Master Mariners of India

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# CMMI gets a new home

The Company of Master Mariners of India was founded in 1956 by visionaries. However, the finances of the Company did not develop significantly over the years. The operation of the Company was largely 'honorary' with a part time paid Secretary and 2 cupboard spaces in the offices of M/s Ericson Richards, as well as the DG Shipping. The arrangements made sense as the hub of shipping in those days was Ballard Estate- it began at Green gate and ended at Red gate!

Some of the data and records of CMMI were 'lost' due to a fire at the offices of Ericson and Richards. This event gave the impetus to CMMI to seriously consider having its own secretariat, as a professional body could not live out of transient accommodation. In the early 1990's, the finances of the Company had reached a reasonable level due to efforts by the Office bearers and with a

certain amount of 'help' from the then Master, Capt.K.Guha, a small office, measuring approximately 200 sq ft (including the mezzanine floor) was acquired in Cuffe Parade. Such was the pride at the time, that a Court meeting was held in the premises, though rather cramped!

Over the years, the activities of the CMMI grew and the need for a larger office space was felt. This also made business sense, as the

increased activities required the Company to rent out space resulting in an outflow and thus, a drain on the resources.

A Committee was thus formed by the Court, from amongst the Wardens. Capts. V.N.Aindley, N.A.Hiranandani, S.M.Halbe, B.K.Jha were entrusted with the task of sourcing a suitable office within a specified budget. After much discussion within the committee and with other Wardens, it was decided to limit the search to Andheri East area.

The site visits began in right earnest and the committee visited more than 20 sites and carried out a cost benefit analysis. It finally 'zeroed' in on K.Raheja Prime, a building which had 'one office per floor'.

The negotiations with the builders of K.Raheja began in earnest and after 'subjects' failing more than once, finally a price was agreed.

Due diligence was carried out by







reputed law firm of DM Harish and Co and CMMI finally became the proud owners of a 1440 sq ft

(carpet area) office on 16th August 2016 at K-Raheja Prime, Marol, Andheri (East).

On 19th August, in keeping with tradition, a small 'puja' was performed by the Master, Secretary General and CEO with a few other attendees.

At the time of going to press, the committee is actively pursuing with interior designers for putting some life in the vacant area!

Write up by CMMI Warden,  
Capt.S.M.Halbe,  
Managing Director,  
Gulf Energy Maritime  
Services Pvt Ltd, Mumbai.

# Ode To The Lonely

By Capt. Tescelin Almeida



The wind sings through the rigging, its noisy endless song;  
Miles at sea before me stretch; each seems so very long;  
I scan the sky above me, my favourite spec to see,  
He's there for sure ... I see him now; He always stays by me.

Bird, Oh! Bird, why do you fly so high?  
Tell me, is it lonely up there in the sky?  
Indeed black spot you're far away, away seemingly gay,  
The only time you swoop below, is when you wish to prey.

I am but a lonely sailor, who loves his little wine,  
If you should ever care to join; come with me and dine;  
I'll offer you rats and roaches, in dim lights with symphony,  
The best of my time and loving company....

O're sea I sail, o're air you fly; t'is not to reason why,  
The course is set, the sails are full, the bow is lifted high.  
Ere I call you friend; we must be one; let us meet at dawn,  
I'll wait each morning twilight, till we form our liaison.

Hearten! I say, let's not be sad, you be my roc, I your Sinbad.  
Friend! Now carry me home, home to my maiden fair,  
Together we'll prance and frolic and dance,  
Together our love we'll share.

*This poem was written by your Editor, Capt. Tescelin Almeida in 1986,  
on a long lonely voyage across the Pacific*





# IMO Award for Exceptional Bravery at Sea

The IMO Council, meeting for its 116th session in London, endorsed the decision of a Panel of Judges to award the 2016 International Maritime Organization Award for Exceptional Bravery at Sea to Capt. Radhika Menon, Master of the oil products tanker Sampurna Swarajya, for her role in the dramatic rescue of seven fishermen from a sinking fishing boat Durgamma in tumultuous seas in the Bay of Bengal in June last year.

Capt. Ashok Raghavan of CMMI, did the honours and co-ordinated with Capt. Radhika Menon in order to obtain this beautiful interview, which we are proud to share with our readers.

Capt. Menon is the first woman Master in the Indian Merchant Navy and will be the first woman to receive the IMO Award for Exceptional Bravery at Sea. The Awards ceremony is expected to take place at IMO Headquarters, on November 21st at the end of the first day of the Maritime Safety Committee (MSC).

On behalf of the Company of Master Mariners of India we congratulate you on being awarded the IMO Exceptional Bravery at Sea Award for successfully saving seven fishermen in distress under very difficult circumstances.

**Q** Will you please provide us a brief background about yourself prior joining sea?

I was never interested in completing graduation and joining a nine to five office job. After completing 11th Std. I appeared for the entrance exam of Tool and Die Making course and got selected. My parents were reluctant initially but after some persuasion they agreed to let me join the course. But after observing that I was the only girl student in the course, my father was not too happy in my pursuing this course, which made me quit midway. By this time, the admissions to the college had closed. This made me look for alternate courses and it was at this time that I took admission for the Radio Officer's Course. The duration of this course was only six months and my parents readily allowed me to join the course, assuming that it would be a stopgap arrangement till the beginning of the next academic session.

**Q** What persuaded you then to consider joining sea?

I didn't have a role model to emulate, from the seafaring profession, neither in my immediate family nor among friends. When I completed the Radio Officer's course, a chance opening for the position of Radio officer made me apply for the post.

Capt. Radhika Menon



Once I joined sea, I decided to achieve my goals one at a time. So I say, it was destiny which made me join sea and continue the career.

**Q** Did your parents and family support your decision?

Initially my family had reservations on my taking up a career at sea. But after I cleared my Certificate of Proficiency, the newspapers had published that I was the first lady Radio Officer on an Indian ship. It was then that family, friends and close relatives convinced my parents that I should continue with my unconventional choice of career at sea. Since then I have received whole hearted support from my parents and family, without which it would not have been possible for me to continue at sea.



**Q What were the challenges that you faced early on in your career, both during pre-sea and on board service?**

I had joined the Radio Officers course at the Kochi All India Marine College. The faculty in the college were very supportive and I was able to fare pretty well in this course. As for my course mates, they initially mimic me but later accepted me as one amongst them.

Since there was shortage of Radio officers, all of us received call letters from S.C.I. and hence there was no need for me to apply to other companies.

During my initial period at sea, I did not have great expectations as I was new and I consider that my ignorance was my strength. But staying away from family for long period was a challenge and there were times, when my family got impatient if they did not hear from me. In spite of being in this profession for the last 25 years, I still make it a point to call home, once every two days.

**Q What prompted you to switch to the deck department from the radio department?**

After being on board as an independent radio officer for six months, I was looking for opportunities to learn something during the off hours. I used to spend some of my time immersed in my hobbies like yoga, music etc. The rest of the time, I used to volunteer myself to do small tasks like calculating compass error, taking astronomical sights etc. I started reading some Second Mates publications by Capt. H. Subramaniam and my inquisitiveness lead to the desire to command the ship one day.

**Q When did you take over command of the vessel and what is your experience as a female Master on board?**

I took command in 2012. Initially the officers and crew on board had some apprehensions, as they were not used to having a women Master at the helm. However, since all of them were thorough professionals

and competent personnel, it took only a few days for them to realise that they were dealing with another professional who knew her job. I am also grateful for my employers, The Shipping Corporation of India Ltd., for affirming their faith in me by placing me in command of a Tanker.

**Q Please give us a synopsis of the incident leading to the exceptional search and rescue, including the challenges encountered during the rescue operation?**

On June 22, 2015; the vessel was steaming at full ahead to Vizag but making good a speed of only 3 kts, due to a deep depression in the Bay of Bengal. Wind was SW'ly 60-70 kts, swell 7-9 mts with the vessel in position 18°44.9' N 085°41.3' E, about 53 NM from Gopalpur.

At 1230 hrs D/Off Mr. Manoj Chauhan sighted a small boat about 1.5 NM on the starboard bow and promptly informed me. I came up on the bridge immediately and saw the boat (not suitable for deep sea fishing) being tossed mercilessly by the sea with the people on the deck waving for help.

The crew was mustered and the different teams were instructed to stand by with LSA and other equipments required for the rescue, including rigging of a pilot ladder on stbd side. It didn't take long to bring the vessel to manoeuvring speed as we were proceeding against the weather and making hardly any speed. I started my manoeuvre at 1240 hrs. to get close to the boat but could not succeed as our vessel was pitching and rolling very badly. I



C/O Gursimrandeep Singh, 3/O Prashant,  
2/O Manoj Chauhan and Capt Menon  
with the survivors



made a second attempt by creating a lee for the boat and instructed my team to pass a gantline to the boat. At about 1300 hrs, the first two person were picked up. However, due to the extreme weather conditions, the gantline parted and the boat drifted away again.

During the next attempt; after creating a lee, I instructed my team to pass two gantlines - one forward and one aft. This time we were successful in evacuating the fishermen and at 1318 hrs the last person was picked up. In all seven fishermen, aged 15yrs to 50yrs were rescued and administered first aid on board. The fishermen were in a state of shock.

**Q What were your thoughts when taking the decision to proceed for rescue? Did the possibility of failure cross your mind?**

I was certain that considering the prevailing weather at that time, they didn't stand a chance of survival, if not picked up in time. It was much later that I learnt from the fishermen that they were drifting at sea for nearly seven days.

My mind was focussed only on how to accomplish a safe rescue. There were no other thoughts going on in my mind at the time, including the possibility of any failure. I was concentrating totally on my manoeuvres, since keeping the boat in sight was of prime importance (the small boat was being tossed around by bad weather and due to heavy rain and high swell was drifting away at good speed and disappearing in the waves). I had even forgotten to



Rescued Fishermen

inform the office. In hindsight, I feel that I had taken a great risk by not informing anyone. It would have probably invited increased scrutiny and criticism, had my attempts at rescue failed.

**Q What was the response of the survivors on being rescued? Were they surprised seeing a female Master in command of the rescue vessel?**

They had seen me on the bridge wing while I was approaching the boat. I had waved out to them and assured them that I would pick up every one. As is common during such extreme survival situations, there was a small argument going on in the boat when the youngest survivor who is 15 yrs old got kicked in the stomach by a fellow fisherman for boarding first. I think male or female master didn't matter to them at all. They were all in tears and total shock as they considered their rescue as reincarnation. Most of them had minor wounds.

As soon as they were on board, I asked them to call their families from the satellite phone.

Incidentally, they called just in time to stop their funeral prayers which was about to begin. They were lost at sea for seven days and their families had given up hope of seeing them again.

As per their statement, they were fishing in Kakinada Basin on June 16, 2015 when the weather worsened owing to a deep depression in the area and they tried speeding for shelter but could not make it due to engine failure. They dropped anchor and lost anchor. From then on they were drifting due to bad weather which was moving towards Bangladesh while passing the Orissa coast. After two days, their food supplies and water were washed away and the remaining five days they had spent huddled up inside the fish hatch sucking on ice used to preserve the fish. On the seventh day, they were spotted and rescued.

It was later revealed that during the same deep depression, about 30 fishing boats had gone missing from the basin and several fishermen had lost their lives.





I am very thankful to my entire team for their wonderful support during the rescue operation and I am proud of them. They donated clothes to the fishermen and handed over their personal mobile phones to them so that they can speak with their families. The vessel reached Vizag, and on the next day port authorities offered the pilot boat at the anchorage for disembarking the fishermen. The poor men were so frightened that they refused to disembark by the pilot ladder as their morale was down. They remained on board till June 29, 2015 when the vessel berthed. They were received by the local MLA and reunited with their families.

**Q What were your personal feelings on successfully completing the rescue operation?**

It was the happiest moment of my life. The fact that seven souls were rescued and united with their families was something which cannot be expressed in words.

Q. What does this award mean to you, at the personal and at the

professional level?

Well, honestly I did not even think of an award while I made up my mind to proceed for rescue. My immediate thoughts were to ensure that all survivors are rescued without putting my ship's crew at risk. Now that I have been honoured with this award, I am humbled and it is overwhelming. At the personal level, I think the happiness I saw on the faces of those rescued were the biggest award in my life. It is indeed a great honour when IMO acknowledges your efforts.

**Q What was the reaction you received from fellow seafarers and organisations**

**across the world on being awarded the IMO Exceptional Bravery at Sea award?**

I have been congratulated by all the stakeholders in the industry and I thank each one of them on behalf of my team. I also received a message from Mr. Sachin Tendulkar who has appreciated our efforts.

Q. Do you believe that your performance will inspire more women from India (and in particular Kerala and your neighbourhood) to join sea and take up sailing as a career option?

I sincerely hope it does and I would be happy if I can inspire others to join this profession.

**Q What is your advice to all seafarers who are at sea and those who intend to join this career?**

Set your goal, work hard, have faith. As the great Roman philosopher Seneca said "If one does not know to which port one is sailing, no wind is favourable."

Stay blessed, bon voyage!



Capt. Radhika Menon photographed with local MLA Vasupalli Ganesh Kumar on her left and Manoj Chauhan Gurusimrandeep Singh, Regional Incharge of HPCL on her right.



# Oil Spill India 2016

## Brings The Entire Maritime Industry Under One Roof



India is at a critical juncture in the development/implementation of our National Oil Spill Response Policy where 'synergy' is crucial for crafting a win-win solution for all involved which will ultimately ensure effective Marine Environmental Protection. Considering the gravity of the threat posed by spills in any form, more so for the rapidly growing economy such as India, Oil Spill India has been the frontrunner in addressing the hazards & impacts of Casualties & Spills on our waters & the Marine Environment. The 4th International Conference & Exhibition themed "**Commitment, Synergy, Excellence**" was recently held at JW Marriott, Mumbai. Leading this initiative, **Capt. Sandeep Kalia, Global Brand Ambassador & CO-Chairman of OSI 2016**, during his opening address, conveyed that he is pleased to witness the august

presence & support of the Stalwarts and Captains from all sectors of Maritime, Offshore Oil & Gas, Defense, Salvage & OSR industry. He acknowledged the presence of dignitaries from NDMA, DG Shipping, Indian Coast Guard, Directors from ONGC, IOCL,

ITOPF, IOPC Fund, International Salvage Union, Indian Ports, Shipping companies, P&I club, Advisory board members, distinguished domain experts, speakers & delegates. It is a perfect blend of Knowledge, Experience, Expertise and Wisdom, seldom witnessed under one roof, he averred. The thought provoking hi-level deliberations conducted under the umbrella of OSI, by global domain experts, brings cutting edge technology, R&D & tried tested processes, on Indian soil. It offers a dais to adopt, incorporate the response plans &

preparedness level already accomplished in other parts of the world, rather than starting from grass root level. Capt Kalia added that aligned to **Honourable Prime**

**Minister of India, Clean & Green India drive, Oil Spill India is our endeavor to protect our seas from any kind of pollution.** The major focus is on Environmental protection & regulations which are evolving and developing rapidly. Ballast water treatment plants, Emission control regulations, Pollution prevention initiatives are key areas of focus. OSI 2016 is the most unique & only conference focusing on protection of Marine Environment, well represented by 380 dignitaries, delegates, 64 exhibitors, speakers from 24 nations, encompassing the global Maritime industry under one roof, never witnessed on the Indian soil. He concluded by announcing that



the fourth edition is most unique as we had introduced Emergency response, Salvage / Wreck Removal in addition to Spill response, which goes hand in hand. With a focus on Spill prevention, preparedness, response & restoration systems OSI has over the years created a global forum. In his Welcome Address, **Conference Chairman OSI 2016 - Shri. A.K. Hazarika**, former CMD & Director Onshore, ONGC Ltd said this conference was an excellent forum to discuss issues of oil spill. He said oil spill can occur both on land and sea while oil spill on land can be mitigated comparatively easily containing offshore oil spill was much more difficult. He appreciated the support of ONGC that had remained the main sponsor of OSI since inception.

**Guest of Honour - Shri T.K. Sengupta, Director (Offshore), ONGC Limited**, gave examples of different incidents of oil spills and how they impacted the environment. He shared that the number of oil spill incidents over the period had gone down recently. He cautioned that ageing of equipment and infrastructure was a constant threat which could be mitigated only by best maintenance practices. Speaking of ONGC he said we constantly assess the need for repairing and replacing pipelines to ensure they remain healthy.

Highlighting the importance of preventing and containing oil spills **Guest of Honour - Shri A.K. Gupta, Managing Director, Indian Ports Global Pvt Ltd (IPGPI)** said India is the 6th largest energy market with a GDP growing at 8% energy consumption growing at 4.2%, the threat is much higher. Marine oil spills are a serious environment



hazard. He stressed on the importance of taking care of human element.

Stressing on the importance of shipping **Guest of Honour - Capt. Ashok Mahapatra, Director-Maritime Safety Committee, International Maritime Organization (IMO)**, stated that shipping is indispensable for the world economy as 90% of world trade moves through shipping. Stressing on training of humans he said IMO was working to ensure that accidents are prevented.

**Guest of Honour - IG. VSR Murthy, PTM, TM, DDG (Operations & Coastal Security), Indian Coast Guard** stressed that OSI was a global platform. He said Coast Guard has a robust disaster management plan in place. It is heartening that there was no oil spill incidence on Indian shores in the past year. Further, ADG Murthy averred that there were a lot of positives in prevention of oil spills there was a scope to achieve more.

**Guest of Honour, Shri Deepak Shetty, IRS, Directorate General of Shipping, Govt of India**, made a significant point of bringing on

center stage those impacted by oil spills. He stressed on the criticality of training, retraining and constant monitoring. He said let us look at the breakthrough technologies. He urged use of information technology enabled services for enhancing service delivery response. He highlighted taking note of potential threat of terror strike using a vessel as a weapon of mass destruction & gearing up to mitigate such risks.

Capt Sandeep Kalia then unveiled a special message from **Shri Nitin Gadkari, Honourable Minister of Shipping, Road Transport & Highways of India**, who despite the ongoing Monsoon session, invited us at his residence late evening, to record his support, commitment towards environment & best wishes for OSI 2016, vide a video coverage.

**Delivering his Keynote Address Chief Guest - Lt Gen N.C. Marwah, PVSM, AVSM (Retired), Member, National Disaster Management Authority (NDMA)** stressed on the need for collaborative approach to face this manmade disaster. For a sustainable future, oceans are the





key he said. Speaking about National Contingency Plan he said it was important to proactively prevent oil spills. He urged the participants to evolve innovative solutions to meet the challenges. The Chief Guest & all dignitaries on the dais released the show catalogue & OSI newsletter. The inaugural session of OSI 2016 was concluded with a vote of thanks by Shri Abhishek

Bhatnagar, CEO, iTen Media. This was followed

by inauguration of exhibition by the Chief Guest, Guests of Honour & Board members of OSI 2016.

The hi-level panel discussions, technical sessions & valedictory sessions were highly sensational, informative, with thought provoking deliberations, house

full attendance both days, loads of take away, global perspective shared & appreciations from world community for hosting such a mega congress on Indian soil. The Gala entertaining evening & dinner, with hair raising classical flute performance & mind boggling wits from a renowned Mentalist was the icing on the cake.



On 25th August 2016, Capt. Flavian D'Souza, Master of the Hon. Company of Master Mariners of London, took time off from his busy schedule on his visit to Mumbai, to meet up with members of CMMI.

Seen above is Capt. Philip Mathews (Master of CMMI) along with Capt. Nand Hiranandani, Capt. Harjit Singh and Capt. M.B. Ajgaonkar spending quality time together, at a felicitation lunch for Capt. Flavian D'Souza, at the Bombay Royal Bombay Yacht Club.





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