



No. 75/ April 2016

COMMAND

The Journal Of The Company Of Master Mariners Of India



Capt Indrajit Singh
CMMI Lifetime Achievement Award



Capt Arun Karkare



Shri Sabyasachi Hajara



Capt Ajay Achuthan



Capt NA Hiranandani



Dr (Capt) Suresh Bhardwaj

"Clean Sweep for CMMI at NMDC"



ANGLO-EASTERN MARITIME TRAINING CENTRE MUMBAI AND DELHI

A PIONEER IN ADVANCED MARITIME TRAINING

D. G. Approved Courses

HIGH VOLTAGE SAFETY AND SWITCHGEAR COURSE

Mumbai: 09 - 14, 16 - 21 May,
06 - 11, 13 - 18 June 2016

UPGRADATION COURSE FOR ENGINEER OFFICER - MANAGEMENT LEVEL

Mumbai: 03 - 14 May, 14 - 25 June 2016



CHIEF MATES FG - (AEMTC DELHI)

Phase 1: 15 Sept - 14 Dec '16, 15 Dec - 14 Mar '17
Phase 2: 15 April - 14 July '16

ECDIS (IMO Model 1.27)

Every Monday
AEMTC Mumbai & AEMTC Delhi

D. G. Approved Courses at AEMTC MUMBAI		May'16	June'16
1	ENGINE ROOM SIMULATOR - Operational Level	02-04, 05-07, 11-13, 25-27	02-04, 08-10, 27- 29
2	SHIP MANOEUVRING SIMULATOR & BRIDGE TEAM WORK	02-06, 16-20	06-10, 27 June - 01 July
3	GMDSS (Indian)	09-20	06-17
4	LIQUID CARGO HANDLING SIMULATOR COURSE - OIL	16-20, 23-27	06-10
5	GAS TANKER FAMILIARISATION COURSE	17-21	06-10, 14-18, 27 June - 01 July
6	ADVANCED TRAINING FOR LIQUEFIED GAS TANKER CARGO OPERATIONS (GASCO)	23 May - 02 Jun	20-30
7	SHIP SECURITY OFFICERS (SSO)	23-25	27-29
8	BRIDGING COURSE FOR EXISTING ELECTRICAL OFFICERS TO ELECTRO- TECHNICAL OFFICERS	-	20 June - 08 July

D. G. Approved Courses at AEMTC DELHI		May'16	June'16
1	SHIP SECURITY OFFICERS (SSO)	-	27-29

Other Value Added Courses at AEMTC MUMBAI		May'16	June'16
1	COMMAND COURSE	16-18	13-15
2	COMMERCIAL KNOWLEDGE	19-21	16-18
3	WEATHER ROUTING	23-24	20-21

Maritime Resource Management - Leadership Level 1 (Approved by Swedish Administration)

Mumbai: 09 - 13, 23 - 27 May 2016
06 - 10, 27-01 July 2016

DG APPROVED COURSE AT AEMA - KARJAT

**Refresher Training for Proficiency
in Fire Prevention and Fire Fighting
Course**

EVERY FRIDAY



Approved Courses

CHEMCO

Mumbai: 02 - 06 May,
20 - 24 June 2016
Delhi: 02 - 06 May,
30 May-03 June 2016

HELM (Management)

Delhi: 23 - 27 May,
20 - 24 June 2016

HIGH VOLTAGE Operational + Management Level

Mumbai: 23 - 27 May,
20 - 24 June 2016

GASCO

Delhi: 16 - 20 May,
13 - 17 June 2016

BASIC OIL, CHEMICAL, GAS TANKER CARGO OPS

Mumbai: 26 - 28 Apr 2016

GMDSS

Mumbai: 23 May - 01 Jun,
20 - 29 June 2016

TASCO

Delhi: 09 - 13 May,
06 - 10 June 2016

TANKER FIREFIGHTING

Mumbai: EVERY SATURDAY

Visit our Website : www.maritimetraining.in for more course details.

AEMTC MUMBAI: Plot No. 50, Kamayog Bldg., Parsi
Panchayat Road, Near Sona Udyog, Andheri (E), Mumbai - 69,
Tel : 91 22 6720 5600, 2683 7007 Fax : 91 22 2683 7008
Email : aetr.bom@angloeastern.com
Capt. K. N. Deboo / Mr. Francis Akkara / Mr. Ivor Wilson

AEMTC DELHI: A - 101, First Floor, Dayanand Colony
Lajpat Nagar - 4, New Delhi - 110 024
Tel : 91 11 2642 6801 / 802 / 2647 2831 / 2647 1129
Email : aemtcdelhi@angloeastern.com
Capt. Prashant Gour / Ms. Sukhjeet Kaur



1st in India and 2nd in the world to receive distinction by DNV SeaSkill Benchmarking



COMMAND

75 / NOVEMBER 2015

Published by :

The Company of Master Mariners of India,
27 B Maker Arcade, Cuffe Parade,
Mumbai - 400 005.
Tel.: 022-2215 3049
E-mail: office@cmmi.co.in
Website: www.cmmi.co.in

Produced by :

Marex Media Pvt Ltd, Mumbai
E-mail : info@marexmedia.com
www.marexbulletin.com

For Private & Free Circulation Only

The Company of Master Mariner of India, its office bearers and the Editor are in no way responsible for the opinions expressed in the various papers, articles, discussions or letters. Such responsibility rests with the authors themselves.

No. 75 / April 2016

CONTENTS

Navigation In Restricted Visibility - 'RV'	...10
A Daughter Reminisces	...15
Criminalisation of Seafarers	...17
Safe Berth / Port	...20
Duties, Responsibilities and Liabilities of Directors	...23
An Evening to Remember Capt. Indrajit Singh honored with CMMI's First 'Life Time Achievement Award'	...26
On Winning, "VARUNA AWARD" 2016	...32
Proud to have more Women Members In CMMI	...35
Inauguration At Chennai	...36
Precious Moments with the Guru Shri Sabyasachi Hajara	...37
CMMI Kolkata Chapter - New Office Inauguration	...41
Will the Indian controlled fleet reach 43 mln tonnes by 2019?	...42
CMMI's timely Conference, spotlights on Container Weight Verification	...44
The 3rd session of the NCSR sub-committee at IMO headquarters, London	...48
The National Maritime Day Celebrations Central Committee (NMDC) Celebrates 53rd National Maritime Day On 5th April, 2016	...51

Cover Picture:

Clean Sweep for CMMI at NMDC

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

THE COMPANY OF MASTER MARINERS OF INDIA

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

Tel.: 022-2215 3049

E-mail: office@cmmi.co.in

Website: www.cmmi.co.in

MASTER	: Capt. Philip Mathews	Tel : 98692 64096	master@cmmi.co.in
DY. MASTER	: Capt. B. K. Jha	Tel : 98676 12783	dymaster@cmmi.co.in
SECRETARY GENERAL	: Capt. K. V. Pradhan	Tel : 98676 70456	secretary@cmmi.co.in
TREASURER	: Capt. S. Y. Limaye	Tel : 93230 36961	treasurer@cmmi.co.in
IMMEDIATE PAST MASTER	: Capt. V. N. Aindley	Tel : 98211 31132	linknav@vsnl.com

CHAPTERS

BANGALORE

CAPT. SUNDERSAN KISHORE, CHAIRMAN

Ph: 080-4172 4634 / 0973168 9596,

E-Mail : kishore.sundaresan@kogt.kongsberg.com

CHENNAI

CAPT. N. M. RAMCHANDANI, CHAIRMAN

Mobile : 98401 38326.

E-mail : reliancerma@gmail.com

DELHI

CAPT. PANKAJ SARIN, CHAIRMAN

Tel: 011-4315 8585, 096505 97706

E-mail - psarin@ariworld.com

KOCHI

CAPT. G. K. GEORGE, CHAIRMAN

Tel.: +91-484-3353070 / 484-4039683

E-mail : info@cmmikochi.com,
office@cmmikochi.com

NAVI MUMBAI

CAPT. HARISH KHATRI, CHAIRMAN

Tel.: 022-2756 6480, 99205 16133

E-mail : cmminavimumbai@gmail.com

CHANDIGARH

CAPT. G. S. GHUMAN, CHAIRMAN

Mobile : 092160 89094

E-mail : cmmi.chandigarh@gmail.com

PUNE

CAPT. KESHAYKIRAN G. APTE, CHAIRMAN

Tel.: 020-2563 7745, 088056 36253

E-mail : aptekg@gmail.com

DEHRADUN

CAPT. SANDEEP SOOD, CHAIRMAN

Tel.: 0135-2763 390 / 2763 237

0875514 3535, 098977 70721

E-mail : captsandeepp.lood1@gmail.com

GOA

CAPT. MANISH DIXIT

Tel : 098332 71394

E-mail : goacmmi@yahoo.in

MANGALORE

CAPT. MONTHEIRO WILLIAM E.D, CHAIRMAN

Tel : 9845085025, 9844045888

E-mail : mangship@gmail.com
mangalore@menezesandassociates.com

PATNA

CAPT. ANIL KUMAR SINGH, CHAIRMAN

Tel: 0612 2575658, 93341 18127

E-mail : captaksingh1958@gmail.com,
captrajeshksingh@gmail.com

VISAKHAPATNAM

CAPT. SANJIV KOCHERLA

Tel.: 0891-2500967, 098495 62404

E-mail : cmmivizag@yahoo.com

KOLKATA

CAPT. MUKUND KUMAR

Tel.: 033- 2248 0181, 9323806330

E-mail : mukund.kumar@sci.co.in





Capt Phillip Mathew

Dear Company of Master Mariners of India,

It is indeed a pleasure for me to address all of you again through our Command Journal. I take great pride to inform you of our various activities and aspirations. The onus of commitment and responsibility to see our Company reaching the aspired heights lies with each one of us. I wish that this year 2016 augurs a new dimension to our Company and to each one of us.

Our Court has drawn up ambitious plans for our Company, in all activities suitable under our constitution, engaging ourselves both with the government and private sector. I am confident that our Company of dynamic professionals, has sufficient talent to address all maritime issues.

With the desire to address the growing needs of our Company, we have appointed Capt. Harjit Singh, a well experienced senior professional as the Chief Executive Officer to address the day to day functioning.

For the first time ever, we hosted a meeting with all our Chapter Chairmen, during our Annual Dinner Function. Our Fellow members were all invited for the meeting. Various views and ideas flowed out of the meeting. I am happy to inform you that our Chennai Chapter has proposed to hold a similar meeting on 7th January 2017. Our sole aim remains to ensure that every chapter grows from strength to strength. The Head Office at Mumbai remains committed to assist all chapters in ensuring their growth. Our Chapters at Kolkata, Chennai, Pune and Kochi have been engaging in various laudable activities. Every chapter must emulate them. I had the privilege of visiting our Chapters at New Delhi, Chennai and Kochi. I would like to see more and more chapters being launched in other parts of the country. I reiterate that it should be our paramount aim, that every Nautical officer should be a proud member of CMMI. We encourage Nautical Officers attaining the Second Mate's COC to join us. I appeal to all members, training institutes and Shipping Companies to pursue this endeavour. On a positive note, I am pleased to state that currently our membership is rising at a faster rate and I wish the trend continues.

Our Annual Dinner Function this year on 20th February 2016 was a huge success and had a record attendance of over 700 people which was a great encouragement. For the first time at the Annual Function this year, we instituted two very Special Awards which will henceforth be awarded every year at our Annual Dinner Function. I am sure these awards will in times to come be amongst the most prestigious and sought after awards in view of the transparency and absolute professional integrity in the

process of determination.

The First Award being the prestigious **CMMI Life Time Achievement Award**. The recipient of this prestigious award in this very first year was none other than the legendary **Capt. Inderjit Singh**, Fellow Life Member, who was Captain Superintendent of T.S. Bhadra, T.S. Dufferin and T.S. Rajendra for many years and has shaped many of our careers during the formative years.

The Second Award which we have instituted is to recognize the services of our Mariners who have demonstrated Exemplary Service in action at Sea. Appreciating the services rendered by two Master Mariners, our jury decided to present two awards i.e. to Capt. Joshua Peris Bhatt, ex Master of m.v. CS CAPRICE and Capt. Reuben Chauhan – ex Master of m.v. DON GIOVANNI. Our congratulations go out to all the recipients of these awards. We hope that their noble deeds would serve as an example for others to emulate.

We had a very successful Container Conference on 10th December 2015 on the issue of Container Weighment coming into effect on 1st July 2016. The various issues were well deliberated with the stalwarts of our industry. The Conference was attended and well received by all industry bodies associated with the Container Trade. The outcome of the Conference and the various meetings the Directorate General of Shipping had with the stakeholders has helped India to act pro-actively in this matter and in issuing industry guidelines. CMMI is extremely pleased to have organized this Conference.

I sincerely thank all our sponsors who were associated and our members who supported us with the conduct of the Conference and the Annual Dinner Function

It is also a matter of great joy for CMMI that six of our members were honoured with awards at the Grand Finale of the National Maritime Day Celebrations on 5th April 2016. Shri. Sabyasachi Hajara and Capt. Arun Karkare were honoured with the most coveted highest National Mercantile Marine Award i.e. The Varuna Award. Capt. Nand Hiranandani was honoured with the National Maritime Day Award for Excellence in the Maritime Industry, Dr. Capt. Suresh Bhardwaj and Capt. Ajay Achuthan were awarded the Best Maritime Trainer Awards, Capt. Radhika Menon was awarded for saving

human lives at sea. Heartiest Congratulations to all our awardees.

I have great pleasure to inform you that your Company has been nominating its members as a part of the Indian Delegation to IMO for the meetings. Capt. Suneel Sule participated in the NCSR 3 Sub Committee meeting at the IMO from 29th February 2016 to 4th March 2016. We have proposed Capt. Anand Shingatgiri as our nominee for the MSC 96 to be held from 11th May 2016 to 20th May 2016. We thank our Nautical Advisor Capt. L.K. Panda for this initiative.

Our Company is also working towards achieving ISO 9001: 2015 Certification which will be another landmark. Our team led by Capt. Om Veer Singh and Capt. Harjit Singh are on the task. We hope to be certified by July 2016. I trust that the ISO certification will help us to run in a more professional manner with better procedures and processes.

We are presently engaged in activities mostly assigned to us by the Directorate General of Shipping for which we remain extremely grateful. However, we need to grow organically with independent means of continuous source of revenue. Taking these aspects into consideration, we have formed a Technical Advisory Committee under the leadership of Capt. Kapil Bahl which is pursuing the matter. Capt. S.V. Subhedar is leading us in our endeavour to increase our sphere of influence to FICCI, CII, BCCI etc. So are some of our other members in their individual field of expertise. I welcome all our members to come out with innovative ideas under the constitutional frame work to help us grow. Let me assure you that every endeavour of our members for CMMI shall be encouraged and supported.

The Board of Examination of Seafarers Trust, our joint venture with the Institute of Marine Engineers of India is functioning well conducting Exit examinations for ratings, Soft Skill Enhancements programs for Ratings and Technical Skills Training for Petty Officers. BEST is on the verge of acquiring a property of its own.

I also appeal earnestly to each one of you to send us your articles, experiences, poems and all matters of interest to the maritime industry. We shall be pleased to publish them in our Command Journal.

Our quest to have a new office for our Company is in progress. While we need a bigger office due to our desire to increase our activities and sphere of influence, the cost remains a constraint. We shall soon, with the support of our members arrive at the right decision. Your court is working earnestly in this direction. I am grateful to the members who have voluntarily donated/promised to our Office Acquisition Fund.

We have received the 80 G Approval and 12 A Exemption from the Government of India. I thank all those who were involved in this effort especially Capt. Nand Hiranandani. It is understood that any donations received, gives the donor an exemption from Income tax to the extent of 50 % of the amount donated. We also have approval for remunerating our members whose names are approved by the Registrar of Companies. We shall seek permission for new members to be approved as and when the need arises.

Our Secretary General Capt. Kaustubh Pradhan and Capt. Harjit Singh are engaged in building up a smart website for our Company with the help of expert external party.

Our Maritime Potpourri Seminar is proposed to be held on May 28th 2016 at the Maritime Training Institute of SCILtd at Powai. Hope to see you all there.

I welcome constructive criticism which keeps us on our toes and helps us to grow. My court of wardens and I have nothing but the well being of the Maritime Industry in general and the Nautical Community in particular which we strive to address to the best of our abilities. My sincere thanks to all our seniors across India, whose constant support we greatly value.

The times we live in are by far the best that humankind has seen. Never before have we seen this level of technological advancement, as well as evolution of our own markets and devices. In times like these, it is our beckoning as the representative body of all the Master Mariners of India, to use these resources and strive to make our environment even better, and thereby in our own little way, contribute to making this world better.

It isn't going to be smooth sailing, our voyage may be filled with rough weather. But as William Shedd said, "A ship is safe in harbour, but that's not what ships are for."

To that I say, We are proud master mariners, and calm weather isn't what we are made for.

With the following quote from Albert Einstein, I sign off until the next issue of our Journal in August 2016,

"Anyone who has not made a mistake has never tried anything new"

With fraternal greetings

Capt. Philip Mathews
Master / Chairman
The Company of Master Mariners of India

Editorial Board



Capt. S. Y. Limaye



Capt. Ashok Raghavan



Capt. Karal Chodha



Capt. C. M. Srivastava



Capt. M. Subramaniam



Capt. Milind Pansajpe

From The Editor

Much has happened since our last issue in Nov'15.

The grand scale seminar on Container Weighment, the Annual Dinner and the National Maritime Day Celebrations all of which I have covered in this issue.

On the onset let me inform you that in view of the fact that the National Maritime Day celebrations are held in April each year and that our members will always be keen to read about the celebrations at the earliest, the Court has resolved, that henceforth the Command Journal shall be published in April instead of March and subsequently in August and December of the year.

We had a marvelous Annual Dinner with a new flavor added and on that day, CMMI decided for the first time, to present a Lifetime Achievement Award and this was bestowed upon Capt. Indrajit Singh, for his great contributions to shipping. We also presented two awards for outstanding performance of duty for saving lives at sea to Capt. Ruben Chauhan and to Capt. Joshua Pires Bhatt. We are also proud of our new Neck Tie which was launched by Capt. Indrajit Singh at the Annual Dinner.

Our most proud moments for the year were experienced at the 53rd NMD Celebrations

where many of our members received awards, the most coveted being the Varuna Award, presented to Mr. Hajara (Honorary Fellow of CMMI) and to Capt. Arun Karkare, (Life member of CMMI). Capt. Nand Hiranandani (Fellow of CMMI) was awarded the Excellence Award. Read all about the ceremony in this issue.

I am happy to mention that articles are now coming in quite frequently and it is a wonderful task to go through them and select the best ones for our esteemed readers. I request you to please continue pouring in the papers. This issue has some excellent papers, including the duties of directors, and it is a special issue with extra number of pages to accommodate the increased number of articles and photographs.

Please gear up for the next bi-annual seminar to be held on 28th May'16

Thank you dear members for sending your articles and thank you dear readers for your enthusiasm. Until next time.

Capt. Tescelin Almeida
Editor
Command



Capt. Tescelin Almeida



THE COMPANY OF MASTER MARINERS OF INDIA

27/ B, MAKER ARCADE, CUFFE PARADE, MUMBAI 400 005. Tel.: 022-2215 3049 E-mail: office@cmml.co.in

Website: www.cmml.co.in

List of 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 Hirnanandanl	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



Committees formed are as follows

a) Training committee

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

b) Technical Consulting Division

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

c) Property Acquisition committee

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

d) Consultancy Cell

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

e) Membership Committee

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

f) Compliance / Legal Advisory Committee

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

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

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

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

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

Other committees / Boards Dufferin Maritime Museum Committee

Capt. Philip Mathews
Capt. B. K. Jha

Command Editorial Board:

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

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

Capt. V. N. Aindley	- Chairman (Past Master)
Capt. K. V. Pradhan	- Member (Secretary General)
Capt. S. B. Kundangi-	- 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)

Navigation in Restricted Visibility - 'RV'

I have observed that the knowledge or understanding of watchkeeping requirements and actions to avoid collisions in 'RV' is seriously lacking, for the latter most answer that they would use only the sound (fog) signals, not the radar or even the AIS. Correct scores of collision scenarios in 'RV' hover around 40 % in my many open book surveys.

The term restricted visibility means any condition in which visibility is restricted by fog, mist falling snow, heavy rainstorms, sandstorms or any other similar causes, as defined in Rule 3(l) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, 'IRPCS' in short. Similar causes can be many, smoke from Indonesian forest fires, for example.

Watchkeeping requirements are covered in sections VIII/2 of the STCW Convention. The mandatory Code A states in paragraph 45: ***When restricted visibility is encountered or expected, the first responsibility of the officer in charge of the navigational watch is to comply with the relevant rules of the International Regulations for Preventing Collisions at Sea, 1972, as amended with particular regard to the sounding of fog signals, proceeding at a safe speed and having the engines ready for immediate manoeuvre. In addition, the officer in charge of the navigational watch shall:***

- .1 Inform the master;***
- .2 post a proper lookout;***
- .3 exhibit navigation lights; and***
- .4 operate and use the radar'.***

An earlier paragraph 37 states: ***The officer in charge of the navigational watch shall use the radar whenever restricted visibility is encountered or expected, and at all times in congested waters, having due regard to its limitations***'.

Collision avoidance in 'RV' is primarily governed by Rule 19 alone, which is in section II of Part B of 'IRPCS'. It applies independently, though in conjunction with Rules 4 to 10 from section I of Part B, Rules 11 to 18 from section II of Part B do not apply with Rule 19 as they ***'apply to vessels in sight of one another'*** only. This is important to know and understand with respect to applying the correct Rules.

The below chart explains the various paragraphs of Rule 19.

	Text from the rule	Explanation
a	This rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.	Defines the application, <i>'vessels not in sight of one another'</i> and <i>'when navigating in or near an area of restricted visibility'</i> , both conditions must exist together. Note, this rule applies to all vessels. Restricted visibility is as defined in Rule 3(l).



b	Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate manoeuvre.	<p>Reconfirms the application of Rule 6 on 'safe speed', with a cautionary note, 'adapted to the prevailing circumstances and conditions of restricted visibility'.</p> <p>Requires that every 'power-driven vessel shall have her engines ready for immediate manoeuvre', which practically would mean propulsion machinery kept on standby and ready for immediate use.</p>
c	Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules of section I of this part.	<p>This part means Part 'B'. Section I of Part B contains Rules 4 to 10, which as stated in Rule 4, apply in all conditions of visibility, so nothing new here. This paragraph only reconfirms that compliance with Rules 4 to 10 is a must even in restricted visibility but with a caution regarding 'prevailing circumstances and conditions of restricted visibility'.</p> <p>This requirement also clearly implies that section II Rules 11 to 18 do not apply with Rule 19, and thus neither the Rules nor their titles or terms should be referred to with Rule 19, except the word 'overtaken', as explained further below.</p>
d	A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing and/or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:	<p>The first sentence is essentially a repeat of the requirements stated in Rule 7 which apply 'in any condition of visibility', except that observations shall be done 'by radar alone'. A major difference is, that the determination also includes if 'a close-quarters situation is developing' and not just 'risk of collision' as stated in Rule 7, till here the requirements are a repeat of Rule 7.</p> <p>'If so' means that the answer to the determination is yes. 'She shall take avoiding action in ample time', is a repeat from Rule 8(a) and clearly implies both vessels 'shall take avoiding action', it may be noted that Rules 16 and 17 (give-way / stand-on) do not apply with Rule 19.</p> <p>The Rule allows freedom of action without saying so and can be linked back to Rule 8(b) clause 'any alteration of course and/or speed to avoid collision'. It is thus for an OOW / navigator to make a choice and execute the same such that it is 'large enough to be readily apparent to another vessel observing (visually or) by radar', also from Rule 8(b), but the 'visually' element will automatically not apply in 'RV' conditions.</p> <p>'Provided that when such action consists of an alteration of course', should be linked back to Rule 8(c) clause, 'if there is sufficient sea-room, alteration of course alone'</p>

		<p>may be the most effective action', which should always be the preferred choice because changes of speed may not be 'readily apparent to another vessel'. Turning is fast and requires little sea room.</p> <p>'So far as possible the following shall be avoided' – Is to avoid the actions stated in subparagraphs 'd-I' and 'd-II'. This clearly implies action opposite to which 'shall be avoided'. 'So far as possible', is a typical escape clause which feature with many Rules and should ideally be disregarded, unless the circumstances and conditions impose such restrictions that the normal stipulated action is impossible to execute. Best actions under both sub paragraphs are shown in the below diagrams.</p>
d-I	An alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken;	<p>Both vessels have each other forward of their beam; each alters her course to starboard, Rule 19(d)(i)</p> <p>The one overtaking has a choice of altering her course to port or starboard by Rule 19(d)(i). The one forward can only alter to port by Rule 19(d)(ii)</p>
d-II	An alteration of course towards a vessel abeam or abaft the beam.	
e	Except where it has been determined that risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.	<p>Is applicable in situations where an OOW on a vessel hears the fog signal of another vessel forward of the beam, and it is not known or has not been determined if the other vessel is passing clear without any 'risk of collision', or 'a close-quarters situation' cannot be avoided with this vessel forward of the beam, irrespective if her fog signal has been heard or not.</p> <p>This paragraph 'e' actually does not specify any clear action, all it says 'shall reduce her speed to the minimum at which she can be kept on her course' or heading, or stop the vessel dead in water. And 'navigate with extreme caution until danger of collision is over'.</p> <p>It is left to the prudent judgement of navigators to decide between these two options and continue to do so till they feel that the 'danger of collision is over'. It is interesting to note that the word used here is danger.</p> <p>Rule 35 prescribes 'sound signals in restricted visibility', these are generally called 'fog signals'.</p>

It may be interesting to note that paragraphs 'b', 'c' and former part of 'd' have nothing new in them and paragraph 'e' uses the word 'danger', the ending word of the very important Rule 2 is also 'danger'.

The Beam direction versus overtaken: Rule 19(d-I) uses the term **'other than for a vessel being overtaken'**. The term **'overtaken'** has been used earlier in Rule 13 where the horizontal sector has been clearly defined as **'a direction more than 22.5° abaft her beam'**. There have been several arguments if the beam direction alone should apply with respect to Rule 19(d). In my view, Rule 13 has defined **'overtaking'** and **'overtaken'** and Rule 13, contained in section II of Part B, does not apply with Rule 19. However, the definition should continue to apply even for Rule 19(d) because the latter neither defines **'overtaken'** nor states any waiver or exclusion to the original definition. If the authors of the Rules meant one aspect when using the term **'overtaken'** in Rule 13, it is quite natural that in a latter Rule where the same term is used, its meaning should also remain the same.

In March 2015 I had queried several authorities regarding the above and most of them, including persons from MCA of UK, friends in the Indian Administration and my guide and mentor, Captain P.S. Barve agreed with the above explanation. I also received a reply from the U.S. Coast Guard, Office of Navigation Systems, Washington, DC 20593-7851, as follows:

"Tue 3/10/2015 7:33 PM

Cull, Megan L LCDR <Megan.L.Cull@uscg.mil>

Greetings - It seems that you are correct in the assumption that the definition of overtaking is presented in Rule 13 applies.

**U.S. Coast Guard
Office of Navigation Systems
Washington, DC 20593-7851"**

With respect to **'sound signals'** which **'shall be used'** – **'in or near an area of restricted visibility'** as prescribed in Rule 35; a study and analysis of the below extracts from Annex III of **'IRPCS'** will automatically lead to the conclusion that no one should ever rely on them. Use of radar is clearly advocated by Rules 7, 8 and 19(d) of **'IRPCS'** and in the watchkeeping requirements of STCW Code A-VIII/2, its use should be the first choice along with AIS, the latter explained later.

"(c) Sound signal intensity and range of audibility

A whistle fitted in a vessel shall provide ... not less than the appropriate figure given in the table below.

The range of audibility in the table is for information and is approximately the range at which a whistle may be heard on its forward axis with 90 % probability in conditions of still air on board a vessel having average background noise level at the listening posts (taken to be 68 dB in the octave band centred on 250 Hz and 63 dB in the octave band centred on 500 Hz).

In practice the range at which a whistle may be heard is extremely variable and depends critically on weather conditions; the values given can be regarded as typical but under conditions of strong wind or high ambient noise level at the listening post the range may be much reduced".

Length of vessel in m	Audibility range in nautical miles
200 or more	2
75 but less than 200	1.5
20 but less than 75	1
Less than 20	0.5

The use of AIS is not prohibited, the revised guidelines issued by IMO in December 2015 in Resolution A.1106(29) state in its objectives that "AIS is a useful source of supplementary information to that derived from navigational systems (including radar) and therefore an important 'tool' in enhancing situation awareness of traffic confronting users". It continues with the following which is self-explanatory:

USE OF AIS IN COLLISION AVOIDANCE SITUATIONS

- 40 The potential of AIS as an assistance for anti-collision device is recognized and AIS may be recommended as such a device in due time.
- 41 Nevertheless, AIS information may merely be used to assist in collision avoidance decision-making. When using the AIS in the ship-to-ship mode for anti-collision purposes, the following cautionary points should be borne in mind:
 - .1 AIS is an additional source of navigational information. It does not replace, but supports, navigational systems such as radar target-tracking and VTS; and
 - .2 the use of AIS does not negate the responsibility of the OOW to comply at all times with the Collision (avoidance) Regulations, particularly rule 7 when determining whether risk of collisions exists.
- 42 The user should not rely on AIS as the sole information system, but should make use of all safety-relevant information available.
- 43 The use of AIS on board ship is not intended to have any special impact on the composition of the navigational watch, which should continue to be determined in accordance with the STCW Convention.
- 44 Once a ship has been detected, AIS can assist in tracking it as a target. By monitoring the information broadcast by that target, its actions can also be monitored. Many of the problems common to tracking targets by radar, namely clutter, target swap as ships pass close by and target loss following a fast manoeuvre, do not affect AIS. AIS can also assist in the identification of targets, by name or call sign and by ship type and navigational status'.

Understanding and application of the above should make navigation in **RV** easier. The importance of the three 'L's for safe navigation, namely Lookout, Lead and Log continue as always, for some who may wonder what is lead, it is the ancient term of talking lead line soundings; now replaced by the modern echo sounder, amongst the very few navigational aids mentioned by name in STCW Code A; paragraph 38 states, ***bear in mind that the echo-sounder is a valuable navigational aid***.

CMMI congratulates the author of this paper Capt. Yashwant Chhabra that his long and dedicated work has been recognised internationally and he has been elected a Fellow of the Nautical Institute, UK. The adjoining picture shows him receiving the certificate from Ms. Bridget Hogan, Director Publishing, The Nautical Institute, at Singapore, on 18th March 2016, on the extreme right is Mrs. Seema Chhabra.

He was elected a Fellow of CMMI in 2013, conferred 'Outstanding Asian Educator & Trainer' award at Singapore in August 2015 and has authored 'A Mariner's Guide to Preventing Collisions' published from India and now also from the Philippines; www.marexbulletin.com and www.cebookshop.com, an e.version will soon be available at <http://ebookhub.ph/>

Presently he is working as 'Senior Manager – Training & Development' with MSI Ship Management Pte Ltd, Singapore.

08-April-2016: for the "Command" Journal of the Hon. Company Of Master Mariners of India.



A Daughter Reminisces

Feb 15th, 1942... A day at odds with nature

World War II was being waged with awesome ferocity. Singapore, an island country in the east, was under British dominion, basically an Allied stronghold. Singapore was the major British military base in South East Asia and nicknamed the "Gibraltar of the East". The fighting in Singapore against the Japanese lasted from 8 December 1941 to 15 February 1942. And then Singapore fell! Prime Minister Winston Churchill described the fall of Singapore as "the worst disaster and largest capitulation in British history".

The Japanese claimed to have taken 60,000 Imperial troops in Singapore - 16,000 British, 14,000 Australian and 32,000 Indian soldiers. They also captured a large amount of equipment. The high number of prisoners was not surprising as the troops had been ordered to defend Singapore until the last possible moment so no major evacuation had been ordered. Lt-Gen Percival, the British General Officer Commanding, said he had been forced to surrender when the loss of food, water, petrol and ammunition made it impossible to carry on the struggle.

Many of the British and Australian soldiers taken prisoner remained in Singapore's Changi Prison. Many would never return home. Thousands of others were shipped on prisoner transports known as

"hell ships" to other parts of Asia, including Japan, to be used as forced labour on projects such as the Siam-Burma Death Railway and Sandakan Airfield in North Borneo. Many of those aboard the ships perished. The Japanese were highly successful in recruiting Indian soldiers taken prisoner. From a total of about 40,000 Indian personnel in Singapore in February 1942, about 30,000 joined the pro-Japanese "Indian National Army", which fought Allied forces in the Burma Campaign. Others became POW camp guards at Changi. However, many Indian Army personnel resisted recruitment and remained POWs. An unknown number were taken to Japanese-occupied areas in the South Pacific as forced labor. Many of them suffered severe hardships and brutality similar to that experienced by other prisoners of Japan during World War II. About 6,000 of them survived until they were liberated by Australian and U.S. forces, in 1943-45.

It was on this fateful day, that my father, **Capt. Ramkrishna Gangadhar Karnik**, chief officer, aged 29 years, sailing the Scindia Steam Navigation Company Ltd. Cargo vessel M.V. JALA TARANG,



Late Capt RG Karnik
in Ceremonial Dress,
Sporting the Member
of the British Empire
Medal on his Lapel

found himself in Singapore Harbor, aboard his ship.

Pandemonium broke loose, when Singapore fell to the Japanese. Orders were barked to evacuate Singapore. Dad was in a convoy of 13 civilian cargo vessels that were in Singapore harbor, carrying a deadly cargo of ammunition.

In the ensuing melee that occurred, as the vessels tried to break away from Singapore jetty and set sail, they perceived a grave problem in front of them. In a bid to protect Singapore from the Japanese who the Allies had thought would attack

from the sea line, they had riddled the entry to the port with explosive mines.

This not being enough of woe, Dad's vessel suddenly faced a quasi mutiny on board. The sailors or khalasis, got frightened by what was happening ashore, and were making a rush for the lifeboats. The captain of the ship, a British National, had taken refuge in the hold of the ship, a quaking quivering mass of fear. Not to be seen or heard, forget commanding and leading his ship and his men to safety, in the face of fear and a certain death.

The situation had gotten out of hand. Dad, had to take a stance. He rushed for a crowbar and hit a crew unconscious. The panic and fear was quelled to a certain extent, and all the khalasis, now rushed for the hold of the vessel. All this while, there were the ominous Japanese Bomber planes, circling overhead, trying to target the vessels below.

By default my dear father assumed

command and the self appointed Captain R. G. Karnik...now found himself alone on the bridge of the ship, the Jap fighter planes circling above, aiming at him with their artillery guns. Very often, I remember him recalling, how the tracer bullets would just miss him and lodge themselves in the deck underfoot.

In these adverse and awesome conditions, my father along with one and only one Third Engineer steered the vessel out of Singapore Harbor.

Ahead of him, 10 of the vessels in his convoy were either not able to leave the jetty itself, as they got bombed while lifting anchor or they blew up on the mines and sank. Only 3 got out to tell their tale.

Dad's vessel too got damaged, and had a gaping hole in the starboard side. They did a patch up job with cement boxes while sailing, and somehow limped into Ceylon, where they went into the dry-dock for repairs.

Capt. R. G. Karnik was recognized by the British Government, for this brave and heroic act, while doing his duty in the face of adversity.

He was conferred the **MEMBER OF THE BRITISH EMPIRE** for his act of courage and commitment to duty, by King George the VI, Emperor of Britain.

I do not know, of any other Indian Merchant Sea Going Captain, who had been decorated with The MBE.

When India gained her Independence, we received a letter from our late President Rajendra Prasad. In this letter, Dad was instructed, that although Indians, who had received the MBE from the British, were to hand back their medals, he was to retain his, as his Medal was earned for "Act of Utter Courage by a Civilian."

I am grateful to the CMMI for sharing this tale with all you beautiful people, for it was courage & commitment, of the highest order.....and this was my Dad!

Dad,

I love you, I remember you, I miss you and I am proud to be the daughter of a Merchant Navy Officer.

Nayana

Britain's Greatest Defeat

Singapore, 1942

ALAN WARREN



Criminalisation of Seafarers

By Capt. Anil Bhatia
(Extra Master, LLB)

Michael Chalos has described the dilemma that a master today can face: "should I go down with my ship, or should I rot in jail".

What is meant by criminalisation?

I would like to clarify what we mean by criminalisation of seafarers. While the Prestige, Tasman Spirit, Heibei Spirit and other such cases may have served as an eye opener to many, it is the trend they are part of that is the underlying cause for criminalisation being such an important topic for discussion.

The word "criminalisation" has two meanings; the one is "to treat someone as a criminal" and that accords very well with my understanding of the concept, and evidently also with a number of other people's perception. It really covers the problem, which concerns us these days, namely the arrest of seafarers who are going about doing their normal professional duties.

The other meaning of the word is "to make something illegal".

Both concepts may take a seafarer to prison, and both concepts must be understood and dealt with. Criminalisation involves a number of complex legal and conceptual issues.

When discussing criminalisation it is important to distinguish between the arrests of seafarers who have broken the law in a particular jurisdiction, and the arrests of those who have done nothing wrong except gone about doing their professional duties,

and where the driving forces behind the arrests seem to be for monetary or political gains rather than attempts to uphold the law. The distinction may be more difficult when arrests are made for apparently insignificant violations.

In practice the problem is a bit wider than criminalisation and this is why I will also touch upon fair treatments of seafarers, which is closely related.

Trends in criminalisation

It would appear that there is a global trend towards criminalising, socially not acceptable mistakes. The criminalisation predominantly takes the shape of new laws or creative combinations of existing laws to counter undesirable behaviour.

This is not necessarily driven by authorities but can also, like for example in the US, be driven by private entities seeking a clear financial purpose. In these cases the private entities seek a platform upon which private claimants can base exorbitant claims for punitive damage. Without such damage they would have to be content with compensation 'merely' for the loss they have suffered rather than being rewarded for non-existing loss.

There are other industries and professions also are struggling with criminalisation for e.g. the medical profession; the construction and services industry etc. However criminalisation in shipping has two important and unique aspects, viz:

- 1) Seafarers will most often not be nationals of the country in which the incident occurs. Consequently prosecuting authorities may be required – or at least be inclined – to keep seafarers suspected of criminal violations in custody to ensure their availability for prosecution at a later date.
- 2) Seafarers may be prosecuted in a wide range of jurisdictions for a wide range of offences and under a number of laws, which make it virtually impossible for the individual seafarer to have knowledge of the criminal risks associated with a given action.

The international development regarding shipping

The past 20 years have brought a growth in the criminalisation of seafarers beginning with the Exxon Valdez case against Captain Hazelwood. Since that date high profile and prolonged arrests of seafarers have been made in Venezuela, Greece, Spain, US, France, Pakistan, South Korea and undoubtedly a number of other countries as well.

The development in the USA has in a variety of cases set the precedent for the rest of the world, and hence it is worthwhile to look at the development on criminalisation of seafarers in the USA.

In the US there are a number of laws and doctrines being used for the

criminal prosecution of seafarers and here are some examples indicating the extent to which legislation is being used:

- Act to Prevent Pollution from Ships (APPS): Knowingly violating MARPOL: up to US\$ 250,000 + 10 years in prison for each violation.
- False Statements Act - Applies to false entries in log books or concealment of prohibited discharges.
- Sarbanes-Oxley Act of 2002 - Enacted following the Enron scandal. Concerns the destruction, alteration or falsification of records. Prison terms up to 20 years.
- Conspiracy: 2 or more persons conspire to commit an offence against the USA. Fine or imprisonment up to 5 years.

I would like to highlight the problems related to Oil/Water Separation System. Here the crew are likely to be charged with falsification of the log, under the False Statements Act or under the Sarbanes-Oxley act. Thus seafarers may be prosecuted in the USA for discharge violations that may have occurred outside US jurisdiction.

One of the interesting American developments is the reliance on "whistleblowers" in prosecution cases. The Act to Prevent Pollution from Ships, effectively the law implementing the MARPOL convention – allows that any person providing information leading to a conviction may be awarded up to 50 per cent of the penalties. Apparently, prosecutors in the USA use the "carrot and the stick" method to convince seafarers to cooperate – either they are prosecuted themselves, or they are rewarded for

providing incriminating information on their colleagues or employers. Examples of up to US\$500,000 for reporting illegal discharges to US authorities have been reported. Management systems in shipping companies may need to be adjusted to deal with the opposing interests of employees and employers caused by the exorbitant rewarding of whistleblowers.

The European approach has been a bit different even though it seems to be moving in the same direction. The EU Directive on ship source pollution and on the introduction of sanctions, including criminal sanctions, for pollution offences contains some very significant elements. For the sake of good order it should be kept in mind that some EU member states have had such rules for many years.

Firstly, it limits criminal sanctions to spills caused intentionally or by gross negligence, as opposed to the strict criminal liability in some other countries.

Secondly, it specifies that the Competent Authority (or any other "designated" person) may be subject to (criminal) Sanctions. In a footnote to the regulation in question there is specific mention as an example of actions that may exacerbate pollution is the case where a vessel is denied entry to port or safe anchorage.

At the same time, the Directive also highlights the need for preventive steps to be taken to minimise illegal deliberate discharges of oil into the waters of the EU, and to that end the introduction of criminal sanctions against polluters is one of the means.

Common to the trend of developments in the USA and Europe is that the criminalisation that

takes place is a legal process. New laws are created, or existing laws are combined or interpreted in new ways to criminalise certain acts. I'm afraid I would expect this trend to continue not only in EU but all over the world.

Consequences

There is good reason for the industry to be concerned with increasing criminalisation and unfair treatment of seafarers. Let me mention some of the major problems related to criminalisation of seafarers:

- Reduced ability to attract qualified manpower to the industry - especially in seagoing positions, for example that the Heibel Spirit case has given a lot of debate especially among Indian seafarers. This is very unhelpful in a situation where we today already have shortage of seafarers and we expect it to get worse in the coming years.
- Public relations issue and the public image of the industry, which is not only a problem for recruiting but also for the image as such which have an impact on new regulation among others elements.
- The influence of the industry on regulatory development is adversely affected by major accidents, in particular when arrests indicate that the fault and blame rests squarely in the ship owner's lap. The Exxon Valdez, Erika and Prestige are examples of disasters that have led to legislation being introduced almost without the industry being able to have any significant influence. This goes for OPA 90 in US, Perben Law in France and some of the initiatives in the EU.
- In the Prestige accident the

Spanish administration was successful in directing public and legislative attention away from the fact that they denied the Prestige a place of refuge and thus, in effect, scuttled a fully laden tanker. The arrest of Captain Mangouras and the push for the advancement of the phase out of single hull tankers has contributed to keeping the attention and focus away from the actions and decisions taken ashore in Spain. The criminalisation of Captain Mangouras has been one of the direct means of accomplishing this.

- Reduced ability to attract investors, which is related to the Image of the Industry.
- Criminalisation is counterproductive for the work for safer ships and cleaner seas, as it will prevent us from learning from accidents. An example is when surviving crews refuse to talk to those investigating the accident. But seen in light of the risk of self incrimination I can understand why.
- Criminalisation may contradict international maritime conventions, most of which do not contemplate criminal sanctions, or at least do not respect IMO's guidelines on fair treatment of seafarers.
- An area that suffers from the criminalisation of marine accidents is also the industry's casualty response systems. To prevent a serious accident from turning into true disasters we have a number of traditional players. These are the salvors, the underwriters, the clean up contractors among others. For

these entities to work properly they must be free to get their equipment and personnel to the scene of the accident. And they must be able to get out again.

Fair treatment of seafarers?

IMO has acknowledged the problem of 'criminalisation' and the desire to prevent such incidents led to the adoption of the IMO/ILO Guidelines on the Fair Treatment of Seafarers in the Event of a Maritime Accident - in 2006. These Guidelines address the key responsibilities of investigating authorities, as well as those of the vessel's flag state and the seafarers' country of residence. The Guidelines also apply to shipping companies and seafarers themselves, who have a duty to co-operate with investigating authorities to the extent that they reasonably can. Seafarers must be treated with dignity and respect, and always given access to independent legal representation in situations where they may be interviewed or detained following an incident at sea.

It is very important that the IMO/ILO Guidelines, which represent the internationally accepted minimum standard for the fair treatment of seafarers by investigating authorities, are implemented in practice by governments. *But these are only guidelines and not mandatory rules.*

A few specific elements may be on their way to become mandatory via their inclusion in the revision of SOLAS. That is, for example, for always being given access to independent legal representation. Of course it can be questioned if SOLAS is the right place for this, but seen in light of the importance, we may have to accept it.

We would like to encourage the industry and coastal states to

consider using the International Tribunal of the Law of the Sea in Hamburg, to find cost-effective, expeditious solution to the issue of seafarers detained abroad founded in international law. The convention provides for the provision of a reasonable bond to set the seafarers free.

We also need to consider new ways like a surveillance mechanism to follow cases involving criminalisation and new legal possibilities to protect and help the seafarers.

In conclusion, I have to say that criminalisation of seafarers has become a fact of life for the crew on board the ships of all the nationalities plying all over the world. The environmental agenda are dominating the political landscape and tolerance for accidents is almost zero. We have to work with this and also be realistic - these cases will occur. But we have to proactively work to avoid incidents via safer shipping and support the seafarers when they get into problems, so the seafarer will not be tempted to go down with his ship, but can with peace of mind work with the authorities and safely return home to his family.



Capt. Anil Bhatia
(Extra Master, IJB)

Dip in Counselling (TISS)
Programme Head (HR Training)
AMETC

SAFE BERTH / PORT

by

Sean O'Sullivan QC, Barrister

This article discusses the relevance of negligence by the Master in safe berth / port and dangerous cargo cases. It is often said that the captain bears ultimate responsibility for the safety of his ship. But how does this proposition fit with the scheme of most charter parties, in which legal responsibility for the safety of the berth, or the cargo, is allocated to the charterer?

Introduction

- The factual / expert issue about whether the Master was negligent can end up dominating proceedings, and arguments on this issue tend to take on an importance which outstrips its true role in the case.
- This article will explore the different ways in which allegations of negligence against the Master fall to be characterised, and the issues of causation which can arise as a result, in the two different (but related) contexts of safe berth / port claims, and dangerous cargo cases, under English law.

Unsafe ports / berths

- The classic definition of a "safe port" is that given by Lord Justice Sellers in *The Eastern City* [1958] 2 Lloyd's Rep 127, at 131: "...a port will not be safe unless, in the relevant period of time, the particular ship can reach it, use it and return from it without, in the absence of some abnormal occurrence, being exposed to danger which cannot be avoided by good navigation and seamanship".
- *The Ocean Victory* [2015] EWCA



Civ 16 confirmed that this is the correct test to apply.

- Since an unsafe port or berth is one where the vessel will be "exposed to danger which cannot be avoided by good navigation and seamanship", it is commonplace for respondent charterers to argue that the cause of a particular incident was the lack of good navigation and seamanship by the Master. If the explanation for the cause of the incident is the Master's negligent navigation then – so the argument runs – it cannot have been caused by the alleged unsafety of the port or berth.
- In practice, that will often be true. But, as a matter of analysis, the question of whether or not a particular port or berth was safe, and the question of whether or not the Master was negligent, are distinct from one another. This issue was considered in *The Mary Lou* [1981] 2 Lloyd's Rep 272.
- In addition to the straightforward cases in which the cause of an incident is the unsafety of the port or berth, or the negligent navigation of the Master, the learned Judge identified two further possibilities: first, where neither unsafety nor poor navigation was the cause, and secondly where there was both unsafety and poor navigation.
- The first of these possibilities is illustrated by those authorities that deal with "abnormal occurrences" – most recently, *The Ocean Victory*. The authorities make clear that, where damage results from an "abnormal occurrence" unrelated to the prevailing characteristics of the port or berth, there is no breach of the safe port/berth warranty. Examples include the mishandling of other vessels or freak weather events. In such circumstances, it will not assist owners to establish that the Master navigated the vessel with

reasonable skill and care.

- The second possibility is where there is both unsafety and negligent navigation. In practice, of course, if the tribunal has formed the view that the port or berth was unsafe, it can be an uphill struggle for charterers to establish that the Master was negligent. As a rule, arbitration tribunals have great sympathy for Masters who are caught on the "horns of a dilemma" or make a decision in the "agony of the moment". To establish negligence it is not enough to establish an error or mistake by the Master: it must be shown that no reasonably competent Master would have acted in the way that he did in those circumstances. But suppose that charterers can prove negligence by the Master: what then?
- This point arose squarely for decision in *The Polyglory* [1977] 2 Lloyd's Rep 353. The vessel's starboard anchor had dragged and damaged an underwater pipeline and owners were seeking to recover from charterers their agreed liability to the owners of the pipeline. Charterers' case was that the cause of the damage was the negligence of the Master and/or the crew and/or the pilot, and the arbitrator agreed that there was "bad seamanship" amounting to "negligence on the part of the pilot". In failing to engage the engines with sufficient power to avoid the casualty. The arbitrator nonetheless held that the unsafety of the port was the effective cause of the casualty. That finding was upheld by the Judge.
- One needs to distinguish between allegations of negligence which are really alternatives to a finding that the port was unsafe (e.g. the buoy did not properly mark the

obstacle vs. the Master manoeuvred too close to the buoy) and those which are not. In one case in which the author was involved, it was alleged that the Master should have realised earlier that the berth to which the vessel had been sent was unsafe. To succeed with such an allegation, it would have been necessary for charterers to establish that the effective cause of the loss was the Master's negligence in failing to identify the danger and that this obliterated the causative effect of the original breach.

- That represents a very high hurdle to clear. Indeed, it may be that nothing far short of the Master deliberately or recklessly running a risk would suffice.

Dangerous cargoes

- In the context of a claim arising out of a dangerous cargo, the usual position is that owners will be in the position of the claimant, and charterers or shippers (together referred to here as "cargo interests") in the position of the respondent. In those circumstances, the cargo interests sometimes advance the argument that, if the cargo was unsafe, the Master was at fault in loading it when he knew or ought to have known of the danger, and that they should not be liable for any loss or damage resulting therefrom.
- It is important to distinguish cases of alleged negligence from those where the cargo interests have actually given notice to the Master and he has proceeded to load the cargo regardless. Such notice will discharge the cargo interests' obligation under their common law implied duty not to ship dangerous goods without prior notice and operate as a defense to any claim made under Article IV.6

of the Hague or Hague-Visby Rules. However, even a notice of this kind may not afford a defense to a claim based on the express terms of the charter party or contract of carriage.

- What, then, about constructive knowledge: knowledge that the Master ought to have (for example, by reference to circulars published by P&I clubs etc. as to the dangers of particular types of cargo)? Here, some care needs to be taken, because it will depend on the nature of the claim advanced by owners as to whether that constructive knowledge operates as a defense to liability, or whether it might found an argument that the "chain of causation" was broken. As to this:
 - Where the claim is made under the common law implied duty not to ship dangerous goods without prior notice, the fact that the goods are such that Master might "on inspection be reasonably expected to know to be of a dangerous nature" will usually operate as a defense to the claim.
 - Where the claim is made under an express contractual obligation not to load dangerous cargoes, this constructive knowledge will not operate as a defense to the claim. It may be argued that the Master's negligence broke the "chain of causation" such that that negligence, and not the loading of the dangerous cargo itself, was the effective cause of the loss. As discussed above, the negligence would need to be such as to "obliterate" the causative potency of the original breach.
 - Where the claim is made under Article IV.6 of the Hague or Hague-Visby Rules,

authorities suggest that the constructive knowledge of the Master will operate as a defense.

- There is thus an important distinction to be drawn between a claim on the basis of the breach of an express term and a claim pursuant to the common law implied duty or under Article IV.6. That is perhaps unsurprising. In the former case, the parties have agreed that charterers are going to take the risk of the cargo which is shipped proving unsafe. Having done so, if there is a breach, it is going to be very difficult for charterers to escape liability by blaming the Master for negligently failing to save them from the consequences. By contrast, the implied obligation imposed by common law, and (probably) the Hague and Hague-Visby Rules, strikes a balance in the absence of express agreement.
- In the case of an express term, the charterer has promised not to ship a dangerous cargo, just as he has promised in the "unsafe port" case not to send the vessel to a dangerous port. In neither case are the parties envisaging that charterers will deliberately send the ship to an unsafe port or tender an unsafe cargo. It is not necessary to show that the charterer was negligent or should have been aware of the danger. The promise is concerned with risk allocation, not moral culpability.
- Unusually, the situation may arise where the loading of a dangerous cargo gives rise to a claim by the cargo interests. A recent example in which the author was instructed involved a bulk cargo which was found part way through loading to be too wet to be safely carried by the vessel. It had to be dried out in the holds, causing significant delay and expense. Charterers

complained that the Master should have realised that the cargo was too wet before any was loaded and advanced a claim against owners for the costs incurred as a result. Could such a claim ever succeed?

- In that case, the charter party contained the usual express exclusion of dangerous cargoes and it followed that tender of the cargo in question for loading involved a breach by charterers. Accordingly, it seemed that the claim would fail for circuitry unless it could be proved that the Master's negligence was so causatively potent as to negate the effect of the prior breach; in other words, unless it broke the chain of causation. As before, this must mean something more remarkable than a mere error of judgement. Hypothetical examples discussed included accepting a cargo of ticking bombs or fizzing sticks of dynamite (in the manner of Wiley Coyote being outwitted by the Road Runner). Whether failing to spot a wet cargo was ever likely to suffice was perhaps doubtful, but the claim settled, so that question was not definitively answered.
- Absent such an express term, the situation might be different. There might, in principle, be scope for a claim (by charterers) against owners for negligence by the Master in the performance of charterer's orders. Depending on the facts, it might also be possible to allege breach of terms concerning compliance with ISM, or to allege unseaworthiness.

Conclusion

- What all of this perhaps illustrates is that, in shipping cases, where a loss ultimately falls is more often a matter of contractual risk allocation than a question of moral fault. The negligent Master may be morally culpable in the event of an accident which he

could have prevented. He and his ship owner may face civil or even criminal action if third parties are harmed or their property damaged. By contrast, charterers may have been another innocent victim of these events, unaware that the port was unsafe or the cargo dangerous. Nevertheless, as between owners and charterers, it is suggested that it will usually take something more than mere negligence to enable the latter to escape from the consequences of his breach, let alone to pass those consequences to owners.

- What is certain is that determining whether the Master was negligent may be only one aspect of the dispute and should not be permitted to dominate the whole arbitration, as sometimes begins to happen in practice.



We are grateful to Sean O'Sullivan QC, Barrister at 4 Pump Court, for this article. The author first published this article in one of *Steamship's* publication however he informed me that he is entirely happy that I am republishing the article in the *Command Journal of CMMI*.

Duties, Responsibilities and Liabilities of Directors

by
CAPT. KAPIL DEV BAHL

INTRODUCTION

After sufficient experience at sea, several seafarers get a shore job. Some accept employment, whereas some become entrepreneurs and establish their own companies. Either way, with knowledge, experience and hard-work, several become either fulltime, non-executive or independent directors of companies. This article is intended to draw the attention of seafarers to the board's legal environment under the "The Companies Act 2013"

The "The Companies Act 2013" seeks to make directors the sentinels of governance. The stated aims of the act are to empower the regulators and the courts, to improve corporate management, governance, growth and prosperity of the nation. Although an incorporated company is a distinct legal entity in law; it acts through natural persons. Therefore directors need to be aware of their duties and liabilities.

DEFINITIONS

The Companies Act provides an inclusive definition of the term "director" as being a person occupying the position and

discharging the relevant functions in the board. It is pertinent to note that as regards the legal duties and liabilities, one is considered a director, not by nomenclature but by the actual function performed in the company. Thus, the law would apply to a person who is not formally designated as a director, but actually performs the functions of one in the board. An independent director is one who has a non-executive role, is restricted to periodic attendance or participation in board meetings, and neither possesses any financial relationship with the company (except the sitting fees), nor owns any equity share in the company.

DUTIES OF DIRECTORS

The duties of directors may broadly be classified as fiduciary or statutory.

Directors hold a fiduciary relationship with the company, due to which they occupy a position of trust with respect to the assets of the company. In the performance and discharge of duties, a director need not exhibit a greater degree of skill than may reasonably be expected from a person of his knowledge and

experience. Thus a master mariner, marine engineer or a naval architect needs to contribute with individual domain expertise

Statutory duties as listed in the act include maintaining proper accounting records, ensuring that accounting standards are complied with, authenticating and approving financial statements [profit & loss as well as balance sheet]. The director is also required to file returns with the Registrar of Companies, Income Tax, Labour Commissioner and other statutory departments.

LIABILITY OF A DIRECTOR MAY CONCEPTUALLY ARISE

- In Tort
- By law under various statutes
- Under contract

The 2013 Act now codifies the common law position and extends it by compelling directors to act honestly and in good faith.

Statutory liabilities comprise-

- Civil liability resulting in payment of compensation.
- Criminal liability resulting in fines and/or imprisonment.

A distinction is drawn between

civil negligence (failure to use reasonable care); criminal negligence (failure to perceive a substantial risk resulting in gross deviation from the standard of care that a reasonable person would observe in the situation) and recklessness (despite perception, consciously disregarding a substantial risk). In criminal statute, the prosecution would generally be required to show that loss of life was caused by criminal negligence of the defendant. However in certain cases such as pollution, proof of simple negligence alone would be enough for conviction.

Whereas monetary penalties can be compounded, imprisonment cannot. Furthermore monetary penalties are not limited by the "limited liability" concept.

Directors have been made personally liable for damages to third party.

Directors can be held vicariously liable if for example the company causes loss of human life or catastrophic damage to the environment regardless of their actual participation in any culpable conduct. Additional liability may accrue if the directors committed acts which contributed to the accident.

Resident directors need to bear in mind the liabilities of a "deemed person in default" and consequences thereof.

Joint liability: All directors are jointly liable for the entire debt, viz. resulting in a single cause of action

Several liability: Each director is liable for the entire debt, resulting in availability of cause of action against each director.

Joint and Several liability: Results in a winning plaintiff having the option to collect the entire judgment from any one of the directors or from any and all of the directors in various amounts until the judgment is paid in full.

Directors in a civil suit can be held jointly and severally liable only if their concurrent acts brought about the harm to the plaintiff. The acts of the directors do not have to be simultaneous; they must simply contribute to the same event.

In this regard the law in India is different from the small number of states, which follow the doctrine, not of joint and several liability, but of comparative negligence. In such jurisdictions, liability is prorated according to the percentage of the total damages attributable to each director's conduct.

An independent director, who has acted honestly and reasonably, with regard to the circumstances of the case, is liable only in respect of such acts of omission or commission which

- Occurred with actual and constructive knowledge: The former referring to what the director knew and the latter to what the director ought to have known.
- Is attributable through board processes:

A director is deemed to have knowledge of all matters that have been discussed at a board meeting, matters included in board papers, agenda and minutes of the meeting.

- Occurred with consent or connivance:

Not declining or not objecting to a resolution which the director ought to have is deemed as an act of commission or omission. Significantly these provisions apply even to a director who, being in receipt of board proceedings; is aware of contravention of law therein; and does not raise any objection.

Mere awareness of fraud makes the director individually liable. Thus, the director may be held liable, even in the absence of consent or connivance.

CORRUPTION AND BRIBERY

Directors need to be aware of the liabilities:

Bribery is defined as offering, giving, requesting or accepting "any financial or other advantage" or a thing of value; as an inducement for doing something improper in carrying out work or performing a function.

Corruption is defined as the misuse of a public office or a business position for private gain.

Several jurisdictions do not make any distinction between a bribe or "facilitation money to speed up or procure a transaction or administrative process". If a third party such as commercial agent

or consultant, bribes a public official on the company's behalf, then the directors can be held liable, if they knew or had reason to know that the bribe would in all probability be paid or that the third party would pass on part of the value it receives from the company to a public official.

INSURANCE

Under the 2013 act, not only owners and promoters, but also independent directors with no executive function, can be held accountable. In today's regulatory environment, the personal assets of directors are increasingly at risk. The ability to make decisions and the need to grow company's business, without fear of personal liability exposure, is vital.

Directors can be indemnified for negligence, default or breach of duty. Defence costs, civil fines and penalties, subject to being insurable by law, are covered by a D&O (Directors and Officers) policy, up to the "sum insured". The premium so paid for "Directors and Officers" insurance policy, can be treated as an expense. The insurance provides protection even after retirement.

D&O insurance policy is issued in three parts viz:-

Side A indemnifies directors directly by providing dedicated coverage to individual directors against losses which the company cannot pay. Since the company itself is not insured, the policy is not frozen as an asset of a

bankrupt estate and it is more likely to continue to protect our directors

Side B indemnifies the company. All other aspects being equal, a claimant is more likely to pursue a larger claim for damages against a company, than against an individual director, naturally because of the perceived ability to settle and the 'deep pocket' presumption. Due to negative impact on the reputation or market of companies, boards are more inclined to settle claims on the company, rather than claims on directors.

Side C indemnifies the company against special claims not covered by general liability policies. However directors do remain exposed to specific exclusions in the insurance policy, such as deliberate criminal or fraudulent act, willful misconduct or intentional criminal conduct, leading to personal profit or gain to which the insured was not legally entitled

References:-

- Directors' duties and liabilities In the new era, National Stock Exchange
- Securities and Exchange Board of India, circular regarding Corporate Governance in listed entities - Amendments to Clauses 35B and 49 of the Equity Listing Agreement
- D & O Policy wordings
- Fraud in the maritime industry
- Director's Guide to Conflict of Interest, Freshfields Bruckhaus Deringer

- Directors' Duties Guidance, David Chivers QC
- The Prevention Of Corruption Act, 1988 [Act No. 49 of 1988 dated 9th. September, 1988]
- Bribery Act, UK



Capt. Kapil dev Bahl

"Dufferin" 1969-1971 batch; Master's (FG); (LLB)

Certified Corporate Director of the Inst. of Directors.

Nautical, Cargo and Warranty surveyor for the insurance, shipping and offshore industry, as well as an "OCIMF SIRE accredited Oil Major Vetting Inspector".

In 2013 he established the technical consulting division of Bibby and is presently the acting M.D. of Bibby Ship Management (India) Pvt Ltd

An Evening to Remember

Capt. Indrajit Singh honored with CMMI's First 'Life Time Achievement Award'

It was indeed an evening with promise and the amount of preparation that went into it was something to experience in order to appreciate. They say the proof of the pudding lies in the tasting and surely all those who attend, would have tasted a new flavor of entertainment, food and fun on the 20th February 2015, the day of the Annual Dinner of the Company of Master Mariners of India.

The evening started with a short welcome speech by the Master, Capt. Philip Mathews which was followed by a beautiful rendition of the invocation of blessing to Lord Vithal, in dance form, performed by Capt. Rajesh Dhamagaye and his family and friends ending with a solo dance by his daughter, Iliana. Thereafter there was no end to the enjoyment which continued right till the very end.

The Company of Master Mariners of India (CMMI) bestowed honor of "CMMI Life Time Achievement Award" on one of CMMI's revered founders, Capt Indrajit Singh. The 92-year old master mariner was presented the most prestigious Award instituted for the first time by CMMI, for his exemplary service and contribution to seafaring and the industry at large. The selection board and other distinguished guests who were present, were called to the centre

and the Master of CMMI presented The Life Time Achievement Award with much pomp and ceremony. Capt. Indrajit Singh then addressed the gathering, expressing his thanks and said that he was humbled by the gesture and by the august gathering around him. He congratulated the Company of Master Mariners of India who had distinguished themselves through their hard work and efficiency. He also congratulated the various Master Mariners of India who had set up their own enterprises and made great progress.

Speaking about Capt. Indrajit Singh, Capt Mathews said, "This award for Life Time Achievement is bestowed for the first time on our legendary Capt Singh, Fellow and Founder of the Company of Master

Mariners of India. He was Captain Superintendent of T. S. Bhadra, T. S. Dufferin and T. S. Rajendra for many years and has shaped the destiny of more than 3000 seafarers." Capt. Almeida went on to highlight the fact that Capt. Indrajit Singh along with other founder members had the honour of meeting Queen Elisabeth II and the Duke of Edinburgh, when she bestowed honour on all the founder members, soon after CMMI was founded.

Capt. Indrajit Singh then inaugurated the newly designed neck tie and t-shirt and cap with our logo and we were proud to place the neck tie on Capt. Indrajit Singh thus making him the first member to wear the new tie.













Received on behalf of Capt. Reuben Chauhan



Received on behalf of Capt. Joshua Pires Bhatt

Further to the Life Time Achievement award the CMMI also instituted two very Special Awards, in order to acclaim those who have exhibited a value of excellence and provided Exemplary Service in action by saving lives at sea. The Master expressed a desire that in years to come these awards would be amongst the most prestigious and sought after ones in our country in view of the transparency and absolute professional integrity in the selection and determination process.

The CMMI then acknowledged two Master Mariners for demonstrating Exemplary professional decisions made at sea for saving lives. These awards were presented in appreciation of the services rendered by two deserving master mariners, Capt Reuben Chauhan who was in command of M/V Don Giovanni and Capt. Joshua Pires Bhatt, who was in command of M/V C.S. Caprice.

In a remarkable rescue operation Capt. Joshua Pires Bhatt rescued 510 refugees in distress off the Italian coast on October 22, 2014

with full support of ships owners. Capt Bhatt was sailing in International waters on board CS Caprice with twenty crew of mixed nationality, Capt Joshua faced multiple challenges such as extremely bad weather, the fear of 'Ebola' and security threat due to taking on such a large number of unidentified people. His motto was just to "save all at any cost."

Capt Reuben Chauhan who was in command of M/V Don Giovanni responded to a distress call from S.V. Paloma near Florida USA. Correctly assessing the risks he launched rescue boats in difficult conditions and managed to save lives of people on the difficult to reach vessel.

Capt. Tescelin Almeida the Master of Ceremonies, conducted the entire event with great pomp and style, never missing out a cue and ensuring that the entire event went off with precision timing. The festive atmosphere was maintained at all times and the activities, including games, live band music, dances, spot prizes, lucky draws, awards, eats and drinks all summed up into a marvelous evening to remember

for a long time. The live band gave the DJ stiff competition in the selection and rendition of wonderful and entertaining music. The band played a session of English music and a marvelous session of Old Romantic Hindi songs sung beautifully by Ms. Athira Vasudevan and Capt. Sudipto Dasgupta. The English session was kept alive by Capt. Tescelin Almeida and Capt. Dasgupta. The rest of the band comprised of Capt. Michael Menezes on the keyboard, Vaishak Chavan on lead guitar, Sarita Almelda on the rhythm guitar and Dr. Marius D'Souza on percussions.

Miss. Akruti Chhabra (daughter of Capt. Yashwant Chhabra) attracted large numbers to follow her in a fun filled, vigorous session of Zoomba Dancing.

The evening ended with a sumptuous dinner buffet and live music presented by Capt. Michael Menezes on his soulful saxophone.

On Winning, "VARUNA AWARD" 2016

by Capt. Arun Kumar Karkare

I was born on 25th November 1939, into a humble teacher's family. I was the second among four siblings and grew up with simple and modest needs. I learnt to do hard and honest work and to rise on merit, from my beloved father who was a brilliant Air Force Officer in the Royal Indian Air Force and after Independence the IAF, until his retirement in 1966. His hard work kept him alive till the ripe old age of 105.

Things changed for us children when Dad was posted to Paris, France as Air Attaché to The Indian Embassy in Paris. The family stayed in Paris for 4 years. Due to the language constraints, my younger brother Ashok and I, studied in London for 4 years.

My life as a young boy in London (1951 to 1955) between the age of 12 yrs to 16 yrs has left a great impact on my life right till today. It made me a different boy all together. I would like to share my glorious teenage past days in London before fate took me to sea.

I completed my Indian 12th Standard equivalent in a London college at Greenwich. (the place known to sailors for Long.0. deg Meridian) I played good cricket for my school (Fast bowler). We

played matches against cadets of Merchant Navy training ship HMC Wooster. I never ever imagined that I would end up joining Merchant Marine of India. I was never keen to join a sea based career. I wanted to be an Aircraft Engineer & Designer. I was selected by "Folland Aircraft Co. UK" but my parents were reluctant to let me join and so I returned to India as a fully disappointed lad.

The entire family returned to India and my dad was posted to Delhi. I joined St Stephen's College to complete BSc degree. I did not know what to do with my life. Then came "The Call from the Sea". In Jan. 1956, my father asked me to appear for a written test and an interview in Scindia Steamship Co. office at Mumbai. A very stern and strict looking gentleman called Capt. J.C. Anand interviewed me and I somehow managed to impress him into selecting me. On 13th Feb 1956, with great reluctance and a heavy heart, I said good bye to my sweetheart at Miranda college (girls' college next to St. Stephen's boys' college) and I



joined the S.S. Jala Ganga, lying in dry dock in Calcutta port.

As an untrained and seriously reluctant sailor boy cadet, I found the frighteningly terrible surroundings of ship in dry dock and the equally inhuman Chief Officer Mr. Bahel my boss, guardian and teacher, too difficult and beyond my capacity to carry on a day longer. I decided to run back to Delhi and left the ship without informing anybody and proceeded to Howrah station. On the way, I think the Sea God Varuna whispered in my ears, "Hey! go back to sea and work hard and my blessings are with you". I quietly returned and sneaked back

to my small cabin. From then onwards I never ever looked back. I stayed at sea for 17 years till my command. By 1971, I decided to take a shore job for better family life but less money. I joined Mumbai Port Trust as a pilot. I served with distinction for 22yrs and cut out a niche for myself. Although I was well settled in MbPt, I had no future because I found I was at the right place but at a wrong time. I decided to go back to sea at the age of 52yrs for family reason. I stayed for 2yrs at sea and then moved into the private sector as Marine Consultant to various companies.

On my search for newer challenges, I decided to go alone into Green Field Port projects as I had acquired all the necessary skills through self education and self up-gradation. I needed the exposure and surely it came my way. Big Consultancy brands such as KPMG, DELOITTE, TPC, MCKINSEY, and PWC took me on board as Chief Marine Consultant for their port projects.

The big day came my way when Dhamra Port Company Ltd. (Joint Venture Company of TATA & L&T) took me on board as their main Marine Advisor and consultant for the Rs. 7000 crs project at Dhamra in state of Odisha. The project came with many marine and non marine challenges but God helped my 7 yr(2005 to 2012) hard work and the first 180000 dwt vessel was docked by me. Back to back to this project L&T invited me in the



similar capacity for their Rs 5000crs. Port Project at Kattupalli near Chennai. Here too the port came up with lots of hard work and full of challenges for me. (2012 to 2014). Hardly I completed this project The Chowgule Group spotted me and my work and invited me to join their port project at Jaigargh near Ratnagiri Maharashtra. Here too many challenges came my way but the port was made ready in 3yrs (2013 to Jan 2016) I brought the first ship into port.

From 2005 to 2016 I worked nonstop for over 11years in 3 green field ports. This work was noticed and recognized by Marine Industry Stalwarts such as Capt J.C. Anand, Capt P S Barve, Shri Michael Pinto, Mr Afzalpurkar, and CMMI that supported me all the way and it was this work that finally won me

the Varuna Award 2016. I dedicate this award to all those who appreciated my work in silence and clapped at the noise that success made!

My message to new generation of sailors, cadets and officers of Deck & Engine sections is simple but loud and clear. Sea Career is great and it grooms us for the vast amount of work that we mariners can do on land for our beloved India. All you need is trust in yourself and God. Today I am no more the reluctant seafarer who nearly ran away from the job. How would I ever get my Varuna Award if I did not stick it out.

My best wishes to all the seafarers, past present and future.



JOIN THE #1 WORLD'S #1 LEADING NON-OPERATING OWNER

We offer attractive salaries and career advancement opportunities in a growing company.



ADDRESS:

Seaspan Crew Management India Private Limited
501, Kamla Executive Park, Andheri (E),
Mumbai 400 059, India

TEL: +91-22-40666200

EMAIL: jobs@Seaspancrew.com

Chandigarh: +91-9814192745

Chennai: +91-9884450085

Cochin: +91-9349840085

Delhi: +91-9873497686

License no. RPSL-MUM-014
Valid until February 20, 2021

safe | reliable | economical



SEASPANCORP.COM



Proud to have more Women Members in CMMI

3RD Officer Ms. Nidhi Walia

There is a classic fairy tale that every girl relates to and each one of us has a modified version of our own.

As I went out to sea, my fairy tale started getting modified. I started seeing a hero in my life, but my hero was different. He wasn't tall, dark and handsome, on a white horse... my hero wore white uniform and navigated a ship across the mighty oceans. **In fact, my hero wasn't a HE... my hero was ME, onboard my ship.**

I studied at Government School in Chandigarh, dreaming of becoming a commercial pilot, an IAS Officer, a Journalist, a writer and so on... but Destiny had the best plans for me. Destiny decided to give me the roar of the tide and salt in my veins.

This was definitely a different career than the ones my classmates and friends were following. Many doubts were raised about the career at sea. Luckily my middle class rooted and supportive family that I am blessed with, had more faith in me than even I had in myself and that helped me make the correct choice.

I passed class 12 (Science) in 2011 and appeared for a few interviews for sponsorship and having cleared

them all, chose to sail with The Shipping Corporation of India Ltd, a choice I am glad to have made.

August 2011, I was admitted to SCI Pre-Sea Maritime Training Institute, Mumbai from where passed out as the Best Girl Cadet in August 2012. In 2013, joined my first Ship, a Suezmax Tanker and was thrilled when I received my first salary. There is no better empowerment than to get paid for work done. After a short leave was posted to another Tanker from which I completed my Cadetship in 2014.

In 2015, I cleared MMD exams in the first attempt, being probably the first female from a Chandigarh School to hold the Second Mate's certificate of competency (CoC). I immediately followed it up, by a 'Student Associate' member of CMMI.

The Shipping Corporation of India showed faith by giving me the opportunity to prove my worth, not only to skeptics but above all to my own self. Sailing has changed my life in so many different ways and has not just prepared me for my professional life but has helped me in personal growth too.

These are a few of my favourite things.

- At this stage of life where most of my class mates and friends are still wondering what to do, this career lets me earn and travel the world.
- I get to see such natural panorama visuals which land lubbers and many others might never witness in a lifetime.
- The elegant turning of a huge ship when the wheel is ordered "hard starboard or port" is a high of its own.
- The hues of sunrises and sunsets.

In addition I confidently make my own decisions as I have become a rational thinker and a perpetual learner.

Sea life is awesome and I love it despite the fact that it keeps me away from regular social functions and activities.

My being onboard is the appropriate response, to addressing any ship as 'She'!



Nidhi Walia

Inauguration At Chennai

04th March 2016 – A very special day for the Chennai Chapter of The Company of Master Mariners of India. It was on this day that the Chennai Chapter Inaugurated the New office cum Facilitation Centre within the premises of the Seafarer's Club, Chennai.

It's a matter of great pride and joy that the new office was inaugurated by Capt. L.K.Panda, Nautical Adviser to the Government of India; in the presence of Capt. S.K.Das, Principal Officer, Mercantile Marine Department, Chennai and other stalwarts from the shipping industry.

Capt. L.K.Panda and Capt. S.K.Das were welcomed by Capt. N.Ramchandani and Capt. A.K.Midha, Chairman and Vice-Chairman of the Company of Master Mariners of India, Chennai Chapter.

A warm reception was accorded to Capt. L.K.Panda. Prominent persons from the industry, members of the Chennai marine fraternity and a contingent of Cadets drawn from various maritime training institutes were present for this very special event.

Capt. L.K.Panda lit the traditional lamp and congratulated Capt. Ramchandani, Capt. Midha and the members of the CMMI, Chennai Chapter on this momentous occasion.

Capt. Ramchandani briefed Capt. L.K.Panda on the activities of the Facilitation Centre.

Capt. L.K.Panda interacted with the invitees and also spent time with the Cadets. He encouraged the cadets with his wise words and shared some interesting thoughts with the future seafarers.

Inauguration ceremony was followed by the bi-monthly technical meet. Capt. L.K.Panda was the guest speaker and he spoke on the "Recent Initiative of the Govt. of India on Developing HR for the Maritime Industry".

For the Chairman and committee members of the CMMI, Chennai Chapter, it was a red letter day. Another step forward in serving the maritime community.

New Address:

The Company of Master Mariners is India (CMMI), Chennai Chapter & Facilitation Centre, The Seafarers Club Complex, Opp to Reserve Bank of India, Rajal Salai, Chennai – 600 001
Phone: +91 72008 33279.



Precious Moments with the Guru Shri Sabyasachi Hajara

(Interview taken by Capt. Tescelin Almeida)



Capt. Phillip Mathews (Master of CMMI) and I, as Editor of Command, were deliberating as to which noble personality would be kind to honour our latest issue of the Command Journal. The first and conclusive name that came up was Mr. Sabyasachi Hajara, retired Chairman & Managing Director of Shipping Corporation of India (SCI), and well known Captain of the Industry. A quick phone call and everything was set. Mr. Hajara, without much ado consented and immediately set the time and place and we were all ready for the interview.

Luminaries like Mr. Hajara never step out of the game. I was most honoured to meet him at his office at Andheri, where he currently serves as Advisor to the Board of Elektrans Global.

I started by asking Mr. Hajara about his long innings in the shipping industry, and this is what I gleaned.

Mr. Hajara was born on 3rd December 1952. He graduated in chemistry, as a silver medalist, from the University of Calcutta, in 1970 and went on to complete his MBA from Indian Institute of Management (IIM) Calcutta in 1973. He was one of the youngest persons to receive an MBA and secured second position in the order of merit and was placed in the Institutes Roll of Honour. He had not yet completed 21 and at this tender age, on May 2nd 1973 he joined SCI and was perhaps the youngest executive in a Public Sector Undertaking (PSU). Despite being a Roll of Honour, merit holder from the reputed IIMs, he spent his entire career in one sector of business and

is perhaps the only person in the country to have done so. Being hungry for knowledge and with a burning quest for further education, he went on to complete a degree in Law from University of Calcutta in 1977.

In his forty years with SCI he held many additional important positions in shipping organizations and institutions such as the Indian National Ship Owners' Association (INSA), International Shipping Federation (ISF) and the World Maritime University (WMU). We all know that he finally retired as the Chairman and Managing Director SCI, the largest Indian shipping company.

I went on to ask more questions and each reply was extremely lucid and his thought process and depth of knowledge was extremely enlightening, albeit a very humbling experience.

1. What would you describe as the highpoint of your tenure as CMD of SCI?

- Your question is rather objective and so to describe that I shall say the highpoint in my tenure as CMD was when SCI received the Navratna Status from the Government of India in the year 2008. The autonomous status received therein gave a mighty boost to the company.

- I was also very lucky to be in the right place at the right time and as CMD of the Premier National Carrier, my team and I, had the honour of hosting the Honourable President of India, at the

inauguration function of the Golden Jubilee year of SCI commencing 2nd Oct' 2010 and the Honourable Prime Minister of India in the valedictory function of the Golden Jubilee year in October 2011.

2. What was your important milestone whilst in the PSU service?

- Of all the parameters for the shipping industry, the most important and absolutely measurable is the tonnage. I am proud to mention that when I took over as CMD-SCI, the tonnage was about 4.3 mil-dwt and on retiring the tonnage had reached close to 6 mil-dwt.

3. Describe your vision for Indian shipping in the next 10 years, say 2025. What would be your advice for the growth of Indian national tonnage?

- India is currently considered as the fastest growing major economy hence there is tremendous potential for growth of Indian national tonnage for greater participation in the country's exim trade, however the gross market cap and turnover of Indian shipping companies is just about 2 billion USD. The national tonnage has stagnated. The capacity of Indian shipping companies, having a market cap of barely USD 2 billion as stated above, to invest in tonnage acquisition is rather limited, particularly in view of the fact that investment needed is at least upward

of USD 20 billion. The shipping industry is not in a position to raise huge funds that are required to grow the national tonnage. The most important commodities in India's imports are crude oil and coal which moves to the extent of nearly 200 m-tonnes each per annum. Here the user importers must join hands vis. petroleum and power sectors. More specifically, companies like IOC, BPCL, HPCL and NTPC, must join hands with Indian shipping to fund the shipping growth. Considering that they could own their own ships, they would eventually have a captive market. The user industry is fragmented and so this vision will not happen unless the government spearheads visionary schemes to promote such partnerships wherein the handful of players like NTPC, Coal India, IOC, and other major players could come together to create this win-win situation. With payment security mechanism in place, the finance cost, one of the most important cost elements in shipping, will decline thereby reducing the cost of freight/charter hire for the user industry and at the same time providing acquisition opportunities for Indian shipping tonnage thereby leading to growth in the national tonnage for the benefit of the country.

4. What is your vision on the growth of CMMI and what do you expect from cmmi in the forthcoming years?

• I have been associated with this industry for more than 40 years and have been witnessing the growth of CMMI. I congratulate the present team of CMMI wardens and members because what I see today is a growth curve that has taken a steep upward turn. I am extremely proud to have been conferred Honorary Fellowship of the CMMI and for being accepted as one in the fraternity of seafarers. I would expect CMMI to continue in its quest for uplifting the Indian Seafarer in his/her economic and social status. I would like CMMI to grow in its member strength. On the one hand I do encourage taking on various

projects which would bring income however I would at the same breath bring in a word of caution, that entering directly into commercial ventures would be fraught with danger of losing focus on the premier objectives as determined in its constitution. I advise CMMI to continue whole heartedly in a consultancy and advisory role and to maintain that earnings from such services should be incidental. The CMMI should maintain a basic support role to the industry as a wealth of knowledge, usable for a fee and its role in commercial aspect should be minimal.

• CMMI should continue to focus on energizing the community. Its members are the real professionals who lead the industry. CMMI should be there to strengthen the hands of the owners and entrepreneurs and one cannot do without the other. The two should recognize their utmost need for each other.

5. What is your advice to the young Indian seafarer? What are your views on the future of seafaring as a career in India?

• The first prerequisite to being good at your job is professional pride. Every seafarer must be a proud seafarer. Understand the enormous contribution and impact that your job has on the world trade at large and that your efficiency, or lack of it, can increase or decrease the cost of goods. Seafarers are the unsung heroes and we must strive to establish a pride of place in society. As a nation we should strive to increase its numbers and be the largest supplier of man power to the shipping industry. Currently we provide only 7% manpower to the industry and we should strive to increase this to at least 20% in the near future.

• In the past, what attracted youth to seafaring, was the salary emoluments which were far higher than shore based salaries. Today many shore jobs offer as lucrative salaries as seafaring. There was also the concept that being a seafarer you could see the world. Unlike in the

past, today's ships stay in the port for just hours let alone days and some tankers berth at god forsaken places or anchorage somewhere so there is absolutely no scope to go ashore. In addition, the security concerns have given rise to problems of getting shore leave even if you are in a good foreign country. With all these hurdles seafaring, to be considered as an opportunity to see the world has ceased. The two main attractions have gone. There is still a way to attract youth and that is to instill a pride in this career. The seafarer must be made to feel that he or she is absolutely irreplaceable and without the seafarer the world cannot move.

• We have to target youth in the tier two cities because in tier one cities and metros the opportunities are so much that it is far more difficult to induce a youth to seafaring. Obviously the opportunities in tier two cities in India are still not as much as in tier one or metros so we will fare better in tier two cities and rural areas.

• As a nation we are proud of our IT professionals, similarly we should show pride in our seafarers who are considered to be second to none in the world. This should be a nationwide pride and once that develops, immediately there will be more youth attracted because of the uplift to their social stature.

6. Can you tell us something about Cabotage and its effect on Indian shipping?

• I strongly believe that the concept of laissez faire in economics is a utopian idea. It is something what economists would call an ideal situation but unfortunately it is not practiced in most of the places in the world. Countries like USA and China, who have a far bigger tonnage for coastal transportation than India, do exercises cabotage. My contention is, that if Indian ship owners have not been permitted at all, to participate in the domestic freight transportation, in USA and China and in some other countries, then why should Indian freight get thrown open to all the players from

the world. The other point I have mentioned time and again is that shipping is one among the four modes of transport, the other three being aviation, road and rail. If by policy, India has not thrown open the aviation, rail and road sectors for foreign participation then why the step motherly treatment to shipping. Why are we deviating from our practice when it comes to shipping. Indian cabotage, in a way is quite trade friendly because it very clearly says that at any point of time, if Indian Flag is unable to cover any trade and movement, then definitely the charterers and cargo movers are entitled to use foreign tonnage. Indian cabotage rules are not watertight. It is not an absolute cabotage. It is only a sort of preference for the Indian tonnage as long as Indian tonnage is available. Unfortunately from the point of view of fiscal regime, Indian flag has not enjoyed a level playing field vis-a-vis foreign flag. Till recently at least we had duty on bunkers. Another point to note, is that we have no relaxation on taxation for seafarers working on coastal vessel. As such, the above factors should warrant some preference for Indian flag for at least our coastal transportation. If not, then it is tantamount to a discrimination against India shipping in our own backyard. I feel that there has to be a balance and a complete level playing field should be provided to Indian tonnage. For the benefit of trade including coastal trade it can to some extent be thrown open. However I reiterate that without a level playing field it is not fair on Indian shipping companies participating in coastal trade, to completely throw open coastal trade.

7. How is life treating you after retirement particularly from PSU?

• I have been very lucky to have spent my career in SCI, a public sector undertaking, and to have risen to the position of CMD. After retirement I have joined the private sector as an advisor to a multi faceted company and in my current role I am

exposed to diverse segments of the industry and other interests. My earlier role confined me to ship owning and operating however currently I am enjoying my involvement in ship building, ports and terminals, trailer manufacturing, offshore workings, and various other aspects of business. In a manner of speaking I would say that it is more challenging and the stimulus is more satisfying but deep down I miss my mother company.

• I wish the government would recognize the strength of its employees even after retirement and utilize those strengths fruitfully. After all I spent my entire lifetime in a PSU and though many offers were available to move to private sector with the lure of more money, the joy of nation building and the desire to reach the very top of the SCI, is what kept me focused during my entire career. If the Government had opportunities to continue serving it in any capacity, I would have most happily continued for the joy of it.

8. What is your view on the formation of an Indian Maritime Chamber?

• If I recollect correctly, the idea of such a federation such as an Indian Maritime Chamber was first conceptualized by the erstwhile shipping secretary, Mr. D.T. Joseph, however the idea did not take off. I am of the view that it would be rather difficult to integrate the different interests of the industry into one body. Each organization has its own independent ego and although the concept and execution of the same is desirable, it poses to be a herculean task. Even if CMIM infuses all its efforts to materialize this concept, we must remain one among equals and stay as a catalyst and not at any time expect to have or be given a sweeping command role.

9. What would be your advice for the growth of Indian national tonnage and the potential of Indian waterways and coastal shipping?

• India's exim trade exceeds 800 m-

tonnes which is 2% in value of the world trade and 8% of the volume of the world trade. However our national tonnage is less than 1% of the global tonnage. I have mentioned earlier about major importers partnering the shipping industry and I firmly believe that once the big players envision this, the capital will flow. Lack of facilitative fiscal regime and difficulties of doing business in the country are some of the hurdles we are facing. Besides this, the Indian flag is not a friendly ensign to adorn the mast. Our nation despite, having the best of the IT industry, has yet to bloom into a fully digitalized trading country. All the above and more needs to be recognized or else increase of tonnage may yet be a far cry.

• To continue I say, there is no doubt that inland waterways and coastal shipping is the way forward for the nation's growth. Our coast has tremendous potential. Most countries with large waterways have large water transport and take advantage of their coasts whilst our country remains an exception despite having a coastline of 7500 km. Coastal shipping and inland waterways shall serve to reduce cost of the ultimate commodities to the consumers, since water transport remains the cheapest mode per tonne.

• The carbon footprint in shipping on a per tonne basis is minimal compared to other modes of transport so we definitely need to move in that direction.

• Once again the above hurdles mentioned still prevail and unless they are addressed we shall stay far behind the rest of the world.

• Improvement of the coastal shipping would automatically improve the nation's security and reduce our vulnerability from the seas.

• The government is trying to improve the regimes and one encouraging step would be a relaxation of the seafarers' taxation

regime not just for foreign going but for coastal shipping as well.

- Official statements have been made by the Government about reservations of import cargos for Indian bottom, however this is difficult to achieve and importers will not like such reservations.

10. Your assistance is sought by most in the industry. How can you contribute to the growth of CMMI as a Captain of the industry?

- I am blessed to be accepted as one with the fraternity and my biggest honour was when Capt. Kolhi addressed me as Capt. Hajara. It felt very good and with that honourary title comes the responsibility of mentorship. I promise to remain as adviser to the CMMI on any front where my knowledge may be of use. I shall proudly help in any way if called upon to do so. Sharing of knowledge and fellowship is the key to growth.

11. What is your message to CMMI members?

- CMMI members should lead from the front and be the focus and enrichment of the maritime industry.

12. On a personal front, what are your favourite pass-times and passions?

- I firmly believe that a rounded personality is the key to overall happiness and satisfaction. All work and no play will make Hajara a dull man. I believe that extracurricular activity assists in reduction of stress which in turn helps to boost one's normal achievement in the respective fields of work.

- From a young age I had a passion for sports, namely tennis and played a decent game of tennis at club levels. At a later age I took up golf and as much as I would like to play daily it does not happen, however I do manage to play about 4 to 5 days per week and have acquired a 15 handicap.

- My passion for music and drama and love for Ravindra Sangeet has me participating in choral ensembles

and drama groups like Anandam, the Shokher Theatre, the Bombay Durgabari, a religious and charitable organization and I have even sung solo in various Kolkata auditoriums. The groups that I perform with are all charitable groups and the proceeds are all donated to needy cancer patients and till date have amounted in excess of 50 lakh rupees.

13. How would you describe yourself as a person?

- Baring all modesty I shall declare myself as cool and composed and a pleasant personality. By nature I am very friendly and take pride in saying that in my life spanning over 63 years I have had virtually no enemies and therefore I definitely consider myself to be very friendly.

Mr. Hajara ended by saying he was happy that this interview was being taken and he wished CMMI a great future and he also wished in advance, that this article should make good reading for all the members of CMMI.



Interview taken by Capt. Tescelin Almeida,
Editor of Command

On Receiving the Varuna Award

at the 53rd National Maritime Day Celebration held on 5th April 2016

Capt. Almeida: Sir, on this auspicious day would you like to share your feelings with the fraternity?

Mr. Hajara: I am really humbled to receive the Varuna Award and I thank, from the bottom of my heart, the NMDC Committee and The Esteemed Jury for bestowing upon me this honour. The list of past awardees truly represents the legends and stalwarts of this industry, starting with the late Dr. C.P. Srivastava, who first interviewed me for the job in SCI when I was a young lad and whom I consider as my mentor, Smt. Sumati Moraji, Mr. Vasant Sheth, Dr. Leo Barnes, Mr. Venkateswaran the topmost maritime lawyer of his time in our country, and coming to the living legends like Capt. J.C. Anand, Dr. M.P. Tolani, Mr. K.M. Sheth, Capt. Vanchishwar, Mr. Michael Pinto and Mr. Danny Joseph. Once again, my being considered for this award really humbles me. I have always considered shipping not as my job but as my true passion and true profession. Shipping has been my love my passion my life. I have been a perpetual learner, and with this award my responsibility to mentor and share my learning with the younger generation increases manifold. I shall strive to spread the message of contribution to the maritime sector and to the world at large. I simply hope that till my last breath, I can continue spreading this message, continue mentoring the younger generation, because whatever I am today, is from what I have learned from my industry superiors, peers and subordinates. Today, I wish to share my award with the entire industry and I hope that this award further motivates me to give back to the maritime fraternity all that I have received.

CMMI Kolkata Chapter

New Office Inauguration

CMMI Kolkata Chapter opened its own office In January 2016, in the space provided to it in the Annex Building at Marine House, Hastings, Kolkata by the Mercantile Marine Department. This was possible after extensive civil and electrical renovation to the existing space. The Facilitation Centre was also shifted to this space from its ad hoc location in a different area of Marine House.

A Griha Pravesh Puja was performed prior to the shifting. The office was inaugurated on 27th January 2016 by Capt. L.K.Panda, Nautical Advisor to Government of India. It was all possible because of the active support of Principal Officer, Mercantile Marine Department, Kolkata, Shri S.K.Sinha and Shipping Master, Kolkata, Shri Mukul Dutta.

The office now has its own land line telephone no. 033-65550239, and the chapter web site www.cmmikolkata.com has been launched. An office assistant has been appointed for the Facilitation Centre. The chapter has its own account at the Syndicate Bank branch in Marine House. M/s D.Bandopadhyay & Co., a sister concern of M/s D.Saha & Co., have been appointed as Auditors for the chapter.

Kudos to Kolkata Chapter.



Will the Indian controlled fleet reach 43 mln tonnes by 2019?

In December 2014, the Honorable Union Minister of State for Road Transport, Highways and Shipping, Mr. Pon Radhakrishnan, announced in Parliament, plans to grow the domestic shipping fleet from 10.3 mil dwt to 43 mil dwt 2019. Fast forward one year, has the fleet grown at the required pace to meet his target? The answer of course is no. As an Indian, I would feel very proud if the Indian controlled fleet grew to that level. In my opinion, it will be all but impossible to raise the level of finance required to grow the Indian fleet to that level in the current environment. Or at least, foreign financiers, who do the heavy lifting in terms of providing capital to Indian Shipping Companies today, are unlikely to support that level of growth in the Indian fleet. Major changes are required and I shall highlight some of them below:

AA) Flag: The Indian flag is unfortunately, not an acceptable flag, for the vast majority of global shipping financiers. The current regulations require that India based ship-owners flag their vessels under Indian flag. That law, which is unique from a global perspective, prevents access of capital for the majority of Indian Shipping Companies. Foreign

flag Indian controlled tonnage should be given the same cargo preference as Indian flag vessels. An exception could be made for say crude oil and LNG tankers which can potentially be requisitioned at a time of conflict (requisition being the principal benefit of flagging under a national flag). It is after all highly unlikely that the government will find it necessary to requisition say an anchor handler at the time of conflict. This does not have as much of an impact on the larger Shipping Companies, as the foreign financiers are able to overlook the inherent weaknesses of the Indian flag. This however has a huge impact on the smaller companies who have all but no access to much required (competitive) foreign capital.

There was a circular issued last year which allows Indian owners to register vessels under a foreign flag as long as 50% of their existing fleet is under Indian flag. Such a restriction would also apply to for instance, investor owned single purpose companies (similar to KG, KS structures). Ship investment

funds are a huge source of capital for the Shipping industry. For example, 50% of the world container fleet is owned by these single purpose companies / investor owned funds. Requiring single purpose companies to be registered under Indian flag would mean that this industry has no hopes of getting off the ground in India, as debt financiers in particular, would continue to be averse to financing Indian flag vessels. Indian owners who could have benefited from access to these funds would be the losers.

The reasons that the Indian flag is not acceptable are manifold. They include

1. It is only possible to register a principal and interest mortgage as opposed to an account form mortgage. A principal and interest mortgage does not allow financiers to recover amounts relating to repossession expenses which are normally several million dollars.
2. Mortgage registration can take several months until after a loan is drawdown. The current norm is to provisionally register a

vessel, whereas worldwide the norm is to register a full mortgage at the same time a loan is drawdown.

3. **Protracted time for auction:** A vessel is a wasting asset and it would typically lose several million dollars in value idling after an arrest. Financier friendly jurisdictions allow for "pendent lite" sale of vessels within 2-4 months of arrest (court proceedings can continue after vessel auction). This is not the case in India where courts do not allow auction until the full court proceedings are completed, which can take several years. It is therefore not commercially viable for financiers to arrest vessels in India and so this would happen on only very rare occasions. It is indeed unfortunate that India is a market where financiers feel they will have to spend years following an arrest before they get auction proceeds. The risk return is just too high in an environment where financiers make no more than a 1-2% margin over their own cost of funds for Shipping loans. This certainly does not help in attracting capital to India's shores.

BB) **Capital Controls:** Shipping by its nature is an international business and large international transfers are a daily occurrence. This

is challenging in an environment with significant capital controls. Further ECB loans have to be of a certain margin and average life in order for local companies to avail of them – a very unusual requirement in the international context. Additionally, restructurings are all but impossible in an environment where one has to meet RBI norms. Shipping is a highly volatile industry and restructurings are extremely common, so these requirements significantly add to costs incurred of doing business in India.

CC) **Tonnage tax:** The majority of profits in Shipping globally, are not made chartering ships but rather by sale & purchase of ships since the industry is highly volatile. The tonnage tax law in India requires that a vessel must remain under ownership for 10 years for an owner to avail tonnage tax. This is unusual in the international context and prevents owners from selling ships without incurring a significant tax hit. Investors would indeed try their best to avoid registering vessels in India, with this requirement. Tonnage tax needs to be brought in line with what is available globally i.e. Shipping income cannot be taxed, regardless of the number of years a vessel is owned.

Mr. Gautam Khurana has 15 years of experience in the Shipping industry, a decade of which was at DVB Bank, where he was a Sr.VP. His range of experience includes arranging syndicated financing transactions, Sale & Leasebacks, ECA financing, M&A, IPOs, restructurings and repossessions. He has advised mining companies on their Shipping strategy, LNG exporters and importers on LNG Tanker and floating LNG terminal financings and a dredging technology startup on its market entry strategy.

He is a CFA Charterholder and an INSEAD MBA. Prior to his MBA, Mr. Khurana worked in management consulting and Ship Management. He received his undergraduate degree in Economics from University of Rochester, USA.

We are proud to announce that Shri. Gautam Khurana is the son of Capt. Suresh Khurana, Fellow of CMMI



Gautam Khurana
Reachable on

advisory@shippingfinance.com

CMMI's timely Conference, spotlights on Container Weight Verification

(Below content has been taken with permission from Bhandarkar Shipping News and edited for Command Magazine)



13th December 2015, marked a red letter day for the Company of Master Mariners of India. For the first time the CMMI's organized a Conference of such enormous scale, on one of the most topical change, namely the Mandatory Container Weight Verification which is to be brought about by new amendments to SOLAS.

In the inaugural session, the Master of CMMI, Capt Philip Mathews, gave a brief background on CMMI and described CMMI as a PAN India organization that engages government authorities on issues of the members' interest, holds

seminars and publishes its Command magazine. He underscored the importance of holding the conference on Mandatory Container Weight Verification, which will come into effect from 1 July 2016. He also highlighted the various consequences of inaccurate mention of weights such as dangers to vessel, increased insurance and supply chain disruptions. The objective of the conference, he said, was to bring all stakeholders on a single platform along with experts to address on different aspects of the issue. The aim was also to reduce the time for implementing the regulation.

The keynote speaker Capt. Anil Singh, SVP & MD, DP World Subcontinent spoke for the poor ship master and his crew who bear



the brunt of the incorrect declaration of container weights. Once the ship is loaded with containers and the ship leaves the port the master is left to his own devices. He said we must understand that we put our prized possessions on the ships and therefore its safety should be our concern. He stressed on the common knowledge of instability caused to a vessel if heavy containers are stacked over light containers. This could also lead to capsizing of a ship. Flagging off issues in implementing the regulation, he spoke about the lack of readiness, measurement of weight taking place at two points, origin and loading, reconciling the difference at the two points, which can arise due to various reasons, voluntary mis-declaration, policing to ensure compliance and other issues. He asserted that DP World ports would be ready to comply with the regulation by 31st March. He sought industry assistance to meet



the regulations. He also drew attention to the benefit of higher efficiency in the entire supply chain due to implementation of the regulation. He stressed on the importance of shared responsibility to ensure implementation of the regulation as it kicks in July 2016.

Capt S. P. Sastry, the oldest Indian sailing captain, underscored the vulnerability of container vessels as compared to other type of vessels. He also said the masters today had to learn many new

things as the shipping environment and technology are changing constantly.

The Chief Guest, Director General of Shipping, Shri Deepak Shetty, (IRS) in his address appreciated the timelines of the conference saying "it couldn't have been more contemporary." He stressed the lead time for implementation of this weighty issue of weights of containers was weighing down the shipping community. He said all stakeholders will have to ensure





due diligence. The fact that nearly one third of all container weights are mis-declared is a scary scenario. He spoke of need to give incentives who consistently declared correct weights as an inducement to fall in line.

Let us collaborate in developing robust and cost effective processes.

Following Eminent Speakers made presentations on various perspectives of the vital subject of Verification of Gross Mass during the business sessions.

During the first session Capt

Deepak K. Tewari (CEO, MSC Agency India Pvt Ltd & Chairman Container Shipping Lines Association) covered the "Commercial Perspective". and Capt K. P. Jayakumar (Dy Nautical Advisor, DG Shipping) focused on "Implementation of Amendment to SOLAS VI Regulation". Mr. Julian Bevis, Sr. Director, Group Relations South Asia, The Maersk Group chaired this session.

The second Session was chaired by Mr. Rajeev Tandon, Principal Commissioner of Customs, Capt Sujeet Singh (Regional Head,

Operations, D. P. World) spoke on "Container Weighment in the Port Sector" and Capt. Shriram Ravi Chander, ED, Krishnapatnam Port Container Terminal Pvt. Ltd. touched upon "Analysis of Port Facility in South India."

In the third session, chaired by Capt. Biswajit Chakroborty, MD, K Line Logistics. Ms Geeta Uppal (Vice President - Head of Ocean Freight, Reliance) spoke on "Shippers Perspective" and Shri Basant Sandhooja (Managing Director - Indian Operations, Avery) spoke about "Solas



Implementation - Weighment Perspective" while Capt Mrithunjay Dhawal (Head of Operations, Gateway Terminal of India) informed about "Terminal Operations"

A panel discussion on "Weighment of Containers and Its Implementation in India" was moderated by Capt. L.K.Panda (Nautical Advisor to the Government of India). The esteemed panelists included Capt S.K.Narula (Director, Liner and Passenger Services, Shipping Corporation of India); Shri. Atul Kulkarni (International Project Advisor, Ministry of Shipping); Shri.Umesh Grover (Secretary General, CFS Association of India); Capt. Anand Chopra (Director, Elektrons Global); Shri. Vivek Kele (President, Association of Multimodal Transport Operators of India); Capt. Ashok Kumar Bhattacharjee (Secretary General, Indian Private

"This is a regulation which is coming into force to ensure safety of life at sea. This will make the shipper more responsible and liable," – Capt C.S. Raj, Managing Director, Sanmar Maritime Ltd.

"This time CMMI picked up a very crucial and contemporaneous topic to discuss, Bravo" – Capt Dinesh Nagpal, Manager (Training), MSC Crewing Services Pvt Ltd

"The seminar was quite informative and engaging, and more importantly it was based on a subject which is in the minds of everyone in the trade now," – Capt Sunny Williams, CEO, Manibhadra Logistics Pvt Ltd

Ports and Terminals Association); Shri. Mohan Nilhalani (President- All India Importers & Exporters Association); Capt. Ajay Kumar Arora (Senior Surveyor, Indian Register of Shipping); and Shri. Sanjay Pandey (IPS, Dy, Commandant General, Home Guards and Dy, Director Civil Defense, Ex Controller, Legal Metrology).

The summing up of the seminar was done by Capt. Shiv Halbe, (warden of CMMI) and the vote of thanks was done by Capt. Kaustubh Pradhan, (Secretary General of CMMI). The entire event was perfectly steered by the Master of Ceremonies, Capt. Tescelin Almeida (warden of CMMI)



The 3rd session of the NCSR sub-committee at IMO headquarters, London

Capt. Suneel Sule

The 3rd session of the sub-committee on Navigation, Communication and Search and Rescue (NCSR) was held between Monday the 29th of February 2016 to Friday the 4th of March 2016; at the headquarters of the International Maritime Organization, London. From the point of view of CMMI, this session had a special meaning. For the first time a CMMI member was a part of the Indian delegation. The Indian delegation comprised of Capt. R. K. Muduli, Dy. D.G. Shipping, Cmdt. S. Anchawar, Dy. D.G. Shipping and Capt. R. Jadhav of (IRS) and myself, on behalf of CMMI.

In preparation for this meeting we were briefed at the D.G.S. office in Mumbai and at Transport Bhavan, New Delhi. The agenda items which concerned India were scrutinized to determine the stand India would take on those issues. The handling of some other agenda items which did not affect India directly, were observed with the intention of understanding the process and anticipating response of other member states when India puts forth similar proposals.

A total of 29 agenda items were discussed during this 5 days long session. A summary of the agenda items discussed at this session is given below:



Capt. R. Jadhav, Capt. R.K. Muduli, Capt. S.V.Sule, Cmdt. S. Anchawar

Recognition of Galileo as a component of the WWRNS (Agenda item 5)

The EU stated that Galileo Global Navigation System (GNS) will be in a position to provide initial service before end 2016 as per resolution A. 1046 (27). GNS will offer an open world-wide non-discriminatory service for free for a minimum of twenty years to all users; with six years notice of any changes to this. EU further stated that there are no plans to make the use of Galileo mandatory in EU waters. NCSR considered this information with the view of recognizing GNS as a component of the Worldwide Radio-navigation system. An SN circular to that effect will be issued. The performance standards for GNS shipborne receivers have already

been adopted in 2006 by resolution MSC 233 (82).

Additional modules to the Revised Performance Standards for Integrated Navigation System (INS) resolution MSC 252(83) relating to the harmonization of bridge design and display of information (Agenda item 6)

This is intended to be a part of the Strategy Implementation Plan and is expected to be completed in 2017. The aim of E-navigation is to provide relevant information to the ship's bridge team in electronic format with the intention of enhancing safety and efficiency of marine navigation. It will require the existing systems and the new technology and equipment to integrate and bring in harmonization at a global level. Another intention of e-navigation is

to streamline the information exchange between the shipboard systems, between ship and shore, and systems ashore. On consideration of this proposal by NCSR 3 it was decided that further work was necessary on this matter and these standards should be finalized at NCSR 4 in 2017.

Guidelines associated with multi-system shipborne radio navigation receivers dealing with the harmonized provision of PNT data and integrity information (Agenda item 8)

The guidelines support the performance standards for multi-system shipborne radio-navigation receivers which were finalized in NCSR 2. These define the minimum requirements for allowing use of different systems for the purpose of Position, Navigation and Time (PNT) data and related information. The standards will be applicable to equipment installed on or after 31st December 2017. However NCSR observed that there were some issues which need to be resolved. Hence it was decided

that these guidelines will be considered by an inter-session group and will be finalized in 2017 during NCSR 4.

Guidelines for the harmonized display of navigation information received via communication equipment (Agenda item 9)

Along with agenda item 8 this was a part of the package of proposals intended to further the implementation of the e-navigation Strategy and its necessity was recognized by NCSR3 and these guidelines were agreed upon. NCSR3 further decided to consider more detailed proposal at NCSR 4 in 2017 with a view to finalize the same.

Analysis of developments in maritime radio-communication systems and technology (Agenda item 11)

International Maritime Satellite Organization (IMSO) proposed that Iridium be recognized as a GMDSS service provider. NCSR 3, on considering this proposal, observed



that Iridium does not yet meet all the requirements set out in resolution A 1001 (25). The subcommittee agreed to recommend this service provider to MSC for recognition once the issues have been resolved. NCSR3 further recommended that A 1001 (25) be reviewed, and amended if necessary.

Performance standards for shipborne GMDSS equipment to accommodate additional providers of GMDSS satellite services (Agenda item 12).

Variety of GMDSS satellite services coming on line made it necessary to develop generic performance standards for shipborne GMDSS equipment in order to accommodate the additional service providers. The subcommittee could not agree on the applicability of the proposed



draft performance standards. This work will continue at NCSR 4.

Interconnection of NAVTEX and Inmarsat Safety Net receivers and their display on Integrated Navigation Display Systems (Agenda item 13).

The subcommittee decided to delay the proposed amendments in view of the proposed amendments to the revised performance standards for the integrated Navigation Systems (INS) resolution MSC 252 (83) and proposed guidelines for the harmonized display of navigation information received via communication equipment which are both due to be completed in 2017.

Completion of the detailed review of the Global Maritime Distress and Safety System (GMDSS) (Agenda item 14)

The subcommittee agreed that the amendment to SOLAS convention and related instrument be addressed after completion of the Modernization Plan of the GMDSS and aim for an entry into force date of 2024. The plan is expected to be completed in 2018. There are no provisions for new carriage or retrofit requirements in the review.

Unified interpretation of provisions of IMO safety, security and environment related conventions (Agenda item 25)

Under this agenda item matters related to COLREGs 1972 as amended, were considered. The subcommittee invited IACS to develop a unified interpretation

based on the subcommittee's discussion in order to clarify the application of the COLREGs with respect to the placement of sidelights.

Further, the matter of COLREGs 1972 rule 18 related to the Protection of Cable Ships was discussed. Since consensus could not be reached on issues such as setting minimum distances, distinguishing cable-laying ships at night etc. the matter was referred to the working group for detailed consideration and advice.

During the proceedings of the subcommittee it was observed that certain countries like Norway, United States, France, Brazil etc. had carried out detailed analysis of every issue concerning them and were well prepared with their stand in support or in opposition of the agenda item under consideration. For further subcommittee sessions of NCSR the Indian team should prepare about the issues of concern to India in greater detail so as to express our views more emphatically. This preparation is a long drawn process and it needs to be started well in advance. The cut-off date for submission of papers is thirteen weeks before the date of the session. It is learnt that ISRO is working towards integration of IRNSS with GNSS. The India delegation attending the next NCSR session should be thoroughly appraised of such matters in order to express well-founded views substantiated with authentic information. CMMI is a body of experts in all branches of

shipping industry and hence the best resource from where to pick representatives.

Capt. Ashok Mahapatra, Director, MSC was present throughout the session and gave his inputs on certain issues. We had the opportunity of interacting with him in an informal manner during this session. Mrs. Madhu Sethi, first secretary, Indian high commission, invited us for a lunch at her office and was updated on the proceedings.

I express my sincere thanks to Capt. L.K. Panda and the Directorate General of Shipping, to Capt. Philip Mathew and the Company of Master Mariners of India, to Capt. K.N. Deboo and Anglo Eastern Ship Management, for giving me this opportunity and for all the valuable support and guidance. I am thankful to the elder brethren and members of CMMI for their support and encouragement.



Capt. Suneel Sule

Extra Master, Programme Head
(Navigation Training)

The National Maritime Day Celebrations Central Committee (NMDC) Celebrates 53rd National Maritime Day On 5th April, 2016

Theme-'The ease of doing Business in the Maritime Sector'

(Content given by Sea & Jobs and edited for Command)

5th April 2016 was a Red Letter Day for the Company of Master Mariners of India. It was a great feeling to watch our CMMI members walk up the stage to receive various awards at the 53rd National Maritime Day Celebrations (NMDC). The event was conducted at the Swatantryaveer Sawarkar Auditorium, Dadar, Mumbai and was well attended by stalwarts of the Industry and Imminent personalities from other Industries as well. The theme of the programme reflected on "The Ease of Doing Business in the Maritime Sector". The Chief Guest for the day was Vice Admiral Sunil Lanba, PVSM, AVSM, ADC (Flag Officer Commanding In Chief Western Naval Command, Mumbai) and the Guest of Honour for the day was Mr. Micheal Siebert, Consul General, Consulate General of the Federal Republic of Germany & Dean of the Consulate Corps. The other distinguished guests present were Shri Deepak Shetty, I.R.S., Chairman, NMDC (Central) Committee, Director General of Shipping and Additional Secretary to the Government of India, and Capt. B.B. Sinha, CMD of Shipping Corp. of India. (SCI)

The programme was inaugurated by the lightening of lamps by the



dignitaries accompanied by a melodious Saraswati Vandana chanted by employees of SCI.

The guests were welcomed by floral bouquets presented by IMU cadets. Shri Deepak Shetty presented the welcome speech in which he spoke about the glory of Shipping Industry starting from 5th April, 1919, when the 1st Indian ship named SS Loyalty sailed to UK. He also spoke about new ventures to be taken by the Prime Minister in the upcoming projects.

This was followed by a short film by Film Division of India about the current celebration and about museums, safety measures and what contributions are to be made in the

field. The film had a focus on the steps





Presidential time.

Capt. Suresh George, serving master of SCI, made a presentation on the theme of the programme. He specially focused on three topics: i) the successful operations of SCI on the LNG ship technology take over before the stipulated time by Indians; ii) seafarers' education, job opportunities and training where the opening of online application and certificates through post were extremely praised by the audience; iii) transportation of goods by sea.

Shri Sailesh Bhatia, MD of the Bhatia Shipping Pvt. Ltd. made a presentation on Port Community System. He emphasized on Cargo Communicative System, its meaning and how it can save time in EXIM transactions. This was followed by an Inspirational speech on the theme of the evening by Capt. Anil Singh, senior VP and MD, Indian Sub-continent, DP World Pvt. Ltd. he spoke about the digitalization of the shipping industry and the gadget-savvy young generation in shipping.

The highlight of the evening was the presentation of the NMD-Awards.

A. The Varuna Award :-

- 1) Capt. Arun Kumar Karkare
- 2) Shri. Sabyasachi Hajra

B. The Award of Excellence:-

- 1) Capt. Nand A. Hiranandani

C. The Award for Education and Training:-

- 1) Capt. Suresh Bharadwaj
- 2) Mr. G.A. Somang
- 3) Capt. Ajay Achutan
- 4) Prof. Dr. K.A. Simon

D. Award for Best Foreign Employer of the Indian seafarers:-

Anglo Eastern Ship Management Ltd. which was received by Capt Vinay Singh.

E. Award for The Most Compassionate Employer of Indian seafarers of the Year:-

- 1) Shipping Corporation of India – accepted by Capt. B.B. Sinha
- 2) Wallem Ship management – accepted Capt. Navin Pasey
- 3) Elegant Marine Services Pvt. Ltd. – received by Mr. Dillip Mishra & team.

F. The Gallantry Award:-

- 1) Capt. Surveer Singh
- 2) Capt. Mrs. Radhika Menon

G. Shipping Corporation of India (SCI) won the award for the Shipping Company with highest number of vessels flying the Indian Flag.

H. Eminent overseas Maritime Personality Award:-

- 1) Shri Harendra Pal Singh
- 2) Shri S V Anchan

I. Maritime Proficiency award:-

- 1) Shri Prashant Pant
- 2) Miss Ruchi Suri
- 3) Shri Rakesh Kumar
- 4) Shri Praveen Kumar Sudhar
- 5) Miss Snigdha Samat
- 6) Shri Stephen Kumar Patra

After the Award Ceremony, Shri Deepak Shetty (DGS) called upon stage the five contestants of the 'MIS 2016 – DP World Prize' competition and announced the winner's name—Capt. Nikunj Parasar, co-founder of Sagar Defence Technology, for building an Un-manned boat, to get the product

inducted in the Indian armed forces. The other four finalists were:-

I. Tanuj Jhunjhunwala, founder of Planys, a Chennai-based company that is developing advanced Marine Robotics.

II. Nrupal Das, founder of Zarrots, a Bhubaneswar-based company that works to develop intelligent fuel tracking.

III. Surendra, founder of Volteo, the Hyderabad-based company whose Smart Port Cloud platform helps ports go paperless, enhance port security and automate electrical infrastructure.

IV. Rajesh Malhotra, founder of VMW, a Bangalore-based company that focuses on providing Container Management solutions.

The NMDC, 2016, Souvenir was inaugurated by the Chief Guest Vice Adm. Sunil Lanba followed by Mr. Michael Siebert, the Guest of Honour's speech, on the theme of the evening and on his experiences in India and Germany.

Chief Guest, Vice Adm. Sunil Lanba spoke about his experiences in the Shipping Industry, and the ease of doing business in the industry.

The programme was concluded with a vote of thanks by Capt. B.B. Sinha, Vice-chairman, NMDC(Central) Committee and Chairman and Managing Director of the Shipping Corporation of India followed by the National Anthem and some Refreshments.

The programme was compered by Mr. Vimlendra Bhagaria.



"Excellence Across Oceans"

With best compliments from



Gulf Energy Maritime Services Pvt. Ltd.

The Manning arm of GEM in India

**Gulf Energy Maritime
Services Pvt. Ltd.**

Unit no.406-407,
215 Atrium
Andheri Kurla Road,
Andheri (East),
Mumbai—400093

Tel : 00-91-22-61548888
Fax : 00-91-22-61548889
e-mail :
gemindia@gemships.in

**Nurturing Relationships
Building Careers
Delivering Quality**

Dynacom

Tankers Management Pvt Ltd.

REQUIRES FOR ITS MODERN TANKER FLEET

CHIEF OFFICER
SECOND OFFICER
THIRD OFFICER
CHIEF ENGINEER
SECOND ENGINEER
ELECTRICAL OFFICER

RANK EXPERIENCE ON CRUDE AND / OR PRODUCT TANKER

For their principals

SEA TRADERS S.A.
Athens

REQUIRES FOR NEW BULK CARRIERS

Master
Chief Officer
2nd Officer
3rd Officer
Chief Engineer
2nd Engineer
3rd Engineer

All ranks with suitable experience may apply with immediate effect excellent wages, terms & conditions - best in the industry



Urgently Requires For their principals **DYNAGAS LTD.**

Chief Engineer / 2nd Engineer
(With DFDE / Steam certificate)

Chief Officer
2nd Officer
ETO

Gas Engineer
(Rank experience in LNG is mandatory)

WE OFFER

- Excellent Promotion Prospects
- Attractive Remuneration, best in the industry
- Re-joining Bonus for all Officers
- Standby wages for all Ranks
- Oil major incentives for all Ranks
- Choice of terms of duty with full benefits

CONTACT US

MUMBAI OFFICE

CAPT. M.V. NAIK / MR. SURESH KUMAR
A-402, 4th Floor, Business Square,
A-Wing, Sir Mathuradas Vasanji Marg,
Chakola, Andheri (East),
Mumbai - 400093
Tel: 022-28347349 / 28347294
Email: resume@dynacomindia.com

DELHI OFFICE

MR. HARISH CHADHA
250, ANARKALI COMPLEX,
JHANDEWALAN EXTN.,
NEW DELHI - 110 055
Tel: 011-2381 1611 / 612,
FAX: 011-2351 1609
Email: harishchadha@yahoo.com

CHENNAI OFFICE

MR. S. SATHYANARAYANAN
706, 7TH FLOOR, CHALLA MALL
NO.11, THEYAGARAYA ROAD
T-NAGAR, CHENNAI - 600 017.
TEL: 044 - 4353 3136 / 2436 1879
FAX: 044 - 4358 3187
Email: sathya@dynacomindia.com

KOLKATA OFFICE (New Address)

PIC : MR. ANINDA BHATTACHARYA
1E, Annapurna Apartments,
68, Ballygunge Circular Road,
Near La Martiniere School,
Kolkata 700019
Tel : 91-83-4003 6971 / 72 / 73
Email : kollkato@dynacomindia.com

License No. RPSL - MUM-236 Valid 20/11/2017



With Best Compliments from



Our vision is to be internationally recognized as the number one independent provider of Global Maritime Services. we operate across a diverse range of markets, locations and areas of expertise which provides huge opportunities for our people, on shore and at sea.

Our Values - safety, teamwork, personalised services, creating value, accountability and transparency are at the heart of everything we do.

Join V.Ships and embark on a career for life.

V.Ships India Pvt. Ltd.

RPSL - MUM - 082 / Valid till 28th December 2018

CONTACT US

Chandigarh
chandigarh@vships.com
TEL: +91 172 4840340/1/2

Chennai
chennai@vships.com
TEL: +91 44 42834000/09

Delhi
delhi@vships.com
TEL: +91 11 48043300

Kochi
kochi@vships.com
TEL: +91 484 4184300/09

Kolkata
kolkata@vships.com
TEL: +91 33 40423300

Mumbai
mumbai.recruitment@vships.com
mumbai.leisure@vships.com
offshore.applications@vships.com
TEL: +91 22 40013300/3400

www.vcrew.com/india/en

Performance Assured



for the real world

Work with a **Ownership Company**

MSC growing with 9000 TEU & 13000 TEU vessels

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

Make a change for the Better!!

MSC India took 11 yard
delivery 9000 TEUs vessels in 9 months -
April to December 2015.

2016 schedule of yard delivery

FEBRUARY	- MSC CHANNE	JUNE	- MSC MICHELA
MARCH	- MSC CHLOE		MSC ELMA
APRIL	- MSC BRANKA	JULY	- MSC GIULIA
MAY	- MSC PALAK	AUGUST	- MSC CLEA

More to follow...



2013



2014



2015



2016

"MSC Shipmanagement Limited, wins
"Sailor Today Award" for the Prestigious
category "SHIP MANAGER OF THE YEAR"
for fourth year in a row



MSC Crewing Services Pvt. Ltd
awarded the "BEST FOREIGN EMPLOYER
OF THE INDIAN SEAFARER" on
51st National Maritime Day 2014



MSC Crewing Services Pvt. Ltd
awarded
"CARING COMPANY OF THE YEAR 2015"



TRUST, RELIABILITY, STABILITY & GROWTH

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

MSC CREWING SERVICES PVT. LTD.

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

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

CIN No: U63090MH2005PTC151320

Our Branches:

New Delhi - Tel: +91 11 43017777/88 Email : delhi@msccs.com

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

Chennai - Tel: +91 44 26402666/4555 Email : chennai@msccs.com

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

Patna - Tel: +91 612 2260211/58 Email : patna@msccs.com

License No.: RPSL-MUM-052 Valid till : 05-12-2016