



No. 73 / July 2015

COMMAND

The Journal Of The Company Of Master Mariners Of India

An Hour With The Nautical Adviser



Capt L K Panda



Launch of Viking Star



2014 Environmental Achievement Awards

Seaspan is proud to announce that 63 of our owned and managed vessels were awarded for environmental excellence at the Chamber of Shipping of America's Environmental Achievement Awards in November

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Brevik Bridge	3	COSCO Philippines	4	CSCL New York	9	MOL Eminence	5
Brotonne Bridge	3	COSCO Pride	3	CSCL Oceania	9	MOL Emissary	4
Budapest Bridge	2	COSCO Prince Rupert	3	CSCL Panama	6	MOL Empire	4
Calicanto Bridge	4	COSCO Thailand	3	CSCL San Jose	5	New Delhi Express	8
COSCO Development	3	COSCO Vietnam	3	CSCL Santiago	5	Rio de Janeiro Express	7
COSCO Excellence	2	COSCO Yingkou	7	CSCL Sao Paulo	6	Rio Grande Express	7
COSCO Faith	2	CSAV Lingue	4	CSCL Sydney	9	Saigon Express	8
COSCO Fortune	2	CSAV Lumaco	5	CSCL Vancouver	9	Santos Express	7
COSCO Fuzhou	7	CSCL Africa	9	CSCL Zeebrugge	7	Seaspan Chiwan	12
COSCO Glory	3	CSCL Brisbane	8	Dubai Express	8	Seaspan Dalian	11
COSCO Harmony	3	CSCL Callao	5	Guayaquil Bridge	4	Seaspan Felixstowe	5
COSCO Hope	2	CSCL Lima	5	Jakarta Express	2	Seaspan Hamburg	13
COSCO Indonesia	4	CSCL Long Beach	7	Lahore Express	8	Seaspan Ningbo	12
COSCO Japan	4	CSCL Manzanillo	4	Madinah	4		



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Seaspan Crew Management India Private Limited

501, Kamla Executive Park, Next to Vazir Glass Works, Off Andheri Kurla Road, Andheri (E),
Mumbai 400 059, India | Tel: +91-22-40666200 | Email: Jobs@Seaspancrew.com

Chennai: +91-9884450085 | Cochin: +91-9349840085 | Delhi: +91-9873497686 | Goa: +91-9823208118

Lucknow: +91-9005318868 | Pune: +91-9850839763



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Cover Picture:

Launch of the Viking Star

Emailed articles in their completed form and photographs, for publishing in the 'Command' are welcome. These may be e-mailed to cmmi@vsnl.net

Office Bearers & Addresses

THE COMPANY OF MASTER MARINERS OF INDIA

27 B Maker Arcade, Cuffe Parade, Mumbai 400 005.

Tel. Fax : 2215 3049

E-mail : cmmi@vsnl.net

Website : www.mastermariners-india.com

MASTER	: Capt. Philip Mathews	Tel : 98692 64096	philip.mathews@sci.co.in
DY. MASTER	: Capt. B. K. Jha	Tel : 98676 12783	birendra.jha@molmi.com
SECRETARY GENERAL	: Capt. K. V. Pradhan	Tel : 98676 70456	kvp@elitemariners.com
TREASURER	: Capt. S. Y. Limaye	Tel : 93230 36961	shrikant_limaye@rediffmail.com
IMMEDIATE PAST MASTER	: Capt. V. N. Aindley	Tel : 98211 31132	linknav@vsnl.com

CHAPTERS

BANGALORE

CAPT. SUNDERSAN KISHORE, CHAIRMAN
No. 125, 3rd Main, 1st Block,
Koramangala, Bangalore 560034
Ph: 080-4172 4634 / 0973168 9596,
E-Mail : rathiranjan7@hotmail.com

CHENNAI

CAPT. N. M. RAMCHANDANI, CHAIRMAN
No. 3 Park Street, Kilpauk Garden Colony,
Chennai 600 010
Mobile : 98401 38326.
E-mail : reliancerma@gmail.com

DELHI

CAPT. PANKAJ SARIN, CHAIRMAN
K - 61, South City - 1, Gurgaon 122 001, Haryana
Tel: 011 - 4166 8585 / 87, 96505 97706
E-mail - psarin@ariworld.com

KOCHI

CAPT. RAVI N. MUNDAYUR, CHAIRMAN
36/1286, Aaziya Court, Judges Avenue Road,
Kaloor, Kochi - 682017,
Tel: +91-484-3353070 / 484-4039683, 98460 56797
E-mail : info@emmikodhi.com, office@emmikodhi.com

NAVI MUMBAI

CAPT. HARISH KHATRI, CHAIRMAN
C/o Capt. Pawan Gupta
1201, Mayuresh Cosmos, Plot No. 37, Sector No. 11,
CBD Belapur, Navi Mumbai 400 614
Tel.: 022-2756 6480, 99205 16133
E-mail : cmmi-navimumbai@gmail.com

CHANDIGARH

CAPT. G. S. GHUMAN, CHAIRMAN
SCO 87-88, 2nd Floor, Swastik Vihar, Mansa Devi Road,
Panchkula 134 108, Haryana
Mobile : 092160 89094
E-mail : anmi.chandigarh@gmail.com

DEHRADUN

CAPT. SANDEEP SOOD, CHAIRMAN
304 Phase 2, Vasant Vihar, Dehradun 248 006
Tel.: 0135-2763 390 / 2763 237
E-mail : captsandeepp. sood1@gmail.com

GOA

CAPT. RUCHIN CHANDRESHWAR DAYAL
402, Rukmini Towers, FI Gomes Road,
Vasco-Da-Gama, Goa 403 802
Tel: 0832 - 2538 182, 98232 36923
E-mail : goacmmi@yahoo.in, ruchindayal@hotmail.com

MANGALORE

CAPT. VINCENT. P. F. PAIS, CHAIRMAN
Jenvin Cottage, Ashok Nagar
Mangalore 575006
Tel : 0824-458182 / 459398
E-mail : vincent.pais@gmail.com

PUNE

CAPT. KESHAVKIRAN G. APTE, CHAIRMAN
F-1103, Rohan Garima, Shivaji Hsg. Soc.,
Shivaji Nagar, Pune 411 016
Tel.: 020-2563 7745, 088056 36253
E-mail : aptekg@gmail.com

PATNA

CAPT. ANIL KUMAR SINGH, CHAIRMAN
19 Rainbow Street, Kitab Bhawan Lane,
North S. K. Puri, Patna 800 013. Tel: 0612 2575658
E-mail : neelam_singh19@sify.com
captrajeshksingh@gmail.com

VISAKHAPATNAM

CAPT. SANJIV KOCHERLA
C/o Capt. Pritam Mahanty
1B, Prashanti Residency, 3rd Cross Road,
Kirlampudi Layout, Visakhapatnam 530 017
TEL: 0891-2500967, 098495 62404
E-mail : anmivizag@yahoo.com,

From Master's Desk

I am grateful for the overwhelming faith that the members and newly elected wardens placed in me by electing me as the Master of the Company of Master Mariners of India (CMMI). I shall strive to lead CMMI to greater heights.

The Master's Desk got wider. The reason for this is that the tasks being taken on are manifold and extremely ambitious and challenging.

First thing I have done is to write to all our Chapter Chairmen urging them to increase their spheres of influence in their areas and work towards a sustainable model by engaging in various activities for professional development. In this regard, the head office would be ready to assist. We would like to see CMMI growing in strength PAN India. Towards achieving this end I propose to conduct a campaign to drive the increase in membership. Efforts are being made to establish a chapter at Kolkata which has been a challenge despite the fact that we already have a Facilitation Centre there.

I started a WhatsApp group to get as many members on a common page where discussion and ideas for growth could be put up. There are presently two WhatsApp groups of CMMI, Mumbai due to the restrictions on enrolment. With inputs from various members we have started to pursue some of the older initiatives and some new ones on a rather aggressive note. I shall highlight below CMMI's current wish list.

a. *Involvement from all, with formation of sub committees to look into various tasks such as Training and Manning, Business Development, Property Acquisition, Consultancy Cell, Membership Drive Committee.*

- b. *Obtain exemption from Income Tax Department under section 12A and 80G to facilitate the objectives of the Company such as Property Acquisition, remunerating members etc.*
- c. *Acquire a new bigger property for the CMMI which has become necessary with its increasing activities.*
- d. *TAR Books for BSc Nautical Science and BSc Nautical Tech. have been made under the CMMI banner and approval from the Directorate is already granted. The marketing and sale of the TAR book needs to take off.*
- e. *CMMI shall strive to obtain a representation at the Governing Council/Statutory bodies at the Indian Maritime University, various policy committees of the DGS and industry.*
- f. *Our aim is to increase our membership and to involve the young mariners to achieve our goals.*

A lot is to be achieved and done. I dare say that the above tasks may not move as fast as desirable but I shall try to keep the momentum of flow till success starts knocking on our doorsteps.

I shall end for now, with my firm belief in the words of Ratan Tata:

"If you want to Walk Fast, Walk Alone. But if you want to Walk Far, Walk Together."

Capt. Philip Mathews



Editorial Board



Capt. S. Y. Limaye



Capt. Ashok Raghavan



Capt. Kamal Ghadha



Capt. C. M. Srivastava



Capt. H. Subramaniam



Capt. Milind Paranjpe

From The Editor

I am pleased to inform you that "The Editor" has now become an "Editorial Team." (T)ogether (E)veryone (A)chieves (M)ore.

We regret that we were not able to publish the March issue this year but rest assured we, the Editorial Team promise that Command is going to get better and better.

We have been able to source many articles and believe you me the team has been flooding me with work.

Our earnest request still goes out to all you readers. Please send in your articles and write-ups so that I may be able to edit and print them and enhance the reader experience all the time.

The Company of Master Mariners is pleased to see young blood take up the gauntlet. We now have Capt. Philip Mathews, the youngest Master of CMMI since its inception in 1957. Taking full advantage of the available technology, Capt. Philip's first initiative on taking office was to create a "Whatsap" group to bring all members together on a common page. Daily communication has indeed increased the awareness of all the members

and it is heartening and definitely enlightening to read the enthusiastic discourse.

We are planning our bi-annual seminar for the 25th July 2015 and we look forward to good attendance and participation. The details will be sent by email.

25th June is the International Day of the Seafarer. This year 2015, IMO has shifted its focus to maritime education. A large impetus is in progress, to enlighten and encourage youngsters towards a career at sea. This year's campaign will focus on the maritime world's offers of a rich and fulfilling career for young people, both at sea and ashore.

I egg you on, to Learn more about the IMO Maritime Ambassador Scheme, launched by IMO to promote the maritime and seafaring professions and raise awareness of the positive benefits of choosing a career at sea or other maritime profession. Visit this site <http://www.s4deshare.net/SeafarerDay/day-of-the-seafarer-toolkit-2015>

*Until the next issue
almeidaa@angloeasterngroup.com*



Capt. Tescelin Almeida



THE COMPANY OF MASTER MARINERS OF INDIA

27/ B, MAKER ARCADE, CUFFE PARADE, MUMBAI 400 005. Tel.: 2215 3049, E-Mail: cmmi@vsnl.net

Website: www.mastermariners-india.com

List of newly elected office bearers & wardens for the term 2015-2017 w. e. f. 7th 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 Philip 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. Ravi Mundayur - Kochi Chapter
- 5) Capt. G. S. Ghuman - Chandigarh Chapter
- 6) Capt. Rakesh Jhang - Sailing Master

New 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) Business / Project Development committee.

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. Ravi Mundayur

e) Membership Committee

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

f) Compliance / Legal Advisory Committee

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

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)

The Noose Is Tightening

"The noose is widening and yet tightening", says Mr. Leslie Pinto, Head (Environmental Training) at Anglo Eastern Maritime Training Centre, Mumbai, India.

Another US Department of Justice indictment for an Environmental Crime!

"All four engineer officers on board have been charged. The notion that only senior officers will be taken to task is BUSTED! "

"Due Diligence and full compliance with the Company Environmental Policy is the only way forward at all times."

Below is a news item from <http://www.justice.gov/justice-news>.

"Kindly highlight and discuss this at all level both ashore and on board with respect to violations and their consequences."

**Department of Justice
Office of Public Affairs
FOR IMMEDIATE RELEASE
Friday, June 12, 2015**

Norwegian Shipping Company and Engineering Officers Charged in Second Indictment with Environmental Crimes and Obstruction of Justice

A federal grand jury in Lafayette, Louisiana, has returned a three-count indictment charging Det Stavangerske Dampskibsselskab AS (DSD Shipping) and four employees with violating the Act to Prevent Pollution from Ships (APPS) and obstruction of justice in connection with the illegal discharge of contaminated waste-water directly into the sea, announced Assistant Attorney General John C. Cruden for the Department of Justice's Environment and Natural Resources Division and U.S. Attorney Stephanie A. Finley for the Western District of Louisiana. DSD Shipping is a Norwegian-based shipping company that operates the oil tanker M/T Stavanger Blossom, a vessel engaged in the international transportation of crude oil.

Also indicted were four engineering officers employed by DSD Shipping to work aboard the vessel: Daniel Paul Dancu, 51, of Romania; Bo Gao, 49, of China; Xiaobing Chen, 34, of China; and Xin Zhong, 28, of China.

"Companies operating vessels in navigable waterways have a responsibility to prevent oil spills and protect the

public and the environment," said U.S. Attorney Finley. "One of our priorities is to help preserve the natural resources of this state. Violators should be clear - charges will be filed against entities and persons who harm these resources and obstruct investigations."

According to the indictment, in 2014, DSD Shipping and its employees discharged oil-contaminated waste water generated aboard the M/T Stavanger Blossom directly into the sea. To hide the illegal discharges, DSD Shipping and its employees maintained a fictitious oil record book that failed to record the disposal, transfer, or overboard discharge of oil from the vessel. The indictment further alleges that prior to an inspection by the U.S. Coast Guard, Chen ordered crewmembers to remove piping connected to the vessel's overboard discharge valve, install new piping, and repaint the piping to hinder an inspection by the U.S. Coast Guard.

DSD Shipping and the engineering officers were charged with violating the APPS for failing to record overboard discharges in the vessel's oil record book and with obstruction of justice for presenting false documents and deceiving the Coast Guard during an inspection in the Port of Lake Charles. If convicted, DSD Shipping could be fined up to \$500,000 per count, in addition to other possible penalties. Dancu, Gao, Chen and Zhong face a maximum penalty of 20 years in prison for the obstruction of justice charges. An indictment is merely a formal charge that a defendant has committed a violation of criminal laws and every defendant is presumed innocent until and unless proven guilty.

This is the second indictment arising from a joint, multi-district investigation by the U.S. Coast Guard, Sector Mobile, U.S. Coast Guard Investigative Services and the Criminal Investigation Division for the Environmental Protection Agency. DSD Shipping, Dancu, Gao, Chen and Zhong were previously indicted in the Southern District of Alabama with a seven-count indictment charging related conduct. Assistant U.S. Attorney Howard Parker with the U.S. Attorney's Office for the Western District of Louisiana, Assistant U.S. Attorney Mike Anderson with the U.S. Attorney's Office for the Southern District of Alabama and Trial Attorney Shane N. Waller Environmental Crimes Section are prosecuting the case.

On 2nd April 2015, on the occasion of the 52nd Maritime Day Celebrations, a seminar was held at the Shipping Corporation of India, Auditorium on the topic of Make in India – An opportunity for the Maritime Sector. The seminar was well attended and displayed numerous ways in which the shipping industry could enhance the PM's goals. Below is a paper written by Capt. Bhardwaj which can enlighten us further on the topic.

Make in India – Role for the maritime sector

Capt. Suresh Bhardwaj fmmi, fmi, fics, frina
PhD (UK), Master Mariner

Caveat

"Make in India" campaign underscores the neo-liberal economic development and thrives on the platform of globalisation. It conceives development as global competitiveness within the global market place and targets industrial shift of production base from West to the East. The new paradigm of global business sees more and more private capital controlling business with the State shifting role to facilitator rather than enforcer. The increase in cross border economic activity is fuelled by the fact that market forces dominate economies as MNCs locate their businesses/sourcing from wherever they consider it advantageous. FDI investments increase business base and trade. Thus globalisation is both 'natural' and an inevitable outcome of technological progress, and creates positive economic and political convergences.

Upfront, however, there is a need to exercise due caution. Globalisation dream is followed on a set of assumptions like - Growth through trade / production for all - Sharing of wealth for all - Political reforms or people's mind-set / acceptance of flow of wealth - High degree of effective and uniform global governance (pay tax/ labour welfare) - Equal accessibility of better technology and education to all. The proponents of globalisation claim that it will create convergences of income, access to knowledge and technology, consumption power, living standards, and political ideals. By integrating local and national economies into a global economy that is unfettered by protectionism, economic growth will increase, wealth will be created, and more people in the world will be able to enjoy the advantages and fruits of modernisation, technological progress, and

civilisation.

In reality what has been observed is - Profit-making through economic globalisation outpaced all other rationale - Richer States have supported MNCs over global equity or even in-country equity – No access or perhaps limited access to technology and education has led to gap (fallen further and further behind) - High interest rate of borrowing money: money flow from poor to rich countries (negative equity) - Moldova: 70% decrease in income. 75% of national income service the foreign debt, health suffered/ retrograde economic growth seen. State intervention led to capital flight - Multinational business enterprises have spread their activities world-wide and acquired immense economic and thus political influence - World economy is now largely controlled by few but very wealthy, highly mobile and powerful business corporations -'No' to Keynesian approach and hello to neo-liberal market economy.

Globalisation is a complex game – we could lose by playing it wrong or by not playing at all.

Role for the maritime sector

The Prime Minister's call for 'Make in India' would refer to making a PRODUCT in India, which is an entity an Indian organization should strive to offer to the world market. There are four basic categories of PRODUCT as defined by the International Organization for Standardisation – (a) Hardware and (b) Processed Materials that are tangible, and (c) Services and (d) Software that are in-tangible.

Maritime sector is essentially a 'service' sector – so interpreting 'Make in India' from a 'services'

perspective would translate to 'Make maritime services in India'. It is to be noted that the maritime sector is a 'derived' demand that compliments and goes in tandem with the economic activity represented in terms of GDP, manufacturing index and merchandise trade. Over last few years the merchandise trade is seen to have grown twice as fast as the world GDP, which is reportedly due to the multiplier effect resulting from, among other, the globalization of production processes, increased trade in intermediate goods and deepening and extension of global supply chains, where maritime services play a vital role.

It must be understood that manufacturing in India on its own would be rendered incapacitated unless there is the vital support structure of efficient maritime services to seamlessly integrate into a global supply chain. It is well said that the competition today is not in manufactured products but in its logistic supply chains that reach the product to the globalised customers. Inadequate logistics infrastructure creates bottlenecks in the growth of the economy. The logistics industry in India is yet evolving as an interplay of infrastructure, technology and new types of services. Hence this vital support in the Indian context and in the present times would come from:

- Soft infrastructure – procedural and administrative reforms rendering Ease of doing business
- Hard infrastructure – addressing the Connectivity gaps
- New initiatives – that the new Government at the Centre is eager to implement.

Beyond support to manufacturing, 'maritime services' on its own standing would accordingly also mean and include among others –

- make India as your hub for locating all your back-office work. Much is happening already here. All documentation for example, is centralized in India even if a cargo is originating in China and getting shipped to USA without touching India.
- Back-office for complete financial accounting, performance monitoring is getting based here.
- Design offices for Ships and Offshore structures are based here even if the ship/offshore

structures are getting built outside India. Also plan approvals by Classification societies are in back-offices located in India.

- Much of training for global manpower is being based out of India, in as much as crewing and provision of management services.

All the above examples reflect the maximum utilization of comparatively cheap and abundant talent that India brings to the global marketplace.

The Maritime sector though essentially a 'service' sector also has its own share of manufacturing in the shipbuilding industry. The present government has been particularly vocal about its support for this sector under the umbrella of 'Make in India' with the Prime Minister himself leading the campaign and underscoring the benefits accruing from a vibrant shipbuilding industry, including its employment generation potential. "India's contribution to global shipbuilding has been very low. South Korea, a very small country, smaller than the state of Maharashtra, today alone has a 40% share of global shipbuilding. We want to encourage shipbuilding," Mr Modi said on 16 August 2014 during the foundation stone ceremony for an SEZ and road connectivity project at the Jawaharlal Nehru Port Trust near Mumbai.

The much published GAIL's Rs 42,370 crore global LNG ship tender with 'Make in India' caveat is an encouraging example. It provides for charter hiring of nine ships quoted in three lots of three ships each and one ship in each lot was to be built in an Indian shipyard. It further specifies that Indian shipyards will have to forge a binding technical collaboration with foreign shipyard which will transfer LNG shipbuilding technology.



Dr Suresh Bhardwaj
(fammi, fni, fics, frina)
PhD (UK), Master Mariner

CAP (CONDITION ASSESMENT PROGRAMME)

INDIAN PERSPECTIVE

Capt. Ashwin B Solanki
(Extra Master, MBA and Maritime Consultant)

I choose this topic as felt that some clarification is required from authorities with respect to the requirement of CAP for ships calling Indian Ports.

- 1) CAP is a voluntary, thorough verification of the actual condition of the HULL.

CAP describes and specifies the actual condition on board at the time of inspection and rates the vessel in accordance with a rating scale from 1 to 4 (1 being BEST and 4 being LOWEST). It is based upon detailed inspection and function testing, thickness & vibration measurements, analysis and calculations. Normally the programme is designed for tankers and bulk carriers older than 15 years.

CAP is a consultancy service and is independent yet complimentary to the classification process. So if it is voluntary, why do we need CAP?

- 2) The CAP service provides-

A sound basis for decisions on repair or investments in order to extend the lifetime of the vessel.

An assessment of the vessel accordingly to the actual condition on board rather than age. Documentation of the ships technical condition towards and in connection with -

- Underwriters
- Cargo owners & or authorities
- Refinancing or sale

- 3) Indian Directorate (DGS) vide SD circular 8 of 2003 dated 14.08.2003 has clarified that all oil tankers above 20 years of age require CAP-2 for HULL, MACHINERY and CARGO EQUIPMENT.

- 4) PORT ENTRY RULES of 2012 which has been gazetted does not talk anything about CAP requirement and allows any vessel irrespective of age to enter Indian waters with requirement of IACS class for older ships and IG or DG approved PI clubs for all ships irrespective of their age.

So based on para 4 & 5 it implies that only oil tanker above 20 years of age will need to have CAP 2 calling Indian ports in addition to IACS class and IG/DG approved PI cover.

A circular from DGS clarifying above requirement for CAP may be considered to be issued, as while ports approving ships in PCS (Port Community System) there is a column for CAP and during my interaction with pilots approving PCS or other port authorities or sometimes charterers there seems to be some grey area or lack of clarity.



Captain Ashwin B Solanki
Extra Master, MBA, Pilot, Lecturer
and Maritime Consultant.

(Above views and interpretation is purely of the writer and doesn't reflect the views of any organisation that he may be associated with)

Sulphur and Shipping? What Is It All About?

Several container carriers have announced sulphur surcharges in recent weeks, and an English Channel ferry closure is partially blamed on new sulphur regulation.

What is it all about?

Sulphur oxides pollution in shipping

Before getting started, let us acquaint ourselves with the basics of sulphur pollution.

Sulphur Oxide gasses (SOx) contribute to acid rain, which can seriously impact freshwater and terrestrial ecosystems. It is, however, the serious health effects that make Sox infamous. Exposure to SOx emissions can lead to breathing problems, respiratory illnesses, heart diseases and lung cancer. SOx is estimated to be responsible for about 60,000 premature deaths annually.

The level of SOx emissions primarily depends on the sulphur content in the fuel used. The bunker fuels used by ships are very low grade and have up to 2,000 times as much sulphur as the diesel fuel we use in cars. Furthermore, the fuel consumption of ships is measured in tons per hour, not in liters.

One of the largest ships in the world, if operating 280 days per year, will emit as much SOx as 50 million cars each driving 15,000 km a year, which means only 16 such ships will emit as much SOx as the entire world's almost 800 million cars.

New legislation and efforts to reduce the pollution

Having established how serious the sulphur oxides pollution is, there is some good news to tell. The UN's International Maritime Organisation (IMO) has finally enacted new regulation which came in force on 1 January, 2015.

The revised regulation in Annex VI to the MARPOL protocol of 1997 (MARPOL = MARitime POLLution) will cap the sulphur content at 3.5% (currently 4.5%) and progressively reduce this to 0.5% in 2020. In special Sulphur Emission Control Areas (SECA) the limit reduces from 1% to 0.1% this year, 2015.

The SECAs are the Baltic Sea, the North Sea, North



American coastal areas and the Caribbean. The stricter SOx emissions standards – and, by the way, stricter NOx standards at the same time – will result in a much better environment, especially in port cities and coastal areas.

In the short run, compliance will mainly depend on ships starting to use fuel with lower sulphur content, but technology exists to almost completely remove the Sox emissions.

Transportation by sea will become more expensive as the higher grade fuels are more expensive, and equipment to remove pollutants from the exhaust gasses requires significant investment. Fortunately the extra costs of fuels or investments are by far outweighed by the savings on health care costs giving overall socio-economic benefits.

Enforcement of the new regulation

The benefits of cleaner air will of course only be achieved if all ships comply with the legislation. Since the clean fuel is expected to be more expensive, then that provides an incentive for the ships to cheat. That means effective controls and severe penalties will be needed to dissuade the ship operators from cheating.

In the EU, the member states are required to determine the applicable penalties and to establish controls to sample fuel and check ships' oil record books. Penalties of \$25,000 per day in USA and up

to 2 years imprisonment in Denmark may sound sufficiently dissuasive, but how about controls? As a basis for controls, ships are required to keep an oil record book, fuel samples and bunker delivery notes of fuel delivered to the ship. The Swedish Transport Agency is proposing to double the annual fuel oil samples from 200 to 400. That is in a country with more than 80 ports and more than 10,000 port calls annually in Port of Gothenburg alone - and Sweden is probably one of the best prepared countries to control the new regulation.

The risk of becoming subject to a control is therefore negligible, and even if a ship is being controlled, it could require quite some audit work to determine whether the law was broken (hours or days earlier) based on samples, log-books and fuel delivery notes. The Swedish Transport Agency further comments: "The existing

system makes it almost impossible to go all the way to prosecution and conviction following an infringement, especially to foreign ships. This undermines the system. Without effective sanctions, inspections and monitoring will be toothless measures."

The concerns of the shipping companies

The shipping companies know that the new measures will result in additional costs, either through more expensive bunker fuel or investment in SOx-reduction technologies. The shipping companies fear that they will not be able to pass on all the extra costs to their customers, and that is a valid concern in today's weak markets. That could lead to financial losses, and most sectors in the maritime industry are already struggling with profitability. Ideally the higher fuel or investment costs should be passed up through the chain to the consumers. The consumers get the benefit of the cleaner air and eventually a lower health cost. It is too early to see how this will turn out. At this point we do not even know exactly how much more expensive the low sulphur fuels will be.

The other huge concern of the shipping companies is that the ineffective controls by the port-state authorities will tempt some shipping companies to cheat and simply use the cheaper, low-grade fuels. They would get a competitive edge over the

companies following the rules. That would be a sad outcome of the new legislation.

Hope for the future

The enforcement of the new legislation must be stepped up to ensure that it does not pay to cheat. The archaic enforcement method of spot checking bunker delivery notes and fuel samples is cumbersome and not very accurate. The only way to quickly make progress is through direct emissions monitoring in the funnel. That can record exactly what the emission is for the ship at any time and at any location. Such equipment is available, and such a system will remove the bureaucratic paperwork for both crew and enforcement authorities.

Automatic and electronic emissions data collection can also be used for measuring CO2 emissions which will have to be acted upon. Reliable data about the emissions will be needed to be able to design a proper reward/penalty system. Let us invest in new technology and save us the manual spot checks which are not that reliable anyway.

Scrubber systems can remove almost all the SOx in the exhaust gas and other pollutants as well. Such systems are however expensive to retrofit on ships. However, nothing should prevent IMO of making it a requirement to have on all new ships.

With the mentioned enforcement problems of the new legislation, perhaps the best way to make progress would be to create incentives for those shipowners/operators who invest in continuous monitoring equipment and scrubbers. Let the incentives be financed by leveraging a small "clean air fee" on all containers/tons of cargo/vehicles that move through a port. This should preferably be paid by shippers and consignees as the shipowners need to spend their money on upgrading their ships. Let ships with monitoring equipment and scrubbers get an incentive and use the rest of the income for stricter controls the old-fashioned way. This is just one idea. If there is a political will to incentivise the maritime industry, then get the involved parties together and find a solution that benefits the "clean" ships and penalises the cheaters.

Considering it makes socio-economic sense to lower SOx emissions in North Europe and North America,

why not in other coastal areas around the world? It would make sense for EU to include all EU coastal areas in a SECA which also could give opportunities for simpler regulation and enforcement.

Larger SECAs will make it more feasible for shipowners to invest in scrubber systems. Currently, for ships that perhaps only spend six weeks per year inside a SECA it may make little financial sense to invest in such systems and just pay for more expensive fuel instead. The longer time to be spent in a SECA, the more attractive the investment in a scrubber system becomes. Furthermore, the scrubbers systems only become better and cheaper as increased sales allow for additional research and development spending by the manufacturers.

Conclusion

New standards for sulphur oxides emissions will force the shipping companies to use cleaner fuels or invest in scrubbing systems. This will increase the costs for the shipping companies which ideally should be passed on to their customers. The cost of sea transport will increase. However, the extra cost is more than outweighed by the savings in health costs due to the resultant cleaner air.

At this moment, the planned controls to ensure compliance with the new legislation are not going to be effective. That will tempt some ship operators to cheat and give them an advantage over those in full compliance. We therefore need to strengthen the controls.

The most effective way to enforce compliance is through use of modern technology to continuously measure the actual emissions instead of trying to estimate it based on fuel delivery notes. That will also ensure fair competition between shipping companies and be a first step for future CO₂ legislation.

To speed up investment in monitoring equipment and scrubber systems, it would be a good idea to create incentives for those shipowners/operators investing in such equipment and technology and/or to penalise those who do not.

Finally, we need to designate more SECA's so more people can enjoy cleaner air.

IMO, European Maritime Safety Agency (EU) and Environmental Protection Agency (USA), please take the lead, and the world will follow.

I hope you found this an interesting read. If you want to help increasing the general awareness of air pollution in the maritime industry and the need for better enforcement, share.

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Jens T. Norgaard

Director Finance, EMEA
at Wallenius Wilhelmsen Logistics

VIQ 6 (Rev 1.1)-Important Changes

Submitted by
Capt. Dheeraj Kumar

Since introduction of VIQ under Uniform Vessel Inspection Procedure, it has seen many changes in due course. Updated VIQs were published in 2004, 2005, 2008, 2009 and 2012 and immediately in 2013 major revision to VIQ was undertaken and released in 2014 as VIQ 6.

The intent of the revision to VIQ 6 by OCIMF was to update the VIQ with respect to changes in legislation and to examine the questions to determine whether they are still relevant. A major consideration was not to increase the number of questions, and in fact a determined effort was made to reduce the question set by deleting questions, removing questions that were effectively repetitive, moving questions to the HVPQ and merging questions together. The result was that for a standard oil question set the total question set was reduced by approximately 45 questions.

OCIMF Released Rev 1.1 to VIQ 6 on 16th March 2015 and has been put in use since then, below are some important changes highlighted from the revised VIQ.

1. Section 4 of VIQ now restricts inspectors to 3 hrs for documentation checks including compiling of the observation list and close out meeting. Apparently the opening meeting doesn't fall under this 3 hrs.

2. Q 3.10: In case junior officers are not holding flag state endorsement for dangerous cargo then inspector will record in the comment but should not be an observation in case advanced training certificate is available.

3. Q 4.12: Guidance note clearly mentions that BNWAS shall be kept ON while vessel is at ANCHOR

4. Q 4.25: Amended guidance note requires AIR DRAFT to be MARKED on the CHART when passing under bridges/power lines/cable cars

5. Q 5.6: Guidance note to Record last three incidents and/or accidents reported on the vessel over the last 24 month period has been REMOVED.

6. Q 5.52: FFA maintenance requirement changed from MSC/Circ. 1432 from MSC/Circ.850.

7. Q 6.23: Requirement added that the vent heads should be clearly labelled to indicate the space that they serve for bunker/lub oil tanks.

8. Q 6.30: Requirement to have CLASS approved plan has been removed. "Class Approved" has been replaced by "approved".

9. Q 7.7: Requirement for cargo tank inspection on oil/chemical tanker changed from 2.5 Years to 2.5+/- 6 Months. This is with intention of harmonising it with the class survey.

10. Q 8.16: Guidance note now requires that Vessel should be able to demonstrate that an independent check of the cargo line up including venting was carried out prior the start of the cargo operation.

11. Q 8.83 (Pet): Requirement to have 100% spare hydraulic hose eased to 50% in case the cargo hose handling crane has two or more hoses that are identical in all aspects, then only 50% of these identical hoses need to be carried as spares.

Above list is not exhaustive but highlighting significant changes only, the complete list of changes can be found in VIQ-6 (1.1) under record of revisions.



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PATNA : madhup.chandrashekhara@bs-shipmanagement.com

KOCHI : ranganathan.m.s@bs-shipmanagement.com

KOL KATA : vijay.sanyal@bs-shipmanagement.com

Tel: 011-26510222 / 0111

Tel: +91 44 40800801

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Blue whale returns to Maharashtra waters, (Indian West Coast)

Last sighting was 101 years ago, in 1914



A Bryde's whale : (one of a pod spotted four times)

Blue whales tend to be open-ocean species, but they do come close to the shores to feed and are either resident or migratory.

Written by Anjali Lukose | Mumbai | Updated: May 21, 2015 10:16 am

A "big shape" and a "blow" greeted marine biologists on a boat off the Sindhudurg coast two weeks ago. In search of dolphins for a study on behalf of the Indian government and United Nations Development Programme, the team spotted Bryde's whales just 600 metres off the coast. And it was not the first time.

On March 28, the team had sighted a bigger surprise, a pair of blue whales, near Kunkeshwar, 2.7 km offshore at a depth of 16 metres. Since then, they have spotted members of a pod of four Bryde's whales four times — April 11, 16, 30 and May 6, (2015) near Achra, Tarkarli, Talashil and Sarjekot, at a depth of 15 m.

The blue whale, the world's largest animal, has in particular got the research team excited as the last reported sighting was in 1914, one that washed up on the Maharashtra coast, according to N Vasudevan, Maharashtra's chief conservator of forest, mangrove cell.

"Our boatmen suddenly saw a big shape emerge," Ketki Jog, a member of the Konkani Cetacean Research Team, said from a trawler. "No sooner had we seen the whale than we spotted the calf and followed them for a while. We took lots of photos and left them alone, as the presence of the mother meant 'don't disturb!'"

Besides Ketki Jog, the research team, includes Mihir Sule, Isha Bopardikar, Dipani Sutaria and Vardhan Patankar. It has been surveying the waters from Vijaydurg to Redi, near the Goa coast, since May last year, up to 2.25 km offshore for Indo-Pacific humpback dolphins.

Blue whales tend to be open-ocean species, but they do come close to the shores to feed and are either resident or migratory, said Sule, adding that Bryde's whales are the most common species of baleen whales along the Indian coast and can grow up to 15 metres long.

"Fewer than 10,000 blue whales, by one estimate, are on this planet and a live sighting — that too a mother and calf — is rare. We need to do further research to understand whether it is climate change or other changes in the sea that are causing these whales to come so close to the shore," said Vasudevan.

Our pride lies in the fact that two of the five researchers are children of CMMI members.



Ketki Jog (Daughter of Capt. Chintamani Jog) holds a master's degree in animal physiology. Currently she is working on conservation of marine mammals on the Konkani coast.



Mihir Sule (Son of Capt. Suneel Sule) holds a master's degree in Oceanography. His research is in the area of human-dolphin conflict.

Footnote: An unfortunate event took place on 24th of June 2015. A young blue whale approx. 42 feet long, was stranded in the shallows near Revdanda, west coast of Maharashtra. Despite efforts by the locals and the authorities the animal could not be rescued.

NMDC celebrates "Day of the Seafarer" in Mumbai on 25th June



The International Maritime Organization (IMO) recognizing the invaluable contribution seafarers make to international trade and the world economy, often at great personal cost to themselves and their families, has marked 25th June as the International Day of the Seafarer.

This grand occasion was celebrated at Swatantryaveer Sarvarkar Smarak Auditorium, Shivaji park, Dadar (W), Mumbai, where Shri Rajive Kumar, I.A.S., Secretary to the Govt. of India, Ministry of Shipping graced the occasion as Chief Guest and Capt. J. C. Anand, Chairman Emeritus, Indian Register of Shipping attended as the Guest of Honour. Shri Deepak Shetty, I.R.S, Chairman NMDC (Central) Committee & Director General of Shipping took the opportunity to welcome the august gathering.



Mr. Abdulgani Serang (left) on behalf of NUSI, and Mr. Chirag Bahri (right) were felicitated as "Welfare Organisation Of The Year" and "Welfare Personality Of The Year" respectively. The awards were originally given at IMO London, by the International Seafarers Welfare and Assistance Network.



This Day was also taken to educate the public about issues facing the modern day seafarer, such as piracy, criminalisation etc. The aim of the day was to recognise all the seafarers around the world, raise awareness of seafarers' demanding working environment, challenges faced & sacrifices made and raise awareness of seafarers' contribution to the global economy

"Thank you, Seafarers".



Fifty Minutes with
Capt. L.K. Panda

Sincerity Is Vital While Progressing

Ms. Arunima Sathe, the Marex correspondent on behalf of Command, and I, Capt. Tescelin Almeida of the Editorial Team of Command, had the privilege of meeting Capt. L.K. Panda and Command Magazine is honoured to pen his views.

A short wait in the lobby and we were ushered into the office. It was rewarding and interesting time that we spent, receiving pearls of wisdom which we most graciously share with you below. The Experienced Mariner, Trainer and Administrator, cut to the chase with his pragmatism. On behalf of CMMI and Command, I sincerely thank the Nautical Adviser for sparing us this time despite his busy schedule.

Capt. Tescelin Almeida

Capt. L.K. Panda's views about the industry and its future as shared with the Marex Media's reporter Ms Arunima Sathe.

"Youngsters are required to show more sincerity and respect towards their profession in order to succeed. There is no shortcut to success, hard work, and focussed diligence will help them achieve their objective" said Capt. Panda summarizing his advice to future seafarers.

Capt. Panda holds 40 years of long experience in the industry. He began his exciting journey way back in 1975. He completed his Pre-Sea training from T.S. Rajendra and completed his Extra Masters in the year 1989 before joining the Maritime Administration in 1992. He took over the charge of Nautical Adviser to the Govt. of India, in December 2012.

A philanthropic by heart and seafarer at mind, he plans to devote his time and energy to the profession in which he has grown up. He also intends to engage himself in social work and spend quality time with his family, post retirement. Capt. Panda's contribution to humanity, was recently awarded with the Seva Ratna award by Sharadha Foundation, which deals with cancer patients.

Tell us the reason behind choosing a career which was little known to the rest, at that time.

In the early 1970s there were not many career options, as it is to-day. Merchant navy was considered to be an exciting profession back then, and that had captured my mind. In the 1970s entrance to merchant navy (Rajendra) was along with the joint entrance examination of IITs and therefore it had tremendous positive esteem. I am an adventure loving person so it was natural for me to take up this career and my family supported my passion. Travelling being my passion, I have enjoyed the tenure at sea.

Shipping has changed over the years, the demand of professional excellence has been continuously increasing. With bare minimum manpower, ships turn around becoming bothersome and with a plethora of legislation for compliance, the present life on board ships is extremely difficult. It requires complete devotion and hard work. With such changes, seafarers attitude has also changed and we observe that the seafarers tend to leave this career early or migrate to other careers ashore. It is not surprising to see seafarers leaving their sailing career

in their early 40s or even at late 30s, which means that the average career span at sea has decreased considerably and may not be more 25 years. The attrition rate is not very encouraging but I assume most of the other industries are also facing similar problems.

What do you think about the present and the next generation?

The present generation of seafarers, have higher intelligence however the sincerity and devotion to the profession has been lacking. I agree that the present generation is more tech-savvy but their priorities are different and they aim towards short term gains instead of looking for a long career. The present generation is more adaptable and if they put in their effort, I am sure they can bring in great changes and inspire the new generation for taking up this career.

If I am allowed to make a comparison with the seafarers of my generation I can say with a degree of certainty, that the seafarers of earlier generation were more devoted, diligent and sincere in their attitude towards the profession.

With the trend in shipping, requirement of manpower, changes in training and certification and the social economic conditions, the human element in shipping has also undergone drastic changes. The present employer and employee relation has changed. Further with the increase in the number of management companies and multinational crew on board ships, the present seafarer has to be more competitive, motivated, focussed and adaptable. Indian seafarers do have these attributes, but they have to improve their sense of discipline and choose their priorities. Shift in thought process is essential at this point. Changes are inevitable, but one can still find a profitable and positive side to it.

Based on your experience tell us how has the industry developed over the years and what developments can we expect in future?

Shipping is a cyclic industry and at present we are passing through a difficult period. Every ship owner and manager is trying to bring the cost down to the bare minimum at the same time expects maximum

output from his employees. This is a difficult period and everyone has to understand and help each other till the better times arrive.

With respect to the human element, man power aspects, situation has changed drastically over the years. Management companies and multinational manning has become the order of the day. Ships have become very technologically advanced, thus requiring trained man power to operate them. The training aspects have also undergone significant changes with several amendments to the STCW Convention.

As far as India is concerned, we are making efforts with facilitating mechanism, improvement in training so that we can increase our share of seafarers in the global market. We fully understand that the quality of seafarers will determined success of our endeavour and therefore compromises on training, examination & certification cannot be accepted. In our drive towards the above objective, necessary facilitation process for examination through the e-mode has already commenced and hopefully with the induction of new surveyors/examiners will be able to meet the need of the industry in a qualitative and quantitative manner.

What is your view on the recent training scenario?

We have to live with reality. Training is a matter of concern at present. The training aspects were liberalized a decade ago when private training institutions were allowed to participate. So far the result has been a – "mixed one". Though the maritime training institutions have been given the guidelines with respect to compliance of course curriculum, infrastructure, quality assurance & even the new "CIP" initiative, the results have not been very encouraging. The placement of cadets, creation of excess capacity in several grades are the few problems which have to be tackled immediately.

I am happy to note that many companies have created their own training structure and have gone beyond the mandatory training programmes under the Convention. The shipping companies have to

move away from the compliance culture towards performance excellence. Those organizations who give qualitative training and meet the expectation of the industry will survive and other organizations I am afraid will perish.

Your views on the present shipping market, please

Unfortunately the shipping market in general has not revived and we have been passing through a prolonged depressed market. Shipping as the major transport medium of the world trade, has been affected severely and with the Chinese and other importing markets not showing much improvement the scenario will remain grim for some more time. The long awaited change may take a little longer.

The Government of India has laid special emphasis on improvement of the transport sector. It is unfortunate that our logistic cost is around 15% and only 6% of India's internal transfer of goods is by water, and that affects the economy since waterways are the cheapest mode of transport. If we have to focus on bringing the logistic cost down then the modal shift is required from land transport to maritime transport, for which the infrastructure in shipping and ports has to improve. We hope to see tremendous improvement in the port and shipping sector in India in the very near future.

So far as the world shipping scenario is concerned, it is rather difficult to predict at this stage and the length of this depression is anybody's guess.

What is your advice to CMMI for their advancement and for the betterment of seafarers?

CMMI is a pool of dedicated, and well experienced marine officers, who can assist the industry to expedite various processes. This organization should be more proactive and contribute its experience to various sectors of the industry.

I have always been supportive of the CMMI, and my small step of entrusting the CMMI with the responsibility to grant endorsements (for ratings) through the facilitation centre in 2013 has not only

helped the CMMI but also has helped the Administration. I wish to continue taking support of the CMMI not only in the field of manning, training & certification but also other aspects of the maritime industry, noting the fact that the port and shipping sector is projected to grow in the near future.

I appreciate the current Master, Capt. Philip Mathews' proactive step to bring more members together by using "Whatsap" as a tool for communication, which I never miss to read. At most times there are constructive inputs but at times there are some real "odd-ones". I presume when you have a forum of masters, it is inevitable.

As chief examiner what are your challenges on the examination system and what changes would you like to bring about?

As Chief Examiner of Master & Mates, I have the biggest challenge of meeting the expectation of the Industry by improving the quality of the seafarers, so far as the competency of seafarers are concerned. It is also important to ensure that the need of the industry is met timely and no ship loses any time due to the incompetence of the seafarers and also due to delay in my office. Easier said than done, with acute shortage and lack of infrastructure, we are struggling but I have hope in improvement of the system. The dedicated officers are coping up to the demand and despite the limitation we have been holding examination every month and in the year 2014 over six thousand deck officer have appeared at six examination centres, 32 examinations various grades were held and over 3000 certificate of competencies were issued. By adopting the e-mode of support services, we hope to facilitate the examination process wherein we would like the system to be more transparent and speedier. I am optimistic that with the support from the administration, support from my colleagues specially the CMMI and with new induction of surveyors / examiners I will be able to meet industry satisfaction and be in a position to control the examination and certification system to an optimum level where in the quality and quantity can be controlled effectively.



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KOLKATA

135/1 Radanga
Main Road (Gold Park)
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✉: wmtcc@wallem.com

CHENNAI

No. 2&3, 1st Floor Salzburg Square
107, Harrington Road,
Chetpet, Chennai 600031
☎: 044 28363755
✉: wmtcc@wallem.com

NOIDA

CS 1-1, 4th Floor, Tower A,
The Courtyard, Plot - A-41
Sec 62 Noida (U.P.) – 201305
☎: 0120 4344766
✉: wmtcc@wallem.com

"A Picture Paints A Thousand Words"

Captured below are photos taken at the CMMI Annual Dinner party held in Feb'15.

I am sure you will enjoy watching and reminiscing.

And for those who did not attend, see what you missed.

Please be there next year.

From Capt. Tescelin Almeida





COMMAND

July 2015

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A-402, 4th Floor, Business Square,
A-Wing, Sir Mathuradas Vasanji Marg,
Chakala, Andheri (East),
Mumbai - 400093
Tel: 022-28347349 / 28347294
Email: resume@dynacomindia.com

DELHI OFFICE

MR. HARISH CHADHA
250, ANARKALI COMPLEX,
JHANDEWALAN BKTN.,
NEW DELHI - 110055
Tel: 011-2351161 / 62,
FAX: 011-23511609
Email: harishchadha@yahoo.com

CHENNAI OFFICE

MR S. SATHYANARAYANAN
706, 7TH FLOOR, CHALIA MALL
NO.11, THEYAGARAYA ROAD
T-NAGAR, CHENNAI - 600 017.
TEL: 044 - 4353 3136 / 24361879
FAX: 044 - 4353 3137
Email: sathy@dynacomindia.com

KOLKATA OFFICE (New Address)

PIC: MR. ANINDA BHATTACHARYA
1E, Annapurna Apartments,
68, Ballygunge Circular Road,
Near La Martiniere School,
Kolkata 700019
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Mundra Port Gateway to the Indian Economy

A fast-growing economy is usually associated with the thriving ports sector in a country. Adani Group's Mundra Port truly underlines this fact. An infrastructural marvel, the mega port at Mundra is major economic gateway contributing to Indian GDP growth. Today, this is the largest commercial cargo handling seaport in India. Indeed, Mundra is the only commercial cargo handling port in India to have handled 100+ Mn MT cargo in a year.

Mundra Port is built and operated by Adani Ports and Special Economic Zone Limited. As a common user facility, Mundra Port handles all types of cargo including bulk, break-bulk, liquid, containers and crude.



Location



Mundra Port is located in the Gulf of Kutch on the west coast of India (Latitude: 22° 43' 88" N; Longitude: 69° 42' 34" E), situated

60 km west of Gandhidham in Kutch district of Gujarat.

Strategically situated on international maritime routes, Mundra Port offers multiple benefits for global trade. The gulf acts as a natural shelter for the port, facilitating 24x7 safe berthing, unberthing and vessel operations. Compared to other ports on West Coast, Mundra Port enjoys distance advantage to the north-west hinterland of India. This makes it the preferred port for the cargo hubs functioning in the northern and western states and territories of India.

Port Connectivity



Mundra Port has multi-modal connectivity to hinterland through rail, road, air and pipelines. It is connected with the Indian Railway's national network by a privately developed and maintained rail line connecting to the Indian Railways' nearest railhead at Adipur in Kutch district. The port is connected to the National Road network by

NH-8A Extension and state highways SH6 & SH 50. Broad four-lane roads ensure efficient movement of road traffic to and from the port. Mundra has its own private airstrip with potential to become a commercial cargo hub. The pipelines from Mundra Port carry the cargo to oil refineries in Northern India.

Infrastructure

Mundra Port has deep draft, all weather and direct berthing facilities. The berths at the port are capable to handle the VLCCs, capesize bulk carrier with draft upto 18.5 mtrs and container vessels that can carry 18500 TEUs.

Port's infrastructure is designed on inverted funnel philosophy for efficient through-put management.

Being an all-weather Port, with no loss of operational days due to weather, makes it port of choice for trade.

Superior support infrastructure



Mundra Port has superior support infrastructure and assets which include large fleets of Tugs / Dredgers / Railway Locos. These ensure uninterrupted and smooth operations in 24x7 work environment at the port.



Specialized and dedicated facilities

Mundra Port has been a pioneer in setting trends and benchmarks for the port industry in India. For years, ports in the country have adopted the one size fits all approach while creating port and related infrastructure. In contrast, Mundra Port chose to evolve infrastructure around and specific to the commodity making it multi-specialized and efficient cargo handling facility in entire logistics value-chain.

The specialized and dedicated facilities created at Mundra Port include:

- Fully mechanized coal import terminal known as West Basin. This is World's largest coal import terminal
- State of art fully mechanized Steel Yard with Goliath cranes, vacuum lifting options, and a pipe cleaning station
- Fertilizer Cargo Complex (FCC) – reducing the rake operation time to half of the prevailing industry standards with a capacity to evacuate 10 rakes per day
- Dedicated container handling terminal known as South Basin
- Roll on Roll off (Ro Ro) terminal with floating pontoon for automobile cargo

These specialized facilities ensure that the port is quite efficient in operations with the productivity parameters (such as vessel turnaround time / discharge rate) comparable to the best in the World.

Quality Management System

Mundra Port takes pride in having adopted various ISO standards compliant to the requirements of ISO 9001:2008 (Quality Management System), ISO 14001:2004 (Environment Management System), OHSAS 18001:2007 (Occupational Health and Safety Assessment Series) and ISO 28000:2007 (Security Management System for Supply Chain). Besides, it is also ISPS and NSPC complaint facility.

These certifications are testimony to Mundra port's world-class services to customers and being a great place to work. These certificates also underline the Port's

paramount focus on creating a safe, secure and healthy environment at the work place.

Marine Safety

While safety for all is of paramount focus, Mundra Port has taken extra-precautionary approach for marine and vessel related safety. The port's marine infrastructure assets underline the philosophy of being prepared for worst scenarios even during times of emergencies. The port has a fleet of 72 tons and 56 tons bollard pull tugs.

Motto



The port has enlivened the motto of berths waiting for vessels and not vice versa. This has led to ideal capacity creation which makes it congestion free port leading to No Pre-berthing delays.

One step ahead philosophy

Failures are taken as inputs for what not to do and not as a matter of ridiculing upon someone.

An intrinsic attribute that human resources at Mundra share in their DNA is the urge to remain one step ahead. The team questions the status quo and stretch themselves to go beyond the uncharted territory. Individuals continuously keep on innovating, inventing and re-inventing. This has helped us conceive and successfully implement

ideas leading to enhanced operational efficiencies. The courage to innovate and invent emanates from the organization's ideology of granting freedom in decision making. People are empowered to make big decisions and commit resources. This empowerment drives everyone to do better than what was achieved yesterday.

Awards

During the growth journey, Mundra Port been conferred many awards by the port and logistics industry as well as other cross-industry forums. Some of these include

- Non Major Port of the Year by MALA 2013
- HSE Terminal of the Year – Gujarat Junction 2014
- "Best Container Terminal of the Year 2013" award at Sixth Annual Maritime Gateway Awards
- Gujarat Star Awards 2013 for "Handling the largest container vessel MSC Valeria in the port sector"
- Gujarat Star Awards 2013 for "Container Handling port of the Year"
- Won 27 awards at the 24th Gujarat Level Convention on



Quality Circles

- Won 11 medals at the 26th National Convention on Quality Concepts (NCQC)
- D&B - Axis Bank Infra Awards 2012 for Ports
- All India MALA Awards 2012
- Gujarat Star Awards: Dry Bulk / Break Bulk Handling Port of the Year
- 'Port of the Year - Containerized' Award at Gujarat Junction Awards (Nov '12)
- "Port Infrastructure Developer & Operator of the decade" at Gujarat Junction Awards (Nov '12)
- Non Major Port of the year 2011 award at International Maritime Offshore Logistics 2011
- Gateway Awards of Excellence-Ports & Shipping 2012 category "Private Port of the Year" from Ministry of Shipping, New Delhi
- "Special Commendation Certificate for Golden Peacock Award" in the field of Occupational, Health & Safety - 2011.



Advantages at Mundra Port

Superior marine infrastructure, specialized cargo handling facilities, dedicated equipment ensure that port is able to turnaround vessels and rakes quite faster. Port's multi-modal connectivity ensures easy and choicest evacuation of cargo by the customer. An extra ordinary team with deep commitment to serve the customers satisfactorily leverages these assets optimally and the result is overall reduced logistics costs for entire trade and all the stakeholders.



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The IMSBC Code 2013

Immediate Challenges and beyond

Capt Ruchin C Dayal

MMI, AFNI, MIIMS, MAIMS
CEO, eDOT Solutions, Goa

The Background

Iron ore and iron ore fines have been a subject of much deliberation over the last decade or so; What are fines? What is the percentage of "fine" material in iron ore lumps, which may necessitate them to be termed as fines? Is there a difference between concentrates and fines? what are category "A" cargoes & so on ;well these are the usual questions which may intrigue a seafarer today. But the challenges are getting bigger. We need to build our own perspective on the interpretation of the changes in the IMSBC Code while keeping its sanctity & spirit intact.

The International Maritime Solid Bulk Cargo Code (IMSBC Code) governs the carriage of solid bulk cargo (except grain) & is mandatory under the SOLAS convention

To start with we need to rewind a little & ask what is the big deal anyway? We have been carrying iron ore for ages!! Iron ore and iron ore fines are two separate cargoes. While iron ore may be considered to be largely comprising of lumpy material resembling small rocks or stones of 10-25 mm, iron ore fines is largely made up of powdery material below 10 mm in size. Iron ore fines may be produced by sieving the natural ore into various sizes & belongs to category "A" in the IMSBC Code. Cat "A" cargoes are defined as cargoes which may liquefy if shipped at a moisture content in excess of their TML, i.e. their Transportable Moisture Limit. Iron ore (lumpy material as described earlier) is a Cat "C" cargo – not liable to liquefy. The big deal is that scale of actual transportation of iron ore "fines" has changed thru the years with the process of sintering coming of age in the late 20th century. Sintering may be defined as a process to coagulate

the fines with coke to enable their use into the blast furnace. In layman's terms, make lump like material to be introduced into the blast furnace for making of steel.

One has to only understand that during the pre-sintering days where 10-20% of ore was used for production or export & the rest wasted or "dumped" as waste (fines/micro-fines); suddenly with the sintering process, there was a market for the so called "dumps". Having a market is in- fact an understatement; suddenly the wasted dumps were worth as much as the so called iron ore lumps. The demand of ore has exponentially multiplied since, prompting the trade to keep up. India herself exported over 100 Million MT annually to China in the years 2009-2011.

With the multiplying demand from China, there was so much margin and so much money involved in the iron ore trade that middlemen and traders became the name of the game. "Export at all cost" became the moto; because whatever the "cost", there was so much of margin that there was always more money to be made. Hence, like it always happens in India, everybody, from barbers to shop-keepers, from politicians to TV stars, from NRI's to builders; anybody & everybody invested in a business of export of iron ore fines. This was not limited to India. Australia and Brazil also saw similar chaos. Traders in Singapore and Hong-Kong became billionaires literally overnight

Gentlemen, because of the utter chaos and complete disregard for anything else but business, many seafarers like you and me lost their lives.

The recently sunk Bulk Jupiter in Jan 2015, MV Harita Bauxite in 2013, MV Jian Fu Star, MV Nasco

Diamond & MV Hong Wei in 2010 & the MV Asian Forest in 2009 are only a few of the vessels affected by liquefaction. The understanding that liquefaction will kill is not new. There has been plenty of work in this regard since 2004. The BC Code having been replaced by the IMSBC Code, adopted in 2008

& mandatory from 2011. The IG Clubs have been working hard to keep members abreast to the latest developments.

Particular case studies and actual causes of liquefaction have been sufficiently deliberated upon in detail in the past and are not the scope of this article

The IMSBC Code

The IMSBC Code is considered the Bible of carriage of bulk solid cargo. It is mandatory under the SOLAS Convention. While the code is widely available and comprehended fairly well within the surveyor/sailing/seafarer community, there exists a fair amount of debate upon its actual compliance & implementation. Let us attack the main problems we are faced with in the last decade or half a decade in regard to implementation of the code

Poor understanding of the code (IMSBC) & its applicability by Shippers World-wide



- Shippers are unable to understand their obligations under the code. Ignorance coupled with commercial pressure leading to unprofessional (mal) practices. Essential and mandatory information being treated as cumbersome paper exercise.
- Owners, guided by clubs & associated surveyors, in direct confrontation with the shippers. Shippers not co-operating with owner's representatives & most often than not, getting away because of the prevailing market conditions (such high demand for ore – seller's market).
- Shippers & traders (conveniently) not ready to believe in the consequences of liquefaction.
- Their common moto being "We have transported ore for the last 50 years without a mishap"



Iron ore fines before and after liquefaction.

Ambiguity in the code or Different interpretations of the English language?

- No separate schedule for iron ore fines as yet. While DSC.1/Circ.71 addresses this issue, it becomes mandatory only from 1st Jan 2017. Hence Iron ore fines being shipped as "iron concentrates"
- The word "concentrate" encompasses a wide range of mineral ores. Very generalised definition of a "concentrate". The trade is of the opinion that Iron ore fines may not be generalised with other minerals like Nickle ore or other similar ore concentrates.
- The quantities being referred to in the Code are very ambiguous; for e.g. how much quantity is "substantial quantity"? The context has not been set!!! Or what does "certain proportion" mean? Or how much rain is "significant rain"?

- "Poor understanding" of the English language. This may seem unreal but while generally the overall command over English in the seafaring world is improving, making specific interpretations considering a range of information remains a challenge for many nationalities.

The current Code – IMSBC Code 2013

Since the code became mandatory in 2011, specific amendments have been made to address some of the issues above; few of which may be relevant are listed below

Section 1.7 – Definitions

The definition of a "Competent Authority" now includes a requirement for the Competent Authority to operate independently of the shipper.

Section 4 – Assessment of acceptability of consignments for safe shipment

Sub-section 4.3 – Certificates of test to be issued by an entity recognised by the Competent Authority at the port of loading.

A new paragraph 4.3.3 has been added requiring the shipper to have in place procedures for sampling, testing and controlling the moisture content of the cargo to ensure it is below the TML. These procedures are to be approved by the Competent Authority at the port of loading. A copy of the approved document issued by the Competent Authority is to be provided to the Master or his representative.

Ref - MSC.1/Circ1454 on Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy."

A new paragraph 4.3.4 addressing the problem of uncovered barges with low freeboard transporting Group A cargoes to other vessels has been added; shippers are to include measures to protect cargo on barges from precipitation and water ingress in the procedures required by paragraph 4.3.3.

This amendment will have major impact on the loading in Goa, where nearly all cargo is transported by open barges and loaded by

either ships own cranes or by trans- shippers.

Sub-section 4.4 – Sampling procedures; there is a



new paragraph 4.4.3 requiring shippers to facilitate access to stockpiles by the ship's nominated representative for the purposes of inspection and sampling for subsequent testing.

This amendment is of particular significance as between 2009 & 2013, a practice of blackdisting of particular surveyors by shippers had become common place in India. A provision was included in the C/P barring owners from appointing specific surveyors and even if owners managed to get their way and appointed their surveyors, seldom were they allowed to access the stockpiles of the shippers.

Section 8 – Test procedures for cargoes which may liquefy

Sub-section 8.4 – The section has been divided into two with sub-sections; 8.4.1 retaining the Complementary test procedures for determining the possibility of liquefaction – the Can-Test, while an additional sub-section 8.4.2 has been added; advising that if a sample remains dry following a Can-test, the moisture content of the material may still exceed the TML.

This amendment is particularly intriguing and needs to be discussed in greater detail.

So what does the new section 8.4 mean?

There may be a natural case to argue that if there is a sec 8.4.2 which says that the moisture content may still exceed the TML even if the cargo remains dry on can-testing; then what is the point of having sec 8.4.1 – Masters use of an auxiliary method for

determining the possibility of flow.

To start with, extremely important to reiterate that the can-test cannot be mixed up with section 4 of the IMSBC Code. **The can-test cannot be used as a criteria for accepting cargo for shipment!!!** Cargo needs to be assessed as per the requirements of the IMSBC Code Sec 4 for acceptability for shipment.



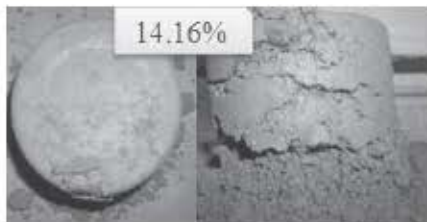
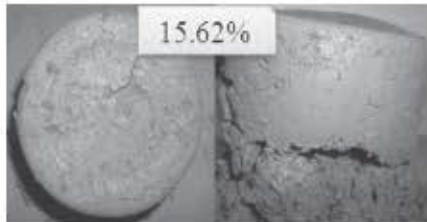
However, the can-test can be an extremely important tool, if not the only one, in the Masters hands. The can-test can give a lot more information than what may have been imagined earlier. eDOT Marine Lab, based in Goa has analysed over 100 different samples by all methods in the IMSBC Code including the type "D" test & compared the results with that of the can-test & there is unquestionably a recognizable evidence of how the physical attributes of the cargo change when close to its TML/FMP.

For example, say for Sample Ref 80

The role of the can-test becomes even more important in the Indian context; where cargo is often loaded at the anchorages from barges.

Challenges – The Indian Context

The reason we are talking mainly of the Indian context is because Brazil and Australia are claiming to comply fully, not only with the IMSBC Code

METHOD AS PER THE IMSBC CODE	RESULT TML	SUBSEQUENT CAN-TEST MOISTURES	
FLOW TABLE TEST	13.1 %		10.37 %
PENETRATION TEST	13.3 %		
PROCTOR & FAGERBERG TEST, TYPE "C"	13.0 %		12.58 %
PROCTOR & FAGERBERG TEST, TYPE "D"	14.9 %		
<p>Ref the pictures of the cargo after the can-test, please note the extent of compaction of cargo & compare the moisture contents. It can be deduced quite safely that the compaction of the cargo began between the moistures 12.58 & 14.16 % {as the cargo at 14.16% is compacted quite nicely}. Hence, if the Master or his representative was carrying out can-test of the cargo being loaded; assuming that he has accepted the cargo for loading as per the provisions of Sec 4 of the IMSBC Code 2013; loading could be halted as soon as significant compaction begins. Significant meaning when the cargo stops to crumble as shown in the first couple of pics and starts forming a hard jelly like mass. The moisture at that point would have to be around the 13-13.9% mark; i.e. very close to the TML obtained by the three older methods and quite clearly well below the TML obtained from the new type "D" method. This will negate the possibility of loading any unsafe cargo into the ships holds.</p> <p>Please try and understand the significance of this!!</p>			
			
			

2013, but also with the amendments scheduled for mandatory entry in 2017.

The challenges in safe loading of iron ore fines have been divided into two

1. Compliance with the present regime – IMSBC Code 2013
2. Compliance with Circ 71 – amendments to be mandatory from 2017

Compliance with the IMSBC Code 2013

Requirement in the Code	State of compliance
<p>Competent Authority to operate independently of the shipper</p> <p>Certificates of test to be issued by an entity recognised by the Competent Authority at the port of loading.</p> <p>The shipper to have in place procedures for sampling, testing and controlling the moisture content of the cargo to ensure it is below the TML. These procedures are to be approved by the Competent Authority at the port of loading. A copy of the approved document issued by the Competent Authority is to be provided to the Master or his representative. (MSC1/Circ 1454)</p> <p>Shippers are to include measures to protect cargo on barges from precipitation and water ingress.</p> <p>Shippers to facilitate access to stockpiles by the ship's nominated representative for the purposes of inspection and sampling</p> <p>Introduction of Sec 8.4.2 if a sample remains dry following a Can-test, the moisture content of the material may still exceed the TML</p>	<p>In place</p> <p>In place – DGS, India has implemented an excellent laboratory inspection and certification program all over India</p> <p>A major challenge. None of the shippers have this in place. Owners have asked their agents/shippers to provide a certificate in the form of the Circ 1454 appendix, which essentially is the proforma for the certificate issued to the shipper by the Competent Authority certifying that his procedures have been approved; this needs to be given to the Master prior loading. Vessels are already facing delays on account of this.</p> <p>Another challenge in conjunction to the above. Clubs may not accept mere tarpaulin for covering the ore. Different interpretations are expected to create chaos when the export from Goa restarts. Goa has in excess of 350 open barges for carriage of ore from the mines to ships.</p> <p>Few shippers have indeed started opening up their stockpiles for inspection and sampling but due to such limited export presently, the real picture will have to wait until export resumes – mainly from Goa.</p> <p>Cargo consignment once sampled, tested and certified may be transported via barges to the vessels at the anchorage where loading takes place using either vessel's own cranes or by deploying a trans-shipper. Master MUST perform the can-test to check whether cargo resembles the description in the test certificate; he must have sufficient data in way of guidance to reasonably gauge the existing condition of the cargo. Majority of the clubs and experts world-wide believe that every barge arriving a/s a vessel must be sampled and tested again. Presently the Can-test procedure is poorly understood.</p>

Compliance with **Gr.71** amendments: The IMSBC Code 2017

These amendments will have extremely big ramifications on the existing culture. Brazil and Australia are already complying with these amendments.

New schedule for iron ore fines

The provisions of this schedule shall apply to iron ore cargoes containing **both**:

1. 10% or more of fine particles less than 1 mm ($D_{10} \leq 1 \text{ mm}$); and
2. 50% or more of particles less than 10 mm ($D_{50} \leq 10 \text{ mm}$).

Notwithstanding the above provision, iron ore fines where the total **goethite content is 35% or more** by mass may be carried in accordance with the individual schedule for "IRON ORE", provided the Master receives from the Shipper a declaration of the goethite content of the cargo which has been determined according to internationally or nationally accepted standard procedures.

Modified Proctor/Fagerberg test procedure for Iron Ore Fines (Type "D" test)

The existing Proctor/Fagerberg test method has been modified to reduce the weight of the hammer to 150gms.

The TML of Iron Ore Fines is taken as equal to the critical moisture content at 80% degree of saturation.

The test procedure is applicable when the degree of saturation corresponding to Optimum Moisture Content (OMC) is 90% or higher.

we see volumes like before.

Having said that, this article is not about the commercial viability of ore export but about safety of the lives of fellow seafarers. It is important that we understand the code, gear up for it and use it for overall advantage. I hope this article reaches

Presently no standard for determination of the goethite content.

It is widely feared that unscrupulous Shippers may try and ship group "A" cargoes as group "C" by declaring a goethite content which may be incorrect.

Goethite content is determined by XRD technology – X-Ray Diffraction.

The eDOT Marine Lab in Goa has conducted exhaustive research on the test and compared the results of nearly 100 samples, wherein each sample was tested by all methods in the code.

The new method gives a TML of + 1.75 %. This is an average and individual results may vary between +1.2% & +2%

The way forward

While there are all the right noises in the right places for the exports to resume from Goa, there may a spoiler in the form of international iron ore price which has been looking south for some time now. Hence, while exports may be permitted to resume in the near future, it may be a while before

many of us who are sitting in decision making positions and it helps in the general understanding of the laws that Govern the carriage of fines & why they are there in the first place.

Written in good faith without prejudice to any other point of view. Good Luck & God Bless!!

Destiny and the Mariner

Food For Thought!

By
Capt. Sunder Idnani

This one is food for thought!

The Western philosophical minded person has a belief that one can control and guide one's life. This is opposite to our thinking and faith which lies in "Karma". Even after many instances and experiences, some people do not believe in it.

Does it really exist or is it a figment of one's imagination or blind belief? It certainly is not, as we shall see!

What are we talking about? Destiny!

From time immemorial humans have been fascinated and bewildered about the Sun, Moon, Planets and the Universe itself. In ancient times, the Sun was worshipped by some, the Moon was revered by some and Planets together with the Sun and the Moon were believed to influence humans on Earth. The mystery about the movement of the Sun, Moon and the Earth remained unresolved till a few Centuries ago. The then philosophers and thinkers came to realize the Moon and the Earth's movement around the Sun. They also discovered the relationship between the sun and the earth's rotation and time. They invented and developed the Sun Clock which showed fairly accurate time.

The following is an attempt to illustrate what effect celestial bodies have on earth and on humans and to their destiny. Mariners are more likely to acknowledge and appreciate these effects.

In the past and presently also, in many Hindu

orthodox families, after a child is born, a Jyotshi (astrologer) is asked to prepare a "janam patri" (horoscope). All that the Jyotshi needs, are details of place, date and correct time of birth. If he is a learned and knowledgeable Jyotshi (dwindling fraternity) he can and does make an accurate "Janam patri." by calculating the exact location of Sun, Moon, planets, etc. Once prepared, this horoscope can be deciphered by any other learned Jyotshi and the person's future can almost accurately be predicted.

A few decades ago, a Mariner, by taking angular altitudes of celestial bodies by using a sextant and noting the exact GMT, could laboriously calculate the position of the ship. It is noteworthy to see the connection between position, time and angular altitude of heavenly bodies as in making a horoscope!

To highlight another co-relation between earth and heavenly bodies is the occurrence of tides. How the Sun's and the Moon's gravitational attraction can cause the tides on earth, is well known and experienced by all mariners and some land lubbers. The times of occurrence of tides are fairly accurate and predictable. These are tabulated for a particular location. To further illustrate the effect of Sun and Moon which cause tides, is the relative position of these and Earth which result in Neap and Spring tides.

William Shakespeare in one of his plays, 'Julius

Caesar' quotes "there is a tide in the affairs of men which taken at the flood, leads on to fortune". Here, what the writer means is, "that if one takes a decision or grabs an opportunity at the right time it would be beneficial for that person".

To quote another saying by a very wealthy but modest person is that, "I attribute my success to being in the right place at the right time." This has become a well known saying. It is often said by most people, that in their life they missed this or that opportunity and live to regret it. Destiny?

The effect of the full moon on some people is well known. This lunar effect makes one's mind go bizarre. This is also medically documented. Similarly other planets and heavenly bodies do also influence an individual.

Lastly the position of a ship or place is denoted by its latitude and longitude. As all Mariners know,

longitude is co-related with time. One degree of longitude equals four minutes of time. Thus one of the main factors that determines destiny is time. That is why accurate time of birth is important.

In life, if one looks back in time, it would reveal that good and bad happened without any effort or cause. Success and failure came without one's control. All of the above exist in reality and are not only beliefs but proven too.

There are many instances in history which can only be attributed to nothing else but destiny. Just to give one example, some people scheduled to take a flight either miss it or do not take it for various reasons and it so happened that the plane they were supposed to take had crashed. Some would call it chance, luck or coincidence but it was his/her destiny to survive, for it was not yet their time to depart!

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Recognition and Early Intervention Avoid Previously Undiagnosed Deck Officer Health Issues

By Capt. I.M. Anonymous



(This article is a humorous endeavour at highlighting the current dependence on automation on the bridge and has been taken from the website gCaptain whose link is given below.

<http://gcaptain.com/recognizing-deck-officer-health-issues-trackline-attachment-syndrome/>

This site was founded by John Konard in 2008. gCaptain is dedicated to building an interactive community of maritime professionals. Through the use of social media tools gCaptain promotes user interaction, discussion and the sharing of both ideas and information. By bridging the communication gap between print and the end reader gCaptain fosters ideas that improve safety and increase efficiency aboard ships globally.)

Trackline Attachment Syndrome (TAS) is the tendency of navigators, commonly younger mates, but often noted during observation of even seasoned captains, to develop an unhealthy and obsessive need to place and keep a pictorial representation of their vessel upon an arbitrary pixelated line or series of lines presented on a computer monitor, usually positioned directly in their line of vision; often (especially during periods of darkness) obscuring other important aids to navigation such as "wisdom," "windows" and "RADAR."

Over long periods of time this syndrome becomes exacerbated by a sometimes complete loss of peripheral awareness known as Cross Track Error Phobia (C-TEP). Left untreated, the combination of

the two lead, in 98.5% of cases, to Trackline Separation Anxiety Disorder (TSAD).

TSAD is an emerging disorder, exacerbated by the Manila Agreements, first noted by qualified professional assessors during repeated sessions of simulator navigation assessment of mariners.

Further real-world research has indicated that TSAD is a potentially temporary yet oftentimes permanent disorder brought on by undiagnosed, untreated or improperly treated cases of TAS and TSAD. It has been noted that early intervention prior to the onset of C-TEP is most successful and has a cure rate of nearly 90%. Once the affected navigator develops full-blown TSAD, even with proper intervention the cure rate at present is an abysmal 0.33%.

Early diagnosis is important

Diagnosis of early-onset TAS and C-TEP is simple (by qualified navigators) and misdiagnosis is nearly impossible. Simply place the ECS/ECDIS display power switch in the "OFF" position suddenly and without warning and observe the reaction of the navigator. A yawn or a delayed (more than 30 seconds) recognition of the darkened display indicates asymptomatic response and no presence of the syndrome and no further treatment is required.

Exhibition of immediate stress and panic factors indicates, at the minimum, the presence of TAS and further follow-up in controlled conditions is recommended. Loss of consciousness in extremely advanced cases warrants immediate removal of the navigator from the watch rotation and flyers and pamphlets touting the engine department career track should be administered to the patient.

TSAD diagnosis is frequently accomplished at a distance by other vessels in the operating area by monitoring VHF radio. The most common and absolutely unmistakable indicator is the insistence, often in a panic-strike tone, by one vessel (usually the give-way vessel) to another vessel "YOU'RE ON MY TRACKLINE!! WHAT IS YOUR INTENTION?"

This I have personally been told in radio traffic originating from Training Ships in both the Pacific Ocean and the Caribbean Sea, and my diagnosis of TSAD in both cases was immediate and unarguable. I am confident that the disorder was immediately diagnosed and treatment is ongoing aboard each ship by the licensed officer(s) monitoring the cadet(s).

Proper treatment show promise

There have been many suggestions as to the best treatment methodology. As of yet there is no universal agreement and creative approaches to treatment are emerging in the literature. As an early advocate of proactive intervention, I have used the following strategies:

Placing the ECS or ECDIS display in a position behind the navigator had early success however surreptitious monitoring indicates that most navigators quickly adjust their position on the bridge by rotating their bodies 180 degrees to compensate, rendering this strategy ineffective.

Placing the power switch in the "OFF" position (the so-called "Cold Turkey" solution) is immediately effective however it must be noted that legal issues complicate this approach to treatment and as such it should only be attempted by Masters who carry license insurance and/or choose to remain on the bridge at all times.

Allowing my navigating officers an unlimited cross-track error factor on the ECS/ECDIS systems while assessing, planning, executing, and monitoring appropriate and prudent cross-track error limits on "paper charts" which, depending on the company, are sometimes available in the pilothouse.

Of the three, the last has been the most successful.

My hope is that this short article will raise awareness and help prevent the steady progression from syndrome to phobia to disorder.

MV ANA Learning Lessons For Crew Managers

Contributed by Capt. Sanjay Prashar



MV ANA, Last Delivery Voyages had learning lessons for many of us. The vessel was taken over by Crew Managers on 25th May 2014 at anchorage in China, whilst she was under repairs for LDV (Last Delivery Voyage). She sailed out after having the Technical Managers long presence onboard. Everything seemed just ok

On 18th July 2014, MV Ana developed Engine snags whilst on her passage. She moved to sheltered waters at Fuzhou to avoid the cyclone effect of MATMO. Owners put 2 Tugs standby. On 23rd July, vessel dragged on to a shoal patch as the tugs failed to be of use and gave up due to stormy weather which was beyond the reach of even these heavy powered Tugs.

At 1900 Hrs, on 23rd July, the vessel was abandoned by ship staff as she ran ground and took a list about 45 degrees. All crew jumped into the water and made

it to the adjoining Hill (few meters away). They stayed whole night on hill top. Crew huddled together on the hill top and faced the stormy rain showers. MRCC Fuzhou could not rescue the crew as weather was unsafe for the Chinese Rescue centre Crafts (Sea / Air).

It was no fault of Seafarers that Vessel sank off Chinese waters facing the fury of Storm MATMO on 23rd July 2014. Still it became a herculean task to see our seafarers back home.

Regrettably same day a plane crashed under the fury of MATMO in Taiwan with loss of 43 lives. Our vessel sank off port of Fuzhou (China). 17 Indian Nationals abandoned the ship and took refuge on the Hill top whole night of 23rd July 2014. It was natural Calamity.



On 24th July 2014, MRCC Fuzhou rescued the crew at 0600 hrs. The crew were given medical checkups and all crew were placed in a hotel.

On 27th August 2014, 12 Indian nationals were released by MFA Fuzhou after a meeting held in Fuzhou in the presence of Sh Nagraj Naidu (Indian Consul General – Guangzhou) which was attended by Capt. Sanjay Prashar. Remaining 5 persons returned on 17th Sep 2014, thus ending the ordeal of 56 days in China.

Positives:

1. Great help from Indian Consul General Guangzhou Mr. Nagraj Naidu (IFS) as well as from the Ministry of Shipping and Ministry of External Affairs.
2. Technical Managers paid full salaries of all crew till they reached home. Crew Managers were in daily touch with all crew and their families. Humanitarian conduct followed by Seafarers, Crew Managers and Technical Managers was exceptional despite the adversity stuck to destiny of many lives.
3. This matter stands widely reported in "The Asian Age" National Daily. Media coverage helped us and Seafarers.

Our contention to Chinese Government was:

- a. Indian Government went out of the way in October

2013 to repatriate 17 Chinese seafarers who were rescued from ill fated MV Bingo off Indian coast in a storm. It was commendable of Indian Government to do this for our Chinese Brothers.

- b. Ships unfortunately go down at times but unfair treatment of Indian seafarers is the question here. All due diligence by Technical Managers including calling of Tugs was very well known to Port Control.
- c. Given the past incidents of similar nature, example year 2007, MT Hebei Spirit, detention of Indian Master and Indian Chief Officer in Korea, a recap on the protocols:
 - ü Fair treatment of Seafarers as per signed treaty by Chinese Govt under the aegis of IMO.
 - ü We had made net enquiry as to whether under the Chinese law there was a direct right of action against the insurers. China seems to have ratified the Bunker Convention. Chinese law allows for direct right of action against the insurers.
 - ü Chinese had condemned vide IMO, South Korean Govt for detaining two Indian Nationals in Korea (M.T. Hebei Spirit).
 - ü China MSA regulation 51 states liability can be exempted if accident is due to Natural calamity. Of course an indifferent port Authority can

quote alternate article under Chinese Law to blame Ship's crew which can always be debated by the country affected.

It's a fact that MSA Fuzhou was holding back our Indian Nationals as a counter to locate the Owners and Insurance company. Crew Managers provided them all the documents they had in their custody as well as obtained from Technical Managers.

MSA Fuzhou was co-relating the natural calamity with Oil Pollution which happened as a result of vessel

sinking off their coast. Despite the proclaimed Act of God, we believe that unfair treatment was being meted out to our Seafarers.

Special Thanks to the families of our Seafarers, 17 Seafarers, Unstinted support of Technical Managers, Shree Vaibhav Dange (PA to Minister of Shipping), Shree Rajgopal Sharma (OSD Ministry of Shipping) and Dr Ambule (Dy Secretary China – Ministry of External Affairs)

In good faith an e-mail from Crew Managers is produced dated 28th August 2014.

From:

Sent: Thursday, 28 August, 2014 5:22 PM

To: ag.guangzhou@mea.gov.in

Subject: MV ANA (vessel sunk): 12 Indian Seafarers released today from China and on the way to Mumbai, 28.08.2014

To: Indian Consul General, Guangzhou, Sh Nagaraj Naidu ji
Cc: Ministry of External Affairs, Delhi, Kind Attention Dr Shilpak Ambule (Deputy Director China)
Cc: Officer on Special Duty, Shipping Ministry, Sh Rajgopal Sharma
Cc: PS to Minister of Shipping, Sh Vaibhav Dange
Cc: Director General of Shipping (Kind attention Capt Khatri)
Cc: Technical Managers, Integrity Ships Pte Ltd (Kind Attention Capt Charanjev Dhanod)
Cc: Director MASSA, MUI, NUSI

From: VR Maritime Services Pvt. Ltd
Date: 28.08.2014

Dear Sh Nagaraj Naidu ji

Namaskar!

Your leadership in resolving the crisis and getting 12 Seafarers released (out of 17 Indian seafarers) is much appreciated. Your assertive approach with fine diplomacy not only restrained the Chinese officials from further judicial proceeding (which is real cumbersome process) but also allowed the matter to be restricted at your level.

Self had first hand glance of your unmatched negotiation skills yesterday. The herculean task was dissected well prior the meeting by your good self, basis long hours on phone and emails with us and 17 crew. Marathon meeting did show results within 12 hours.

We will cooperate and shall remain committed to MSA Fuzhou for any information which helps to conclude their investigation and release our remaining 5 Seafarers. We immensely thank MSA Fuzhou officials who believed that our Crew did their best to save the vessel from Grounding in the coastal waters whilst facing the severity of ferocious storm MATMO which finally engulfed the vessel on 23rd August 2014. It's a natural disaster as aptly agreed by all attendees.

Your gesture to share lunch with 17 Seafarers prior meeting with tough MSA Fuzhou officials exhibited your humane approach and the respect for our Indian Seafarers. Please accept our and Seafarer's families gratitude.

Problems may have many forms but the kind of support we got from your good self, Dr Ambule, Sh Vaibhav Dange, Sh Rajgopal Sharma and Capt Khatri is beyond my imagination.

We are proud of you.

Will now work for release of other 5 remaining Indian Seafarers, Capt Kumar, Chief Officer Bhupinder, 2nd Officer Selvaraj, Chief Engineer Gautam and 4th Engineer Kavimani.

My crew will reach Mumbai tomorrow on Flight Number, Jet Airways 9W - 075. It arrives Mumbai on Friday 29/08/14 at 23:35 Hrs.

They will report to my office prior proceeding to their native places.

Jai Hind!

Kind Regards

Managing Director

Crew Managers



Capt. Yashoverman Sharma Captivates the Listeners

The word 'lecture' would conjure an image of a meticulous educational talk to an audience, with a motive to convey critical information, history, theories and equations. Eventually it would tend to get tedious for the speaker. But when a lecture is presented with a creative flair, by a topic chosen to interest the audience, it lingers in the minds of the listeners with a lasting impact. Such was the engrossing lecture delivered by the proficient Capt. Yashoverman Sharma at the Company of Master Mariners of India's (CMMI) Monthly Lecture Meeting.

The CMMI conducted its Monthly Lecture Meeting on Thursday, 4th June, 2015 at the International Maritime Training Centre (IMTC) Powai. Capt. Yashoverman Sharma, former head of IMTC, took the opportunity to speak unstintingly over his chosen topic "Commercial and Technical aspects of commissioning a new Cruise Vessel".

Capt. K. V. Pradhan welcomed the attendees, conveying his earnest gratitude and presented a brief introduction about Capt. Sharma. A few of the batchmates and colleagues of Capt Sharma rose to praise his achievements in the marine industry. Capt. Sharma ascended to the dais to deliver the much awaited lecture on "Commercial and Technical aspects of commissioning a new Cruise Vessel". He gave a review on cruise industry with his prior experience of training cruise ship crew. Important aspects of cruise market which is a niche sector within the maritime industry was prudently discussed through an engaging presentation on Viking Ocean cruise. The presentation ranged from the employment aspects to the bed capacity of cruise ships. He further explained the broadly segmented market for cruise ships in terms of

revenue management, customer experience, manning and crew training. By the end of the lecture the attendees had escalated to a world of exploration and serenity through cruise ships. The lecture received an overwhelming response as the attendees queried about the function and safety aspects of cruise ships.

A sincere homage was paid to Capt. Shreedhar Niwas by all the CMMI members as well as the attendees of the meeting. Two minutes silence was observed in memory of Capt. Niwas before commencing the meeting.

Capt. Yashoverman Sharma, recipient of many awards, including awards from NMDC for 'gallantry at sea' (1991) and 'outstanding contribution to maritime education and training' (2011); is an alumni of the training ships "Dufferin" and "Rajendra" (1971-73). He joined the newly opened International Maritime Training Centre at Mumbai in the year 1998, (an independent business unit under Wilhelmsen Ship Management as a part of the Wilhelmsen group). He headed the IMTC from June 2002 till March 2014 and currently continues to be associated with Wilhelmsen Ship Management as consultant in the training area. He is a fellow of the nautical institute UK, and a member of the Company of Master Mariners of India.

The lecture meeting ended at a cheerful note with a cake cutting ceremony, held to celebrate the 80th birthday of Capt. Suresh Divekar.

(This article has been adapted with permission, from an article in Sea&Job)



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chandigarh@vships.com
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Kolkata

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TEL: +91 33 2289 5831

Kochi

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